30 AUGUST 1973 15p

COLOUR CENTRE - F5000 BRANDS HATCH - NEW OPEL

AUTOSPORT

F3 at Mallory, Castle Combe and Silverstone



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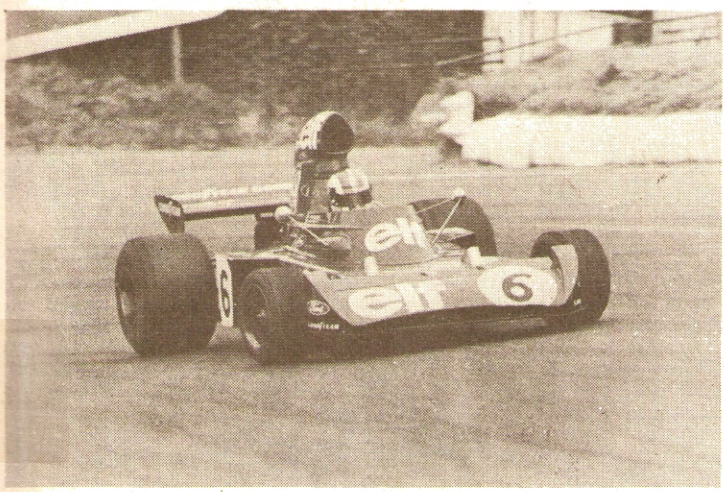
BRITAIN'S MOTOR SPORTING WEEKLY

August 30 1973 Volume 52 No 9

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François Cevert gave Mallory spectators a real treat with his driving of the F1 Tyrrell on Sunday.



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Published every Thursday by Autosport, Haymarket Publishing Ltd, Gillow House, 5 Winsley St, London W1. Tel : 01-636 3600. **Subscriptions and back numbers** : Craven House, 34 Foubert's Place, London W1A 2HG. Tel : 01-636 3600. **Annual subscription** : £10.10 (home) ; £10.40 (overseas). USA and Canada $27 (£10.40). **Airmail rates on application.**
Text printed in England by David Brockdorff Ltd, London E17 and Harlow, Essex. Cover printed by B. R. Hubbard Ltd, Callywhite Lane, Dronfield, Sheffield. **Registered at the PO as a newspaper.**

Direct from the publishers or all newsagents.

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EDITORIAL

One of the most entertaining features at many of the championship race meetings this year have been the " celebrity " races. This involves a grid full of identical cars ; be they Fords, BMWs, Vauxhalls or whatever, it makes no difference, there are usually about 20 in number which are made available to invited guests from outside motor sport and to some directly involved, like race winners during the day and so on.

It costs nothing for the drivers to do the races. They do not pay entry fees, transportation, petrol or anything —they have a fully sponsored car made available to them for a 10 lap race. For many people this is a dream come true for others, and there are too many of them it seems, it is a good excuse to try to wreck a car in the shortest possible time and not worry about paying for it.

The promoters have to have special permission from the RAC to hold these events and some of the competitors have to be issued with special licences. Some of the scenes at recent events must have made the RAC stewards wonder if it is really safe to allow the races to continue. Five cars abreast on the startline with two on the grass may seem very funny and entertaining but one day the joke will misfire and something disastrous will happen and the races which are meant for everyone's enjoyment will be stopped immediately.

The cars are not dodgems but expensive to buy and maintain, and deliberately running into other cars as has been happening is not only totally unnecessary but very rude. If somebody gives you a ten-pound note you don't turn round and slap him in the face. We are not asking the drivers in these events to play " after you madam " obviously, but if they want to continue to have the occasional free race which satisfies them as well as giving the spectators a very nice added attraction could we just ask for a little respect for the people who made it possible. If they don't then we are in danger of losing a very good idea which has gone a long way into making our little weekend club meetings more attractive from everyone's point of view.

F3 scrutineering

There was growing criticism during last weekend at the three circuits which held Formula Three races that there was no RAC eligibility scrutineer present. About six weeks ago when it appeared that a great deal of cheating was taking place there was a plea from all competitors for an eligibility scrutineer to be present at all meetings to try to not only cope with protests but to try to apply some sort of a standard to the frequency of eligibility scrutineering. The plea was answered and the formula cleaned up to most people's satisfaction but now the formula is starting to drift back to its old ways as there is no eligibility scrutineer present. We hope that the RAC will make sure that the situation is remedied immediately, before the bitterness returns.

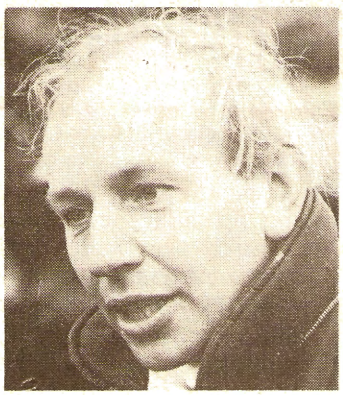
our cover picture

Formula Three racing was featured at three meetings over the bank holiday weekend and as usual provided excellent entertainment. The cover shows Tony Brise's March overtaking Pedro Passadore's GRD at Oulton Park earlier this month. Photo : Peter Burn

Surtees denies GRD merger story



Mike Warner—in Japan.



John Surtees—"no comment."

A story filtered through to us from Enna last weekend that GRD and Surtees were to merge on certain projects next year. John Surtees was extremely surprised to hear of it when we spoke to him on Tuesday and all he would say was "no comment."

Asked whether there was any truth in the story that Denys Dobbie and Mike Warner had been down to Edenbridge he said "Denys has been a friend of mine for a long time and we share a lot of interest outside motor racing, I'm not saying he has not been to Edenbridge."

Mike Warner left for the Japanese sports car series on Friday and so we were unable to get a comment from GRD. However it is easy to speculate on the situation and see where a merger would work in certain directions. Team Surtees is basically a racing team and GRD commercial manufacturers. GRD are currently without a top designer following the departure of Jo Marquart and have not really got a development engineer. If the merger were to happen it would seem like a good idea if the design and development work were done at Edenbridge on works run cars and the whole range produced commercially at Griston with all the customers being kept separate from the works teams.

Although John Surtees has always said that his operation is purely a racing team he has built customer cars from time to time but it has always had to take second place to the running of the works teams. The opportunity of having somebody else to take care of the production and sales of cars bearing his name could be very attractive. With a firm such as GRD there would be the opportunity of expanding the range to include F3, sports cars, F5000 and so on.

For GRD, if the names of the range of cars were, for example, Surtees-GRDs it would be a way of moving into the top league, ie F1, without misappropriating their money which should be sunk into the manufacturing and after sales service. For Mike Warner of course the situation would be nothing new. When he was at Lotus he built up and ran Lotus Components, later Lotus Racing, as the customer side of the factory while Team Lotus ran the works teams and did all the development. The idea worked at Lotus and it cannot be far from Warner's mind to try doing the same again.

This is of course all speculation at this point but that old cliché comes immediately to mind "there's no smoke . . . ."

CSI cancel Jarama races

A telex from Claude Le Guezec, Secretary of the CSI, just as we were going to press on Tuesday stated that all International events scheduled for Jarama in Spain for the rest of this year have been cancelled.

Just two events are affected—the significant one being the European Touring Car Championship event on October 7. This was to have been the final round of the championship. The final round of the ETC will now be the Tourist Trophy at Silverstone on September 23, which will give the meeting an excellent boost as all the major teams will have to come.

The other event affected is the final round of the European 2-litre sports car championship which was scheduled for October 21.

The reason for the cancellation of the events is: "As the Spanish Automobile Federation has not carried out the safety measures required by the CSI, the CSI has decided to cancel the International races which were to be run at the Jarama circuit."

Lauda signs for Ford

Niki Lauda has signed to drive for Ford of Germany in 1974. The Austrian Grand Prix driver had some good outings with the Jagermeister-sponsored Alpina BMW CSL this year, co-driving with Brian Muir and the late Hans-Peter Joisten although he hasn't driven for the Alpina team since his Canadian practice incident. Lauda won a non-championship race with Joisten at the Nürburgring. Other significant signings are expected to be made by Ford of Germany in the near future to drive their new demon 481 bhp Capris which will contend next year's European Championship.



Niki Lauda—quits BMW.

More provisional dates

THE FIA have just issued a further set of dates for 1974 to supplement the F1, F2 and G5 list we published a few weeks ago. At the moment the dates remain provisional and should be ratified next month.

The 1974 CanAm has 10 rounds scheduled so far: June 16, Mosport Park; June 30, circuit to be fixed in Canada; July 14, Road Atlanta; July 28, Watkins Glen; August 11, Mid Ohio; August 25, Road America; September 15, Donnybrooke; September 22, Edmonton; October 13, Laguna Seca; October 27, Riverside.

The 2-litre sports car championship has twelve scheduled rounds with one supplementary race which will replace any cancelled event. The dates are: Paul Ricard, April 31; Vallelunga, April 28; May 27, Thruxton; Mugello, June 9; Clermont Ferrand, June 23; Hockenheim, July 7; Enna, July 28 (supplementary race); Karlskoga, August 11; Nürburgring, September 8; Nivelles, September 22; Estoril, October 6; Jarama, October 20 and Barcelona, October 27.

The interesting date in the 2-litre calender is Thruxton on May 27 which will see the return of the 2-litre circus to Britain following a year's absence.

The European GT Championship has proposed 11 rounds the first of which is the Targa Florio on May 12. The others are Imola, June 2; Nürburgring, June 16; Nivelles, June 30; Estoril, July 14; Nürburgring, August 4; Thruxton, August 18; Monza, September 1; Tour de France, September 15; Barcelona, October 13.

The European Touring Car Championship will be contested over 12 rounds. The championship will start at Dijon on March 10 followed by Monza, March 24; Salzburgring, April 14; Brno, May 19; Mantorp Park, June 2; Misano, June 23; Nürburgring, July 7; Spa, July 28; Zandvoort, August 11; Paul Ricard, September 1; Silverstone, September 22 and Jarama, October 6.

Radio 1 DJ Dave Lee Travis (right) shares a joke with top dragster man Clive Skilton at Santa Pod last Monday. DLT was having a quiet run in a Ford Torino while Skilton was beating Dennis Priddle.



Donohue's CanAm

Mark Donohue scored another impressive victory with his Sunoco turbocharged Porsche 917/30 at Road America, Elkart Lake last Sunday at a record average speed of 114.021 mph. Donohue won both 100-mile parts, but only the second part of the race scored for valuable CanAm points.

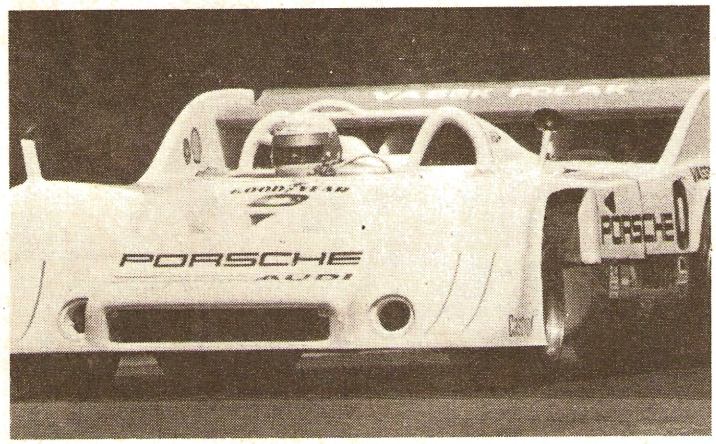
Second in both parts was Jody Scheckter driving the Vasek Polak Porsche 917/10. This was Scheckter's best CanAm result in a series dogged with misfortune and he finished only 18 s behind the Donohue Porsche. Scheckter was running a 5.4 litre turbocharged engine for the first time to match Donohue, Follmer and Kemp on that score but his older 917/10 is visibly not equal in handling with the Sunoco 917/30. George Follmer's RC Cola Porsche finished third in both heats and his team-mate Charlie Kemp seemed to have fourth place sewn up until two laps from the end of the second part when a tyre blew and he left the road. The other quick Porsche of Hurley Haywood retired when in fifth place midway through the second half with a broken wheel.

Donohue's fastest lap was a record 2 m 4.3 s (115.78 mph) although his fastest practice lap was 1 m 57.51 s with Scheckter qualifying second fastest.

The non Porsches were as usual a long way behind. Fourth place was taken by Scooter Patrick's McLaren M8F, ahead of Bobby Brown's McLaren M8F, Bob Nagel's Lola T260, Gary Wilson's McLaren M8E, Warren Agor's McLaren and Danny Hopkins' McLaren M8F.

Donohue now has 79 points in the series to Follmer's 47 while Scheckter has moved into third with 39 ahead of Kemp who has 30.

Jody Scheckter in the Vasek Polak Porsche which finished second.



Dave Walker badly hurt



Dave Walker—car accident.



Vern Schuppan—Japan drive.

We were very sorry to hear last weekend that GRD's top driver Dave Walker had a very nasty road accident last Thursday which has hospitalised him for many weeks. He received very nasty injuries to one arm, a punctured lung and the pin which was put in his ankle earlier this year following an accident was bent. A spokesman for GRD said on Tuesday that they had been in touch with the Norwich and General Hospital and the latest reports were that he had made a slight improvement over the weekend.

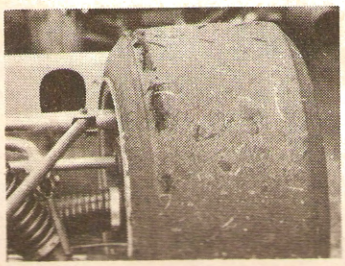
The accident comes at a very bad time; Walker in his last two races with the GRD sports car was showing really good form and had dominated both events before mechanical failure intervened. Last Friday he was to have left for Japan to compete in the sports series at Fuji. Also plans had been made for him to make his long overdue F2 debut at Albi in the DART GRD. Vern Schuppan will be driving the sports car in Japan in his stead.

AUTOSPORT would like to take this opportunity of wishing Dave Walker a speedy and complete recovery.

G1 Gardner?

Frank Gardner has made murmurings that he may be one of the Camaro contestants in next year's British Group 1 Championship. "We don't want another repeat of this year's Group 2," John Webb of Motor Circuit Developments said on Tuesday after expressing disillusionment about Monday's G2 race, "but if there are going to be a good half dozen competitive American cars on the track, then we don't want to ban them although they should be in a separate class."

This was Keith Holland's right hand front tyre after the F5000 race at Brands on Monday.



Big crowds at holiday races

One happy man after last weekend's race meetings was John Webb. The two major meetings at MCD circuits were Fordsport Day at Mallory Park on Sunday and the F5000 meeting at Brands Hatch on Monday. The Fordsport Day attracted 11,000 people while the Brands meeting, which was televised had 15,000 spectators.

Our representatives at Castle Combe and Silverstone also reported encouragingly good attendance figures.

Perhaps the most pleasing thing about the Fordsport day at Mallory was Tom Wheatcroft presenting David Purley with the garland after Purley had won the Formula Atlantic race.

● The joke of the week award must go for the wit in the press box at Mallory who suddenly saw Stuart Turner and John Webb walking across the lake!

Rothmans forum

Organised by the GEC (Stafford) Motor Club and Mike Kettlewell, a Rothmans 5000 Forum is to be held at the MRI Theatrehall, Stafford, on Monday, September 10. Panel members include John Webb, Steve Thompson, Jackie Epstein, Alan Brodie, John Thornburn and (subject to commitments) Peter Gethin and Grahame White. Fresh from the previous day's Gold Cup at Oulton Park, Steve Thompson's Servis Chevron B24, Bob Evans' STP Trojan and a ShellSport Luxembourg Lola T330 will be displayed. Other features include two F5000 films and a quizz (with generous prizes) for all ticket-holders. Tickets, at 35p each, are available from Wayte Brothers, Travel Agents, Stafford Street, Stafford. Tel: Stafford 55488.

Monza on

The Italian authorities guaranteed last Thursday that no action would be taken against Colin Chapman if he attends the Italian GP at Monza. This assurance had been demanded by all the F1 constructors who threatened a boycott of the meeting if the Italians did not agree to this guarantee.

This means that the Italian GP scheduled for September 9 at Monza will now take place barring any unforeseen troubles in other directions.

F5000 plans

Officials of the Jyllands Ring Formula 5000 race on September 22/23 were at Brands Hatch last Monday and have enthusiastic plans to make Denmark's round in the Rothmans European Formula 5000 Championship a huge success. Two 42 lap parts make up the programme, one on Saturday afternoon and the other on Sunday with unofficial testing provided for Thursday and official practice on Friday afternoon and Saturday morning. Sixteen cars will start the race and travelling expenses will be paid for 20. The weekend after Jyllands Ring comes another European round at Zandvoort.

The final exciting round in the 5000 Championship will be the main race of the day on the Brands Hatch Grand Prix circuit at the Motor Show meeting on October 28. Brian Redman is rumoured to be interested in competing in this race.

There are plans for a non-championship F5000 race to be held at Mondello Park on October 28. Other Formula 5000 news is that there are moves for a Formula 5000 Association to be formed before next year's series.

● Radio One mid-morning disc jockey Tony Blackburn makes his Monthly DJ race at Brands Hatch on September 9th. Many other personalities will be taking part.

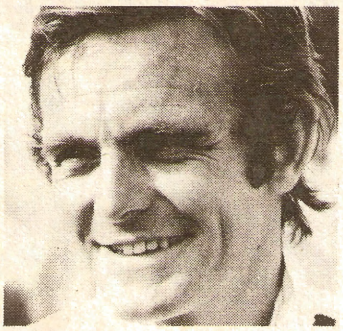
Austria backs Louis Stanley

During the Austrian Grand Prix at Zeltweg, Louis Stanley, Chairman of the Jo Siffert Advisory Council had discussions with the Organising Club, the STMSC, about introducing the approved higher standards for fire-fighting equipment and techniques in 1974. There was complete agreement and unanimity of opinion. As from next season all fire marshals at Zeltweg will carry the twin back-packs with extinguishants as laid down by the Siffert Council and wear approved clothing, boots, helmets, gloves not mittens. Marshals will be spaced at stipulated distances. Training schedules will be recommended. The GPDA expressed appreciation of this practical co-operation, Austria becomes the first country to accept and implement the new fire fighting standards.

Before the race Louis Stanley in his capacity of Director of Circuit Safety made a tour of the Zeltweg circuit with Dr Niederl, President of the Steiermark province, Dr Sebastian, Minister of Transport; Burgermeister Dr Seitlinger of Knittelfield; Burgermeister Dr Koller of Zeltweg and Professor Horst May. Certain sections where spectator and driver safety could be improved were indicated. This official group who represent Government participation and involvement, particularly from the financial investment viewpoint, gave Mr Stanley the assurance that all the modifications would receive approval and financial aid with special emphasis on fire fighting and medical facilities. It is also the intention of the Club to have their own fleet of fast cars, equipped like the German Linger cars with back up fire fighting equipment.

Kinnunen wins again

Leo Kinnunen won the sixth round of the Interserie championship last week at Misano Adriatico. In his now familiar style Kinnunen dominated the meeting throughout, he also took pole position by 0.6 s from Willie Kauhsen, both drivers were of course in turbocharged Porsches. The race was run in two heats and Kinnunen won both. Kauhsen had clutch problems but was classified fourth behind Ernst Kraus (Turbo Porsche) and Reinhold Jost (Porsche 908/3). The other main Interseries challengers hit trouble, George Loos blew up his engine and Helmut Kelleners, having his first race in a turbocharged Porsche had handling problems with the new car, but still finished fifth.



Peter Revson—200.089 mph.

Revson on pole

Peter Revson claimed pole position last Sunday for this weekend's Pocono 500 mile USAC race. Revson driving, the works Gulf McLaren M16 set a qualifying record for the circuit with an average over two laps of 200.089 mph. This is the first time that the qualifying laps were kept down to two instead of the old regulation four under the new USAC rules. Revson was the only driver to qualify over 200 mph. Sharing the front row with the McLaren will be Gerry Grant's works Eagle which clocked in at 198.873 mph. Gordon Johncock in the STP Eagle was third quickest on 197.542 mph. Keeping it an all McLaren/Eagle affair is Johnny Rutherford who after winning the 100 miles qualifying race and 10,000 dollars place the second Gulf McLaren in fourth place on the grid.

Regga's GT win



Clay Regazzoni at the wheel of the works De Tomaso Pantera at Hockenheim last Sunday.

GT racing took a turn for the better at Hockenheim last Sunday, when none other than Clay Regazzoni blasted all those Carreras into the distance at the wheel of the ex-Parkes De Tomaso Pantera. The two 20-lap heats were a walkover for the BRM team leader and the Pantera did not complain once throughout training or the two heats; perhaps S. Dall'Ara can now take heart and add a little spice more regularly with this worthy motor car! As Regga disappeared into the distance a great scrap for second place developed in the second part as Claude Haldi, Claude Ballot-Lena and Clemens Schickentanz swopped places right up to the flag. Haldi got the verdict, with Ballot and Schickentanz just a half second apart behind. The first heat was less interesting as the cars got too spread out by half distance. Schickentanz was second on the road to the Pantera, but was then docked a minute penalty for missing a chicane. The organisers, however, saw fit to reinstate the German after the second heat as he apparently did not gain any advantage from his indiscretion! With Haldi and Ballot-Lena a distant third and fourth, the German challenger had enough in hand from the first part to be classified second overall, ahead of Haldi and a disgruntled Ballot. Bengt Ekberg and Ennio Bonomelli had their own private dice in the two parts, the Swede taking fifth, though both cars were still using the 2.8 litre engines.

The first two practice sessions were very wet after early rain so the times did not count for much, but in the third session, the track was dry enough for some quick lappery. Regga was soon in the groove and stole pole position with a 2 m 18.6 s, 1.2 s quicker than Schickentanz in the Kremer Carrera. Keller, in the other Kremer car, was on 2 m 20.5 s, both cars running 3-litre motors from the factory with sliding throttles instead of the usual butterfly arrangement. Gunter Steckonnig was having his first GT race since April and going nicely until a huge spin caused body damage and wrecked the left front and rear suspension. A new face was that of Reinhardt Stenzel, who looked good in securing fifth fastest time, just ahead of Ekberg in the older Team Kubero car (his 911 S from last year, but brought up to Carrera spec). Ballot-Lena was unusually far down having decided to invest in a new chassis/body which was still in need of some sorting despite an all nighter by M. Buchet and his mechanics. Mario Casoni was out again in the Jolly Club Pantera recording 2 m 23.0 s, 0.8 s quicker than Haldi, also bothered with setting up problems on his Toblerone Carrera. Another Swede, Jan Lundgardh, was making his first GT appearance and he just pipped Kurt Simonsen in the newer Kubero Carrera. Firestone's man in Germany, Richard Leder, planted his suitably shod model next up ahead of Ennio Bonomelli and Theo Hofer to complete the faster runners. In all 35 cars lined up with another Pantera, a Chevy Corvette and a Daytona all in Swiss hands to add some spice lower down, along with an Alfa Montreal which only managed one lap in the first part.

Regazzoni made no mistake in getting ahead in the first 20 lapper and by the end he had pulled out an easy 36 seconds. Behind, a good dice looked on, with Keller, Steckonnig and Schickentanz tooth and nail. Haldi had shot up from his lowly grid position behind this trio with Ballot hanging on in sixth. Alas, Steckonnig was out after three laps with his engine in pieces. This left Keller challenging Schickentanz but his motor went bang on lap 11, so Haldi found himself third though a long way down and Ballot unable to keep up. Casoni was going nicely further down with Ekberg mixing it with the Corvette of Stierli and Bonomelli. The Italian passed the beast but there was no way he could catch Ekberg being 5 s down at the flag.

For the second part, just 24 cars turned out but it didn't make any difference to Regga who treated them to his disappearing act once more. Behind, however, the 35,000 crowd were treated to the scrap of the meeting as Haldi, Ballot and Schickentanz waged war. Every lap saw one then the other in front right to the flag. At one point Ballot seemed to have gained a little extra but next time round it was Haldi and it was the Swiss who got the verdict, with Ballot completely sideways on the last corner, but holding on to beat Schickentanz by a whisker. Casoni had been going steadily in fifth place once more, but after a pit stop he retired out on the circuit which left Bonomelli and Ekberg at it again. The Swede, who got a poor start, hauled in the Italian, took him after half a distance and didn't look back.

Still a lot of Carreras, but things are looking up on the GT scene for despite Regazzoni's presence, this was easily the most entertaining round yet. For Monza next week, drivers are pairing up for a 6-hour thrash! If any cars last the distance, they then have the Tour de France, a week's respite and then final round at Montjuich, on September 30—a hectic month.

1, Clay Regazzoni (Pantera), 1 h 33 m 39.4 s; 2, Clemens Schickentanz (Carrera), 1 h 34 m 16.6 s; 3, Claude Haldi (Carrera), 1 h 34 m 28.5 s; 4, Claude Ballot-Lena (Carrera), 1 h 34 m 46.5 s; 5, Bengt Ekberg (Carrera), 1 h 36 m 39.4 s; 6, Ennio Bonomelli (Carerra), 1 h 36 m 47.2 s.

Stewart heads Ricard entry

Jackie Stewart is among the Ford Capri line-up for this weekend's European Touring Car Championship round at Paul Ricard, where again Ford and BMW will be fielding their usual complement of works cars. A round in the John Player Formula 3 Championship has naturally attracted leading British entries including Alan Jones, Tony Brise, Mike Wilds and Russell Wood. Ian Taylor has been forced to withdraw owing to sudden illness.

Morgan's Star

Dave Morgan is expected to again replace Emerson Fittipaldi in the F2 Texaco Star at Salzburgring this Sunday, when the next round of the European F2 Championship takes place. Missing from the race however will be the already-decided champion Jean-Pierre Jarier, who will be occupied at Ricard for BMW.

Big FB win for Roos at Mosport

Sweden's Bertil Roos won the Player's International FB at Mosport Park on August 19 in fine style, by 1 m 30.7 s, at the wheel of a brand new Brabham BT40 entered by Fred Opert. Roos led convincingly from the race's third lap when he passed Craig Hill who was also driving a BT40.

Saturday's heats fell to Hill and American Bill O'Connor (ex-Rondel Brabham BT38). Roos led his 10 lap race until the ninth tour when a leak in the head of his fuel injected Hart engine caused him to slow and finish behind O'Connor.

Previous events in the Player's Challenge Series have been dominated by American Alan Lader, Mosport was recently crowned Canadian Champion' Bill Brack's turn to shine. Brack broke a hub carrier on Friday and wrote off the right rear corner of his ex-Dave Walker Lotus 59 in qualifying. This added to chassis damage necessitated an all nighter for his crew. He missed the heats but was allowed to start at the rear of the grid. Brack, with a fuel injected Hart for power for the first time this year, wasted no time in slicing his way up to second. Clearly he was the man to watch as with less than a dozen laps remaining he was 7.4 s behind Roos and gaining more than a second a lap. At this point he suspected that he was running out of fuel and pitted only to find a fouled plug. However his race was run. Some consolation came with a new Mosport FB record of 1:22.7.

Lader's weekend was one of woes. He missed the first day's practice and destroyed an engine in his heat. A new Hart was installed in his Brabham BT40 when he took 19th spot in the 23 car grid. He lost no time in moving up to sixth place but his challenge was stalled against the Mosport Armco on lap 10 of the 42 tours of the circuit.

Finishing behind Roos was the Brabham BT35 of Ric Forest. He drove well despite a loose wing and was the only other man to complete the full race distance. One lap down was American Bruce MacInnes. He had stuffed his car in qualifying and raced with a crease in his March 73B's monocoque right behind the left front corner. Fourth was the March 712M of Reg Scullion, who ran the whole event on an engine running on between three and four cylinders. Peter Ferguson's Chevron B20b took fifth ahead of heat winner O'Connor.

Although the Canadian FB series is now over there is a race at Elkhart Lake supporting the CanAm and an F1 sanctioned race to be held through the streets of Trois Riviers in Quebec, Canada.

A supporting event to the FB race was the fifth round in the Bulova Championship for Formula Fords. The race was won by the Crossle 24F of Len Campbell. Titan Mk 6Cs occupied the next two places driven by Clive Rayman and Luke de Sadeleer, while Don McKnight took his Hawke DL2B to fourth. His third place finish moves de Sadeleer back to first in points with two rounds remaining. The series prize is a $7500 scholarship to race in England in 1974.



Split personality? Teddy Pilette could not make up his mind which tyres to run at Brands last week. Wonder if he got double bonuses for his win?



This weekend . . .

Rufforth's big meeting of the year, the Battle of Britain race meeting, takes place this Sunday and is highlighted by two races for contenders in the Castrol production saloon car championship which should see some exciting races for the MCD special saloon, *Yorkshire Evening Post* GT, Northern mod sports, Northern single-seater, Tate FF and Northern clubmen's championships. Racing starts at 2 pm.

Two other club meetings take place this weekend, a SUNBAC affair at **Silverstone** on Saturday which starts at 2 pm and an 8 clubs meeting at **Lydden** on Sunday starting at 1 pm. This Sunday also sees a round in the RAC Hillclimb Championship taking place at **Prescott,** starting at 11 am.

INTERNATIONAL DIARY

September 9
Italian Grand Prix, Monza (World Championship for Drivers, Formula 1, round 13).
Norisring, Germany (European Championship for F2 drivers, round 14).
Mont Ventox, France (European Hillclimb Championship, round 8).
Oulton Park, England (Rothmans F5000 European Championship, round 12).
Rheinhessen, Germany (G2, G4, G5, F3, FV, FSV, FF).
Phoenix Park, Dublin, Eire.
Osterreichring, Austria (G2).
Danville, USA (TransAm).

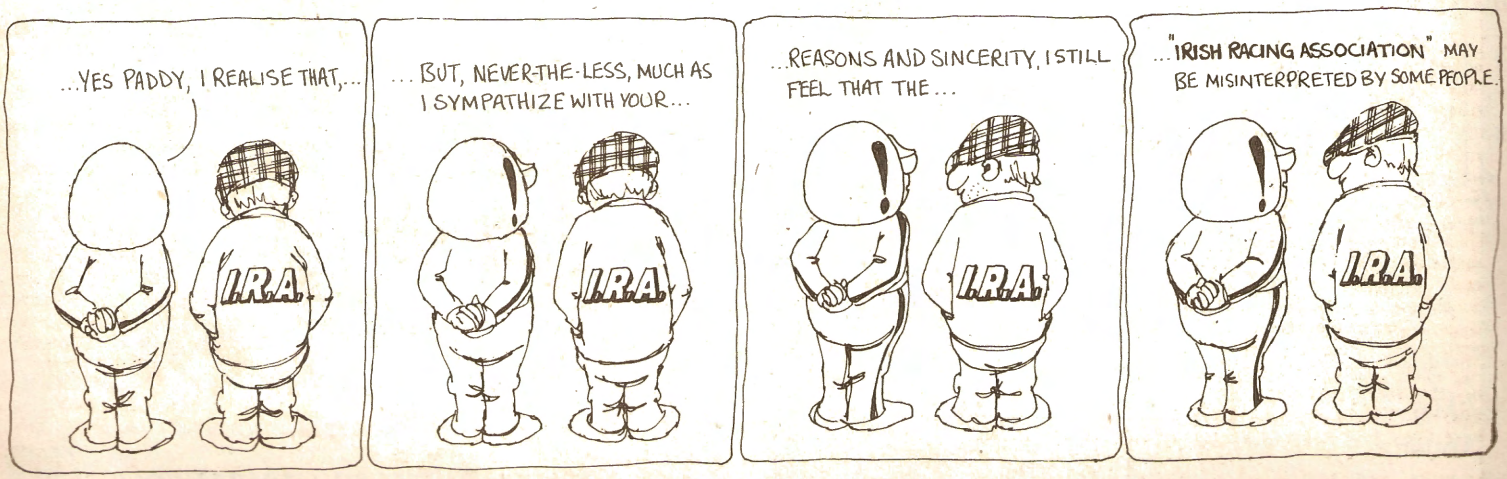
September 12/16
Austria Alpine, Austria (World Rally Championship, round 9).

September 14/24
Tour de France: (European Championship for GT cars, round 9; European Rally Championship for Drivers, round 21).

September 16
Albi, France (European Championship for F2 drivers, round 15).
Osterreichring, Austria (European Championship for up to 2-litre cars, round 7).
Donnybrooke, USA (CanAm, Challenge Cup, round 6).
Zandvoort, Holland (Rothmans F5000 European Championship, round 13).
Delaware 500, USA (NASCAR).

CATCHPOLE

By Barry Foley



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Correspondence

The editor is not bound to agree with readers' opinions

RAC are well in touch

Having read last week's issue of AUTOSPORT it would seem that it is in fact Mr Nation who is out of touch with the current debate on fire safety, not the RAC.

First, the RAC is well aware of the role played by flag marshals and has never recommended that they should be equipped with fire proof clothing, a quick check of the RAC Fire Fighting Manual can confirm this.

Again, Mr Nation is incorrect in suggesting that little has been done to improve safety measures since the Zandvoort incident. Soon after the Dutch Grand Prix a meeting was held at the RAC Motor Sport Division to examine aspects of race safety. This was attended by the GPDA, the Formula 1 Association and the RAC's Director of Motor Sport, Mr Dean Delamont. As a result of this meeting we now have, with CSI approval, pace cars, the 2-2 grid formation and the current review of fire safety measures.

This naturally includes the question of marshal training and it is significant that the RAC Fire Fighting Manual was sent to other race organisers as one of the first steps in this review.

A further meeting of all parties involved in circuit safety is to be held next month to standardise international safety measures. The results of this, while concentrating on Grands Prix as the major racing competition, will certainly form CSI policy for all races in the coming season.

PALL MALL, LONDON, SW1. IAN HUTTON.
(Competitions Press Officer, Royal Automobile Club).

Important job

In reply to Mr Robins's letter (*Correspondence*, August 9). The most important job a marshal must perform, is to rescue the trapped and or injured driver of a crashed, possibly burning, car as quickly and efficiently as possible. This job of prime importance is not made any easier if the marshal concerned has to continually move commentators, cameramen, and photographers from the scene of the accident. Please remember that if the incident turns out to be serious or fatal due to the marshals acting seemingly slowly, it is they who receive all the criticism and not the photographers etcetera who hinder the progress of their work. Surely the most important thing in this situation is to get an injured driver into a hospital unit as quickly as possible and not to "relieve the anxiety of tens of millions of viewers."

Please remember that marshals are not concerned with what viewers think; they should only be concerned with rescuing the driver or drivers as quickly as they can.

BRADFORD, YORKS. TONY LOFTHOUSE.

Cockpits too narrow

We have all been reading a lot recently about poor Roger Williamson's death, and a lot of airy suggestions have been put forward to prevent a similar tragedy. It would seem, from a marshal's point of view, that all these suggestions relate to the effects of a shunt and not the cause.

A point which seems to have been missed by many people is that of driver accessibility. Present day design of single-seater cars is such that the cockpit is so narrow that many drivers have to slide in sideways. Add to this up to two feet of fuel tank and radiator or oil cooler ducts, and the difficulty of rescuing a dazed or unconscious driver from his car becomes apparent. From personal experience, it is easier and probably quicker to rescue the driver from a rolled car than one that is still on four wheels.

I was amazed to read Mr Stanley's suggestion of back pack fire extinguishers. Surely the present CSI regulations are sufficient, if correctly carried through. You only need to have seen the multiple shunt at Silverstone this year to appreciate the adequacy of the present regulations. The imposition of back packs can only reduce the overall present high efficiency of a properly trained fire marshal. If anyone doubts this, I suggest they try dashing from one of the fire points on Woodcote outside or Motor Bridge to an "incident" 30 or 40 yards away, first with a 20 lb Monex or lightwater extinguisher and then with a back pack. The result is obvious, to my mind at least.

As for professional marshals, I find the idea abhorrent, but if the GPDA, CSI, promoting clubs or a combine of the sponsors were willing to assist toward the expense of travelling to and from these circuits, I am sure that many British marshals, myself included, would be only too pleased to accept.

NORTH SHIELDS, NORTHUMBERLAND.
J. S. DRESSER (BMRMC).

Problem unsolved

Of all the recent panic measures proposed by the GPDA surely the least productive is the pace car proposal.

This does nothing to alleviate the problem which is prevalent in all forms of racing, namely drivers ignoring the yellow flag. It is the first few seconds after an incident that are the most vital as it is then that there are marshals and debris on or near the track and occasionally smoke, dust and fire extinguisher powder blowing about.

By the time the pace car has been alerted and "found" the leader all the cars will have passed the incident at least once. During this critical period only a driver's self-control and good sense can help and the speed at which Stewart and company went by the waved yellows and white at Woodcote in the British GP shows that this quality is in short supply, even at the very top. Pace cars will not help this situation at all and they could actually increase the risks to track workers later as everybody but the leader will have a positive incentive to go as quickly as possible to catch up with the tail of the pace car "train" before the obstruction is cleared.

Finally it does appear to be unfair to a driver who has worked hard and built up a good lead to have it taken away from him and a 200 mile GP be resolved by a four or five lap sprint at the end of the race.

SLOUGH, BUCKS. D. J. DEE.

American G1 cars

If the proposed production saloon car class changes recommended by the SMMT are accepted by the RAC it will surely be a most blatantly connived example of mis-management of motor sport.

The prospect of American cars being excluded from the British Saloon Car Championship and, together with the large BMWs possibly being ineligible for club racing, is from the all important spectators viewpoint quite absurd.

Doubtless this abuse would to some extent be reflected in reduced gate money receipts at meetings featuring this at present highly entertaining class of motor racing.

RICHMOND, SURREY.
PETER BARGUSS, JOHN OLDING AND TERRY HALLS.

Unfair comment

In your article about John Woolfe Racing you say that Dennis Priddle's main rival is "a PR man more than one involved in drag racing."

This comment is not only unfair but untrue.

Clive Skilton has contributed as much as anyone, if not more, to the sport's success in this country.

The fact that he is sick of the way certain parties are trying to restrict the sport to one locality and to one bank account makes him a hero in many people's eyes.

It will be because of the efforts of people like Skilton that the secret contracts, underhand payments, and political bickering will come to an end.

And it will be because of his efforts that England may one day have a proper, alternative, drag strip run for the benefit of the sport.

LONDON, N1. RAY TAYLOR.

1-2 successes

In your preview of the Austrian GP in AUTOSPORT dated August 16 you suggest that a third consecutive 1-2 by the Tyrrell team would be an all time record. While not wishing to detract from the achievements of this team I would respectfully point out that this is not the case.

Since the introduction of the World Championship in 1950 the all time record goes to Ferrari, with five 1-2 placings in a row in 1952. Mercedes scored four in a row in 1955, and three consecutive 1-2 placings were achieved by Alfa Romeo in 1950, and by Ferrari in 1953 and 1956.

HUDDERSFIELD, YORKS. V. J. PIGOTT.

Fixed games

Congratulations to the RAC. They've proved what Stuart Graham, Richard Lloyd, Les Leston and others have known all along. And that is, that a privately entered, three-year-old Camaro is a better car than the "works" backed BMWs and Fords.

If Ford and BMW can't build a car that's good enough to beat the Camaros, then they should drop out of racing. The Camaros shouldn't be banned because of their superiority.

The way it looked to me, Group 1 was for people who wanted to race their reasonably priced road cars with minimum preparation, people like Graham, Leston, Lloyd; etc. As for being reasonably priced; is it really true that a BMW race prepared for Group 1 costs more than a Formula 2 March? For Group 1 ! ! ? Really?

I have become an enthusiastic race fan over the past few years and I really enjoy the sight and sound of those Camaros. If the RAC bans the Camaros, I for one will go back to football. At least I won't have to worry about watching a fixed game.

LONDON, N12. BRIAN A. TAYLOR.

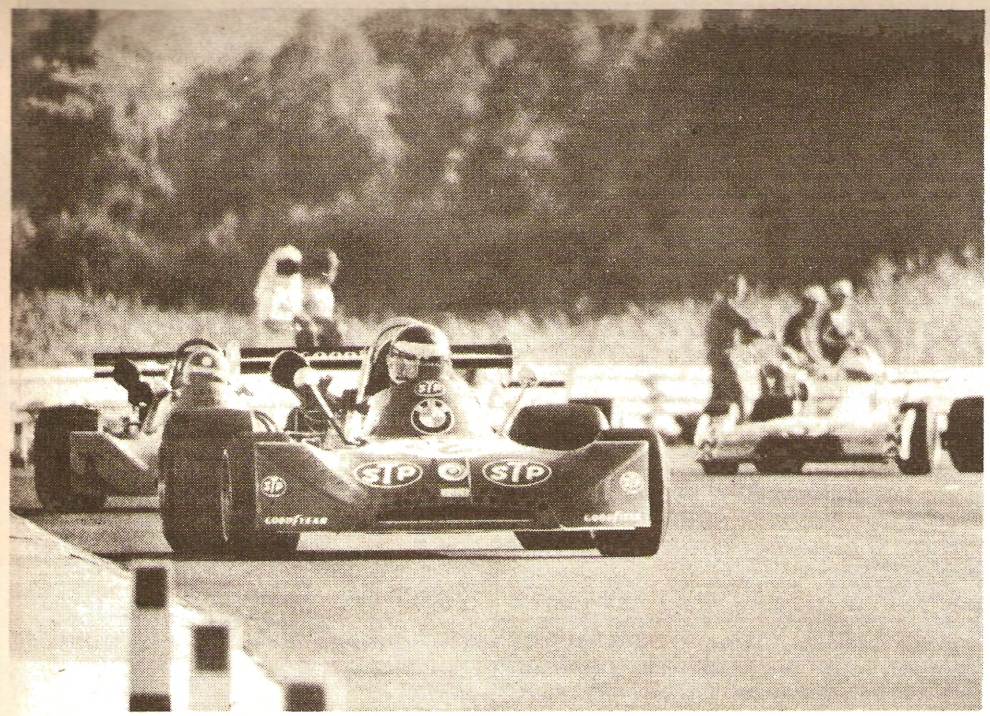
Leave it alone

While I was not present at Brands Hatch last weekend, I heard all about the Modsports controversy concerning the proposal to change the capacity classes for next season.

Unlike many people involved in this matter I do have a vested interested, as I am racing a Lenham Le Mans Coupe 1148cc. I am absolutely as one with those actually racing in Modsports at the moment who want the formulae to remain the same next year.

I think that if those directly affected by any decision made are not to be allowed to either vote or voice their feelings it will be a pretty poor show.

LONDON, SW13. A. J. F. S. BAKER.



Another convincing display at Enna by Jean-Pierre Jarier and March-BMW.

ENNA

The same old story

Story and pictures by JEFF HUTCHINSON

Jean Pierre Jarier repeated his string of recent wins at Enna last Sunday and became the 1973 King of F2 when he scored his seventh F2 win of the season and clinched the title of European F2 Champion. His March BMW led both the 30 lap parts from start to finish and held off a strong challenge from both the favoured Elf 2s of Jean-Pierre Jabouille and Patrick Depailler; Depailler crashed in a bid to keep up while Jabouille went out with a broken engine.

The casualty rate was high around the fast and hot circuit, the conditions favouring the BMW powered cars. Vittorio Brambilla's March-BMW took a distant second place ahead of Jochen Mass's Surtees Hart which was the first Ford home. Mass also consolidated his second place in the championship.

Fourth overall went to the Motul of Tim Schenken who finished a total of 2.2 s ahead of team mate Bob Wollek after a tremendous two part dice, the only real battle of the race.

ENTRY & PRACTICE

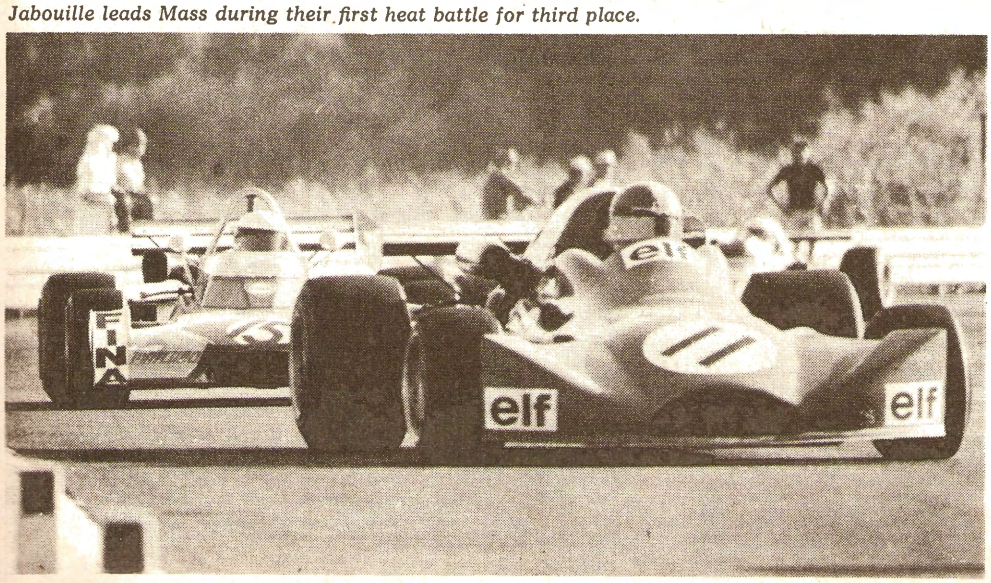
Ten days after the 2-litre sports car race the Automobile Club of Enna were busy staging their second and only other International event of the year, this time for Formula Two cars.

Despite being one of the basic rounds of the F2 Championship a very poor field turned up, only 20 cars out of the original entry of 27, but this was still better than some other recent races.

With Enna very much a top speed and engine circuit it was the BMW powered cars, which seemed to gain on the acceleration side out of the circuit's two second gear chicanes, and the proven slippery shape of the Elf 2s with their low drag shape that were expected to battle for pole position.

That was exactly the way it turned out. Jean-Pierre Jabouille set the ball rolling with the fastest time at the end of Friday's practice when he took his Elf-Coombs around in 1 m 23.19 s before being sidelined with a suspected broken exhaust valve seat according to Brian Hart whose 2-litre alloy BDA motors power the Elfs. The works STP-March team arrived with three cars but only one driver—the current points leader—Jean Pierre Jarier. Beltoise was to have driven, but after problems over money only Jarier turned up.

Jabouille leads Mass during their first heat battle for third place.



It was Jarier who took second fastest time on Friday with a 1 m 23.34 s. Third quickest was the other Elf of Patrick Depailler with a 1 m 24.71 s although the organisers had given Ronnie Peterson a time of 1 m 24.27 s with his Texaco Star which was around two seconds better than he had actually done. He had gone out for a last minute towing session with Jarier and after losing out several lengths each lap eventually ended up against the armco after spinning on one of the many large patches of cement dust that the marshals spread liberally at the slightest indication of oil. The Texaco Star suffered no more than a bent wheel and puncture fortunately, Peterson's mood lifted when he heard the time he had been given. "They must have been timing from the beginning of the chicane," he said, with a smile.

On Saturday things got more serious, Depailler and Jabouille out together to try and tow each other around for a fast lap. Jabouille slid straight on a couple of times coming into the second chicane and before long Depailler had set a new fastest lap of 1 m 22.86 s, with Jabouille just behind on 1 m 22.91 s.

Both drivers sensibly packed up and waited to see what happened. For a while the answer was not much, the only real drama being when Carlos Pace went off into the barrier the same way Peterson had. Unaccountably the Surtees had suddenly whipped round according to Pace and the TS15 looked a sorry state with the rear wing bent up and the left rear suspension badly bent. It had not been a very good weekend for the Brazilian, for he had had very little practice on Friday because of problems over scrutineering. The Surtees team had built a special streamlined body for the car with wide side wings and a covered in rear section. The organisers turned it down as being to wide, while the Surtees men insisted that it was to the latest regulations. As they could not prove their point however, all of Saturday morning was spent converting the car back to the normal TS15 spec like the sister cars of Mike Hailwood and Jochen Mass. The car did retain a new slightly revised rear suspension geometry however, but when this was bent later in the day that too had to be changed back to the usual type.

While the Elf men were keeping a careful eye on the opposition, namely Jarier, the Frenchman was trying his spare car with wider diameter tyres, but then with less than half an hour to go he switched back to his race car. With the cooler air to help him he really pulled out all the stops arriving at full bore into the chicane before the pits and leaving his braking almost impossibly late. With the wheels barely turning the tyres cried out in high pitched little yelps before he finally let them run again and threw the car around the corner in a beautifully controlled drift. He collected this just in time to avoid the first kerb and then powered the car around the second part of the corner to repeat the performance before hitting the kerb at the other side of the road—all this within the space of about 25 yards. Within another 50 yards the same thing again to get out of the chicane and back on to the straight. With the precision of a craftsman he did this for several laps, sometimes just using the edge of the kerbs to partially break the grip at the rear for an instant and help the back around a bit quicker. It was not surprising when the excited commentator gave out a new fastest lap of 1 m 22.73 s and the whole grandstand rose to applaud an exceptional performance. Depailler went out once more with a few minutes to go, but he did not better his time and it was the March on pole position.

Fourth place behind Jabouille went to Mass' Surtees who despite gearchange problems set a very creditable 1 m 23.75 s, the Matchbox cars also powered by Hart engines like the Elfs. Fifth spot was the result of a very good effort by Hiroshi Kazato who set about choosing his car on Friday, trying the spare Tetsu Ikuzawa BDA-powered GRD chassis and his own Schnitzer BMW powered one. By Saturday he was happy with the handling and with the BMW powered car and set a 1 m 23.86 s.

Peterson only managed three laps before he was forced to stop his car with a rattling

engine, the motor fresh in after he had reported a vibration problem with the Friday mill. With no spares this one had to go back in for the race as the only spare had gone in the second car which had an oil pump seize on the first day. The second should have been driven by Emerson Fittipaldi, but he was still nursing a sore foot and so Lotus asked Dave Morgan to take his place. Morgan spent the first few laps trying to get the car to handle properly, which on such a fast circuit as Enna was a frightening business. He set a best time of 1 m 27.62 s but then handed the car over to Peterson for the rest of the day, Peterson not bettering 1 m 26.3 s, the car just not having the steam to stay with the BDA or BMW powered cars. Peterson still had his rather embarrassing Friday time, however, and shared the third row of the grid with that.

Vittorio Brambilla had a choice of two cars. His own March BMW and his brother's similar car but with a Schnitzer tuned engine. It seems that Tino has decided that he does not want to race any more after some of the other drivers' comments about his driving and so Vittorio has taken over his car as a spare for the time being. Brambilla set his best time with the Schnitzer powered car which would have put him ahead of Peterson with a time of 1 m 24.08 s, but the engine was overheating badly and he chose to run the normal BMW car in which he set a best of 1 m 24.32 s.

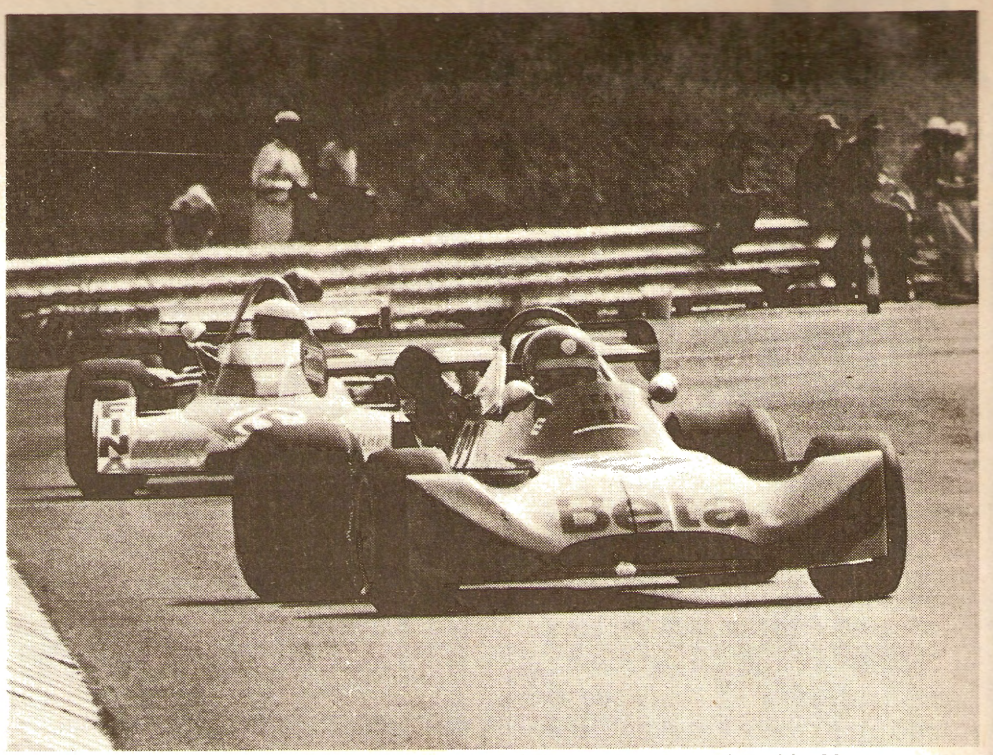
Last year's winner Henri Pescarolo was the quickest of the three Motul Rondel Racing entries, his best time of 1 m 24.41 s being just half a second ahead of the other two Rondel Motul's of Tim Schenken and Bob Wollek. Wollek spent the final quick session stuck out on the circuit after his car ran out of petrol while Schenken blew a head gasket on the last lap of practice and then had to try to hunt around for a spare which he finally found in the Kazato camp who lent him a Racing Services built BDA as opposed to Rondel's usual BDG engines.

Hailwood headed the fifth row of the grid with a best of 1 m 24.5 s having struggled with a down on power engine and no clutch for most of the day. Pace's engine had also been well down so the team had a busy pre-race night ahead of them with a bent chassis to fix and two engines to change before the race.

Wilson Fittipaldi did only two laps in his Brabham BT40 on the first day before cooking the experimental David Wood engine which he used at Misano. The replacement worked better the next day however and he set a best of 1 m 24.51 s. Schenken came next with a 1 m 24.57 s with American Bill Gubelmann benefiting from the BMW power of his March 732 to set a 1 m 24.58 s. Wollek did a 1 m 24.97 s then there was a big gap to the slower cars with Silvio Moser's old Surtees TS10 next on 1 m 27.05 s. Moser managed to bend a rear upright on Friday and borrowed some spare rear suspension from Surtees for Saturday, but when Pace went off the team had to reclaim the parts for their own repairs and left Moser welding up his damaged rear end which seemed a very unwise thing to do.

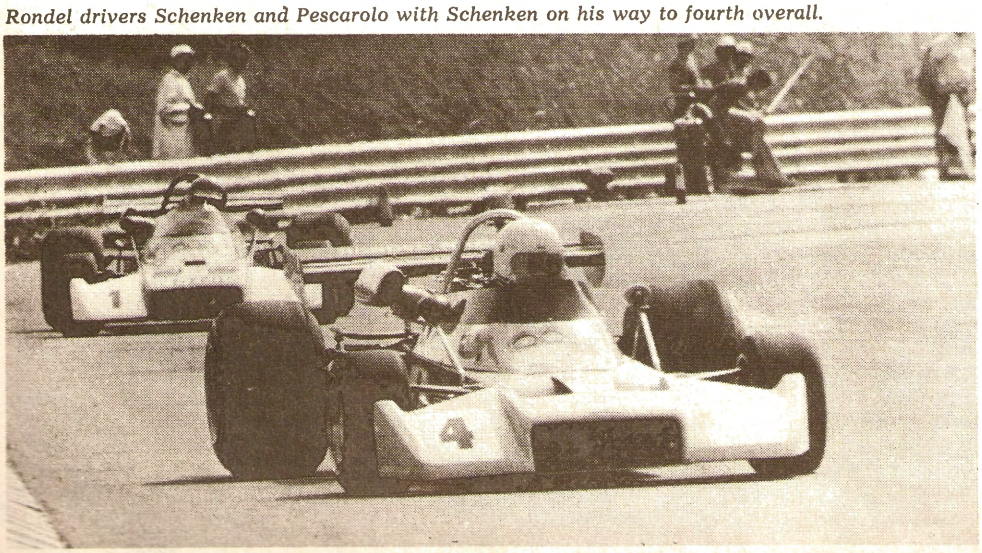
In all 19 cars qualified for the race, the only non-runner after practice being Italian Ettore Ricci whose old March 712 blew its engine and he had no spare.

Jarier March BMW 732 1 m 22.73 s	Depailler Elf 2 1 m 22.86 s
Jabouille Elf 2 1 m 22.91 s	Mass Surtees TS15 1 m 23.75 s
Kazato GRD-BMW 273 1 m 23.86 s	Peterson Texaco Star LN 1 m 24.27 s
Brambilla March BMW 732 1 m 24.32 s	Pescarolo Motul M1 1 m 24.41 s
Hailwood Surtees TS15 1 m 24.50 s	Fittipaldi Brabham BT40 1 m 24.51 s
Schenken Motul M1 1 m 24.57 s	Gubelmann March BMW 732 1 m 24.58 s
Wollek Motul M1 1 m 24.97 s	Moser Surtees TS10 1 m 27.05 s
Serblin Brabham BT40 1 m 27.42 s	Vonlanthen GRD 273 1 m 27.45 s
Morgan Texaco Star LN 1 m 27.62 s	Pace Surtees TS15 1 m 27.89 s
Dini Brabham BT40 1 m 29.67 s	



Second in both parts was taken by Vittorio Brambilla's March, here shadowed by Mass.

Rondel drivers Schenken and Pescarolo with Schenken on his way to fourth overall.



HEAT 1

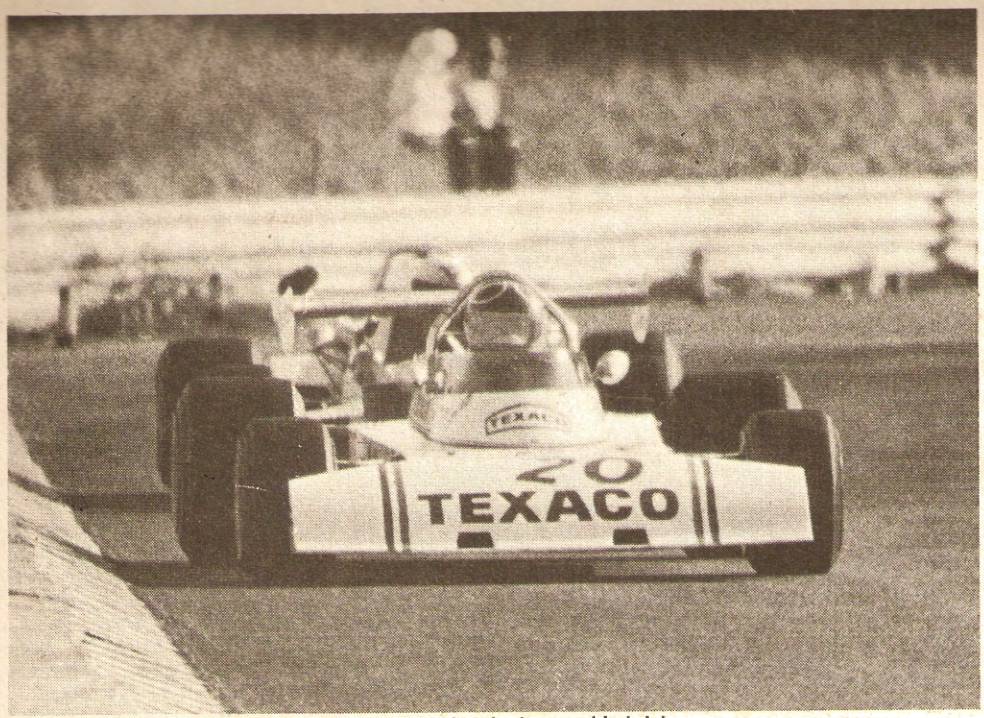
An hour before the scheduled 3 pm start the organisers arranged a short practice session for those that wanted it. Most cars went out, Peterson's running very weak and having to be adjusted before the race while Hailwood's also had a slight misfire.

All the cars managed to start the race though with Jarier making his customary perfect start and jumping straight into the lead followed by Depailler, Brambilla, Mass and Jabouille.

Jarier set a cracking pace and by the end of the third lap he had pulled out a few lengths over Depailler, while Brambilla, Mass and Jabouille were just a shade farther back involved in a fierce struggle for third place. Kazato was holding a strong sixth place just ahead of Schenken, Pescarolo, Fittipaldi and Wollek until the third lap when he went straight on exiting the second chicane. His car flew several feet through the air before coming to land with minor front bodywork damage, but Kazato only did one more lap before dropping out for good. He had been up all night with a dose of the dreaded Enna diarrhoea and he was finding it difficult to concentrate on racing. "I gave up before I had a really big accident," he said afterwards. He got in his hire car and drove back to the hotel, no doubt preferring not to remember this race any longer than need be.

Lap four saw Depailler close right up on Jarier going into the second chicane, Jarier leaving his braking just a bit too late this time and sliding straight on. He jumped the kerb but managed to keep out of the safety fence before bumping down the kerb the other side. He just managed to keep his lead before Depailler came steaming up behind. This was the only mistake Jarier made, for immediately he started to pull away again and Depailler could do nothing about it except hang on grimly. Patrick managed to do just that until unlucky lap 13 when going into the fast right hander at the end of the pit straight he tried just a bit too hard, "the car was starting to oversteer and this time I went just a bit too fast. I lost it and spun into the barrier." At 150 mph this was no joke but fortunately the damage was not too bad and only one rear corner was badly damaged but this was enough to put him out for good.

Already the mortality rate had been high. Lap five saw Fittipaldi lose three laps in the pits when he stopped to replace the nose section after hitting the trackside marker cones. Hailwood stopped for good after nine



David Morgan drove Emerson's Texaco Star but had a troubled drive.

laps, his water temperature gauge right off the dial and the engine about to blow up while Swiss pair Vonlanthen and Moser were both out after nine and ten laps with a broken fuel pipe and no clutch and brakes respectively. Morgan only lasted seven laps before he was forced into the pits with a fuel soaked rear end after petrol had leaked into the cockpit. At the same time as Depailler's downfall the Pescarolo/Schenken dice for sixth place fell apart when Pescarolo had an oil union break at the engine end.

By half distance there was not much of a race left. Jarier was now holding a steady gap ahead of Brambilla who also did a chicane jumping act and so put Jarier even farther ahead. Brambilla had managed to consolidate his second place slowly, despite his off course excursion and the big dice of the race was now that for third place between Mass and Jabouille. They changed places several times before Jabouille finally got ahead when Mass slowed with an overheating engine and vibration and handling problems from the rear of the car. Jabouille was also in trouble with his car overbraking at the rear and it was not until Mass eased off that he could relax a little.

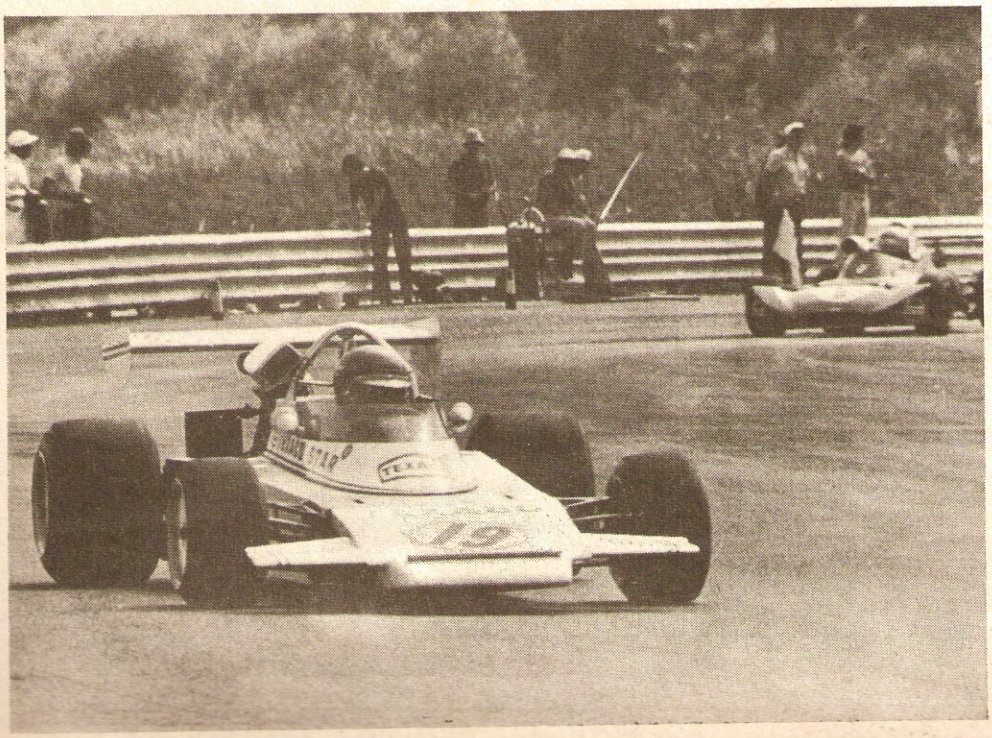
Gubelmann had been driving a strong, steady race with his March and had driven past Peterson before half distance to take seventh place behind the two remaining Motuls of Schenken and Wollek, Wollek trailing Schenken by a couple of seconds but never looking as though he was going to get by even when Schenken's car developed a slight misfire.

Five laps from the end Peterson suffered the embarrassment of being lapped by the leader, "my car was almost as quick on top speed but he could come up behind on acceleration so quick," he said later.

So at the end it was Jarier 22.5 s clear of Brambilla who stayed 8.4 s clear of Jabouille. Mass fell back to a distant fourth but he still had a safe cushion before Schenken in fifth place. Wollek was still 2 s behind his team-mate at the end while Gubelmann was the only other driver unlapped.

Peterson was all alone just over a lap behind while another lap down Serblin took ninth place despite a hairy spin in the chicane just before being lapped by the leaders, his spin no doubt less frightening than the sight of the leading cars exiting the chicane straight towards him as he sat helplessly in the middle of the track. Only Pace failed to last the second half of the heat, his engine going the same way as Hailwood's after 16 laps.

Ronnie Peterson's Texaco Star managed a distant seventh.



HEAT 2

With only 90 minutes between the two parts the field for the second part was very thin. Pescarolo, Pace, Hailwood, Depailler and Kazato were all non-starters which left just 14 cars.

The race was a repeat of the first half. Jarier rushed into the lead with Brambilla taking second place. Jabouille was right behind in third with Mass right behind him. For a while it looked as though Jabouille was going to succeed where Depailler failed for on lap three the Frenchman put the Elf into second place and was doing a good job of holding Jarier for a few laps but after nine laps the second Elf went missing, Jabouille eventually walking back to the pits to report a broken engine, his replacement BDG unit suffering a similar fate to the Hart in practice. Nothing actually came out of the side, but it was making funny noises inside.

This left Brambilla trailing in second place again while Mass drove a steady third, for there was no way he would catch the BMW of Brambilla and his water temperature had risen to 110 degrees soon after the start. He decided to finish was better than trying to be a hero which made sense for he was still able to stay ahead of the next group.

This consisted of Wollek, Peterson, Schenken and Gubelmann, the latter trying to find a way by with his quicker car and Peterson struggling to hold on, the Swede driving as hard as he could and at one stage almost losing it in front of everybody. By a process of engine over driver Gubelmann eventually got himself to the head of the queue and pulled away while Peterson fell to the rear leaving the same Schenken/Wollek dice of the first heat, Schenken got by Wollek shortly before half distance and then kept him at bay. Wollek did make one attempt to outbrake Schenken into the first chicane but ended up flying over the kerbs and bending the tub, so he resigned himself to staying behind after that.

Fittipaldi went out for good after ten laps with a broken clutch, the only dice of the race beside Schenken and Wollek being among the tail enders where Morgan was having a terrific struggle with Serblin, Vonlanthen and Moser. Morgan eventually came out on top when Vonlanthen went out with a flat rear tyre, Serblin pitted with a misfire and his airbox hanging off, while Moser fell back but finished despite more clutch problems.

The only interest in the closing laps was due when Schenken and Wollek suddenly started to haul in Gubelmann again who was struggling with no fifth gear. He dropped from fourth to seventh place behind a distant Peterson, but then Ronnie's luck ran out with his fuel supply drying up just one lap from the end and Gubelmann got sixth place back.

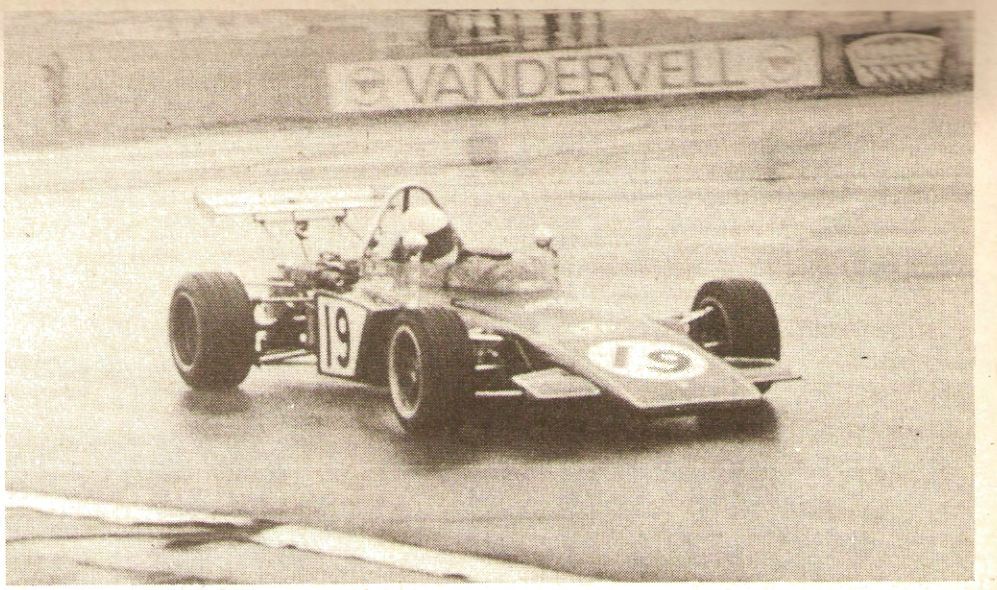
The overall order at the end of the second part was the first seven finishing order, Jarier well ahead of Brambilla with Mass, Schenken and Wollek bringing up the rear ahead of Gubelmann who was lapped shortly before the end. Peterson was still seventh a total of two laps down. Serblin took eighth place and the final championship point although he was a total of five laps down on the final count.

XI Gran Premio Del Mediterraneo
European F2 Championship basic round.
Enna, Sicily. August 27. Aggregate of two 30 lap heats.
1, Jean-Pierre Jarier (March-BMW 732), 1 h 23 m 53.6 s, 207.907 kph.
2, Vittorio Brambilla (March-BMW 732), 1 h 24 m 22.8 s.
3, Jochen Mass (Surtees-Hart TS15 BDA), 1 h 25 m 7.3 s.
4, Tim Schenken (Motul-Racing Services M1 BDA), 1 h 25 m 47.0 s.
5, Bob Wollek (Motul-Cosworth M1 BDG), 1 h 25 m 49.2 s.
6, Bill Gubelmann (March-BMW 732), 59 laps;
7, Ronnie Peterson (Texaco Lotus-Novamotor 74), 58; 8, Gabrielle Serblin (Brabham-Hart BT40 BDA), 55; 9, Spartaco Dini (Brabham-Armaroli BT40 BDA), 53; 10, Jean-Pierre Jabouille (Elf 2-Cosworth BDG), 38; 11, Silvio Moser (Surtees-Cosworth TS10/15 BDG), 38; 12, Wilson Fittipaldi (Brabham-Wood BT40 BDA), 37; 13, David Morgan (Texaco Lotus-Novamotor 74), 36; 14, Jo Vonlanthen (GRD-Cosworth 273 BDG), 36; 15, Carlos Pace (Surtees-Hart TS15), 16; Patrick Depailler (Elf 2-Hart BDA), 13; 17, Henri Pescarolo (Motul-Cosworth M1 BDG), 13; 18, Mike Hailwood (Surtees-Hart TS15 BDA), 10; 19, Hiroshi Kazato (GRD-Schnitzer BMW 273), 6; 20, Ettore Ricci (March-Armaroli 712 M BDA), 2.
Fastest lap: Depailler, 1 m 22.4 s, 211.675 kph.

The British Racing Drivers Club promoted another of their excellent championship race meetings at Silverstone on Monday. They managed to cram ten races into the meeting and except for the rain which came at half time the whole meeting went very smoothly.

The rain in fact came just before the start of the Lombard F3 championship race. Alan Jones in the works DART GRD-Vegantune proved to be the absolute master of the conditions and after an initial challenge from Tony Brise faded he scored his second victory on the road in two days. Perhaps the best race of the day was the round of the European Formula Vee championship which at one stage featured two-thirds of the field dicing for the lead. Victory finally went to Lucien Reijners from Jelle Hingst, who clinched the championship despite driving with very painful broken ribs sustained in a shunt on Saturday.

Mick Hill clinched the Esso Uniflo Saloon Championship with yet another demonstration win while Derek Lawrence moved nearer to the STP FF title with a comfortable win. A number of lap records fell during the day the most significant being Brian Hough's sub one minute tour in his TVR and Vernon Davies knocking .4 s off the Clubmans record with a 57.4 s despite being without a clutch.



Alan Jones on his way to a superb victory with the DART-GRD.

SILVERSTONE

Superb wet win for Jones

By IAN PHILLIPS

The meeting opened under sunny skies with the first of the two qualifying heats of the very popular STP Formula Ford championship. Initial leader was David Heale (Dulon) but on lap two the similar works car of Derek Lawrence took over. Heale pressured the Wolverhampton man for four laps but on the seventh and final tour Lawrence pulled out a two-second margin. After pole man Rich Bacon spun at Woodcote on the first lap Richard Hawkins took his Titan to a comfortable third ahead of the battling Roberto Alvarez (Hawke) and Chris Barnett (Royale) who finished in that order .8 s apart.

The result of the mod sports race was never really in doubt. What was interesting was whether or not the lap record could be broken and lowered sub 60 s. The man most likely to do it was Brian Hough in his immaculate TVR. In practice Hough did a 59.6 s (4.8 s quicker than the next man). During the course of the 10-lap race Hough went even quicker and left the record at 59.4 s, a remarkable achievement. In doing so he left the second place battle by over 40 s. After Christopher White's TVR fell by the wayside with engine problems on lap six John Harper's E-type had the constant attention of Brian Mills' similar car and John Miles' Turner. At the end Harper had a 1.4 s advantage over Mills but the latter had only half as much on the rapid Turner. Small class winner Mike Donovan battled throughout with Alan Ede's Cobra and failed by just .2 s to take seventh overall. Other class winners were David Stallwood (Sprite) and Reg Woodcock (Triumph TR3).

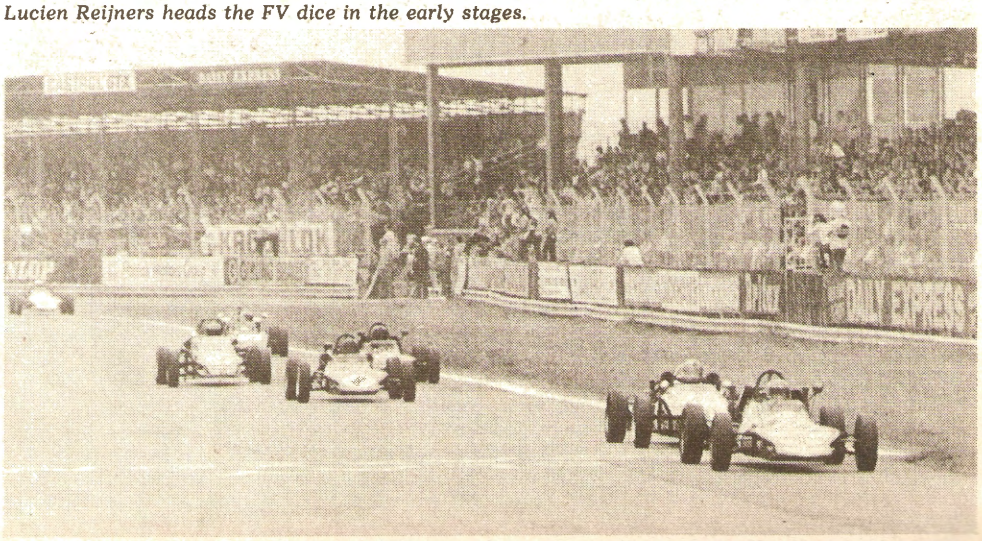
The second group of STP FF men were out next for their seven-lap qualifier. Donald MacLeod made no mistake here making an excellent start from pole position and leading from start to finish in the works Van Dieman FA73. Second place was a different matter however with four cars having a really good go. Eventually, after much carving and weaving by all, Mike Young took the place in the Tricentrol Merlyn although Chris Woodcock (Merlyn) was credited with the same time. Just .2 s behind them were Stuart Baird (Merlyn) and Alan Clennell (Alexis) while Edward Wilcox (Merlyn) was only just over one second further adrift in sixth place. Seventh and eighth places saw another dead heat on time between the Alexis of Laurence Prime and Royale of Graham Elkington.

The up to 850 cc and 1001 to 1300 Esso Uniflo Saloons were out next for a ten-lap thrash and the race fell into the familiar pattern of the day. Peter Kitchen took the lead at the start and with some nicely controlled driving just pulled away from the rest as he pleased in his Mini winning by 12.6 s and slicing .2 s off the lap record. Second place featured an entertaining dice between the Minis of Jim Balmer and Ian Briggs and early on Eric Cook. When the former two were left to their own devices they got up to some incredible tricks which resulted in Balmer losing his bonnet at Woodcote on the penultimate tour but still holding on to second place. In a rather processional affair David Rumming (Anglia) took fourth from William Abbotts Mini and Cook. The small class was won by one second by Roger Gill from Reg Ward after Mike Odell spun early on.

Anyone whose hair changed colour at the prospect of a 25-lap Formula Vee race at Silverstone could have been forgiven before last Monday. With a large injection of foreigners (it was a European round) the race lived up to its status. The majority of the drivers had never been to the track before which became rather obvious when the first lap leader Michael Bleekemolen almost forgot to take Woodcote and dropped to the bottom of the 19-strong field. Early leader from then on was 37-year-old Lucien Reijners chased first by Paul Verkeij. After the latter led for one lap Martin van Ginneken arrived and took over for a brief spell. On lap 14 Reijners took over again but the train, within intelligent slipstreaming distance of him, had grown to 10 cars. It really was quite a motor race. Main challenger for the lead was Verkeij but it was he who spoilt what promised to be an excellent finish by spinning at Becketts on the penultimate lap which allowed Jelle Hingst to leave the bunch on Reijner's tail. The latter finally won by 0.2 s although Hingst, who had broken his ribs in a nasty prang only two days before, had the satisfaction of clinching the championship. Van Ginneken and early spinner Bleekemolen dead-heated for third only 1.4 s behind the second man while the next three were covered by .4 s. Best placed Englishman was Olly Hollamby in ninth place just 10 s behind the winner. Incidentally 17 of the 19 starters broke the existing lap record.

Because of the impressive turn out of Clubmans cars at the recent Tricentrol championship rounds the formula was granted a five-lap extension to the usual 10 at this meeting. Vernon Davies sat on pole position with the Stuff U2 but the rest of the 30-car grid had to find a way round him as the Welshman's clutch burnt out on the line. But Mrs Davies' wee son wasn't going to give up; having been push started he set off after the field engaging gears as and when he could. He did not win but in getting up to sixth place he knocked .4 s off Ray Mallock's lap record and there's more to come when the car is healthy. Meanwhile back in the race Frank Sytner and Richard Cresswell were having a big dice for the lead. They were closing the door on each other so much that they had to use the pit road regularly. Once among the back markers Sytner pulled away a little however and won by 2.6 s. Steve

Lucien Reijners heads the FV dice in the early stages.



Russell's U2 had a clear run to third place once Bob Cuthbertson retired his Drummond with a loose mudguard stay. The next few places were all a little hectic especially at 10 laps when no less than 11 cars were virtually nose to tail and this was after two others, Register Secretary Peter Evans and Stuart Glass did it all wrong at Woodcote on the previous lap and had to retire. Eventually the place was taken by Sid Marler's Gryphon from Davies, Brian Husbands, Terry Cockerell, Alan White, Alex Ferrada and Caldwell Smythe. As well as Davies, record small class winner Peter Cooke and Creighton Brown reduced their record by .4 s.

As the rather thin F3 grid completed its first warming-up lap it started to spit with rain. By the time the two minute board was up the heavens really decided to take a leak: there was no way the race was going to start on time as the wet tyres appeared and were fitted universally. 20 cars arrived for practice (the rest were at Castle Combe) and 16 started the race. Jose Santo (accident), Val Musetti, Simon Sherman (engines) and Marco Tessiore (dislike of rain) being the non-starters. Brian Henton did the warming up lap but spun into the sleeper at Woodcote and this created a small handling problem. There would undoubtedly have been a lap record here too if it were not for the rain as pole man Tony Brise got under and Richard Robarts equalled it in practice. Brise's *Kent Messenger* March was the subject of earnest attention after practice as he had unavoidably hit a spinning Santo at Becketts and damaged a corner and kinked the front bulkhead. It was repaired and being an acknowledged wet weather driver the odds were heavily in his favour. But he had not bargained on Alan Jones' form in the DART GRD (much improved with its Bilstein shock absorbers and new suspension brackets to counter excessive camber change). Brise led the first lap but Jones drove past him on lap two when Brise promptly spun at Copse. This left Jones with a healthy lead which he extended to 26 s at the end of the 25 laps in a masterly display of smooth and controlled driving in the very tricky conditions. Brise's spin dropped him to tenth but he came back most impressively. Taking tight lines on the corners to stay on the best drained parts he reeled the others in so that by lap eight he was up to fifth. On lap 12 he was right behind Russell Wood and Richard Robarts in their Marches dicing for second place. Robarts then spun and Brise took Wood on lap 15. He was never able to shake off the Chequered Flag car though as a fuel pressure problem intervened on lap 19 and he dropped back down the field as quickly as he had climbed it, finally finishing an unworthy eighth. Wood made an excellent start and from lap three was always second or third again showing some nice control; when Brise hit trouble and Robarts spun, he was left unchallenged. Leonel Friedrich also drove with his head and benefited from the mistakes of others to claim fourth in his March. Mike Wilds had been mixing it well in the Dempster March, actually challenging Wood early on but a little over-enthusiasm resulted in a couple of spins and eventually seventh place. Robarts' Myson March was involved in Wilds' second revolution but he came back well to pip Kuwashima on the last lap the latter having trouble getting round Becketts that time. Mike Tyrrell brought out his Ensign for a wash and had his best result of the year with a steady and competitive sixth. John MacDonald would have been well up also had it not been for a couple of spins at Woodcote in his GRD and so he was the last of the competitive runners.

Teleco, who was on the front row of the grid, held fourth place early on before the electrics got damp while Tony Rouff's GRD quit on the first lap. Passadore did not reckon the conditions much either in the second DART GRD but after a pit stop was ahead of Roger Craven who spun twice, Allan Davies (Alpine) and Frank Scurria (Ensign) who spun at least four times and went slowly. Despite not scoring any points Brise retains his lead in the championship by one point from Wood with Robarts, Jones and Friedrich all within a one race win of his total.

The FF final was made up of the first ten from each heat plus the next ten quickest from the two combined. The rain had abated by this time and the track was certainly much drier. The race itself was rather boring as Derek Lawrence, from pole position, immediately took the initiative aided by Richard Hawkins coming through from the second row and upsetting MacLeod and Heale by taking second place. Lawrence made his break on the second lap driving smoothly round the corners in complete contrast to Hawkins' sideways antics and from then on the Dulon was never challenged. His ten-second win also meant that he is virtually assured of STP FF champion with just two remaining rounds. MacLeod got past Hawkins briefly on the second lap but it was not until the Titan had the first of two spins at Woodcote on lap four that he was able to establish himself in second place. David Heale was able to take the same advantage of Hawkins' spin number two to secure third while Roger Bruce-White's Dulon was fourth after a steady drive from the middle of the grid. The spectacular Hawkins was fifth 1.4 s down on the Dulon. The only real dice of the race was between Mike Young, Alan Clennell and Edward Wilcox which the judges gave to Young after the time keepers could not split him from Clennell, Wilcox having disappeared on the ninth lap.

With the rain starting to come down again for the big saloon race the grid thinned out considerably when the conditions became impossible for some of the competitors' equipment. This and practice dramas eliminated pole man Tony Strawson (Capri) and third quickest man Brian Cutting (Escort) leaving Mick Hill all on his own on the front row. John Elton was all alone on row two in his Falcon as John Turner elected to start the IAS Escort from the back as he had gearbox trouble. Also near the back after practice trouble was the fabulous Daf of Tony Hazlewood. Predictably it was Hill who walked the event without even extending himself and thus he duly clinched the Esso Uniflo championship. Baillie Russel held second briefly but it took the troubled Turner just until lap two to get second. He then spun it away at Becketts on lap five allowing Hazlewood to move up. The three-geared Turner was in a determined mood though and recovered quickly enough to repass the Daf into Woodcote on the final lap. Pete Shelton's 5-litre Mk 1 Cortina was fourth only two seconds in front of 851 to 1000 cc winner Alan Curnow.

Johnny Jordan made a real flyer of a start in the final event of the day, the Jaybrand libre race, and from the second row of the grid he left pole man David Cole (F2 Brabham BT38), Jim Moore (ex-Prophet McLaren M10B) and John Sabourin's BT29 standing still. It took Jim Moore just a couple of laps to get into the swing of things with the M10B in the damp conditions. He took the lead on lap three and from there on just pulled away. Bobby Bell's big Ford-engined BRM powered past Jordan on lap four and also started to pull away. However once Jordan had sorted out the challenge from Dick Mallock's U2 he returned the attack to Bell. All to no avail however as there was a .2 s gap at the flag. Mallock was fourth with Sabourin fifth in close attendance. The saddest thing of the day was seeing Albert Powell slide backwards into the Woodcote sleepers with Jack Le Fort's immaculate Lola T70 Mk3B.



Brian Hough (TVR), John Miles (Turner), and John Harper (E-type) leave the line at the start of the mod sports race.

STP Formula Ford Championship round (heat 1, 7 laps): 1, Derek Lawrence (Dulon Titan MP15), 7 m 31.8 s, 89.68 mph; 2, David Heale (Dulon-Rowland LD9), 7 m 33.8 s; 3, Richard Hawkins (Titan-Titan Mk6), 7 m 39.6 s; 4, Roberto Alvarez (Hawke-Close DL10), 7 m 44.8 s. **Fastest lap:** Lawrence, 1 m 3.2 s, 91.59 mph.

Modified sports cars, up to 1150 cc, 1151 to 1300 cc, 1301 to 2000 cc, 2001 to 3000 cc and over 3000 cc (10 laps): 1, Brian Hough (5.4 TVR Tuscan), 1 m 10.4 s, 94.84 mph; 2, John Harper (3.8 Jaguar E), 10 m 51.6 s; 3, Brian Mills (3.8 Jaguar E), 10 m 53.0 s; 4, John Miles (1.6 Turner Mk3), 10 m 53.8 s.

Up to 1150 cc: 1, Mike Donovan (1.1 MG Midget), 83.25 mph; 2, James Thacker (1.1 A-H Sprite); 3, Peter Richings (1.1 MG Midget). **Fastest lap:** Donovan, 1 m 8.2 s, 84.88 mph.

1151 to 1300 cc: 1, David Stallwood (1.3 A-H Sprite), 80.92 mph; 2, Malcolm Beer (1.3 MG Midget); 3, Richard Ward (1.3 MG Midget). **Fastest lap:** Stallwood, 1 m 9.8 s, 82.93 mph.

1301 to 2000 cc: 1, Miles, 88.54 mph; 2, Rob Haigh (1.9 MG MGA); 3, Ron Craig (1.8 MGB). **Fastest lap:** Miles, 1 m 3.8 s, 90.73 mph.

2001 to 3000 cc: 1, Reginald Woodcock (2.2 Triumph TR3), 80.55 mph; 2, John Millner (2.5 Daimler Dart SP250); no other finishers. **Fastest lap:** Woodcock, 1m 10.4 s, 82.23 mph.

Over 3000 cc: 1, Hough; 2, Harper; 3, Mills. **Fastest lap:** Hough, 59.4 s, 97.45 mph **(record).**

STP Formula Ford championship (heat 2, 7 laps): 1, Donald MacLeod (Van Diemen-Scholar FA73), 7 m 36.6 s, 88.75 mph; 2, Mike Young (Merlyn-Scholar Mk24), 7 m 40.0 s; 3, Chris Woodcock (Merlyn-Cooper Mk20A), 7 m 40.0 s; 4, Stuart Baird (Merlyn-Rowland Mk 24), 7 m 40.2 s. **Fastest lap:** MacLeod, 1 m 4.2 s, 90.17 mph.

Esso Uniflo Special Saloon car championship, up to 850 cc and 1001 to 1300 cc (10 laps): 1, Peter Kitchen (1.3 Mini-Cooper S), 11 m 12.2 s, 86.12 mph; 2, Jim Balmer (1.3 Mini-Cooper S), 11 m 24.8 s; 3, Ian Briggs (1.3 Mini-Cooper S), 11 m 25.0 s; 4, David Rumming (1.3 Ford Anglia), 11 m 40.6 s.

Up to 850 cc: 1, Roger Gill (850 Hillman Imp), 77.64 mph; 2, Reg Ward (850 Mini); 3, Charles Berstein (850 Mini). **Fastest lap:** Gill, 1 m 12.6 s, 79.74 mph.

1001 to 1300 cc: 1, Kitchen; 2, Balmer; 3, Briggs. **Fastest lap:** Kitchen, 1 m 6.0 s, 87.71 mph.

European Formula Vee Championship final round (25 laps): 1, Lucien Reijners (Kaimann Vee), 27 m 12.8 s, 88.63 mph; 2, Jelle Hingst (Kaimann RM731), 27 m 13.0 s; 3, Martin van Ginneken (Kaimann), 27 m 14.4 s; 4, Michael Bleekemolen (Motul Vee), 27 m 14.4 s. **Fastest lap:** van Ginneken and Bleekemolen, 1 m 3.6 s, 91.02 mph **(record).**

Tricentrol Car Group Clubmans championship round, up to 1000 cc and 1001 to 1600 cc (15 laps): 1, Frank Sytner (1.6 Mallock U2 Mk XIB), 14 m 46.0 s, 98.00 mph; 2, Richard Cresswell (1.6 Phantom), 14 m 48.6 s; 3 Steve Russell (1.6 Mallock U2 Mk12), 14 m 58.4 s; 4, Sid Marler (1.6 Gryphon C73), 15 m 14.8 s.

Up to 1000 cc: 1, Peter Cooke (1.0 Mallock U2 Mk 8B/XI), 91.37 mph; 2, Martin Young (1.0 Mallock U2 MkXIB); 3, Martin White (1.0 Mallock U2 MkXIB). **Fastest lap:** Cooke and Creighton Brown (1.0 Mallock U2 MkXIB), 1 m 2.0 s, 93.37 mph.

1001 to 1600 cc: 1, Sytner; 2, Cresswell; 3, Russell. **Fastest lap:** Vernon Davies (1.6 Mallock U2 MkXIB), 57.4 s, 100.85 mph.

Lombard North Central Formula Three championship round (25 laps): 1, Alan Jones (GRD-Vegantune 373), 27 m 40.8 s, 87.14 mph; 2, Russell Wood (March-Novamotor 733), 28 m 6.8 s; 3, Leonel Friedrich (March-Holbay 733), 28 m 19.8 s; 4, Richard Robarts (March-Novamotor 733), 28 m 30.4 s; 5, Masami Kuwashima (March-Holbay 733), 28 m 31.2 s; 6, Mike Tyrrell (Ensign-Brown F3/72), 28 m 35.6 s. **Fastest lap:** Jones, 1 m 4.6 s, 89.61 mph.

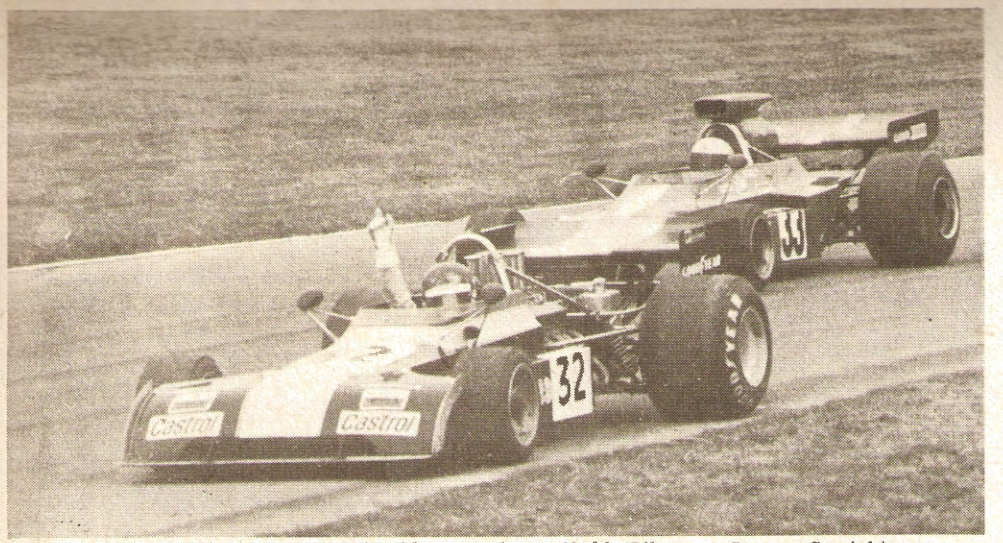
STP Formula Ford Championship round (final, 10 laps): 1, Derek Lawrence (Dulon-Titan MP15), 11 m 34.4 s, 83.36 mph; 2, Donald MacLeod (Van Diemen-Scholar FA73), 11 m 44.6 s; 3, David Heale (Dulon-Rowland LD9), 11 m 47.8 s; 4, Roger Bruce-White (Dulon-Rowland MR15), 11 m 50.2 s; 5, Richard Hawkins (Titan-Titan Mk 6), 11 m 51.6 s; 6, Mike Young (Merlyn-Scholar Mk24), 11 m 57.2 s. **Fastest lap:** Hawkins, 1 m 7.2 s, 86.14 mph.

Esso Uniflo Special Saloon car championship round (851 to 1000 cc and over 1300 cc (10 laps): 1, Mick Hill (6.0 Ford Capri V8), 10 m 8.8 s, 79.43 mph; 2, John Turner (2.0 Ford Escort BRM V8), 12 m 36.0 s; 3, Tony Hazlewood (4.7 Daf-Rover V8 55), 12 m 37.0; 4, Pete Shelton (5.0 Ford Cortina Mk1 V8), 13 m 9.0 s.

851 to 1000 cc: 1, Alan Curnow (1.0 Mini-Cooper S), 73.18 mph; 2, William Barrett (1.0 Mini-Cooper S), 13 m 12.6 s; 3, Malcolm Johnstone (1.0 Mini-Cooper S). **Fastest lap:** Curnow, 1 m 16.8 s, 75.37 mph.

Over 1300 cc: 1, Hill; 2, Turner; 3, Hazlewood. **Fastest lap:** Hill, 1 m 10.4 s, 82.23 mph.

Jaybrand Racewear formule libre (10 laps): 1, Jim Moore (5.0 McLaren-Chevrolet M10B), 11 m 7.4 s, 86.74 mph; 2, Bobby Bell (5.7 BRM-Ford P83), 11 m 18.6 s; 3, John Jordan (7.0 McLaren-Chevrolet M6B), 11 m 18.8 s; 4, Richard Mallock (1.6 Mallock U2Mk12), 11 m 20.4 s. **Fastest lap:** Moore, 1 m 4.8 s, 89.33 mph.



Peter Gethin surrenders his lead with a blown engine to Teddy Pilette on Bottom Straight.

BRANDS HATCH

Points for Pilette as Chevron dominate

By MIKE KETTLEWELL **Photographs by PETER BURN**

Peter Gethin seemed assured of victory in Monday's Rothmans 5000 Championship race at Brands Hatch, having led from pole position and opened out a small but safe lead over his rivals. However, on the 57th lap the works Chevron B24 started to puff out smoke and, sure enough, Gethin was forced to park midway round the 58th lap with a broken Morand mill. Victory went, therefore, to hard-charging Belgian Teddy Pilette in the Racing Team VDS Chevron B24 from Tom Belso's ShellSport Luxembourg Lola T330 and Tony Dean's Anglo-American Racing Chevron B24.

There were a number of potential winners in the 65-lap marathon. Guy Edwards' Barclays Lola T330 started a rousing second, but the loss of two cylinders and a pitstop to replace a damaged nose section after a collision with a backmarker dropped him to sixth. Ian Ashley (Henley Forklift Lola T330) and Keith Holland (Ian Ward Trojan T101) were running ahead of Pilette when they collided shortly after one-third distance; Holland continued to take fifth place while Ashley was unplaced.

Championship leader Brett Lunger blew up Sid Taylor's Trojan T101 in the closing minutes of practice after lapping third quickest. But perhaps the day's unluckiest man was Bob Evans, who lapped Alan McKechnie's STP Trojan T101 second fastest but was unable to start when a fuel cell sprang a leak minutes before the race. New championship leader is Teddy Pilette who has 88 points to Lunger's 85 and Dean's 84.

The supporting races for Group 2 cars, Formula Fords and ShellSport Mexicos seemed tame by comparison. Winners were Frank Gardner, Bill McGovern, Syd Fox (twice) and Tiny Littler.

F5000 ENTRY

Formula 5000 has matured this year into a first-rate class of motor racing. In the distant past it used to be banished to Snetterton on Summer Bank Holiday Monday, but this season it took pride of place at the traditional Rothmans-sponsored meeting at Brands Hatch. A competitive field of over 20 was entered and with only the best 20 allowed to start there were going to be some disappointed drivers.

There were six Lola T330s, the trio of ShellSport Luxembourg cars for Gijs van Lennep, Tom Belso and Clive Santo plus Guy Edwards' Barclays entry, Ian Ashley's Henley Forklift car and Brendan McInerney in the Intertech Steering Wheels-entered, ex-Colin Hyams machine he shares with Trevor Twaites. Chris Featherstone's ex-Frank Gardner Lola T190X was one of the few historical entries.

Chevron representation was strong with five entries, headed by Peter Gethin's works machine. The Racing Team VDS came from Belgium with their pair of Chevron B24s for Teddy Pilette and Chris Craft; Steve Thompson handled the Servis car and Tony Dean appeared with his familiar Anglo-American Racing entry.

There were four of the Ron Tauranac-developed Trojan T101s for Brett Lunger (Sid Taylor), Keith Holland (Ian Ward Racing), Bob Evans (McKechnie/STP) and Willie Green (Hexagon of Highgate). With Graham McRae absent in America and the non-appearance of Jock Russell, Alan Rollinson was the sole representative of the marque McRae.

Other singleton entries comprised Clive Baker's Gain-a-Film March 73A, Richard Knight's Kitchmac, Pierre Soukry in the Connew PC1B and Bob Ellice with the sole-surviving Leda LT25. Finally, there were three McLarens. Brian Robinson's ex-works M19C, still carrying the chassis plate M19A/2, was entered under the Anglo-American Racing banner, while ex-Formula Fordster Allan Kayes had the ex-Tony Dean/Bill Wood M14A entered by Ian Ward Racing and Tony Trimmer arrived with the Portobello Inn/Sheridan Thynne McLaren M18A.

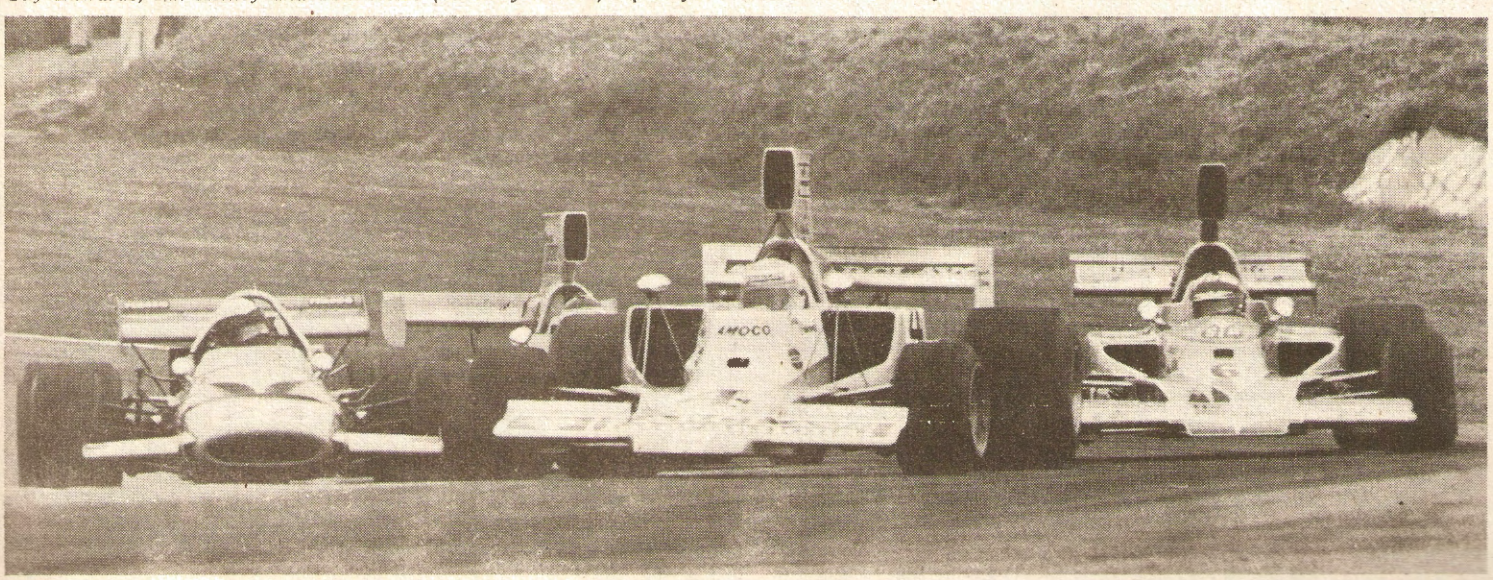
On the engine front Alan Smith-tickled Chevrolets powered 11 of the 24 entries; Morand engines numbered seven, Bolthoff and Race Engine Services two apiece, while Tony Trimmer's McLaren and the Kitchmac used home-brewed mills.

PRACTICE

For the first time since 1959 the 1.24-mile Club circuit was used for the Summer Bank Holiday International. As a £7,000 Rothmans 5000 Championship round, the minimum race distance had to be 75 miles, hence the giddy number of 65 laps, 80.60 miles. Saturday afternoon was reserved for unofficial practice and most of the serious entries arrived. On pit timing Keith Holland was fastest, getting well into the 43 s but nowhere near Brian Redman's practice time of 43.2 s set last October in the prototype Chevron B24.

Peter Gethin experimented with Firestone and Goodyear tyres, but blew his engine and had to borrow another from VDS for the race. Teddy Pilette also played around with tyres, eventually finding that Firestones on the front and Goodyears on the rear gave

Guy Edwards, Ian Ashley and Tom Belso (virtually hidden) lap Kayes' McLaren at Clearways.



the best results—after more back-to-back testing on Monday he eventually raced with this set-up and carried "Goodstone" stickers! Steven Thompson's crew fitted a "Hesketh"-type airbox, but Servis' new, more powerful RES mill suffered from carburation problems and would not run cleanly. Experimental Girling brakes were being tried for the first time. Bob Ellice went off at Druids and wiped two corners off the old Leda, which was running slightly revised suspension tweaked by its original designer, Len Terry.

Like Saturday, Monday was a warm, sunny day. An hour was devoted to official practice in the morning, with a further half-hour before lunch. Times were generally better in the second session, but throughout the day the track was pretty greasy from dropped oil and at no time did Redman's unofficial qualifying record look like being under attack.

Peter Gethin's aggressive but smooth style in the works Chevron landed him pole position with 44.3 s. F5000's "find" of the year, Bob Evans, hurled the STP Trojan round to equal this time and so did Brett Lunger. However, in the closing minutes of practice Brett's engine let go along the Top Straight and the American ground to a smoking halt after the timing line, the Trojan being covered in foam by a quick-acting marshal. Local ace Keith Holland, for so long the pacemaker, wound up fourth fastest at 44.4 s, a time equalled by Guy Edwards, whose Lola now runs a Weismann diff and CanAm rear brakes.

Teddy Pilette achieved 44.6 s, as did fellow Chevron pedaller Tony Dean. Ian Ashley was disappointed with his 44.7 s, but later found he had a slow puncture. Gijs van Lennep changed from Goodyears to Firestones in the final session and got down to 44.7 s, while Thompson also managed 44.7 s, although he was not entirely satisfied with his engine. Last runner in the 44 s was Tom Belso with 44.8 s.

Of the remaining contestants Tony Trimmer ran into overheating problems due to a suspected cracked block, but qualified well at 46.0 s. Brendan McInerney found time for a fuel leak, an oil leak, a sticking throttle and a puncture, while Clive Baker was lucky to make the grid after grounding early in the first session and wearing through an oil pipe—the session was delayed for eight minutes while Clive's Castrol was mopped up.

Out of luck, predictably, were Chris Featherstone, Bob Ellice and Pierre Soukry with the very pretty Connew. Poor Alan Rollinson, who had hoped to do well to encourage potential sponsors, had the oil pump drive belt break on his borrowed (from McKechnie) RES mill after a handful of laps and failed to qualify. Let's hope Alan's wretched luck changes soon—he is one of F5000's top drivers.

RACE

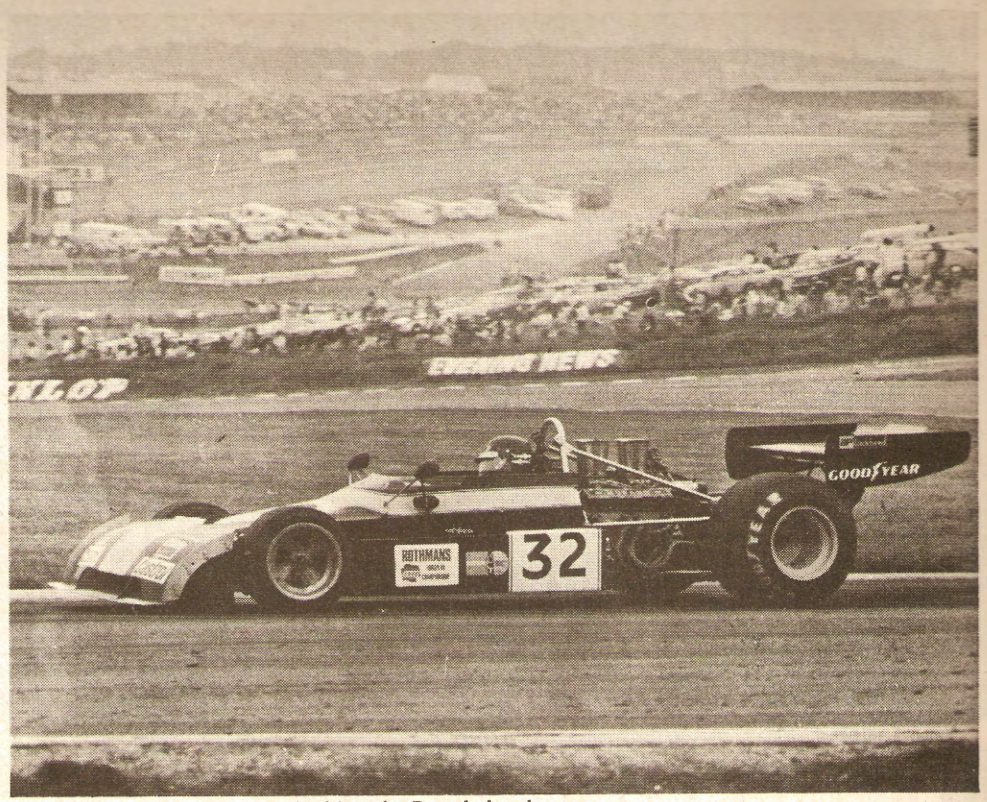
*Bob Evans (Trojan) 44.3 s	Peter Gethin (Chevron) 44.3 s
Keith Holland (Trojan) 44.4 s	*Brett Lunger (Trojan) 44.3 s
Teddy Pilette (Chevron) 44.6 s	Guy Edwards (Lola) 44.4 s
Ian Ashley (Lola) 44.7 s	Tony Dean (Chevron) 44.6 s
Steve Thompson (Chevron) 44.7 s	Gijs van Lennep (Lola) 44.7 s
Chris Craft (Chevron) 45.5 s	Tom Belso (Lola) 44.8 s
Willie Green 45.7 s	Clive Santo (Lola) 45.6 s
Richard Knight (Kitchmac) 46.6 s	Tony Trimmer (McLaren) 46.0 s
Brian Robinson (McLaren) 46.9 s	Brendan McInerney (Lola) 46.8 s
Clive Baker (March) 49.4 s	Allan Kayes (McLaren) 47.9 s

* non-starter

Did not qualify: Chris Featherstone (Lola-Chevrolet/Morand T190X), 49.7 s; Bob Ellice (Leda-Chevrolet/Smith LT25), 50.2 s; Pierre Soukry (Connew-Chevrolet/Morand PC1B), 50.5 s; Alan Rollinson (McRae-Chevrolet/RES GM1), 54.5 s.

Having driven from the paddock to the starting area, Bob Evans leapt out of his car clutching his bum. A fuel cell was leaking into the cockpit and, pouring water on to his driver's nether regions, McKechnie team manager John Thornburn had reluctantly to withdraw the car. Despite the absence of both Lunger's and Evans's Trojans no reserves were added to the grid.

His rear tyres wreathed in smoke, Gethin rocketed off the line to head Edwards and



Gethin takes Clearways, overlooking the Brands bowl.

Holland into Paddock. Ashley made a strong start from row 4 to slot in fourth in front of Pilette, van Lennep, Belso and Dean. And that was the order as they completed the first lap with Thompson, Santo, Craft, Trimmer, Green, McInerney, Knight, Robinson, Baker, and newcomer Kayes making up the field.

On lap 2 Ashley relieved Holland of third place and sat on Edwards' tail. Edwards, in turn, was not too keen to let Gethin open out a lead. However, after four laps a couple of plug leads fell off Guy's car and, unable to match his performance, Edwards had to watch Gethin forge ahead after all. Ashley hung on in third place, while a few lengths later followed Holland in front of Pilette, van Lennep and Belso. Dean was a solitary seventh and then Thompson fended off Santo and Craft.

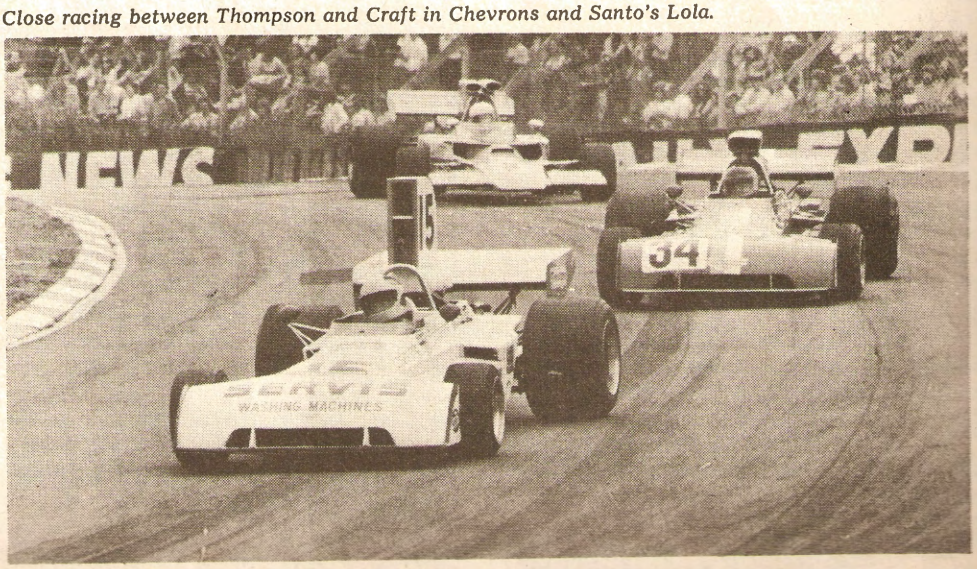
First major upset on the leader-board came on lap 6 when van Lennep found some oil at Clearways and executed a neat spin, continuing 15th. As the race progressed Gethin opened out a lead of over 3 s while, first, Holland and, secondly, Pilette joined the Edwards/Ashley battle for second place. Belso and Dean remained in reasonably close contact and, following the disappearance of Thompson, Craft headed Santo in eighth place.

On lap 25 there was drama. Edwards slid on oil at Paddock and lost ground to Ashley. Coming up to Druids Holland attempted to overtake both Lolas and entwined with Ashley's. The Lola ran over the Trojan's nose cone, suffering a damaged wheel-rim and a dinged oil cooler. Holland stopped to have his nose cone refixed, while Ashley lost several minutes changing a wheel and dropped out of the hunt.

Gethin's lead was now handsome and within a couple of laps Pilette had stolen second place from Edwards's 6-cyl Lola. Belso now began to close on Edwards, while Dean ran sixth ahead of the dicing duo of Craft and Santo. A lap back came the delayed Holland and then Green. Van Lennep, who had tailed Green for several laps following his spin, stopped to change the rear near-side tyre which was deflating slowly.

For a while it appeared Pilette was catching Gethin, but Pete maintained his pace safely ahead. Edwards, however, was under strong pressure from Belso and on lap 37 lost out to the ShellSport Luxembourg driver when he collided with Robinson's ailing McLaren at Bottom Bend and bent a front wing. Guy was black-flagged and lost a lap having a new nose section fitted, resuming eighth behind Gethin, Pilette, Belso, Dean, Craft, Santo and Holland. On lap 46 Santo's pressuring tactics paid off when Craft spun

Close racing between Thompson and Craft in Chevrons and Santo's Lola.





Is Barry Lee the man to challenge Roger Clark?

As you've probably heard, Barry Lee is back into big time rallying which might make life interesting for the rest of the season. Last year he surprised the regulars with a second place on the Welsh (second to Roger Clark) after a long lay off. This year he had another try and put up an electrifying performance, leading in the early stages, but for one reason and another (mainly one reason) he didn't finish.

For Barry, it was an astonishing performance. But if you were to look into the history books you'd find that he has a habit of turning in astonishing performances.

His introduction to motor sport came via Speedway in 1962 where he quickly started to make a name for himself. The following year, however, he was involved in a particularly nasty accident that was to cut short his season and, as it turned out, his interest in Speedway. But 18 months later the irrepressible Lee was racing again. This time in Autocross. Again he was an instant success, and he has 275 Autocross awards in his Romford home to prove it.

Not only is Barry a great driver, he also has a good eye for cars. In fact when the Escort was announced, he reckons he was the first man to enter one in serious competition and appeared in Autocross, Rallycross and the occasional rally. So impressed was Barry with the car that after a short spell as Ford's Rallycross manager, he decided to build his own Rallycross Escort. Whilst doing this he kept his hand in by 'dabbling' in Hot Rod racing until the end of the 1970 season. 20 wins out of only 25 starts made him runner up in the British Championship.

Since that year he's never looked back and his Hot Rod successes culminated in clinching the 1973 World Championship last week.

Barry is very much "Mr. Hot Rod Racing". From his driving style, his clothes – silver glitter racing overalls, to his immaculate Team Castrol oval racing Escort (yes, another one) he is definitely *the* man to beat.

From 1971 to this year the Hot Rod racing record books read like a Barry Lee biography. Then came that fantastic showing on the Welsh—with the result that Clark and Simpson have offered him a permanent drive in a new Centre Hotels Escort, complete with a number of features favoured by Barry, one being a hydraulic handbrake working on the F5000 back discs. This set-up might just be useful when the 225 b.h.p. B.D.A. unit is dropped in for the Castrol Manx...

Barry will be entering the remainder of the R.A.C. Championship events and is out to win a few of them, except for the R.A.C. itself when he hopes to grab a class win in a 1300 c.c. Escort. Strangely enough, and despite his varied career, he now prefers rallying to any other form of sport. "Very nice, very competitive and very expensive" as he puts it. Not that Barry will forget the oval circuits, he feels that Hot Rods have enabled him to stay on top form. So he's going to continue in both sports.

Much of his early rally training came from Roger Clark, when they were both at Ford's, with the result that Barry is just as crafty. He feels that rallies can be won by using a touch of psychology. Especially just before a stage. If that's the way Roger Clark works, there must be something in it.

About the only thing Barry doesn't like, or so it seems, is single seater racing. He tried a few Formula Ford drives back in 1969, but he didn't fancy looking at those naked wheels humming round. Ask him if he'd like a Formula One drive and he'll say no. "Well not unless it's the very best car anyway!" Barry obviously has as much competitive spirit as ever—the next few months could be very entertaining...

The Castrol Manx-Britain's answer to the Targa Florio?

It might be called a rally but it's certainly the nearest thing to a road race in Britain. This popular all-tarmac event—sponsored this year for the first time by Castrol—will, without doubt, be incredibly fast. 390 miles long, it has no less than 40 stages, the last of which will be for the fastest thirty crews. In 1972, Roger Clark blasted round that 13-mile section of the TT course at an average of 101 mph and this year the pace could be even hotter.

The big question is whether anyone can beat Clark, winner in both 1971 and 1972. Amongst the entry of 115 there are plenty of drivers who will be having a go, and there should be a real needle match.

Adrian Boyd, Tony Fowkes and Vic Preston all have full 2-litre engines under their Escort bonnets to put them on par with the works entry. So has Barry Lee, who is making his debut in the Clark and Simpson car. Watch out also for the four Carrera RSR's which should provide the main opposition, while a gaggle of rapid BMW's will keep people on their toes. And three Alpines (one of which is entered for Pat Moss-Carlsson) and the Datsun 240Z for Shekhar Mehta, plus entries from both DTV and Chrysler will add even more variety.

All in all it promises to be a real spectacle. Reckoned to be the fastest British rally event, it'll be well worth watching.

One to watch

The big story in Group 1 racing, now that the season's drawing to a close, must centre around Ivan Dutton in his Unitam Escort Sport. In the Castrol Championship, he romped away with class wins in almost every round.

Now with an 11-point advantage, he's in a healthy position—but certainly has not time to be complacent. With only 15 scores to count from the 22 qualifying rounds, the time has come for Ivan to start shedding his lower scores . . . and watch his rivals creeping closer. Like Bernard Unett, who with 44 points and 11 class wins is having a pretty successful time in a Hunter GLS. Then up in the big league, there's Tony Lanfranchi in the BMW 3.0 Si on 45 points. And in the "tiddlers" class young Eric Horsfield, leading the Moskvich army with 46 points.

The Castrol Production Saloon Championship is heading for an exciting finale.

And although there are four rounds in September, starting with Rufforth on the 2nd, we may have to wait until the final at Oulton Park on October 27th, where double points are awarded, before picking the champion. Our money's on Team Castrol's Ivan Dutton—how about you?

Castrol



at Clearways. Clive got through, driving extremely well, while Craft now had to fend off Holland.

The race seemed over, but with eight laps to go Gethin faltered and stopped, a piston broken in the borrowed Morand mill. Pilette—whose team had lent Gethin his engine!—took command for the remainder of the race to score his second Rothmans 5000 victory of the year. Belso held on to second place, although Dean was closing rapidly in the closing stages (the margin was definitely much less than the 9.2 s quoted by the timekeepers) and Santo, fourth, remained the last of the unlapped finishers. In fact, Santo's place was in jeopardy as in the closing minutes he lapped a few lengths in front of Pilette—and right behind Pilette was Holland! Edwards and Craft were also lapped once, while Green came under the hammer twice.

After the race the drivers looked all-in. Sixty-five laps of Brands Hatch on a warm summer afternoon was a very tiring exercise indeed!

Van Lennep, Knight (who drove well in the old Kitchmac) and Ashley completed the official finishing list, while Kayes and Trimmer were still running after pit stops. Kayes, a relative novice who did well to qualify, had to stop to change his vizor, while Trimmer had two stops to complain about overheating and lack of brakes.

McInerney retired after only six laps with a small fire in the fuel-injection system, while Baker lasted but another tour owing to a seized oil pump. Poor Thompson fell from second to fourth in the Rothmans points standings when a water hose from the radiator broke *and* a head gasket went. Robinson eventually succumbed to fuel pressure problems.

Rothmans 5000 European Championship race
Brands Hatch, August 27
65 laps, 80.60 miles

1, Teddy Pilette (Chevron-Chevrolet/Morand B24), 49 m 39.1 s, 97.40 mph.
2, Tom Belso (Lola-Chevrolet/Smith T330), 49 m 51.1 s.
3, Tony Dean (Chevron-Chevrolet/Morand B24), 50 m 0.3 s.
4, Clive Santo (Lola-Chevrolet/Smith T330), 50 m 25.2 s.
5, Keith Holland (Trojan-Chevrolet/Smith T101), 64 laps.
6, Guy Edwards (Lola-Chevrolet/Smith T330), 64 laps.
7, Chris Craft (Chevron-Chevrolet/Morand B24), 64 laps; 8, Willie Green (Trojan-Chevrolet/Smith T101), 63; 9, Gijs van Lennep (Lola-Chevrolet/Smith T330), 61; 10, Richard Knight (Kitchmac-Chevrolet/Kitchiner), 61; 11, Ian Ashley (Lola-Chevrolet/Smith T330), 60. Still running, not classified: Allan Kayes (McLaren-Chevrolet/Smith M14A), 55; Tony Trimmer (McLaren-Chevrolet/Trimmer M18A), 39.

Retired: Brendan McInerney (Lola-Chevrolet/Bolthoff T330), 6 laps, fire; Clive Baker (March-Chevrolet/Bolthoff 73A), 7, oil pump; Steve Thompson (Chevron-Chevrolet/RES B24), 23, water hose and head gasket; Brian Robinson (McLaren-Chevrolet/Morand M19C), 43, fuel pressure; Peter Gethin (Chevron-Chevrolet/Morand B24), 57, piston.

Fastest lap: Gethin, 44.8 s, 99.64 mph.

Rothmans 5000 Championship points: 1, Pilette, 88; 2, Lunger, 85; 3, Dean, 84; 4, Thompson, 78; 5, Belso, 65; 6, Holland, 64.

SUPPORTING RACES

Racing opened with the 25-lap RAC British Saloon Car Championship qualifier, and one could see why a coffin awaits Group 2 at the end of this season. . . . Frank Gardner's SCA European Road Services Camaro was unbeatable, even on the short circuit, and when Brian Muir's BMW 3.0 CSL "winged wonder" retired on the sixth lap when the oil pump seized Frank was able to lap considerably slower than his 50.9 s pole-winning time and *still* increase his lead over Andy Rouse's VMW Motors Escort. Another big-banger to fail was Dennis Leech's Mustang which crept away from its front-row grid position and soon pitted with electrical problems. These solved, Dennis put in a few quick laps until the Ford retired with overheating problems.

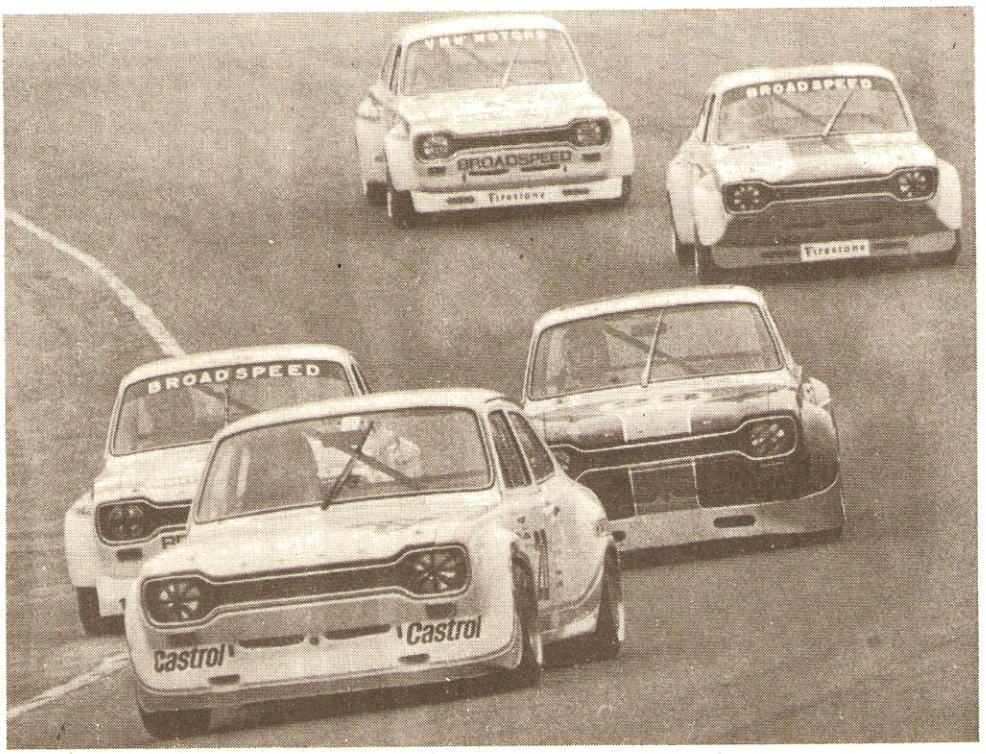
For third place Jonathan Buncombe fought off Nick May, despite a spin at Clearways on lap four, while fifth place finisher Vince Woodman (Escort GT-BDA) took the 1300 cc class by 0.4 s from Peter Hanson. Only one of the works Datsuns started, Alec Poole's 120A Cherry, and it was a disappointing eighth sandwiched by the Minis of Jon Mowatt and Paul Burt. The latter had earlier been black-flagged by an angry Peter Browning for dangerous driving when dicing with Mowatt—right in front of the stewards on the startline tower!

The second 25-lapper for 1-litre Group 2 machinery plus standard production saloons would have been a complete bore but for the antics of the tyre-squealers. (A point was proved: a 1-litre Group 2 Imp may be quicker than a 5.7-litre "Group 1" Camaro at Brands, but for spectacle the crowd preferred the lurching machinery on road tyres to the corner-as-if-on-rails Group 2 set. Sorry, but there it is!) However, let us not detract from the superb drive by triple-champion Bill McGovern in George Bevan's Sunbeam Imp who for once had the chequered flag all to himself. Team-mate Les Nash suffered "doughnut" problems in the closing laps, retiring to let Melvyn Adams take over second place, almost a lap behind the flying McGovern. The standard class fell to Les Blackburn's Capri by a short margin from John Brindley's similar car, but most spectators' eyes were on Barrie Boult's Capri which strayed off the straight and narrow and finally burrowed into the bank at Clearways.

The non-championship Formula Ford entry was split in two, but the long list of non-arrivals meant that a consolation race was not on. Instead, all runners were given the opportunity of racing twice. The first race, over 10 laps, saw Syd Fox's Camel Hawke lead from start to finish. Richard Morgan (Ray 73), who was instructed to change his tyres on the grid by the scrutineers, harried old Syd hard, hoping to worry him into making a mistake. However, it was Morgan who made the mistake—at Druids on the ninth lap—although he recovered in good time to hold on to second place ahead of Tiff Needell's new Eldin PH10. Tiff drove a strong race from the back of the grid. Battling for third place, Mike Taylor (Palliser WDF2) and Will Arif (Merlyn Mk 20A) spun at Druids on lap six; Taylor resumed to claim fifth place behind Jeremy Sumner's old Dulon LD4 but Arif was forced into retirement.

The second FF race, over 15 laps, gave Syd Fox his second victory of the afternoon. This time Morgan put up a stronger fight, grabbing the lead on lap 4 and holding off Fox. Until lap 8, that is, when Richard did it all wrong at Kidney Bend and rolled. Fortunately, the roll-bar held and Morgan climbed out unhurt. Fox was later challenged by Taylor and then Needell, the latter trying really hard but failing in his objective by a mere threequarters of a length. Taylor took third, while Barrie Hopwood (Micron Mk 5A) and David Barden (Royale RP16) all but dead-heated for fourth place.

The meeting was concluded by another Shellsport Mexico thrash, Jackie Epstein's surviving 15 cars coming out to battle. Gill Fortescue-Thomas was given pole position with Lella Lombardi alongside, but all other positions were balloted for. There was a tinkling of glass at Paddock on the first lap, while at Bottom Bend Allan Kayes went broadside and was eased into a roll by Les Blackburn. Afterwards the race seemed a little tame with Tiny Littler (the bloke who mends the Escorts each week!) conquering the ladies. Although Mrs F-T kept ahead of the Italian girl (just!), she was docked a minute for jumping the start and thereby lost the second round of the "crumpet stakes" by a technicality.



Plenty of Escorts with Buncombe leading Rouse, May, Hanson and Woodman.

SUPPORTING RACE RESULTS . . .

Evening News Trophy, RAC British Saloon Car Championship round (25 laps): 1, Frank Gardner (7.0 Chevrolet Camaro ZL1), 22 m 1.7 s, 84.44 mph; 2, Andy Rouse (2.0 Ford Escort RS 1600), 22 m 31.7 s; 3, Jonathan Buncombe (2.0 Ford Escort RS 1600), 22 m 46.9 s; 4, Nick May (1.9 Ford Escort RS 1600), 22 m 47.7 s; 5, Vince Woodman (1.3 Ford Escort GT), 24 laps; 6, Peter Hanson (1.3 Ford Escort GT), 24; 7, Jon Mowatt (1.3 BLMC Mini-Cooper S), 23; 8, Alec Poole (1.3 Datsun 120A Cherry), 23; 9, Paul Burt (1.3 BLMC Mini-Cooper S), 23; 10, Gordon Dawkins (1.3 BLMC Mini-Cooper S), 23; 11, Barry Johnson (BLMC Mini-Cooper S), 23; 12, Mick Osborne (1.3 BLMC Mini-Cooper S), 23.

Over 2000 cc class: 1, Gardner. No other classified finishers. **Fastest lap:** Gardner, 51.1 s, 87.36 mph (establishes record).

1301-2000 cc class: 1, Rouse, 82.56 mph; 2, Buncombe; 3, May. No other finishers. **Fastest lap:** Rouse, 52.7 s, 84.71 mph (establishes record).

1001-1300 cc class: 1, Woodman, 24 laps in 22 m 23.1 s, 79.77 mph; 2, Hanson; 3, Mowatt; 4, Poole; 5, Burt; 6, Dawkins. **Fastest lap:** Woodman, 54.7 s, 81.61 mph (establishes record).

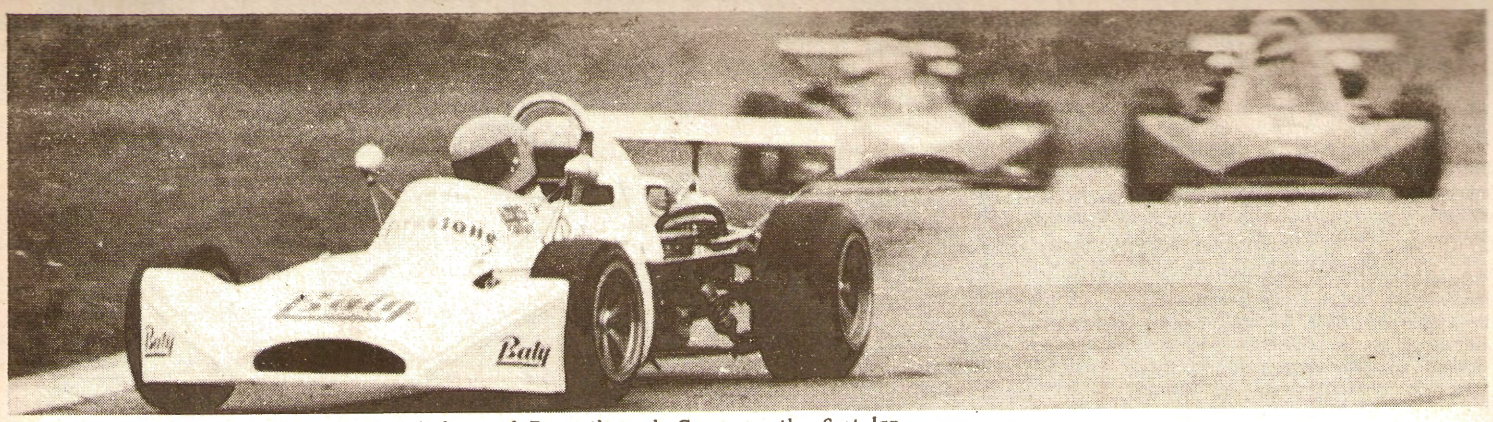
Formula Ford, race 1 (10 laps): 1, Syd Fox (Hawke-Rowland DL10), 9 m 1.5 s, 82.44 mph; 2, Richard Morgan (Ray-Vegantune 73), 9 m 9.4 s; 3, Tiff Needell (Elden-Scholar PH10), 9 m 10.5 s; 4, Jeremy Sumner (Dulon-Ford LD4), 9 m 15.4 s; 5, Mike Taylor (Palliser-Scholar WDF2), 9 m 16.4 s; 6, David Barden (Royale-Vegantune RP16), 9 m 22.1 s. **Fastest lap:** Needell and Fox, 52.9 s, 84.39 mph.

Group 2 cars up to 1000 cc and Production Saloon Cars £1050-£1500 and over £1500 (25 laps): 1, Bill McGovern (1.0 Sunbeam Imp), 24 m 20.8 s, 76.40 mph; 2, Melvyn Adams (1.0 Sunbeam Imp), 25 m 13.9 s; 3, Adrian Webb (1.0 Sunbeam Imp), 24 laps; 4, Les Blackburn (3.0 Ford Capri 3000 GT), 24; 5, John Brindley (3.0 Ford Capri 3000 GT), 24; 6, Tim Stock (2.3 Vauxhall Firenza 2300 SL), 23. **Group 2 class:** 1, McGovern; 2, Adams; 3, Webb; 4, Jeremy Bean (1.0 BLMC Mini), DNF, 23; 5, Ivor Goodwin (1.0 Sunbeam Imp), DNF, 23. No other finishers. **Fastest lap:** McGovern, 57.3 s, 77.91 mph (establishes record).

Production £1050-£1500 class: 1, Stock, 23 laps in 24 m 26.1 s, 70.03 mph; 2, Tiny Littler (1.6 Ford Escort Mexico), 22. No other starters. **Fastest lap:** Stock, 1 m 2.4 s, 71.54 mph. **Production over £1500 class:** 1, Blackburn, 24 laps in 25 m 5.9 s, 71.14 mph; 2, Brindley; 3, Zekia Redjep (3.0 Ford Capri 3000 GT), 23. No other finishers. **Fastest lap:** Martin Thomas (5.7 Chevrolet Camaro Z28), 1 m 1.6 s, 72.47 mph.

Formula Ford, race 2 (15 laps): 1, Syd Fox (Hawke-Rowland DL10), 13 m 28.9 s, 82.78 mph; 2, Tiff Needell (Elden-Scholar PH10), 13 m 29.0s; 3, Mike Taylor (Palliser-Scholar WDF2), 13 m 34.4 s; 4, Barry Hopwood (Micron-Vegantune Mk 5A), 13 m 47.9 s; 5, David Barden (Royale-Vegantune RP16), 13 m 47.9 s; 6, Frank Blanchard (Hawke-Uptune DL10), 13 m 50.9 s. **Fastest lap:** Needell, Taylor and Richard Morgan (Ray-Vegantune 73), 53.1 s, 84.07 mph.

ShellSport Mexico Celebrity race (10 laps): 1, Tiny Littler, 11 m 17.6 s, 65.88 mph; 2, Lella Lombardi, 11 m 19.6 s; 3, Tom Belso, 11 m 22.1 s; 4, Andy Rouse, 11 m 22.4 s; 5, Gijs van Lennep, 11 m 23.0 s; 6, Syd Fox, 11 m 26.6 s. **Fastest lap:** van Lennep, 1 m 6.2 s, 67.43 mph.



Ian Taylor's Baty March leads Matt Spitzley and Buzz through Camp on the first lap.

CASTLE COMBE

Taylor's FT F3 title

By ROBERT FEARNALL

Ian Taylor clinched the 1973 Forward Trust Formula 3 Championship with the Baty March 733 by winning last Monday's qualifying round at the delightful Castle Combe circuit. From a small Formula 3 contingent, Taylor led throughout but it was no easy task for he was constantly shadowed by Australian Buzz Buzaglo whose impressive performance in the Pete Bloore March 733 netted him the lap record of over 105 mph. Richard Lloyd's Rivers/Simoniz Camaro was the master of the large Britax production saloon car race and his win brought him closer to Roger Bell's championship class lead while Bernard Unett's Hunter GLS took the overall lead of the series on Monday when his Hunter won and Ivan Dutton's Escort Sport (joint leader with Unett before Monday) was defeated in the smaller race by John Lyon's similar car, tyres playing a significant part in the Escort race. By taking second place American Ted Wentz virtually secured the Wella Formula Ford championship for Elden as Monday's race winner Stephen South is almost 20 points behind. For the BARC's welcome return to the Combe, there was an encouragingly large crowd who were treated to eight good races and eight new records in the mainly fine weather.

Light rain shortly before the start of the opening event caused consternation for the Wella Formula Ford competitors, particularly for those whose tyres lacked most of its tread and had no time to change them before the start. Roger Manning's Air Call Elden made a remarkable start from the third row which saw him challenging Ted Wentz's works Elden hard for the lead on the first lap and then take him at Old Paddock on the second. After starting from the front row, Stephen South's Ray soon picked up from being sixth on the first lap. By the second he, too, had demoted Wentz and attacked Manning, successfully taking the lead in the country on the third tour to pull effortlessly away and score a resounding 6 s win. Manning was left to have a furious battle with Wentz and his works Elden team-mate Dennis Shattuck, with Wentz leading most of the time while Manning lost time and places on the eighth lap when his assault on Wentz became too close with the result that the Air Call Elden's nosecone was shattered. Shattuck shadowed Wentz all the way to the line for third place, but in turn was closely pursued by the next group which saw Richard Eyre's Dulon MP 15 get by Bryan Sharp's noseless Merlyn Mk 24 on the last lap and almost demote Shattuck, and Sharp had only inches in hand over Manning, Roger Orgee's MRE and Harrington's Cougar to keep on to fifth. Harrington's unsuitable tyres meant he soon dropped down from the leaders in the slippery conditions, and Terry Richards' Merlyn Mk 11A left this group by going off but he recovered to harry Lou de Marco's ninth-placed Merlyn Mk 20A.

With flashes of lightning adding spectacle to the light rain, the larger Britax production saloon car race was given an appropriate herald for another thrilling race. Richard Lloyd seemed a certain winner for this race after being 4 s quicker than the rest in practice with his Camaro, which is undergoing a new smart Rivers/Simoniz colour scheme. Lloyd didn't know how his Michelins would perform in the tricky conditions but had no need to worry for he stormed off into the lead which only looked threatened when the canny Lloyd eased off to bait the opposition. Roger Bell's Rothmans BMW Si led the chase with Tony Lanfranchi's Aramais BMW (formerly his ShellSport Luxembourg car) doing its best to keep out Gordon Spice's Wisharts Capri as Bell needed the Britax points. However, Spice had different ideas and came into contact with Lanfranchi when trying to get by into Tower corner for the third time, the result of which was dented bodywork for both and a punctured rear tyre for Lanfranchi causing him to pull off a lap later. While Spice was then set on taking second place from Bell, John Olding joined in the fun with his Michelin-shod Camaro after taking to the grass at Old Paddock on the second lap. Olding dealt with Spice in a hairy manoeuvre at Old Paddock on the fifth lap and a lap later he did the same to Bell but Olding couldn't pull away from the duelling 3-litres and this became a problem for Bell when Olding got the American beast sideways or cornering slower as Roger had to back off but still hold off Spice. Spice got through on the penultimate lap and set on Olding, taking the Camaro on the last lap to claim second and finish only 0.4 s behind Lloyd whose easing tactics with the conquering Camaro seemed as though it might have been a bit too close — still it made for an exciting finish! Bell had to be content on sitting on Olding's tail and watch his championship class lead be whittled away, while the first non-Michelin-shod car, Tony Shaw's FADs Homecare Centre 3-litre Capri (on Klebers) was a distant fifth.

The Michelin-shod Hunter of Bernard Unett dominated the cheaper class in this race extending his advantage over the Firenzas (on Klebers) to nearly 20 s at flag fall. The Firenza dice was quite something with Denis Thorne having to contend with Gerry Marshall who was having a run in Barrie Williams' GN Croydon, Tour of Britain car. The antics were quite amazing from both drivers but Thorne had the advantage throughout with Wendy Markey's BMW 2002 Tii having a close watch of their dice from behind.

The track gradually dried during the first of the Blue Circle modified sports car encounters (this for the 1151 to 2-litre and over 3-litre classes), which made life easier for John Pearson and his amazing XK120. Driving the car magnificently with customary opposite-lock slides, Pearson easily outpaced the rest of the field, including Jon Fletcher's Elan which was over 15 s adrift at the finish. Fletcher had his hands full of Richard Jenvey's blown Midget until Jenvey stopped at Quarry on the third lap with a minor fault which, when rectified—three laps later—enabled him to perform some more incredibly rapid motoring. Robin Gray's Lawrencetune Morgan +8 looked more uncomfortable as the track became drier, on its diddy tyres, but Gray succeeded in keeping on to his third place by holding off Nigel Kerr's 4-litre E-type and Peter King's Lotus Elan. The latter group also included a trio of Marcoses, all of which gradually wilted, John Northcroft's Volvo version with a broken oil pipe, Roger Andreason's 2-litre model when hitting the Old Paddock bank and Des Keech's 1600 GT by hitting the bank at Tower. All of which left Andrew Talbot's Triumph Spitfire with sixth place.

The clashing of Lombard and Forward Trust dates meant a small grid of six F3 cars at the Combe, but the number of Silver Cup Super Vee contenders filled the grid but made for some pretty hectic motoring when

The Escorts of Lyon and Dutton and Foster's Marina start the second Britax race.



they were lapped by the F3s in this 15-lap attraction. From pole position Ian Taylor's Baty March 733 rushed off into the lead harried by the Marches of Matt Spitzley, Buzz Buzaglo and Mo Harness, but Buzaglo soon disposed of Spitzley and hauled in the championship leader. By the fifth lap Buzaglo had closed quite significantly but while Taylor never put a foot wrong through Camp, Buzz occasionally made trips on the dirt and lost any chance of making a bid to usurp the leader when wandering Super Vees wouldn't get out of his way. Still there was only 2 s in it at the flag and it was good to see two former Formula Ford leading contenders carrying on their form in Formula 3. Spitzley gradually lost touch with these two as did Harness whose engine never sounded perfect and was much worse by the end. The only other competitive F3 (all of which were running on slicks on the much drier track), the March of Nicholas von Preussen held fifth place for four laps before spinning into retirement at Quarry.

Silver Cup championship leader John Morrison didn't have a happy time with his Supernova, spinning on the first lap at Tower, and with wet tyres on a dry track he didn't make much further impression. Mark Litchfield's Crosslé 24F quickly worked up to the front of the Vees, displacing Steve Tipping's Royale RP14 from its throne on the fifth lap and thereafter pulling away while Tipping was further demoted by Peter Munro's similar car which had been delayed in Morrison's spin. All the Super Vees were lapped by the F3s.

After lapping over 2 s quicker than the outright sports GT record in practice and 3½ s faster than his nearest rival, the young and talented Ian Grob seemed set to dominate the 10-lap Castrol/*MN* sports GT race with his immaculate KVG Racing/Rondel prepared 2-litre Chevron-BDG B23. Sadly, however, the sight of this fine car only lasted half a lap, for while Grob shot off into the lead from the start, he went off into the bank at Tower and that was that. Local figure and staunch series follower Jeremy Lord took over the lead, with his Lola-FVA T212 being hard pressed by the tremendously rapid Manktelow Ford 1300 BDA-engined Alexis of Mike Andrew who was demoted by John Markey's Gropa-BMW midway through Camp on the first lap and then had to hold off the other Chevron-based Gropa-BMW of Tim Goss. This he did most successfully until the sixth lap when Goss took third place into Camp and then challenged Markey while Lord slowly pulled away to score a fairly comfortable win. Goss relieved Markey of second place along Farm Straight for the last time with Andrew slowly falling back in fourth but secure of a fine class win. Frank Aston's fifth placed Astra-FVA came under pressure from Anthony Hutton's glorious Gulf Mirage GT40 and the tiddlers of Lynden Thorne (Aldon) and Les Aylott (Ardua) but Aylott retired in the paddock after seven laps, Thorne got by Hutton but then his 1300 FVA went sick and he dropped behind in seventh leaving Hutton to tail home Aston.

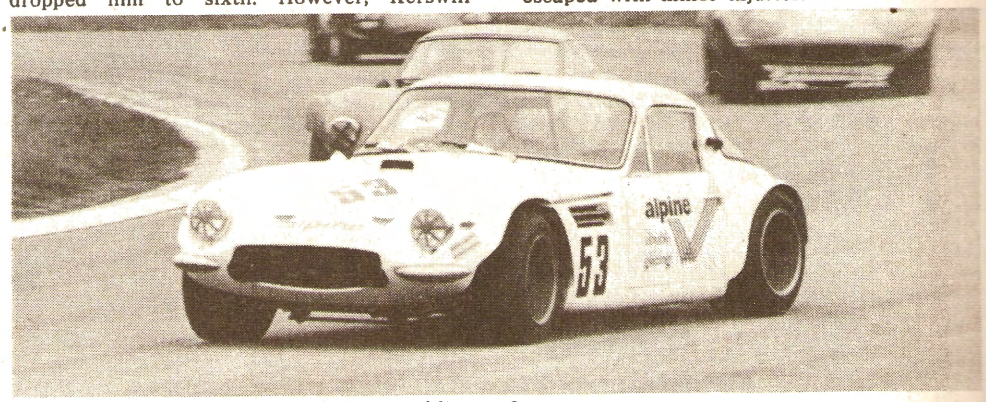
The cheaper Britax production saloon car race brought together a variety of tyre wear, particularly on the front row where John Lyon's pole position Escort wore Michelins, Ivan Dutton's Unitam Escort had Klebers and Alan Foster's latest Marina had Torinos. The outcome was a benefit for Lyon with Dutton doing his best to keep up with an Escort that sounded distinctly rough at times and Dutton spun at Quarry on the fourth lap, dropping behind Foster's steady Marina before catching up and retaking second place on the eighth lap. Meanwhile Lyon was way out in the distance. Although Simon Kirkby's Simca Rallye 1 lost its close attentions from Brian Atthews' Viva on the second lap when the latter spun to the tail of the field at Quarry, Kirkby continued to indulge in very entertaining and lurid slides which got the Simca into the most amazing angles and into a brief spin at Tower; Kirkby still held on to his comfortable fourth place but deserved more for his efforts! Mike Bundy's Marina ultimately got the better of the dice between Tim Dodwell's Mini and Richard Mortimer's Escort Sport for fifth place with Atthews charging up to eighth. The Moskvich class was a Lanfranchi domination, his Michelin-shod Kensington Close Hotel model winning by over 10 s from the Torino runners of Kinson Motors' Peter Jopp and Tony Stubbs, while Eric Horsfield's Satra Motors mount retired without its sump plug.



Roger Bell is pressed by Tony Lanfranchi through Camp.

John Chatham, on one of his all too rare appearances, led the second Blue Circle mod sports race (the up to 1150 and 2 to 3-litre classes), with his burly MGC chased by Ed Stephens' Tuscan and the nimble Davrian-Imp of Bob Jarvis. Stephens couldn't keep up the pace leaving the Carter Imp-engined Davrian to fight the MGC and Jarvis shot by into Quarry for the fourth time and immediately opened up a vast lead and shattered the class records in an unflustered but incredibly rapid performance. Chatham's MGC unfortunately lost much of its power as the race progressed enabling Andy Fraser's raucous 3-litre Marcos Ford to pass into second place on the seventh lap. Stephens' Tuscan fell back to battle out fourth with the similar Weslake-engined Tuscan of John Kerswill who powered by on the eighth time along Farm Straight while Stephens' retaliation ended with a spin which dropped him to sixth. However, Kerswill nearly lost his fourth place when the TVR expired in a cloud of steam immediately past the finish line. Splitting the TVRs was Brian Lambert's Ginetta G4 which had always been well placed.

A non-championship Formula Ford race completed the day's proceedings and this time faced with a dry track, a hair-raising four-car struggle for the lead developed between Roger Manning's Elden, the Merlyns of Bryan Sharp and Terry Richards and Roger Orgee's MRE. Manning's main opponent for leadership in the first half of the race was Sharp but he ran wide at Quarry and left Richards to do the challenging. Despite being badly baulked near the end, Richards caught up on the final lap to harry the Elden out of Tower where he took the lead entering Dean Straight and hold the smallest of advantages over the line with Sharp right back on the tail of Manning and Orgee close behind too. Equally as close was the battle for fifth place in which Lou de Marco's Merlyn held a small advantage over David Chester's Dulon, while Rupert Keegan's challenge in his Royale ended heavily against the Quarry banking but he escaped with minor injuries.



Ed Stephens gets his Tuscan a little out of line at Camp.

Wella Formula Ford Championship round (10 laps): 1, Stephen South (Ray-Rowland 73), 12 m 8.6 s,90.91 mph; 2, Ted Wentz (Elden-Rowland Mk 10 B), 12m 14.6 s; 3, Dennis Shattuck (Elden-Piper Mk 10), 12 m 14.8 s; 4, Richard Eyre (Dulon-Davron MP15), 12 m 14.8 s; 5, Bryan Sharp (Merlyn-Rowland Mk 24), 12 m 15.0 s; 6, Roger Manning (Elden-Piper Mk 10), 12 m 15.6 s. **Fastest Lap:** South, 1 m 11.2 s, 93.03 mph.

Britax Production Saloon Car Championship (10 laps). Overall and over £1500 class: 1, Richard Lloyd (5.7 Chevrolet Camaro Z28), 13 m 23.6 s, 82.43 mph; 2, Gordon Spice (3.0 Ford Capri), 13m 24.0 s; 3, John Olding (5.7 Chevrolet Camaro Z28), 13 m 25.0 s; 4, Roger Bell (3.0 BMW Si), 13 m 25.8 s. **Fastest Lap:** Lloyd, 1 m 16.2 s, 86.93 mph **(record).**

£1051 to £1500 class: 1, Bernard Unett (1.7 Hillman Hunter GLS), 78.61 mph; 2, Denis Thorne (2.3 Vauxhall Firenza); 3, Gerry Marshall (2.3 Vauxhall Firenza). **Fastest Lap:** Unett, 1 m 22.4 s, 80.39 mph **(record).**

Blue Circle Modified Sports Car Championship (10 laps). Overall: 1, John Pearson (3.8 Jaguar XK120), 12m 30.8 s, 88.23 mph; 2, Jon Fletcher (1.6 Lotus Elan), 12m 46.0 s; 3, Robin Grap (3.5 Morgan + 8), 13 m 18.0s; 4, Nigel Kerr (4.0 Jaguar E).

Over 3000 cc: 1, Pearson, 88.23 mph; 2, Gray; 3, Kerr. **Fastest Lap:** Pearson, 1 m 13.6 s, 90 mph.

1151 to 2000 cc: Fletcher, 86.48 mph; 2, Peter King (1.6 Lotus Elan); 3, Andrew Talbot (1.3 Triumph Spitfire). **Fastest Lap:** Fletcher, Jenvey, 1 m 13.6 s, 90 mph.

Forward Trust Formula 3 Championship round and Super Vee Silver Cup Championship round (15 laps). Overall and Formula 3: 1, Ian Taylor (March-Holbay 733), 16 m 0.4 s, 103.46 mph; 2, Buzz Buzaglo (March-Novamotor 733), 16 m 2.2 s; 3, Matt Spitzley (March-Brown 733), 16m 13.2 s; 4, Mo Harness (March-Brown 733). **Fastest Lap:** Buzaglo, 1 m 2.8 s, 105.48 mph **(record).**

Super Vee class: 1, Mark Litchfield (Crossle Mk 24 F), 95.37 mph; 2, Peter Munro (Royale RP14); 3, Steve Tipping (Royale RP14). **Fastest Lap:** Litchfield, 1 m 6.6 s, 99.46 mph **(record).**

Castrol/Motoring News Sports GT Championship round (10 laps). Overall: 1, Jeremy Lord (1.6 Lola-BVA T212), 11 m 8.4 s, 99.10 mph; 2, Tim Goss (7.0 Gropa Chevron-BMW B5), 11 m 12.2 s; 3, John Markey (2.0 Gropa Chevron-BMW), 11 m 12.4 s; 4, Michael Andrew (1.3 Alexis-BDA Sports) 11 m 23.0 s.

Over 1650 cc: 1, Goss, 98.54 mph; 2, Markey; 3, Anthony Hutton (5.0 Ford GT 40). **Fastest lap:** Goss, 1 m 5.6 s, 100.98 mph.

1301 to 1650 cc: 1, Lord, 99.10 mph; 2, Frank Aston (1.6 Astra-FVA RNR 1); 3, David Knowles (1.6 Milmor-Ford GT). **Fastest lap:** Lord, 1 m 5.4 s, 101.28 mph.

Up to 1300 cc: 1, Andrews, 96.98 mph; 2, Lyndon Thorne (1.3 Aldon-Ford FVA); 3, Ted Hawkins (1.3 Royale-Ford RP173. **Fastest lap:** Andrew, 1 m 6.4 s, 99.76 mph.

Britax Production Saloon Car Championship (10 laps). Overall and £801 to £1050 class: 1, John Lyon (1.3 Ford Escort Sport), 14 m 36.6 s, 75.56 mph; 2, Ivan Duttom (1.3 Ford Escort Sport), 14 m 50.0 s; 3, Alan Foster (1.8 Morris Marina), 14 m 56.0 s; 4, Simon Kirkby (1.3 Simca Rallye 1), 15 m 16.4 s. **Fastest lap:** Lyon, 1 m 25.2 s, 77.75 mph **(record).**

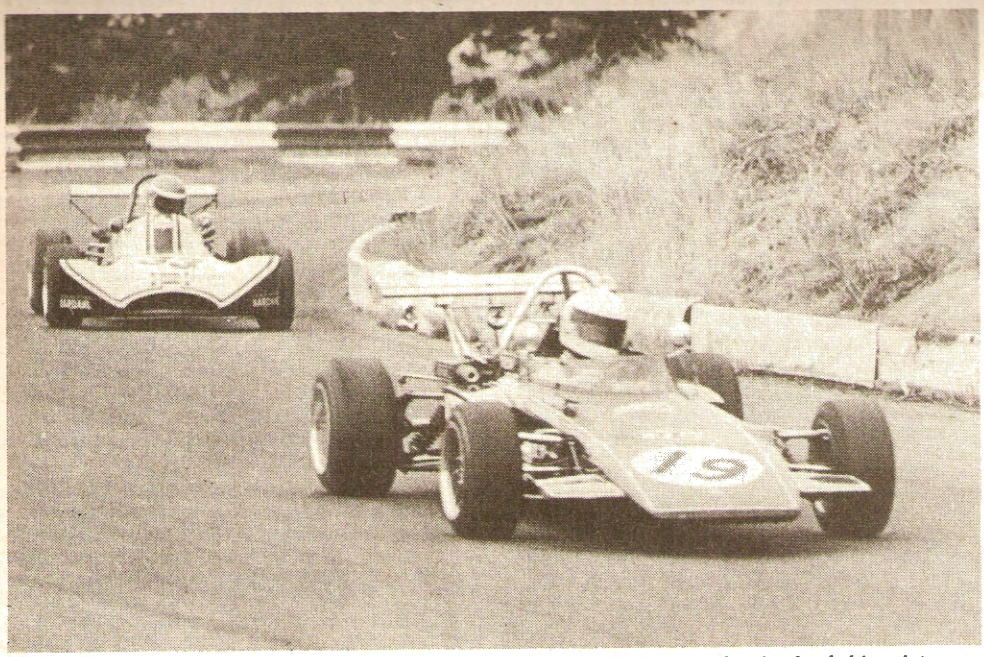
Up to £800 class: 1, Tony Lanfranchi (1.5 Moskvich 412), 70.88 mph; 2, Peter Jopp (1.5 Moskvich 412); 3, Tony Stubbs (1.5 Moskvich 412). **Fastest lap:** Lanfranchi, 1 m 31.6 s, 72.31 mph **(record).**

Blue Circle Modified Sports Car Championship (10 laps). Overall: 1, Bob Jarvis (1.1 Davrian-Imp Mk 5), 12 m 13.8 s, 90.27 mph; 2, Andy Fraser (3.0 Marcos-Ford GT), 12 m 25.0 s; 3, John Chatham (2.9 MGC), 12 m 31.4 s; 4, John Kerswill (3.0 TVR Tuscan V8), 12 m 33.0 s.

2001 to 3000 cc class: 1, G. Fraser, 88.91 mph; 2, Chatham; 3, Kerswill. **Fastest lap:** Chatham and Fraser, 1 m 12.6 s, 91.24 mph **(equals record).**

Up to 1150 cc class: 1, Jarvis, 90.27 mph; 2, Brian Lambert (1.0 Ginetta G4); 3, Ian Hall (1.1 Mini Jem Mk 2). **Fastest lap:** Jarvis, 1 m 12.0 s, 92 mph **(record).**

Formula Ford race (10 laps): 1, Terry Richards (Merlyn-Scholar Mk 11A), 11 m 53.0 s, 92.90 mph; 2, Roger Manning (Elden-Piper Mk 10), 11 m 53.6 s; 3, Bryan Sharp (Merlyn-Rowland Mk 24), 11 m 53.6 s; 4, Roger Orgee (MRE-Rowland), 11 m 54.4 s; 5, Lou de Marco (Merlyn-Scholar Mk 20A), 11 m 58.8 s; 6, David Chester (Dulon-Scholar MP15), 11 m 59.2 s. **Fastest lap:** Sharp, 1 m 9.6 s, 95.17 mph.



Alan Jones leads Tony Brise, but the Australian DART GRD was deprived of his victory by that old thorn, a jumped start.

MALLORY PARK

Purley wins and Jones loses

By IAN TITCHMARSH

Some real Bank Holiday spirit returned to Mallory Park last Sunday by courtesy of FordSport who last laid on one of their spectaculars at the Leicestershire circuit in 1969. About 11,000 people came along to watch seven good races interspersed with various demonstrations on the circuit and in the air. Acclaimed last week by the national press as a concert pianist manqué, François Cevert showed himself to be an extremely popular personality as well with his excellent driving in the F1 Tyrrell fresh from the Osterreichring and still with the same gear ratios. Ken Tyrrell was on hand to explain that no serious bid would be made for the circuit record, particularly since Cevert had never raced at Mallory before, but some consistent laps in the low 42s were only fractions outside Jean-Pierre Jarier's record in the F2 March-BMW. Cevert's effect on the local talent when he removed his crash helmet and was interviewed in his quasi Charles Aznavour voice was apparently something else again!

The BRSCC Midland Centre were on top of the organising side as usual, although things did fall rather behind schedule with all the parading and demonstrating, not that this mattered since there was something going on all the time for the crowd to watch. David Purley won the main race of the day, a round of the BP Formula Atlantic Championship, and was fittingly given his garland by Tom Wheatcroft, which was a nice gesture. Alan Jones was deprived of the Formula 3 race by a strange judicial decision on an alleged jumped start which coincided with no one else's opinion, while the collection of invited Formula 5000 drivers in the ShellSport Mexico race were shown the way home by Gerry Marshall, with Cevert entering into the spirit of the race by charging up from last on the grid to third behind Keith Holland, who set fastest lap.

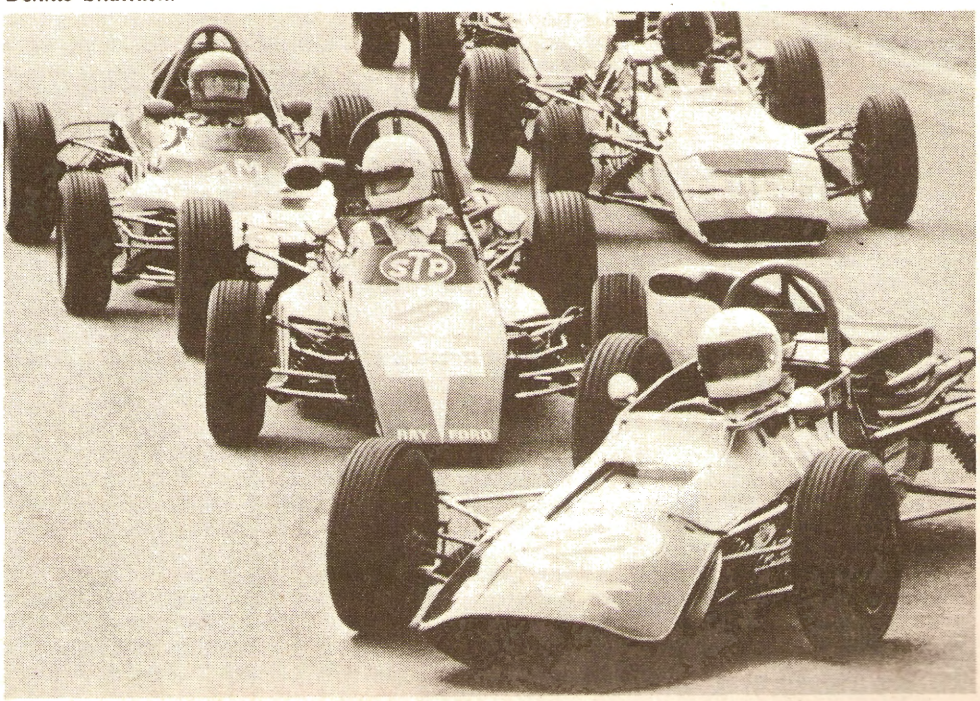
Because only 25 F3s showed up, the intended consolation race for the non-qualifiers was instead given over to non-qualifying Formula Fords, who consequently raced first. Peter Hale's SHARP Racing Royale RP16 took the lead from the start chased by Bill Burley's similar car and John Bright's Scalextric sponsored BPG. On lap two Burley was pushed down to third by Bright but he soon collected himself again and set off in pursuit of Hale. At half-distance he caught and passed the leader at Gerards and proceeded to pull away to win by over 5 s. Hale and Bright stayed where they were to the end while Tim Cheatle's Lotus 61MR emerged from a cluster of cars disputing fourth to make sure of the place by the finish.

A non-championship special saloon race brought together Mick Hill's 6-litre Capri and Chris Meek's ex-Norman Abbott Escort BDG for the first time. Supporting Hill was Tony Strawson in the 4.7 Capri, complete with strawberries on the bodywork. In the 1300 class Tom Powell had the ex-Geoff Wood Mini-Ford while John Hipkiss had the latest Mini from Elf Racing, an immaculate Clubman with BDA. Meek moved first when the flag fell but Hill soon had the horses working for him and led into Gerards. For the first few laps the Escort was driven on the limit by Meek in an effort to stay in contention but Hill had the race well sewn up. Or so it seemed until the exhaust manifold came away from the block, taking a sparking plug with it and leaving the Tricentrol man with only seven cylinders. Hill slowed but there was still enough in hand to enable him to win by exactly one second. Strawson was a steady third throughout, bothered with overheating which caused him to switch off on the last lap.

In the 1300 battle, Powell led Hipkiss by very little until lap five when the latter went ahead at Gerards. Unfortunately, what Hipkiss feared after practice happened again and the clutch failed, unable to cope with the considerable power which the engine develops. So Powell was left with a lonely fourth, well ahead of Dennis Nott's Escort-Chevrolet which showed rare reliability to go with its increasing turn of speed. Nott had diced furiously for most of the race with the Cooper S of Nick Wattiez, until lap 8 when the two cars touched at Gerards and the Mini ended in the bank with minor damage. Both Hill and Hipkiss set new class records.

Last year Derek Lawrence spent all his time dicing with Ian Taylor. This year the only consistent thorn in his side is Donald MacLeod and once again a major Formula Ford race developed into a struggle between these two experts, with the rest never far behind but never likely to make a challenge. Lawrence, well pleased with his new Titan engine, made the best start to lead lap one but the Scottish Van Diemen driver was through into the lead at the Esses for the second time, only to be retaken at the hairpin on lap three. It was a fascinating duel, which Lawrence led for two more laps before MacLeod took over again, at Gerards this time. Lawrence now decided to wait until the last lap, and the orange Dulon sat calmly behind the blue Van Diemen. Leaving Gerards for the last time, Lawrence drew alongside on the inside. MacLeod moved over, forcing the Dulon on to the grass. Lawrence was not about to back off, and with some superb determination and car control, held the Dulon alongside MacLeod all the way down Stebbe Straight. When they arrived at the Esses, MacLeod had no alternative but to run wide and Lawrence was through to win. On the run in from Devils Elbow,

The third place FF battle between Richard Hawkins, Stephen South, Syd Fox and (right), Dennis Shattuck.



the Van Diemen drew alongside again and the two cars crossed the line almost side by side. Afterwards, Lawrence was invited to make a protest about MacLeod's driving by the officials but declined to do so. One would have thought that the onus should be on the officials in such a situation.

The other runners were rather overshadowed by the two leaders but there was close racing all the way down the field. Stephen South (Ray) sorted out Richard Hawkins (Titan) on the fourth lap for third place but these two were never far ahead of the two Catnic Eldens of Ted Wentz and Denny Shattuck and Syd Fox's Camel Hawke DL10, which was the only car not to earn a BOC point.

Chasing the birds as usual, Willie Green fixed himself the outside berth on the front row for the ShellSport Mexico race alongside Lella Lombardi and Gillian Fortescue-Thomas. Gerry Marshall, after wearing out his tyres in practice when he was fastest, filled the second row although Gijs van Lennep squeezed alongside. Peter Gethin took a dim view of his fourth row draw and improved it to the third row which prompted Steve Thompson to join the second row on the grass before the flag fell. It was wisely decided to penalise everyone 60 s! Green turned his mind to motor racing and showed the ladies the way into Gerards with Mick Hill somehow finding a way round Signorina Lombardi too. Marshall didn't reckon this at all and soon elbowed his way up to second, in the nicest possible way of course. Green was more of a problem but succumbed to the Vauxhall exponent on lap four, at which stage Gillian F-T assaulted Mick Hill's rear at the hairpin, which rolled the Capri man. Mick landed the right way up, minus screen but little else, and resumed racing while the rest, after finding a way round the accident, had long gone. GM, Ford mounted or not, stayed in charge till the end but Keith Holland and François Cevert sorted their way round the comic stuff and also reduced Willie to fourth on the last lap. Steve Thompson was a close fifth, while Guy Edwards dealt with the ladies to take sixth at the end.

There was much breaking of records by the Atlantics in practice, headed by John Nicholson who put his Lyncar on pole position with a time of 43 s, an improvement of exactly one second. Ray Mallock's rebuilt March 73B was 0.6 s slower, while Ken Bailey's March 722, now with RES BDA, recorded 43.8 s. Stan Matthews' March 73B shared this time and the second row with Peter Wardle's Surtees TS15 which was the first of four cars to equal the old record. The others were Cyd Williams' Brabham BT40, and the Marches of Colin Vandervell and David Purley.

Purley reckoned his time was a wrong 'un, and by the way he drove in the race he was probably right. Mallock, determined to beat Nicholson into Gerards after what happened last time, performed a superb start while Purley was already into second place as the cars left the corner, helped possibly by Nicholson, who had missed third gear and whizzed the engine. This dropped him down to fifth behind Bailey and Vandervell. For two laps Mallock was able to keep Purley at bay, but the pressure was relentless, and the LEC car took over the lead at the hairpin on lap three. After that, it looked like a formality as Purley reeled off the laps at record-breaking speed and pulled farther and farther ahead. Mallock and Bailey chased each other for second until Ray's luck ran out and he stopped at the hairpin with ignition trouble with seven laps to go. Nicholson was by now past Vandervell, which had been quite an achievement, but was a long way behind Bailey. He set about reducing the gap but the engine had a top-end misfire after the first lap gear troubles, and Bailey kept going very quickly to take a good second.

Vandervell was beset by tyre troubles in practice, which were resolved for the race, only for him to run into brake and fuel problems. However, he made sure that, as he went slower, no one else got past although the queue behind him at the end comprised Cyd Williams, Peter Wardle and Geoff Friswell's March. Williams was unable to find a way past since he was having to hold the car in top gear, which caused rather a desperate moment at Gerards on lap 19. Matthews had fuel pressure problems and finished a lowly ninth behind Bev Bond's revamped GRD 273 while Jas Patterson retired with his Texaco March 722 jumping out of gear. Purley took the new lap record officially at 43.6 s.

Once again Allan Wilkinson won the Motorcraft Mexico round, his task eased somewhat when David da Costa's car ran the big ends in practice. Only Tony Dron's smart Strakers car stayed close to Wilkinson but even he felt the leader was playing with him. The usual desperate Mexico deeds were being enacted lower down the field, from which Rod Mansfield soon detached himself for a secure third. John Waterman's progress was a good deal less steady, varying between fourth and eighth, with one or two agricultural excursions thrown in but he was back up to fourth at the finish. Peter Ripley just headed off Stuart McCrudden, who had actually been third for the first three laps, to take fifth while Mike Freeman was almost alongside and marginally ahead of Eric Chappell and Barrie Williams, who discussed each other's driving afterwards.

While Formula Atlantic seems to set higher standards with new records at many circuits, Formula 3 stays where it is suggesting possibly that driving performances are lower this year. No one approached the lap record in practice from the Lombard championship event. The start looked to be a good one with Alan Jones taking an immediate lead in the DART GRD 373 from Tony Brise's March 733. Matt Spitzley's older March, Richard Robarts (Myson March 733), Pedro Passadore in the second DART GRD and Tony Rouff's GRD. And the first four places never changed after that, despite some strenuous efforts by Brise towards the end, although he won anyway after the judge's odd decision had been upheld. Still, the way things are at present, you probably haven't made it in F3 until you've lost a race this way.

Spitzley, looking fast, maintained his practice form to stay third on the road while Robarts only just held on to fourth as Mike Wilds closed up on the last lap. The Dempster Developments March had had gear problems in practice and started from the fifth row, which says something for Wilds' performance. Two other good efforts came from Leonel Friedrich and Brian Henton. Henton, winner last time at Mallory, also had gear problems in practice and started on the row behind Wilds. He made his way up to eighth by lap 5 only to spin hugely at the Esses and lose all that he had gained. Friedrich was on the second row but stripped first gear when the flag fell, causing much swerving behind. Once under way, he worked hard at it to take ninth on the road, right behind Rouff.

Formula Ford (10 laps): 1, Bill Burley (Royale-JPE RP16), 8 m 49.8 s, 91.73 mph; 2, Peter Hale (Royale-Scholar RP16), 8 m 55.2 s; 3, John Bright (BPG-Scholar RA4), 9 m 1.0 s; 4, Tim Cheatle (Lotus-Wood 61MR), 9 m 3.0 s. **Fastest lap:** Burley, 51.2 s, 94.92 mph.

Special Saloons (10 laps): 1, Mick Hill (6.0 Ford Capri V8), 8 m 40.8 s, 93.32 mph; 2, Chris Meek (1.9 Ford Escort BDG), 8 m 41.8 s; 3, Tony Strawson (4.7 Ford Capri V8), 8 m 55.8 s; 4, Tom Powell (1.3 Mini-Ford S), 9 m 0.8 s.

Over 1300 cc class: 1, Hill, 93.32 mph; 2, Meek; 3, Strawson. **Fastest lap:** Hill, 50.0 s, 97.20 mph **(record).**

1001 to 1300 cc class: 1, Powell, 89.87 mph; 2, Nigel Clarke (1.3 Mini-Cooper S); 3, Greg Taft (1.3 Mini-Cooper S). **Fastest lap:** John Hipkiss (1.3 Mini-Clubman BDA), 51.8 s, 93.82 mph **(record).**

Up to 1000 cc class: 1, Phil Spurling (1.0 Mini), no speed given; 2, Bill Barrett (1.0 Mini-Cooper S); 3, Graham Ashmore (1.0 Mini-Cooper S). **Fastest lap:** Spurling, 55.8 s, 87.10 mph.

BOC Golden Helmet Formula Ford Championship round (10 laps): 1, Derek Lawrence (Dulon-Titan MP15), 8 m 38.6 s, 93.71 mph; 2, Donald MacLeod (Van Diemen-Scholar AF73), 8 m 39.0 s; 3, Stephen South (Ray-Rowland 73), 8 m 39.8 s; 4, Richard Hawkins (Titan-Titan Mk 6), 8 m 41.2 s; 5, Ted Wentz (Elden-Rowland PH10B), 8 m 41.4 s; 6, Denny Shattuck (Elden-Piper PH10), 8 m 42.0 s. **Fastest lap:** Lawrence, 50.6 s, 96.05 mph.

ShellSport Mexico Celebrity Race (10 laps): 1, Gerry Marshall, 12 m 4.8 s, 73.10 mph; 2, Keith Holland, 12 m 7.0 s; 3, François Cevert, 12 m 8.4 s; 4, Willie Green, 12 m 9.2 s; 5, Steve Thompson, 12 m 9.6 s; 6, Guy Edwards, 12 m 13.0 s. **Fastest lap:** Holland, 1 m 4.8 s, 75.00 mph.

BP Formula Atlantic Championship round (20 laps): 1, David Purley (1.6 March-LEC 722 BDA), 14 m 51.4 s, no speed given; 2, Ken Bailey (1.6 March-RES 722 BDA), 14 m 58.8 s; 3, John Nicholson (1.6 Lyncar-Nicholson BDA), 14 m 59.6 s; 4, Colin Vandervell (1.6 March-Smith 73B BDA), 15 m 14.4 s; 5, Cyd Williams (1.6 Brabham-Eden ET40 BDA), 15 m 14.6 s; 6, Peter Wardle (1.6 Surtees-Eden TS15 BDA), 15 m 15.4 s. **Fastest lap:** Purley, 43.6 s, 111.47 mph **(record).**

Motorcraft Mexico Championship round (10 laps): 1, Allan Wilkinson, 10 m 19.4 s, 78.44 mph; 2, Tony Dron, 10 m 21.4 s; 3, Rod Mansfield, 10 m 25.8 s; 4, John Waterman, 10 m 28.6 s; 5, Peter Ripley, 10 m 29.6 s; 6, Stuart McCrudden, 10 m 29.8 s. **Fastest lap:** Wilkinson, 1 m 0.8 s, 79.93 mph.

Lombard North Central Formula 3 Championship round (15 laps): 1, Tony Brise (March-Holbay 733), 11 m 49.8 s, 102.70 mph; 2, Matt Spitzley (March-Brown 713M/733), 11 m 50.8 s; 3, Richard Robarts (March-Novamotor 733), 11 m 51.2 s; 4, Mike Wilds (March-Holbay 733), 11 m 53.6 s; 5, Russell Wood (March-Novamotor 733), 11 m 53.8 s; 6, Pedro Passadore (GRD-Vegantune 373), 11 m 56.6 s. **Fastest lap:** Spitzley, 46.2 s, 105.19 mph.

The start of the special saloon car thrash with Mick Hill on pole beside Chris Meek's Princess Ita Escort.





Ralph Broad's latest product, a turbocharged Granada. Apart from signwriting and coachlines, outward appearances include spoiler, tyres and wheels.

Ralph Broad and his turbocharged Granada

Following on the success of Broadspeed's Bullit and Turbo Bullit Capris, Ralph Broad has introduced this week the same idea but using the Ford power unit in the Granada and Consul. Owners may choose between the full conversion or just part of the package, as was the case with the Capri. The Granada/Consul conversion allows much greater comfort than is available in the Capri, and while Ralph Broad's excellent Capri is fine for many of us, those wishing greater comfort and possibly an automatic box could well be more satisfied with the Granada/Consul set up. Needless to say, Broad has also done his homework, and presumably knows that there is good demand for this type of car.

The Granada/Consul equivalent of the Bullit Capri is known as the Sport. The engine is fully blueprinted and dynamically balanced, while the cylinder heads and inlet manifold are gas flowed. With modified carburetter and tuned exhaust system, viscous drive engine cooling fan, the engine produces 170 (Din) bhp at 6000 rpm, while the engine's maximum safe limit is 250 above that. Maximum speed is 115 mph, and that part of the specification will cost £240.

The suspension department has also come under scrutiny, and as with the Capris, incorporates anti-sway bars front and rear, while the geometry has also been extensively modified, with either Bilstein, Koni or Armstrong shockers, this part of the business costing £140. For another £40, the brakes get the benefit of Broadspeed's long competition experience. To take the speed and handling that the Sport is now capable of, both wheels and tyres are uprated, the former being 6½J x 14 pressed steel, while the latter are high speed 195/70 HR14 Supersport tyres. These items come to £185.

For exterior styling and high speed stability at speed, there's a front air dam/spoiler with provision for the number plate to be attached, while to distinguish the Sport from its less pokey heritage, Broadspeed offer coachlining and three individual styled Granada/Consul Sport badges. Total cost of this last stage is £45. However, there are further optional extras available along the line, which include different types of lighting, electric screen washers, sound insulation, burglar alarms, and electric windows.

The Turbo model has, of course, the same engine development, except the engine is further boosted by the exhaust turbocharger. This has the effect of raising the maximum bhp to 218, which comes in 750 rpm below the maximum at 5500. Broadspeed modestly anticipate the 0-60 figure to be in the 8 s bracket, and the ton to come up around 19/20 seconds after lift-off. Top speed is claimed at around 135 mph. As with the Turbo Bullit, there's a key to cut out the turbocharger and relegate it back to normal performance (or near normal at least), and this key to the turbocharging system is removable. Over and above the Sport models are a cooling fan, thermostatically controlled, a high pressure fuel pump is mounted alongside the 14.3 gallon fuel tank, while fuel pressure is controlled by inlet manifold pressure via two control valves. A point of much interest to many Granada owners is that the Turbo system can be incorporated with the automatic transmission models. However, there's a specially uprated gearbox involved and also a high capacity gearbox oil cooler to handle any excess work.

Total price of the Turbo Granada/Consul is, of course, dependent on which original model is chosen, but the actual conversion cost for the manual transmission version is £1135 while for the automatic version it's £1300. All the same optional extras are available and fitting charge is included in all prices, but VAT is not.

Driving a turbocharged car, is to some extent, an art. The automatic Granada provided me with some interesting ideas about this, and with the car being automatic as well, the whole experience was one of complete novelty. First, the turbocharger doesn't come in until the engine is around 3500 rpm, and then it can come in with a bit of a rush, but first there's a lag as the exhaust gasses are circulated. The big Granada, which can feel more stable than the sprightlier Capri, then rushes along in fine style, the power on kickdown being especially impressive. However, with my meagre experience, it certainly takes some getting used to, and a Turbo Bullit owner admitted that he'd given birth to quite a few kittens on learning the tricks of a turbo's mind.

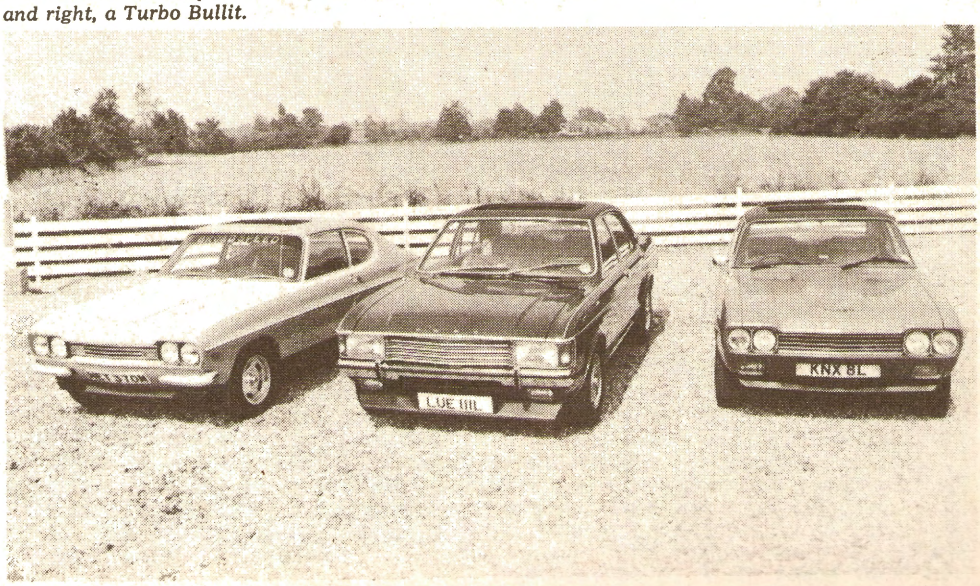
What does spring to mind is how Ralph Broad had this idea of putting a turbocharger on the end of a big engine. Well, first he will tell you that at the time he had to think of something. The goody trade was dying and with it, his business. Turbocharging seemed a good idea, as well as a means of producing that all important cleaner engine, so when a Holset turbocharger (one of around 300 made by the company) fitted extremely well, with only one hour's development, it seemed right to market it. However, Ralph Broad rightly admits that it is immoral to put a car with so much power on the road, without adjusting the rest of the car to handle the power and stop it, and so development on the Bullit side took care of that.

With very strict emission laws coming in to force in 1975, and stronger still in the States in 1976, Broad is confident that the turbocharger provides one answer. He admits to only touching the subject but is working on development. Engine size, too, comes under scrutiny. Broad's ideal engine would be a 2 litre V6, for he feels that this would be very clean, and a similarly sized engine is currently on the brake in Southam. However, Broad's real feeling is that it is more important to design an engine round a turbocharger rather than the other way round, hence his perfect engine.

Bullits and Turbo Bullits are currently leaving Southam at around two per week, and provision is being made for part of the 60-strong staff shortly to make their way across the road to new premises specifically to build up the road car side. Providing Fords can turn out the new cars, and Broadspeed are not keen on turbocharging cars much older than 7500 miles, then the waiting time on work is not much longer than six weeks, although orders currently raise this considerably.

BOB CONSTANDUROS

The current Broadspeed line-up of products: (left to right) a Bullit, centre the new Granada, and right, a Turbo Bullit.



NEW CARS

New family of Kadetts

Opel's new small car is really old wine in a new bottle. The body design is entirely modern, with usefully increased interior space in spite of greatly reduced height and virtually unaltered length and width. The window area is up by 25 per cent and the weight increase of only a few pounds is mostly due to a larger petrol tank.

The suspension design is broadly similar to that of the old car but the new Opel computer has made some subtle changes. There are wishbones in front, with rack and pinion steering, and the rear axle is located on trailing arms, a torque tube, and a Panhard rod of the greater length which can be accommodated. The cheapest models have drum brakes as standard with optional front discs and a servo, which are normal equipment on the most powerful version.

The engine is the well-known 1.2-litre four-cylinder unit, still with a 3-bearing crankshaft. It is in unit with a 4-speed synchromesh gearbox which may have an ordinary gearlever or a short remote control, according to model or option. Alternatively, there is the new light-weight General Motors automatic transmission, of which more anon. The engine is offered for low-octane fuel in 52 bhp form, or tuned to give 60 bhp on a higher compression ratio. A basic 993 cc version is likely to be restricted to Germany.

The new Kadett is sold with four different body styles, 2-door and 4-door saloons, a 2-door coupé, and an estate car. I shall not go into details of the equipment of the different models as this may vary for the right-hand drive cars, which will become available towards the end of the year. Most important among these extras are a rear anti-roll bar, wider rims and tyres, and an instrument cluster including a rev-counter—front anti-roll bars are on all models.

I was able to spend a large part of two days in Germany, testing all the Kadett models on the Opel proving ground. Unfortunately, extreme heat had affected the surface of the banked track, so I was unable to check maximum speeds, but a circuit containing every sort of surface, corner, bump, and gradient allowed me to burn a lot of rubber. The smallest engine and the thinnest cross-ply tyres were not available, as they are unlikely to be sent to the UK.



Like all recent Opels, the Kadett looks good.

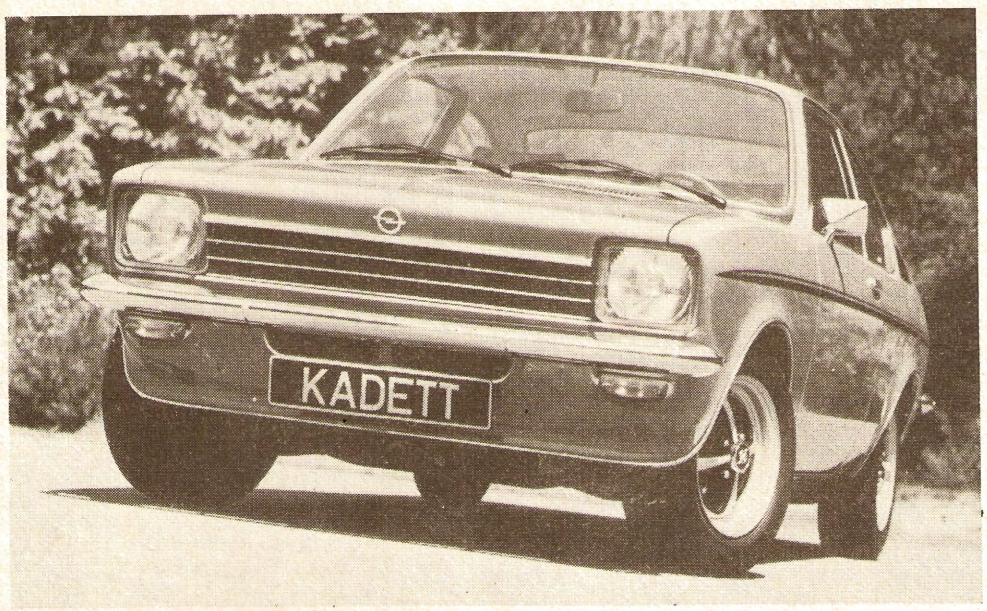
As regards handling, the cars on 155-13 tyres understeered very strongly, especially with passengers and luggage aboard, an effect which was reduced when 175-13 tyres were used. Much more impressive was the performance of the latter types when reinforced by the rear anti-roll bar, the balance then being very satisfactory. The steering gives a useful feeling of the road and helps to make driving enjoyable.

The drum brakes do not feel very powerful but stand up well to hard driving, actually seeming to work better when they are hot; the servo-assisted discs give greater confidence and demand less pedal pressure. The ride is quite comfortable, greatly assisted by the long-travel springs in the seat cushions. The insulation from road noise is praiseworthy and wind noise is well subdued, though I was not able to try this at maximum speed—the cars were unlicensed and restricted to the test circuit and skid pad. There is little difference in the handling of the various models, except that the estate is a bit more tail-happy on bumpy corners.

No small car is silent, but the Opel engine is well up to the average for quiet running and smoothness. The gearboxes of the assorted cars varied a good deal, some being a bit notchy to change. The automatic transmission was quite outstanding, however, and streets ahead of that on any other small car. Many small automatic cars are pretty beastly and one hopes that their manufacturers will try the Kadett and think again—it's simply a question of matching the box to the motor.

In a world increasingly filled with advanced designs, Opel are still sticking to classical solutions. Nevertheless, the new Kadett will be highly competitive on the British market, unless the exchange rate of the mark and the pound become hopelessly unfavourable. Like all recent Opels, its looks are in its favour.

JVB



Kadett SR Coupe comes with 175x13 tyres and servo-assisted disc brakes.



The basic 2-door Kadett saloon.



Standard 4-door Kadett.

Three-door Kadett estate car variant.



Kadett Coupe—not in SR trim.



SPECIFICATION AND PERFORMANCE DATA

Cars tested: Opel Kadett saloons, coupé, and estate.

Engine: Four-cylinders 79 mm x 61 mm (1196 cc). Compression ratio 7.8 or 9.2 to 1. 52 bhp at 5600 rpm or 60 bhp at 5400 rpm. Pushrod-operated overhead valves. Solex downdraught carburetter.

Transmission: Single dry plate clutch. 4 speed all-synchromesh gearbox with central change, ratios 1.0, 1.432, 2.243, and 3.733 to 1. Or: Fluid torque converter and 3-speed automatic gearbox, ratios 1.0, 1.48, and 2.40 to 1. Open and enclosed propeller shafts. Hypoid rear axle, ratio 4.11 to 1.

Chassis: Combined steel body and chassis. Independent front suspension by wishbones and anti-roll bar. Rack and pinion steering. Live rear axle on trailing arms, torque tube, and Panhard rod (rear anti-roll bar with high-compression engine). Coil springs and telescopic dampers all round. Plain drum brakes or disc/drum with servo. Bolt-on disc wheels fitted 6.00-12, 155 SR 13, or 175/70 SR 13 tyres.

Equipment: 12-volt lighting and starting. Speedometer. Water temperature and fuel gauges. Clock. Plus rev-counter, oil-pressure gauge, and voltmeter on more costly models. Heating, demisting, and ventilation system. Windscreen wipers and washers. Flashing direction indicators.

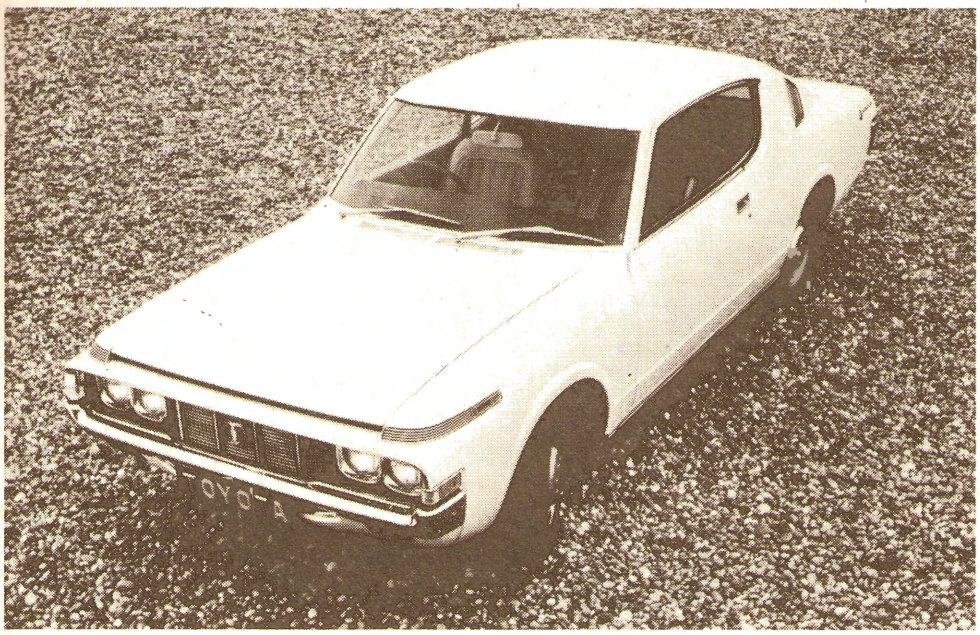
Dimensions: Wheelbase 7 ft 10.3 ins. Track 4 ft 3.2 ins. Overall length 13 ft 0.5 in. Width 5 ft. Weight 15 to 15.5 cwt.

Performance: Maximum speed 82 mph to 91 mph, according to engine and body. Acceleration: 0-60 mph, 20.8 s to 17.0 s (maker's figures).

NEW CARS continued

auto-search radio and 8-track stereo. This, the most expensive model, also has refrigerated air conditioning, including a cold box in the boot for transporting perishable goods—excellent idea.

In addition to the 4-door De Luxe and Special saloons, there are a two-door coupé and an estate car, which has two extra folding, rearward-facing seats for children. All these models have the same mechanical specifications.

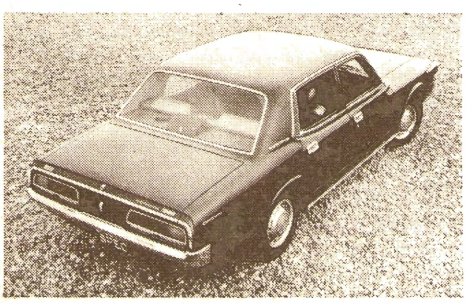


The new Toyota Crown 2600 Coupe—150 bhp and Toyoglide automatic transmission.

Toyota Crowns improved

Certainly the most completely equipped cars in the upper-medium price range, the new Toyota Crowns are big six-cylinder luxury vehicles. Automatic transmission and power-assisted steering are found on all models, as well as electro-magnetic door and boot locks, controllable from one point by the driver. The laminated windscreen contains a built-in radio aerial and AM/FM 5 push-button radio is standard, except on the Special, which has an

2600 Special Saloon—complete with auto-search radio.



The centre spread overleaf shows the MTC Cars-entered, Italian-built De Tomaso Pantera which is driven by successful northern businessman Chris Meek in the STP Production Sports Car Championship. This championship, which was only instigated at the beginning of this year has generally proved to be a Porsche benefit but the combination of the MTC De Tomaso and Chris Meek have scored two outright victories and despite a very late start to the season Meek is currently third in the championship.

The Pantera, pictured at Silverstone earlier this month, is owned, entered and prepared by MTC Cars of London, whose managing director is Mario Condivi who was formerly managing director of Maserati Concessionaires and was responsible for the development of the F1 Cooper-Maserati in the middle 60s. Additional support for the car comes from Michelin tyres and ZF gearboxes.

The superb styling of the Pantera is by Italian specialists Ghia and the car which Chris Meek drives in the championship is run entirely to the manufacturer's specification, except for the usual safety features which are required by the formula regulations. The 5.7-litre Ford engine is prepared by V8 specialist Ian Richardson.

Chris Meek has been racing for many years and is especially well known on the tracks in the north in both closed cars and single seaters. As well as racing a De Tomaso he also has one for his own personal transport.

The 2563 cc six-cylinder engine has an overhead camshaft and an oil cooler. It has a gross output of 150 bhp and is coupled to a Toyoglide 3-speed transmission. The front suspension is by wishbones with an anti-roll bar and the live rear axle is on four links. Servo-assisted disc front and drum rear brakes are used, while radial ply tyres of 175-14 size are fitted. The claimed maximum speed is 100 mph.

JVB

SPECIFICATION AND PERFORMANCE DATA

Car described: Toyota Crown 2600. Prices: De Luxe saloon £2,326.14; Special £2,767.05; Custom Estate £2,514.41; Coupé £2,436.96, all including car tax and VAT.

Engine: Six cylinders 80 mm x 85 mm (2563 cc). Compression ratio 8.7 to 1, 150 bhp (gross) at 5400 rpm. Single overhead camshaft, 2-barrel downdraught carburetter.

Transmission: Hydraulic torque converter and 3-speed automatic transmission ratios 1.0, 1.479 and 2.4 to 1. Hypoid rear axle, ratio 4.1 to 1.

Chassis: Combined steel body and chassis. Independent front suspension by wishbones, coil springs, and anti-roll bar. Power-assisted recirculating ball steering. Live rear axle on 4 links. Telescopic dampers all round. Servo-assisted disc front and drum rear brakes. Bolt-on disc wheels fitted 175-14 radial ply tyres.

Equipment: Full instrumentation with warning lights for for all services. Heating, demisting, and ventilation system with heated rear window and also air-conditioning on special. 2-speed windscreen wipers and washers. Reversing lights. Cigar lighter. Flashing direction indicators. Radio, 8-track stereo on special.

Dimensions: Wheelbase 8 ft 9.9 in. Track (front) 4 ft 6.7 ins, (rear) 4 ft 6.3 ins. Overall length 15 ft 4.3 ins (15 ft 6.5 ins for Estate). Width 5 ft 6.5 ins. Weight: Coupé 2870 lbs, De Luxe 2890 lbs, Special 2910 lbs, Estate 3010 lbs.

Performance: Maximum speed 100 mph (maker's figure).

THIS WEEK'S COLOUR CENTRE-SPREAD

DUNLOP
FORMULA 70
WIDE RADIALS
WITH AQUAJETS
WILL THEY FIT YOUR CAR?

ALFA ROMEO	1300, ALFASUD, ALFETTA, 2000 GTV, 2000 SPIDER, MONTREAL
ASTON MARTIN	DBS
AUSTIN	MAXI 1500, 1750 & 1800
AUDI	All current models except 80
BMW	All models except 2002 Tii
CHRYSLER	180
CITROEN	AMI 8 & ESTATE DYANE SM
DAIMLER	DOUBLE SIX & VANDEM PLAS SOVEREIGN 2.8 & 4.2
DATSUN	All models except 2000 & 240C
FIAT	All models except 500
FORD	ESCORT SPORT RS 1600 & MEXICO All current CAPRIS CORTINA MKIII ZEPHYR & ZODIAC MKIII
HILLMAN	All current models except HUNTER GT
HONDA	N600
HUMBER	SCEPTRE
JAGUAR	All current models
JENSEN	All current models (Inc. JENSEN-HEALEY)
LANCIA	All current models
LOTUS	SUPER SEVEN, EUROPA EUROPA TWIN CAM
MAZDA	1300 & ESTATE RX2
MERCEDES	200 8, 220 8, 200D 8, 220D 8, 230, 250 & 250CE, 250S, 250SE, 280S 8, 280SE 8, 280SEL 8, 280SL 8, 300SEL 8, 350SL
MG	B & BGT
MINI	All current models
MORRIS	All MARINA models
MORRIS	All MARINA models 1800 MKII
NSU	1200C, Ro80
OPEL	All current models except KADETT 100 CARAVAN 1200 CARAVAN & REKORD CARAVAN
PEUGEOT	404, 504
PORSCHE	All current models except 911T
RELIANT	SCIMITAR GTE
RENAULT	12 SALOON, 15, 16
ROVER	2000, 2000TC, 3500, 3500S
SIMCA	All current models except 1301 ESTATE, 1501S ESTATE
SUNBEAM	All current models
TRIUMPH	All current models except 2.5PI & ESTATE and 1300 & 1300TC
TOYOTA	All current models except COROLLA ESTATE CORONA 2000 CROWN CUSTOM ESTATE
VAUXHALL	All current models
VOLKSWAGEN	All current models except KARMANN GHIA
VOLVO	144, 1800ES
WOLSELEY	18/85 MKII

For some high-performance cars which require VR-rated tyres, we make Formula 70 with a different tread pattern to the one illustrated. Your Dunlop Dealer will advise you whether you should fit this, the SP Sport Super.

This list includes most popular makes and models for which Dunlop Formula 70 radials are available. If your particular make and model is not on the list, consult your Dunlop Dealer who will be able to advise you on fitment.


Stel
Stel
Stel
MICHELIN
MTC
MTC CARS LTD
6
CHRIS MEE
PANTERA
DETOMASO



GURSTON DOWN

MacDowell does it again

August Bank Holiday and the BARC South Western Centre were again hosts to the 11th round of the RAC Hill-Climb Championship held at the Gurston Down venue in the picturesque Ebble Valley. Though thunder and lightning threatened toward the end of the day, the rains held off just long enough for Mike MacDowell in his 5-litre Repco-Brabham to claim a further hill record and maximum points in the championship, making him now almost certain of a comfortable championship win. Only complete failure in the 3 remaining rounds could rob him of the title.

During the class runs Sir Nick Williamson led on first runs with a 30.98 s in his Marlyn 712, but MacDowell replied to this with a shattering 30.50 s in his second attempt, cracking his own hill record and the ear drums of all those watching. Although the Aldon Healey Sprite of Russ Ward, was driven at a whole number of angles and still failed to crack the class record by just 0.4 s. The 4.2 Jaguar E-Type of Nigel Pow wiped up his class, but a battle royal developed between the two drivers of a shared Mallock U2, Ian James finally taking victory and a class record, 35.5 s over his co-driver Jeremy Hunt. The twin-cam engined U2s of Castrol team-mates David Morris and Richard Jones came to blows in the next class with David just getting the verdict and a class record with his 33.47 s.

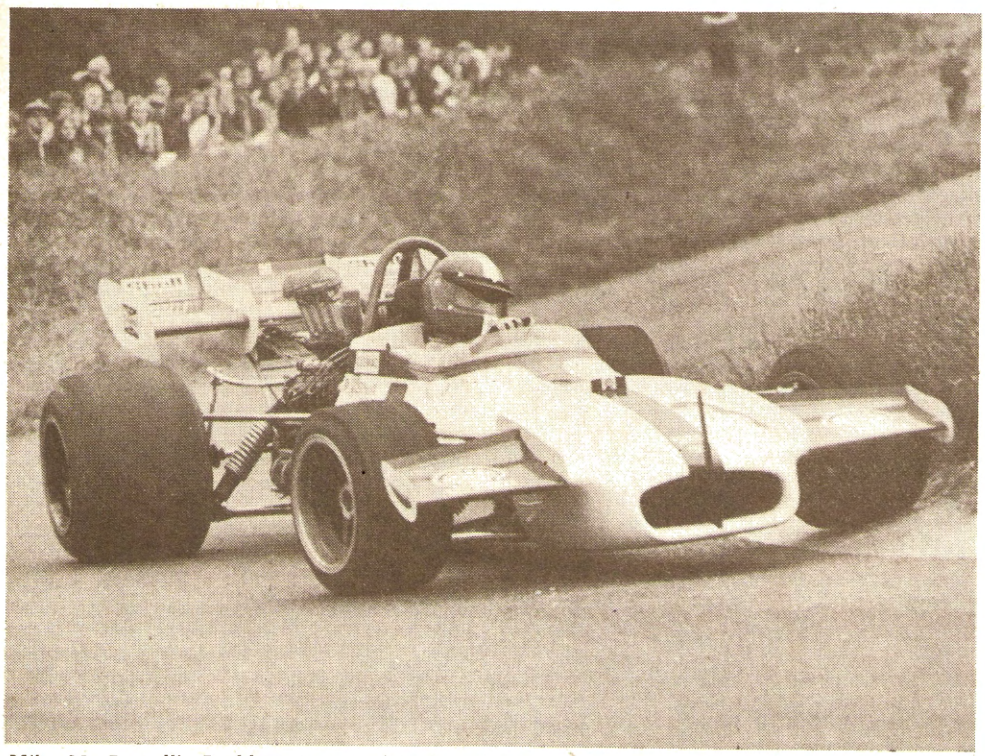
With Phil Scragg pulling his BMW Alpina-engined Chevron B19 out of the running after troubles in practice, the final sports racing class developed into a really close scrap between Brian Alexander's familiar silver 3.5 Buick-engined Ginetta G16 and Reg Phillips's 2-litre Chevron B19. Brian held a 0.11 s lead after the first runs, then did a 34.45 s, Reg replying with 34.51 s while not far behind them was the ex-Jack Brabham 5.3 Brabham BT17 of George Tatham.

The crowd now really began to warm, as the ever popular, ever sideways 500s sped up the hill. Competition in this class has been growing steadily over the years, and one-time "king of the 500s" Colin Myles's Mk 9 Cooper has at last been toppled, David Latham climbing in an incredible 40.25 s to take the class record with his Mk 10 Cooper. Colin stopped to visit the commentary van on his first run and could do only 40.67 s on his second just keeping out Barry Brants's Mk 10. Roger Willoughby again lowered his own record with his Brabham BT15 to 34.78 s taking the class from Alex Brown who tried very hard with the Ginetta G17. Ken MacMaster again dominated his class with the GRD 272 breaking another record in 33.87 s, beating both Tony Harrison's Brabham BT35 and Jack Heaton-Rudd's Monoposto special.

Richard Shardlow's bad luck continued over from Shelsley, again breaking his Brabham BT38 in practice and this time being unable to repair it, and so after the first runs of the "big bangers" Sir Nick was ahead on 30.98 s with MacDowell on 31.30 s, Thwaites on 31.86 s with Chris Cramer in the Grünhalle Lager Special just behind them. On the second runs everything went right for MacDowell and a scorching 30.50 s outclassed the opposition, Sir Nick missing a gear at the Ashes and dropping to 31.26 s. Thwaites and Cramer both improved but neither could get into the 30 s. Both Tony Griffiths (Kidderminster Motors Brabham BT33) and Peter Boshier-Jones's ageing 2.5 BT21/23C failed to crack 32 s.

Into the top 10 run-off with immediate efforts as lightning flashed in the distance. Cramer in the Hart-engined March failed to negotiate the Ashes at his first attempt, but got into fifth spot on his second, behind Tony Bancroft's Pennine Motor Group McLaren M10B, which had had gear selection bothers earlier but now seemed ok. Sir Nick occupied the third spot again not improving on his earlier runs. Only MacDowell got under 31 s, Thwaites getting steadily down to 31.25 s. David Good's Lyncar MS4 lost all gears on his second championship run and so had to settle for eighth spot, just behind Tony Griffiths who spun his BT33 off into the bushes after the finish line.

HUGH BISHOP



Mike MacDowell's Brabham Repco virtually clinched the championship with another BTD.

BTD and new hill record: M. MacDowell (5.0 Brabham-Repco BT36X), 30.50 s.
Class winners: A. Morgan (1.3 Morris Cooper S), 42.94 s; A. Cox (1.0 Austin Cooper), 40.97 s; A. Humphries (1.7 Ford Escort), 39.60 s; W. Percy (2.3 Datsun 240Z), 41.42; A. Brown (4.7 AC Cobra), 37.31 s; R. Ward (1.3 Aldon Healey Sprite), 39.48; I. James (1.6 Mallock U2), 35.50 s; G. Greenall (1.3 Mallock Mk IIB), 39 s; D. Morris (1.6 Mallock U2), 33.47 s; B. Alexander (3.5 Ginetta G16), 34.45 s; P. Latham (500 cc Cooper Mk 10), 40.25 s; R. Willoughby (1.1 Brabham BT15), 34.78 s; K. MacMaster (1.6 GRD 272), 33.87; M. MacDowell (5.0 Brabham-Repco BT36X), 30.50 s.
RAC Hill Climb Championship, round 11: 1, M. MacDowell (5.0 Brabham-Repco BT36X), 30.77 s; 2, R. Thwaites (5.8 McLaren M10B), 31.25 s; 3, Sir N. Williamson (3.0 Marlyn 712), 31.28 s; 4, A. Bancroft (5.0 McLaren M10B), 32.51 s; 5, C. Cramer (2.0 Grünhalle Lager Special), 32.64 s; 6, P. Boshier-Jones (2.5 Brabham-Repco BT21/23C), 32.76 s; 7, T. Griffiths (3.0 Brabham BT33), 32.79 s; 8, D. Good (3.0 Lyncar MS4), 33.35 s; 9, K. MacMaster (1.6 GRD 272), 34.23 s; 10, T. Harrison (1.6 Brabham BT35), 34.30 s.

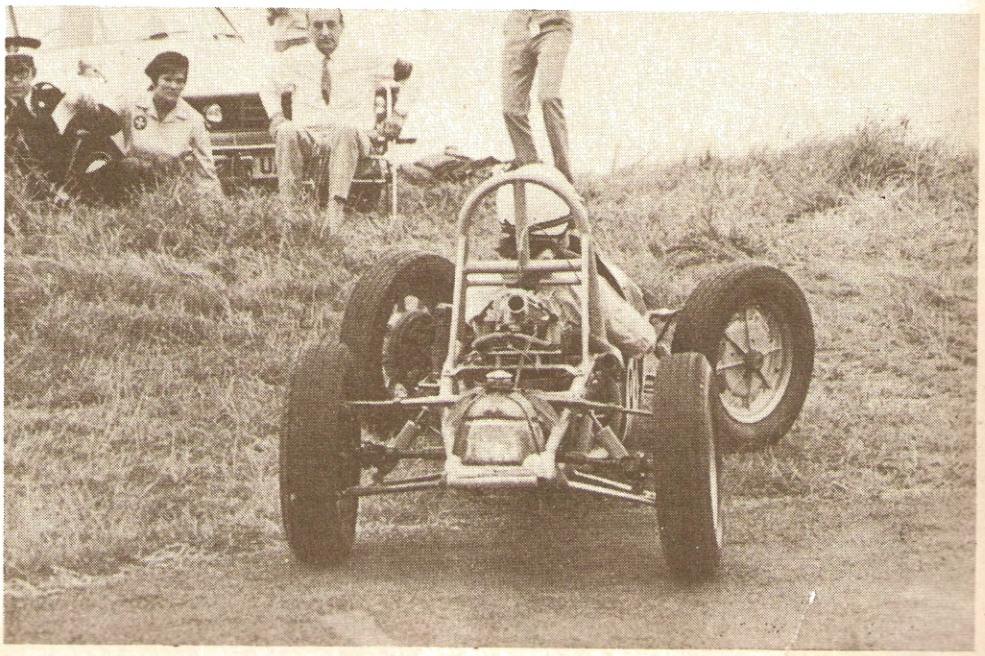
heavens only opened after the prize-giving was completed the hill deteriorated slightly as the skies darkened and only Richard Thwaites (Eastern Carpet Stores McLaren M10B) was able to improve during the championship runs, turning in a 31.25 s pipping Sir Nick by just 0.03 s.

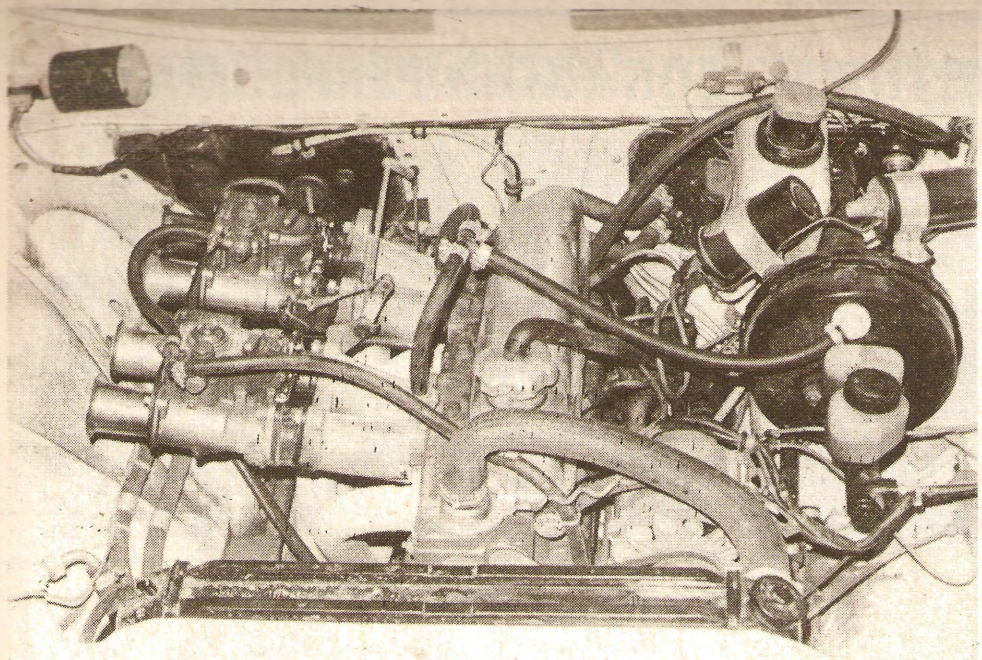
The touring cars started the day's proceedings with the Swansea Motor Club 1328 Cooper 'S' of Alun Morgan taking a comfortable win from Brian Keanes' Mexico; Brian too comes from Swansea. Alan Cox also found little opposition in the 1000 cc special saloons to his John Brown Motors Cooper, but things were certainly hotter in the next class with Allan Humphries in the L. R. Bence Escort RS1760 just holding off Peter Shepherd's Quarry Engineering 1330 Cooper S with the RS's second driver Bill Deacon getting third.

First of the marque sports classes saw a win for Percy in a very sideways Wey Valley Service Station Datsun 240Z just holding off, by 0.14 s, the immaculate Lotus Europa of Tim Williams which had disappeared at a fantastic rate of knots up the escape road to the Karousel on his first run. Next came the equally immaculate 4.7 AC Cobra of Tony Brown who not only lowered his own record to 37.31 s but recorded the fastest time ever by a Cobra.

A further John Brown Motors car, the

Consternation for the marshals as Colin Myles loses his 500 Cooper at the Karousel.





Main underbonnet feature is a pair of 45 DCO E Weber carburetters.

Airikkala prepares his Irmscher Tuning Opels and we had a quick look at his stricken Kadett before nipping through the puddles to the car. I also noted on the list of names at the outer door that a certain Markku Saaristo has a flat there so it looks as if that block of flats is pretty well rally orientated.

We drove across Helsinki to the big Volvo factory where they prepare the imported cars for distribution and also carry out service and repairs to those sold in the Helsinki area. In fact, Volvo have a new factory which is in the process of being completed down on the dockside and eventually all the pre-sale preparation will be done there and the old building in the town will go over 100 per cent to service and rectification. We descended by a concrete ramp in the direction of the basement where we discovered the competitions department.

Like so many rally preparation shops, it is not very big and I counted space to work on five cars inside, allowing space for manoeuvre, but then Ford at Boreham is not that much bigger though it does have more stock and storage space. The Volvo department kept quite a small stock of parts but it was pointed out to me that as so many of the parts are standard, they can call on the main spares department located in the rest of the building. On the day we called, Kari Gronberg had started his holiday immediately after the 1000 Lakes so that there were only two men there, Harri Rinne the foreman and one other mechanic. Rinne is virtually in charge of the entire shop as Gronberg also has a job to hold down in the sales department and divides his time between the new dockside complex and the competition shop. The competition department moved into this workshop just six months ago and the men like it very much as it is central to the town yet quiet and comfortable to work in. As well as bays for working on the cars, there are two big lifts for getting cars up in the air and a small office in one corner. Any washing, cleaning or spraying facilities that are needed can be "borrowed" in the adjoining bodywork shops.

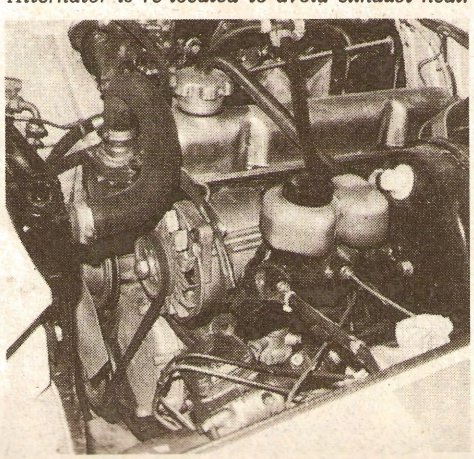
There were three cars in the workshop when we were there. The two most gaudy ones were Mikkola and Alen's rally cars while the other was just a very standard car that had been used for recceing the route of the 1000 Lakes. Mikkola's car is decked out in Castrol colours as that is his main sponsor for the car while he himself is also sponsored by the cigarette company, Colt. All the team's cars carry advertising from Bosch who supply the electrics while the cars of Alen and Heinonen are painted in Marlboro colours—they sponsor the drivers—and Esso who sponsor the team but naturally cannot have anything to do with the Castrol car. Confusing perhaps, but no one can deny that they are not trying!

The cars used for competition come, naturally enough, from Sweden and they are ordered as the cheapest possible model with what is called the "Safari" heavy duty body which has been homologated in Group 2 as with most other manufacturers. Saab call theirs the "T car" after the small, very rough rallies in Sweden where it was developed. The Volvo mechanics strip it right down and rebuild it incorporating the heavy duty cross-members and body parts as they do so. These cars are the 1973 bodies which are quite a lot heavier than the 1972 cars because of protection bars in the doors and other "safety" ideas. The mechanics were quite depressed to think that the 1974 cars were going to be heavier still with crash-absorbing bumpers!

The engines are built up from competition parts supplied from the main Volvo factory in Gothenberg, Sweden. They give about 175 bhp with the power starting to come in at 4500 rpm and revving through up to a maximum of 7500 rpm. The carburation is by two horizontally mounted 45 DCO E Webers which are supplied with fuel by the standard mechanical petrol pump. A sport coil is used to give the spark to the distributor and a spare is mounted just above the brake servo. One interesting thing that I noticed was that the alternator is mounted on the right-hand side of the engine and Rinne confirmed that they had moved it from the standard position to keep it away from the heat of the exhaust.

The engine is mated to a four speed gearbox as in the normal car but it has the optional close-ratio gears again supplied as a competition part from Sweden. The rear axle is a lower ratio of 4.88 to 1 which gives about 175 kph as a top speed but on certain rallies in Finland, especially in the snow, they have used a 5.36 to 1 ratio which gives a top speed of only 156 kph. They use normal steel wheels with either a 4½ in or 5 in rim and a diameter of 15 in. All the cars run on the locally made tyre called the Hakkapellita which is made by the Finnish Nokia factory and is well known to anyone who has done any of the classic winter rallies.

Alternator is re-located to avoid exhaust heat.



So far as the suspension goes, the standard coil springs are replaced by those of the 164 and at the rear, one and a half turns are cut off each spring to lower the ride height. Bilstein look after the absorption of shocks as indeed they seem to on nearly all successful rally cars these days. Volvo Finland have even had some special ones made for their cars following a visit by Mikkola to the Bilstein factory, The brakes, except of course for the lining and pad material, are standard and Mikkola commented that they were one of the most excellent features of the car. He said that the Volvo 144 despite being heavier and less powerful than some of its competitors, could give them a very hard time on unpractised rallies in Finland merely because the brakes were so good that you could brake later and deeper into corners than with other cars. I asked him about the balance of the brakes, front to rear, and he said that it was near perfect although if it wasn't, you couldn't do much about it since on the latest models it was no longer adjustable.

We had a quick look in the boot and Rinne commented that since the spare wheel, jack and wheelbrace were inside the car and the standard petrol pump was used, there was never any need to open it during a rally. The 58 litre petrol tank had been moved up in the body to lie between the rear suspension turrets and the battery was mounted above it. This was not only to protect them but also to have as little weight as possible overhanging the rear axle.

Inside the car, the claim that it was a very standard car could hardly be disputed. The driver had gained a Recaro seat and a rev-counter on the top of the dashboard, but there was little other concession to bolt-on equipment. There was a leather covered steering wheel, a Gemini tripmaster and a set of Heuer clocks but as far as the front of the passenger compartment was concerned, that was that. Behind, there was no rear seat as is now permitted in Group 2 and this was where the spare wheel, jack and wheelbrace resided. The Volvo is such a large car when compared with its opponents that I was amused to see the helmet hangers were mounted on the rear of the front seats for, as Mikkola explained, if they had been fitted to the rear bulkhead it would have been impossible to reach them from the front seats.

By now, the weather outside had definitely changed for the better and while we were thinking of our boat trip, the mechanics were thinking of lunch. I did discover that Alen normally has his engine done privately by one of Aannio Wihuri's mechanics, a gentleman called Ikäheimo, and it can thus be assumed that it delivers just a bit more than the other engines but I was surprised to discover that none of these engines are bench tested before being fitted to the cars though it was evident that Rinne would like to have an engine brake tester. We thanked him and departed for our trip and lunch. I was very impressed with what I had seen and to me it demonstrated two things. The first was that even a company like Volvo who produce a large safe family car can be concerned to produce parts to make it quite a force in rallying. Secondly, that there must be some indication in all this that careful preparation and attention to important suspension and chassis details make a better rally car than just by sticking horsepower under the bonnet. There are a few organisations in this country who are spending considerable sums on rallying who could learn from either of these points.

More money for Manx Trophy

A bonus for the Manx Trophy Rally. The organisers have announced a 60 per cent increase of the prize fund. First, second and third stay the same but fourth to tenth are increased by £30 each. Now finishers from 11th to 20th positions overall will gain some finishing money with 11 to 15 receiving £20 and 16 to 20 £10 of prize money. First three G1 crews will all receive additional money, regardless of what is picked-up from a first to 20th finishing position. First G1 will receive £50, 2nd £35 and 3rd £30. The prize giving, after the disastrous Summerland fire, will now be at the Lido from 11.00 to 13.30 hrs on Sunday, September 9 and afterwards there will be go-kart racing at Onchan, White City, from 13.30 to 15.00 hours with a boat leaving at 16.00 hours.

On Saturday evening, at 20.30 hours, there will be a forum and film show put on by the IRDC at the Douglas Head Hotel. Films booked will be the World of Sport 1000 Lakes film and Castrol's "Inca Road." John Davenport, Roger Willis and Adrian Boyd will appear at the forum and also invited to the table are Pat Moss-Carlsson and Vic Preston.

Top "road" names for Stocktonian

Even with the attraction of the Burmah Rally this weekend, the Stocktonian, which is Castrol/MN and Escort status was over-subscribed weeks ago and the entry contains all the leading crews of both championships, first 10 as follows: 1, Harold Morley/Peter Bryant (Escort RS2000); 2, Nigel Rockey/Paul White (Escort Mexico); 3, Russell Brookes/John Brown (Escort Mexico); 4, Bob Jeffs/Dave Taylor (Escort RS1600); 5, Will Sparrow/Nigel Raeburn (Vauxhall Firenza); 6, Frank Pierson/Colin Francis (Viva 2.3); 7, Colin Malkin/Derek Tucker (Avenger GT); 8, Malcolm Patrick/Neil Wilson (Porsche Carrera); 9, George Hill/Keith Wood (Viva 2.3); 10, Bob Bean/Alan Greenwood (Escort Mexico). Start is at Neshams, Thornaby, Stockton and the finish will be at the Swallow Hotel, Stockton.

First class Burmah entry

Biggest rally or the weekend is the Lanarkshire Car Club's Burmah Rally. This year the all-stage event both starts and finishes in Dunoon, leaving the start at 15 minutes past midnight on Saturday. Top entries are as follows: 1, Roger Clark/Jim Porter (Escort RS1600); 2, Jimmy Rae/Mike Malcolm (Escort RS1600); 3, Shekhar Mehta/Martin Holmes (Datsun 240Z); 4, Andrew Cowan/Ross Finlay (Escort RS1600); 5, Bill Taylor/Ian MacIver (Escort RS1600); 6, Barry Lee/Howard Scott (Escort RS1600); 7, Vic Preston/Tony Mason (Escort RS1600); 8, Drew Gallacher/John Eyres (Escort RS1600); 9, Jack Tordoff/Phil Short (Porsche Carrera); 10, Tony Fowkes/Bryan Harris (Escort RS1600); 11, Donald Heggie/George Dean (Escort RS1600); 12, Pat Ryan/Michael Nicholson (Mini); 13, Brian Culcheth/Johnstone Syer (Triumph Dolomite); 14, Sean Campbell/Peter Scott (Escort RS1600); 15, Paul Faulkner/Monty Peters (Escort RS1600); 16, Colin Malkin/Brian Coyle (Hillman Avenger GT); 17, Tony Pond/Frances Cobb (Escort RS1600); 18, Peter Clarke/Brian Marchant (Escort RS1600); 19, Colin Grewer/David Richards (Volvo 1320); 20, David Thompson/Martin Welsh (Escort RS1600).

BTRDA Trident in the forests

Round Eight of the Esso Uniflo/BTRDA Gold Star championship takes place this Sunday with Croydon DMC's Trident Rally. Start is at the Muncipal Car Park, Portersbury Road, Camberley (MR 169/877606) after which the route will incorporate 14 special stages totalling 43 miles. Local forests will be used for the first time in five years and Goodwood Circuit will be in action as a stage as well as being the lunch halt venue. First finishers are expected at the Hawley Hotel, Blackwater, Surrey, from 16.30 onwards. There will be no spectator facilities. Top ten entries are as follows: 1, Ian Harwood/Richard Morris (Escort Rover); 2, Paul Appleby/Keith O'Dell (Escort Mexico); 3, Tony Drummond/Chris Gray (Escort RS 1600); 4, Richard Iliffe/Stuart Iliffe (Escort RS 1600); 5, Reg Mullenger/Tony Thorne (Escort RS 1600); 6, Graham Lepley/Malcolm Harvey (Escort RS 1600); 7, Allan Allard/Trevor Lawmon (Escort); 8, John Daker/George Handley (Escort RS 1600); 9, Mike Ranger/John Martin (Chrysler Imp); 10, Mick Clarke/John McNeill (Escort RS 1600).

● CSMA's (West Middlesex Group) Starlight Rally will be held over the night of 20/21st October. Supported by Esso Uniflo, the Starlight will both start and finish at the Excelsior Motor Lodge, Oxford. Length is planned at 200 miles with a number of selectives, plus 25 miles unsurfaced, over OS 144 and 145. Regulations from: M. D. Manning, 73 Brentham Way, Ealing, London W5.

● Russell Brookes and John Brown's trip to Cyprus Rally is off. Because the Triumph Dolomite Sprint has not been homologated in G1, Brian Culceth is to take over Brookes' entry in the 1.3 Marina.

BURMAH RALLY STAGE LOCATIONS AND SCHEDULE

Control	Location	Mr/Start	Mr/Finish	Stage length	Standard time Max.	Min.
Start	Dunoon	59/175766	—	—	00.15	00.15
S 1	—	—	—	—	—	—
S 2	Ben Laggan 1	53/110989	—	4.17	00.55	00.44
S 3	Rest and Be Thankful	53/229074	53/247½045½	2.16	01.37	01.15
S 4	Ardgarten	53/255043	—	3.48	01.44	01.20
Neut St	Inverary	—	—	—	02.36	01.59
Neut Fn	Inverary	—	—	—	02.51	02.14
S 5	Minard 1	52/961947	—	11.72	03.17	02.34
S 6	Kilmaha	52/9380081½	52/9650114½	2.95	04.12	03.15
S 7	Inverliever	52/941087	52/964116	5.76	04.25	03.24
MC 1(IN)	Inverinan	52/991½1670	—	—	04.47	03.39
MC 1(OUT)	Inverinan	—	—	—	05.17	04.09
S 8	Inverinan	52/991½1670	52/956½1530	2.95	05.17	04.09
S 9	Avich	52/9700141½	52/9560153½	1.80	05.28	04.16
S 10	Knapdale	52/781869	52/8240908½	4.89	06.58	05.27
MC 2(IN)	Cairnbaan Hotel	52/840909	—	—	07.12	05.37
MC 2(OUT)	Cairnbaan Hotel	—	—	—	08.27	08.27
S 11	Lochgilphead	—	52/8430909½	5.03	08.37	08.35
S 12	Minard 2	—	52/961947	5.70	08.58	08.50
S 13	Ben Laggan 2	—	53/1200981½	4.07	10.22	09.52
S 14	High Loch Eck	53/123975	53/140952	7.14	10.36	10.01
S 15	The Larach	53/144928	53/167907	1.91	10.58	10.15
S 16	Ardentinny	53/184879	—	2.28	11.08	10.22
S 17	—	—	—	—	—	—
S 18	Corlarach	—	59/1510710½	4.21	11.59	10.58
Final	Dunoon	59/1730765½	—	—	12.19	11.12

BRIEFLY...

● Swansea MCs Rally of the Vales (September 29/30) will be run for the first time in three years. Round 10 of the C/*MN* Championship the Vales will use OS 140, 152 and 153. Details from: Brian Cosker, Ravensfield, Bishwell Park, Gowerton, Swansea. Telephone Gowerton 2531.

● Regulations are now out for the Three Spires Rally (November 3.4) run by Coventry & Warwickshire MC. Start of the 200 miler will be at Maesmawr Hall Hotel, Caersws, near Newton and the finish will be at the same venue. The event is a MONTAC Rally Championship qualifier and will use OS 117, 127 and 128. Invited clubs are Newtown, Sutton & Cheam, Chess Valley, Buckingham & Dist, CSMA, Welsh Border, Ludlow Castle, Mini Seven (N. West), South Bucks, and all members of the Association of Midland Motor Clubs. Secretary is Peter Wilkinson, 7 Sherwood Walk, Leamington Spa, Warwickshire CV32 7BQ.

● Regulations are available now for the Pilgrim's Progress Rally over October 6-7, a round of the Thames Valley Championship organised by the Bedford AEC. The entire route will be on OS 134 all on yellows with no rough stuff. regulations from: Jake Dowding, 92 Dewlands, Oakley, Beds; telephone Oakley 3543. Marshals are requested and should contact Phil Wootton, 16 Dewlands. Oakley 3405.

● Round 12 of the C/*MN* championship is the Tour of Mull, organised by the 2300 Club. The Tour of Mull is unique in the series in sharing status with the Shell/*The Scotsman* championship. Regs from: H. Edwards, 24 Glendale Drive, Mellor, Blackburn, Lancs. Telephone Mellor 2705.

● Tynemouth & DMC's Esso Uniflo Lindisfarne Rally, an RAC Championship qualifier, will take place on October 6. Held in the vast forest area of Wark and Kielder the Lindisfarne will be based on Tynemouth. Regs: Neville Gray, 35 de Mowbray Way, Morpeth, NE61 3RF. Telephone Morpeth 55374.

● Isle of Wight CC will be holding their fifth consecutive Autumn Stages Rally on September 16. The rally will be based on Ryde and will offer 35 miles of farm-track stages. Restricted status, regulations from: Mrs V. A. Weaver, Fairacre, Bembridge, Isle of Wight. Telephone 098-387 2598.

● Owing to production difficulties final instructions and other details concerning the Eggs Rally Authority awards scheme will not be released until next week.

● An apology to Barry Lee for publishing a vastly incorrect item last week. Corrected it should have said: Barry Lee, last Sunday became Hot Rod Champion of the World for the first time.

Purely personal



"The main problem besetting British (specifically) motor sport isn't inept and inconclusive direction amongst the employees of Belgrave Square."

By JOHN FODEN

There is an old saying about people who reside in ivory towers, and reading the editorials and readers' letters that frequently grace the pages of the specialist motoring press I cannot help but get the impression that the critics of the RAC Motorsport Division feel that Belgrave Square might just be one of the largest ivory towers in the land. But, as is often the way with barrack-room lawyers (i.e. those who always seem to be able to do better than those in authority until they are offered the opportunity and then suddenly feel that they don't perhaps have the time, ability or even the guts to make the decisions), they have got their facts somewhat screwed up.

The main problem besetting British (specifically) motor sport isn't, as some would have us believe, inept and inconclusive direction amongst the employees of Belgrave Square. This is for the simple reason that these people are *not* masters of their own destiny. They are in fact answerable to a body known as the 'Competitions Committee' who in turn *report to* and are *appointed by* (and that's the important point), the august body that dwells in Pall Mall: the Royal Automobile Club itself.

Motor sport at all its levels and facets has become a very professional sport, and therefore it is no wonder that those people concerned would like to see the governing body of motor sport consist of professionals rather than toothless professionals who basically are directed by pure amateurs.

The day that Belgrave Square is allowed to become an autonomous body ruling from strength and knowledge will be a day of advancement of the sport in this country. One of the most frequent specific criticisms heard about Belgrave Square is lack of communication direct to licence holders, clubs and even the press. That could be solved by the appointment of a communications man to deal with the non-stop flow of enquiries that currently swamp the desks of those employees who already have a great deal to occupy their already busy working day (and they are working a seven day week as well). And by the balance sheet shown at the Clubs Conference, Belgrave Square could no doubt afford one. So why not? Well, it is as simple as this: the RAC already employ a Press Officer and assistant and they work in, guess where—you got it right—Pall Mall. Sure they are very busily involved with the Club's normal business, and only have to handle the Grand Prix and the RAC Rally as far as the motor sport side is concerned. Therefore they are out of touch, they have little contact with the scene. For example, something is very wrong when a member of the Press Office staff, and I don't mean the office boy either, asks that well-known nobody, John Davenport at the end of the RAC Rally just who he is and why he needs a set of stage times in a hurry. Likewise when a Finnish journalist, with ten minutes left to phone through a story, is told to help himself to stage times from a table in the corner of the Press Office only to find that they are not in any order and he literally has to "help himself," I wonder whether or not we really want the rest of the world to know that we actually run "the best rally in the world."

So next time you feel incensed because of a decision by the RAC Motor Sport Division don't fly into print balling out the Motor Sport Division; just write to the weekly comics and ask them to find out and print the real reasons for the decision, then write Pall Mall and give them hell for a change. If they had as much aggravation as Belgrave Square get, then perhaps they might just let the professionals get on with it—though as things are at the moment that time will be when "The Club" allows gentlemen to sit down to dinner without a tie on.

Road rallies: Use the French one-way system

While on the subject of RAC matters, I really must question the sanity of a previous writer of this column who made a strong plea for the retention of road rallies in their present form. If he had the unenviable task of having to reply to the ever increasing letters of complaint that land on a certain desk in Belgrave Square he might well change his tune.

What is the answer? Well, cars on road rallies are going too fast, so perhaps Group 1. But then Mexicos are almost as fast as semi-tuned RS and some Group 1 Mexicos are even quicker! To save events we must surely fight even harder to get road closing orders but as this will take a long time, why can't we follow the French idea of making roads one way; that way you have only half the junctions to block off and at least non competitors are unlikely to be hit head on coming the other way. You may well gloss over this worry about accidents with non competing traffic but it has happened, and when somebody gets killed and the national press newshound gives the story headline prominence, it's goodbye to rallies. It's better to have a voluntary compromise to show that we really are sensible people, than to be shown up as selfish and anti-social beings who have to have decisions made for us.

Rallycross marches on, but not in Great Britain

I have a feeling that some of the competitors who are going to enter the two International rounds at Lydden are going to be in for a bit of a shock when they come up against our friends from the Continent.

As the pioneers of the Rallycross/Rallypoint scene the British seem to be a little complacent about their position as kings of the roost. All right, John Taylor is leading the European Championship and Rod Chapman is going well too, but right down the list you find Saabs, Alpines, DAFs, Opels and VWs all there, and trying. What of the rest of the British contingent? Well you can win with a Mini over here, but they don't seem to be quite so competitive abroad anymore.

The main reason appears to be a higher standard of preparation on the Continent, or maybe perhaps they take the whole thing a bit more seriously. Certainly it will be very interesting to see the sort of crowds that turn out to see the Continentals in action. They are used to performing in front of 10,000 plus crowds, which of course means they have more prize money, and more sponsorship money.

So whichever way you turn it seems to always come back to the same thing. To be really serious you need an incentive, that's right money, or perhaps, TV. The latter certainly helps raise the money, but the presentation of rallycross events has done little to help Joe Public understand the sport. With the exception of ATV, which is unfortunately confined to the Midlands, who give you one whole hour at one go, the rest give one race here, two races there with no continuity or explanation. There are rumours of more coverage this winter, but we'll have to wait and see.

So for rallycross to grow in stature in this country it must attract more spectators and more money in order to get back on terms with the Continentals. Perhaps if UK rallycross starts taking itself a bit more seriously in turn it may be taken more seriously by more people.



A Mini may win here in Britain, but it is no match for the European autocross contenders these days. Here Clubman Brian Street is chased by Nick Jesty.

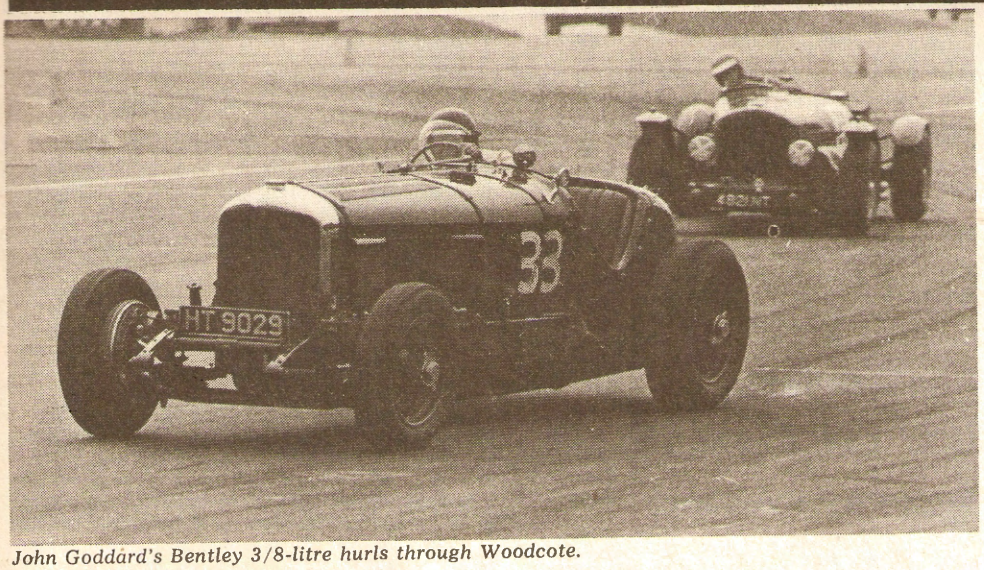
Exploiting doesn't mean cheating

The word "cheat" is being bandied around far too much, especially as the majority of the talkers certainly don't have sufficient knowledge on the subject. Just because a manufacturer introduces special options on his cars, or a new model to exploit the regulations to the full doesn't mean he's cheating. What it does mean is that the competitions manager of that company is doing his job properly.

For example a lot of people have been looking somewhat sideways at Avengers this year. Well in my opinion this is an example of a company doing their job properly. If you haven't got the time, or money, to develop an instant G2 or 5 winner and you channel your efforts into winning in both G1 racing and rallying, and doing so with cars that comply with the regulations you can't blame Chrysler, only the regulations.

What of the regulations? Well FIA Group 1 regulations are international and apply internationally so a car built in Togoland, Iceland or anywhere must be eligible to compete in international events. Just because it isn't necessarily produced in the country where it competes doesn't mean the manufacturer is cheating, just that he has looked at his range world-wide and chosen the most suitable car for competition.

If you still don't agree with that, I would suggest that the rules are at fault not the manufacturers who have to operate within the framework of them. But whatever you think, the name of the game is winning—not coming second!



John Goddard's Bentley 3/8-litre hurls through Woodcote.

SILVERSTONE

Bentley day out

The Bentley Drivers Club organised their annual meeting at Silverstone last Saturday in their very own style. A fair-sized crowd did witness (in between long waits) some entertaining motoring which was improved as all but two races were started from scratch with a sealed handicap and no lap credits. "The Times" Bentley Challenge race was won in fine style by Barry Eastick's very rapid (and non standard!) Bentley Mk VI/S1 and the very interesting Cusson's Trophy was taken by John Cooper's Ford GT40 from Anthony Hutton's Mirage example after Hutton was left on the grid.

Opening the day's racing was an all-comers ten lapper with a sealed handicap. On the road it was an easy win for David Rutherford's Morgan 4/4 as he pulled out an ever increasing lead from Alex Robinson's plus 8 example. The only close dice of the race was for third spot between Bill Thompson (Bentley Mk VI) and John Abson's Lagonda Rapier which went in favour of the Bentley. For some reason Robinson was given an incredibly generous handicap time and therefore won by 1 m 18 s from Len Wilton (Bentley 314)!

Next out was a field of Bentleys and Lagondas to contest the BDC team award and a Lagonda handicap. Barry Eastwick's beautifully prepared (it won the Corniche Trophy for Engineering and Condition), wide tyred Mk VI ran away with the race to win easily from the two sparring partners from the first race finishing in the order Abson, Thompson this time. Iain MacDonald's Lagonda LG45 just made fourth place, switching off as he crossed the line, whereas Alan Willson spun his Bentley Mk VI at Woodcote on the last lap trying to pass John Goddard's Bentley 3/8. On handicap MacDonald was the best Lagonda and Len Wilton the first Bentley.

Some faster machinery was on the grid for the HSCC members race and John Harper in the gaily coloured Forward Enterprises Lister Jaguar was never challenged as he pulled out a good lead over David Ham's similar car. Anthony Hutton, Richard Tindell and Robert Cooper filled the next three places to make it a Lister walkover. First non Lister home was Tony Walker's very attractive Maserati 300SL.

So far as the organisers were concerned the main race of the day was for *The Times* Trophy. This proved to be another win for Barry Eastwick although Bob Bradley's similar Mk VI led early on his challenge faded and he finished 4.45 in arrears but well clear of Harvey Hine in Hamish Morten's 3/4½ in third place. Peter Morley fought his fearful Pacey Hassan car around in conditions varying from violent understeer to twitchy oversteer to finish fourth.

The Cussons Trophy brought a fine array of cars to the line including five GT40s. Pole man Anthony Hutton was, however, left on the grid with no suitable gears in his Mirage GT40 as John Cooper fled off into the lead in his "standard" GT40. Cooper was in determined mood and pulled out a big lead which even Hutton, who pulled right through the field by half distance, could do nothing about. Nick Cussons finished third in his Project 214 Aston Martin ahead off John Carden and Peter Walker in their duelling E-types. Carden led most of the way but Walker got ahead on the last lap. Carden outbraked him into Woodcote, then ran wide on to the grass but just held his fourth spot. Brian Joscelyne's Ferrari Dino was next up just holding off a very on form Lord Cross in his trusty Cobra.

The first of the five lap handicaps was won by the Austin Seven Brooklands models of John Kirby and Dave Barbet who had circulated side by side until Barbet took to the grass and fell seven seconds behind. Simon Phillips (BMW 328) also took to the grass but still finished third.

Another ten lap scratch race with a sealed handicap followed and in this Anthony Hutton made no mistake by passing John Harper on the first lap and then pulling away to win easily. Harper was equally secure ahead of John MacDonald who was the only other finisher unlapped in his very smart supercharged Morgan + 8. Highlight of this rather processional race was Simon Phillips who spun his Fraser Nash on the last lap at Woodcote and pulled back on to the track almost in time to collect Hutton taking the flag! On handicap Harper won from MacDonald. This race was then combined with the first to obtain an overall handicap winner which was Harper from MacDonald and John Hamilton (Aston Martin DB4 GT).

John MacDonald was out again for the AC and Morgan race and looked every inch a winner until he sustained a puncture with two laps to go. This let Lord Cross through to victory from John Berry (Morgan 4/4) and Adam Bridgeland (Morgan + 8). John Cooper had his 7-litre Cobra up in third place for much of the race until he unfortunately had to retire at half distance.

A BDC five-lap handicap followed which was rather processional and won by Bill Cheston's 4½. The only excitement was given on the last lap by John Nutter (Speed Six) who almost spun in front of a whole pack of cars in Woodcote on the last lap to the great consternation of his wife who was watching from the Press room!

An allcomers race closed the day and with John Roberts Lotus 16 on pole the outcome was never in much doubt. Roberts was never challenged and won easily from David Ham and Lord Cross. The battle for third place was the best of the day in which John Pearson (XK120) won a race long duel with Roger St John Hart (Aston Martin Zagato 2VEV) with Richard Tindell (Lister Jaguar) in close attendance.

PETER RICHINGS

Allcomers (10 laps): 1, David Rutherford (1.6 Morgan 4/4), 12 m 20.6 s; 2, Alex Robinson (3.5 Morgan +8), 12 m 51.8 s; 3, Bill Thompson (4.5 Bentley Mk VI), 13 m 19.4 s; 4, John Abson (1.5 Lagonda Rapier), 13 m 22.2 s; 5, Simon Phillips (2.0 BMW 328), 13 m 29.8 s; 6, Iain MacDonald (4.5 Lagonda LG45), 13 m 33.4 s. **Fastest lap:** Rutherford, 1 m 12.6 s, 79.74 mph.
Handicap winner: Robinson.

Bentley and Lagonda (10 laps): 1, Barry Eastick (4.9 Bentley Mk VI/S1) 12 m 57.6 s; 2, John Abson (1.5 Lagonda Rapier), 13 m 18.4 s; 3, Bill Thompson (4.5 Bentley Mk VI), 13 m 21.2 s; 4, Iain MacDonald (4.5 Lagonda LG45), 13 m 34.2 s; 5, John Goddard (8.0 Bentley 3/8), 13 m 44.8 s; 6, Alan Willson (4.9 Bentley Mk VI/S1), 14 m 04.0 s. **Fastest lap:** Eastick, 1 m 16.2 s, 75.97 mph. **Handicap winners:** Len Wilton (4.2 Bentley 3/4½) and MacDonald.

HSCC Members (10 laps): 1, John Harper (3.8 Lister Jaguar), 11m 20.8 s; 2, David Ham (3.8 Lister Jaguar), 11 m 35.2 s; 3, Anthony Hutton (3.8 Lister Jaguar), 11 m 46.4 s; 4, Richard Tindell (3.8 Lister Jaguar) 11 m 59.0 s; 5, Robert Cooper (3.8 Lister Jaguar), 12 m 23.2 s; 6, Tony Walker (3.0 Maserati 300SL), 12 m 26.4 s. **Fastest lap:** Harper, 1 m 06.8 s, 86.66 mph.

The Times Bentley Challenge (10 laps): 1, Barry Eastick (Mk VI/S1), 12 m 15.8 s; 2, Bob Bradley (Mk VI/S1), 12 m 20.2 s; 3, Harvey Hine (3/4½), 12 m 45.8 s; 4, Peter Morley (4½ Pacey Hassan), 12 m 59.8 s; 5, Bill Thompson (Mk VI), 13 m 14.4 s; 6, J. Barraclough (3/4½), 13 m 37.6 s. **Fastest lap:** Eastick, 1 m 11.8 s, 80.62 mph.

Cussons Trophy (10 laps) Overall: 1, John Cooper (4.7 Ford GT40), 10 m 52.0 s; 2, Anthony Hutton (5.0 Mirage Ford GT40), 10 m 09.8 s; 3, Nick Cussons (5.0 Aston Martin P214), 11 m 25. 0s; 4, John Corden (3.8 Jaguar E-type), 11 m 38.6 s.

Front engined cars over 2000 cc: 1, Cussons; 2, Carden; 3, Peter Walker (3.8 Jaguar E-type). **Fastest lap:** Cussons, 1 m 07.4 s, 85.89 mph.

Front engined cars up to 2000 cc: 1, Bill Nicholson (1.8 MGB) only starter. **Fastest lap:** Nicholson, 1 m 11.4 s, 81.08 mph.

Rear Engined cars over 2000 cc: 1, Cooper; 2, Hutton; 3, Brian Joscelyne (2.4 Ferrari Dino). **Fastest lap:** Cooper 1 m 02.6 s, 92.47 mph.

VSCC Handicap (5 laps): 1, John Kirby (750 Austin Sports), 7 m 30.2 s; 2, Dave Barbet (750 Austin Brooklands) 7 m 37.2 s; 3, Simon Phillips (2.0 BMW 328), 7 m 39.0 s; 4, Iain MacDonald (4.5 Lagonda LG45), 7 m 41.2 s. **Fastest lap:** Bill Stephenson (2.0 Frazer Nash), 1 m 15.4 s, 76.77 mph.

Allcomers (10 laps): 1, Anthony Hutton (5.0 Mirage Ford GT40), 10 m 47.2 s; 2, John Harper (3.8 Lister Jaguar), 11 m 06.6 s; 3, John MacDonald (3.5 Morgan +8), 11 m 49.8 s; 4, Roger St John Hart (3.6 Aston Martin Zagato), 10 m 47.4 s; 5, John Pearson (3.8 Jaguar XK120), 10 m 52.4 s; 6, John Hamilton (3.6 Aston Martin DB4GT) 10 m 57.6 s. **Fastest lap:** Hutton 1 m 02.4 s, 92.77 mph. **Handicap winner:** Harper.

AC and Morgans (10 laps): 1, Lord Cross (4.7 AC Cobra), 11 m 37.4 s; 2, John Berry (1.7 Morgan 4/4), 11 m 57.2 s; 3, Adam Bridgeland (3.5 Morgan +8), 12 m 04.8 s; 4, David Rutherford (1.6 Morgan 4/4), 12 m 25.4 s; 5, Aubrey Brocklebank (2.2 Morgan +4SS), 12 m 31.8 s; 6, Andy Garlick (2.0 Morgan +4), 12 m 37.4 s. **Fastest lap:** John MacDonald (3.5 Morgan +8), 1 m 07.4 s, 85.89 mph.

BDC Handicap (5 laps): 1, Bill Cheston (4½), 7 m 20.6 s; 2, John Goddard (3/8), 7 m 24.0 s; 3, Bill Kimberley (4¼), 7 m 24.6 s; 4, J. Barraclough (3/4½), 7 m 25.6 s. **Fastest lap:** Bob Bradley (Mk VI), 1 m 11.6 s, 80.85 mph.

Allcomers (10 laps): 1, John Roberts (2.5 Lotus 16), 11 m 09.4 s; 2, David Ham (3.8 Lister Jaguar), 11 m 31.8 s; 3, Lord Cross (4.7 AC Cobra), 11 m 42.6 s; 4, John Pearson (3.8 Jaguar XK120), 11 m 55.2 s; 5, Roger St John Hart (3.6 Aston Martin Zagarto), 11 m 55.8 s; 6, Richard Tindell (3.8 Lister Jaguar), 11 m 57.6 s. **Fastest lap:** Roberts, 1 m 04.4 s, 89.89 mph.

Taylor's title at Lydden

John Taylor, using his Haynes of Maidstone Escort is the winner of this year's Lydden Rally Cross Championship. He clinched the title at the third and final round on Monday taking the series by four points. Taylor, joint leader with Brian Stabler (1300 Mini) at the start of the day thundered round in 3 m 0.4 s to beat Stabler by just over 6 s. Stabler, however, was relegated to joint third by Hugh Wheldon who came in with a second best time of 3 m 2.8 s. Stabler was joined in 3rd place in his Lex of Chelmsford Mini by Ron Douglas in the Stormont Escort.

The BARC (Southeastern Centre) had only 28 competitors and a fire tender was used to allay some the dust. Class winners were Erk Nosek (Mini) 3 m 17.6 s, Rod Chapman (Escort) 3 m 9.6 s and Tony Culshaw (TR5) 3 m 30.4 s.

AUTOTEST

Surprise defeats



John Larkin.



Tony Hunt.

Another faultless performance from Champion Trevor Smith but defeats for class leaders John Larkin and Peter Noad were the highlights of the Bank Holiday Castrol/BTRDA Autotest Championship round at Huddersfield last Sunday.

Smith, in sparkling form with his Sprite, confirmed his right to retain the Flather Star Autotest Trophy by setting BTD in 325.0 s on the eight tests on a large brewery car park. He waltzed away from not very strong opposition to win the sports car class by 43 s and he beat the rest of the 22 competitors by 11 s.

The high spot was the struggle for supremacy between Mini men Phil Darbyshire and John Larkin. Class leader Larkin, in his Cooper S, needed a win to improve his points position but he found Darbyshire (1275 GT) at the peak of his form. Larkin built an early lead of 2.7 s after four tests only for Darbyshire to come back to snatch victory by 0.9 s. Darbyshire's win on 336.8s had brought him to winthin four points of Larkin and the class is now wide open.

Noad also went away pointless after collecting two 10 s penalties with his large-engined VW. But even allowing for these, Tony Hunt (Mexico) still beat him by 0.5 s and neat driving earned just reward. Noad's class lead, however, in the championship is still clear cut but he needs a couple of class wins to gain maximum points.

RAS men Cliff Robinson and Chris Shepherd both in Sprites, were second and third behind Smith and Carl Davies had 5 s in hand in winning the small Mini/Sprite class in his Mini.

BTD: T. Smith (Sprite), 325.0s.
Class winners: P. Darbyshire (1275 GT), 336.8s; C. Davies (Mini), 364.8s; T. Hunt (Mexico), 355.0s.

HILLCLIMB

Thwaites sparkles

A sparkling performance by Richard Thwaites in his Eastern Carpet Stores McLaren gained him BTD and a new course record at Cadwell Park on Bank Holiday Sunday and he was the only driver to beat his own record of 46.57 s. For good measure Thwaites collected four times during the Sheffield and Hallamshire organised event which was the tenth round of the Castrol/BARC series. With the 1500 yds hill course in first class condition nine records were smashed, the most notable being that of David Morris (Mallock U2) who clipped almost five seconds off the sports/GT 1300-1600 cc class. In the championship, Mike Flather took another step towards a perfect maximum but Richard Jones and David Franklin closed the gap on Robert Speak who is still second.

The day began with a single run from Flather in his s/c Mini and after clipping 2.67 s off the record, he locked the car away leaving Peter Dolan to take second from Ray Green, both in Coopers. In the up to 1500 cc saloon class, a very determined John Davies got very close to a class record in 58.89 s leaving Nicky Porter in second and some way behind. These two had been in their Cooper 'S' machines but Peter Ormerod brought along an Escort for a very comfortable big saloon class win and he might have got closer to a 57.65 s record if he had been pushed.

First excitement came with the up to 1000 cc special saloons where Alex Boyle led a trio of class record breakers. Boyle's Cooper S set a new target of 58.04 s, nearly two seconds inside his own record. This looked comfortably Boyle's class but along came David Wragg with his Mini-Ford—an SCA unit in the front drives the back wheels—who turned in a brilliant 58.07 s to give Boyle a real fright. The more conventional Cooper of Colin Rogers rounded off the leading trio with 58.63 s. Although he did 56.64 s with his Vauxhall Firenza, Jim Thomson was not a class winner in class five for David Bray in his RS Escort returned 56.12 s to clip 1.5 s off the previous best. Thomson nibbled away, later in the day, but his improvement was marginal to 56.41 s.

Brian and Pat Kenyon had smiles after their Sprite performed well in the up to 1300 cc marque sports car class. Both gave Chris Seaman's long standing record of 61.63 s a drubbing, Brian producing a 59.24 s, while Pat did 61.40 s. Lotus Elan men Dennis Liversedge and Guy Brokker returned identical 60.64 s to clip another class record by 2 s,

After Tom Wild had cruised to 60.43 s in his Porsche Carrera in the next class where he was all alone, last year's champion Chris Seaman turned up to take the modified sports car class with 1300 cc Midget. His time of 58.39 s was 2 s outside his Biota record. and he had to steam somewhat to keep John Bury (Midget) at bay as he was only 0.5 s adrift. The well driven Morgan 4/4 of John Berry put it across John Walker's E-type in the big class, the margin once again being 0.5 s. Irregular hillclimber Barry Joell once again appeared at Cadwell to put it across the regulars in the up to 1600 cc class for Clubman's sports cars. He blasted up in 51.32 s, to clip just over 2 s off the record in his Mallock, leaving Ian James to stave off Mervyn Bartram, both in Mallocks for the places.

Welshmen David and Bill Morris took the 1300-1600 cc sports/GT class record apart at the seams. David rushed up in the Mallock in 49.37 s, to carve 4.84 s off his own record and Bill was only a second slower. Richard Jones and Bob Sunderland also clipped handsome margins off the record but were merely third and fourth.

Seventh class to take a hammering was the up to 1100 cc racing car class and here the big surprise was John Crowson in his brewery sponsored Terrapin who slammed up in 53.45 s, which was an improvement of 3.67 s. Crowson finished 0.13 s ahead of David Franklin's Huntsman Vixen, while Brian Alderton brought the Terrapin into third place. With a new class record of 50.60 s in the next class, Ken MacMaster had moved his GRD into the top ten of the overall championship. He was two seconds under the record and finished 2.5 s ahead of George Dixon in his Brabham BT35X who won the sprint the previous day at the same venue. Thwaites took the unlimited class with 45.86 s from Malcolm Dungworth (Saxon Hawk Special) in 46.95 s while Roy Lane only did 47.05 s in the Manpower McLaren. Lane retired the car thereafter with a suspected cracked cylinder head.

BTD: R. Thwaites (McLaren), 45.61s **(record).**
Class winners: M. Flather (Mini), 59.6s **(record)**; J. Davies (Cooper), 58.89s; P. Ormerod (Escort), 58.67s; A. Boyle (Cooper S), 58.04s **(record)**; D. Bray (Escort RS), 56.12s **(record)**; B. Kenyon (Sprite), 59.24s **(record)**; D. Liversedge (Elan), 60.64s **(record)**; T. Wild (Porsche Carrera), 60.43s; C. Seaman (Midget), 58.39s; J. Berry (Morgan 4/4), 56.49s; B. Joell (Mallock U2), 51.32s **(record)**; T. Sims (Terrapin), 55.80s; D. Morris (Mallock U2), 49.37s **(record)**; C. Stross (Chevron B8), 54.31s; J. Crowson (Terrapin), 53.45s **(record)**; K. MacMaster (GRD), 50.60s **(record)**; Thwaites, 45.86s **(record).**

News...

● **Returning to the sprint course at Cadwell Park for the first time for three years, Lincoln MC and CC attracted 52 competitors last Saturday with BTD going to George Dixon's Brabham BT35X. On the 2.6 mile course, he started with 2 m 8.1 s, improved to 2 m 6.9 s and finally clinched the proceedings with a run of 2 m 4.6 s, four seconds quicker than the remainder of the 12 strong single seater class. A fine scrap for second place between David Render (Brabham BT 29X) and Peter Bull in his F2 Merlyn-BRM was resolved in favour of Render who did 2 m 10.2 s on his second run whereas the identical run from Bull came later in the day.**

Three of the other nine classes produced good scraps. Ray Green (Cooper) won the standard saloons up to 1000 cc by under a second from D. L. Smith. Mick Merrills (Sprite) had 0.5 s over Gordon Bolam (Abarth) but the latter retired after the second run while Miss Sonia Barnes made her mark in taking the all capacities prodsport class with a small engined Sprite just ahead of John Reeve in his Bond Equipe.

BTD: G. Dixon (Brabham BT35X), 2m 4.6s.
Class winners: R. Green (Cooper), 2m 52.2s; D. Pickup (Avenger), 2m 47.4s; D. Wragg (Mini-Ford), 2m 21.3s; G. Byman (Cooper S), 2m 36.4s; M. Newman (Viva GT), 2m 21.9s; Miss S. Barnes (Midget), 2m 49.1s; M. Merrills (Sprite), 2m 25.7s; C. Stross (Chevron B8), 2m 19.6s; M. Bartram (Mallock U2), 2m 19.4s; D. Render (Brabham BR 29X), 2m 10.2s.

● Tom Airey and his younger brother Bill ruled the roost at the Ford MC (Southampton) autocross at Fairoak near Eastleigh, Hampshire, last Sunday taking FTD and a brace of class wins from a field of 50 competitors at Esso Uniflo sponsored event.

Airey borrowed Tony Scource's 1340 Mini to take FTD in 2 m 20.2 s and in his own 848 Mini he took the small Mini class in 2 m 21.1 s. Brother Bill weighed in with a 5 s win in his 1296 Anglia. Nick Brice put up second FTD with his 998 Mini in 2 m 25 s.

Results:

FTD: T. Airey (Mini), 220.2 s. **Class winners:** T. Airey, 231.1 s; Brice (Mini), 225 s; T. Scourse (Mini), 227.9 s; W. Airey (Anglia), 231.7 s; G. Allan (Anglia), 239.1 s; G. Thompson (Sprite), 247.3 s; A. Jones (Cooper), 252.7 s.

● Mancunian Peter Ballance (Mini Clubman GT) scored an untroubled win in the Owen MC's autotest meeting at Willenhall, Staffs, last Sunday, winning by almost 33 s. He completed the 12 tests in 508.2 s but three of the other class winners were separated by a mere 1.4 s. Ray Webb (Sprite) won his class in a Mini Clubman GT and Keith Webb had a 15 s win in his Mexico in 542.0 s. A penalty on the fifth test by Cecil Dickson (Mexico) dropped him to third in the big saloon class and he finished only 0.9 s behind John Calton in a similar car.

Results:

BTD: P. Ballance (Clubman GT), 508.2 s. **Points class winners:** M.Sones (Mini Clubman GT), 541.4 s; R. Webb (Sprite), 540.6 s; C. Cooksey (MG 1300), 822.5 s; K. Webb (Mexico), 542.0 s. **Ladies:** Mrs. A. Malin (Sprite), 654.8 s. **Novice:** M. Rolls (Riley Elf), 624.4 s. **Best Owen:** Peter Saunders (Cortina), 681.7 s.

● Brian Gareon was the star of the fourth grass hillclimb of the season for PAN MC at Silverdale near Newcastle-Under-Lyme on Sunday, putting up BTD with his 1310 Cooper in 36.5 s. The 39 competitors had four runs on the 400 yard course and two of the four class winners scraped home by narrow margins. Phil Buck (998 Mini) won his class by three tenths of a second from John Taylor's similar car while Jim Keating (Mini-Cooper S) had only two tenths of a second in hand over Brian Bates and Terry Wilkinson who tied for the runner-up spot.

Results:

BTD: B. Gareon (Cooper S), 36.5 s. **Class winners:** D. Sparkes (Mini), 37.0 s; P. Bucks (Mini), 37.1 s; J. Keating (Cooper S), 38.0 s; B. Cordon (Spitfire), 39.7 s. **Novice:** P. Frayling (Mini), 39.1 s. **Ladies:** Mrs. M. Buckley (Austin 1100), 40.2 s.

Brookes wins re-opener

Caernarvonshire & Anglesey MC's Uniflo Gwynedd Rally last weekend proved to be a good event to re-open the second half of the *Daily Express* Ford Escort Rally Championship and saw Russell Brookes with Neil Wilson head the finishers' list in the usual Brooklyn Mexico. Neil Wilson was called in at the last moment as Brookes' usual navigator, John Brown, was ill with cellulitis. In second place, just over a minute behind the winners, were Bob Bean and Alan Greenwood in their Fordsure Mexico, in turn ahead of the Willment/Thor Hammers Mexico of Andy Dawson/Kevin Gormley.

The event retained its usual format of several short stages in the early evening, followed by a night of selective sections and finishing with a stage round the Great Orme. Most of the regular championship contenders felt that the stages were rather a waste of time and with the exception of the Orme they were all a bit "Mickey Mouse," especially as the majority of them meant driving through holiday traffic.



Mexico Men Brookes and Bean.

First car away from the 19.00 hrs start on Holyhead's promenade were Nigel Rockey/Paul White in their new Hoopers Mexico. Their old car has been sold to Len Williams who was running at 22. Bob Bean's Fordsure car was the next away followed by the Mexicos of Russell Brookes/Neil Wilson, John Edwards-Parton/Don Davidson, Andy Dawson/Kevin Gormley, Roland Young/Dave Cowell, John Barter/Dave Kirkham, and Dave Roderick/Mike Woodward.

The first stage was only a couple of miles from the start and was a short thrash round a field and down a farm track, which was very slippery for the first few cars. After this the crews went to Mona for the first time before a two and a half hour jaunt round Anglesey which incorporated only five miles of stages. After a second trip round Mona competitors made their way to the mainland and a stage which was cancelled due to not being arrowed before the first selective which started just east of Llanllyfni. Bean was credited with fastest time on this one in spite of having a puncture and nearly being caught by Brookes! Dawson got off to a bad start when, after being baulked, as were many of the early numbers, his navigator missed the deceptive slot at 115/437460 losing over two minutes to the leaders.

The next selective was a short one and was cleaned by a large number of cars, while the third saw Bean ahead of Brookes and Rockey. Just after this Nick Chandler/Dick Witham retired their Bonds Garage (Waterlooville) entered Mexico when they hit a large boulder which appeared in the middle of the road and ripped out part of their gearbox casing. Also out were Ted Clarke/Richard Morris when they suffered oil pressure and fuel starvation problems in their Escort TC.

The petrol halt at Bryncir was preceded by the seventh selective which saw the demise of Geoff Loos/Peter Valentine when they put their Kings Mexico off the road and broke the roll-bar mounting. Rockey was also in trouble when he wrong slotted for a couple of minutes while Dawson lost another minute for the same reason. At the halt Brookes was leading just ahead of Bean and Roderick.

Brookes was rather worried about a loud clonk coming from the offside suspension but could find nothing wrong, and must have decided that it was due to his new lightweight navigator not straining the suspension as much as John Brown! Whatever the reason he continued at unabated speed. Dave Roderick went off on the very fast tenth selective, breaking a shock absorber, but was able to continue to the finish despite breaking the exhaust on the last section, and having "more moments on the event than most people have in a year."

John Edwards-Parton/Don Davidson, in their Thomas Motors Mexico who had had a puncture just before, had a very bad wrong slot on the last selective which was through the forest north of Betws-y-Coed. Roland Young/Dave Cowell set an excellent time here to be just ahead of Dawson, and over half a minute ahead of the next car.

All that remained was the, as usual, excellent stage at the Great Orme where Dawson was fastest ahead of Young's Allitts Motors Mexico, the first time the latter has been beaten for about 4 years. The finish was in Colwyn Bay at the Four Oaks where Peter Valentine was for once speechless when asked to pay 5p for an extra slice of toast! Apart from the rather poor stages the other main trouble with the event was the time taken to get the results out, although it must be admitted that they were right when they finally arrived.

1. Russell Brookes/Neil Wilson (Ford Escort Mexico) 36 m 31 s; 2. Bob Bean/Alan Greenwood (Ford Escort Mexico) 37 m 48 s; 3. Andy Dawson/Kevin Gormley (Ford Escort Mexico) 40 m 19 s; 4. Roland Young/Dave Cowell (Ford Escort Mexico) 42 m 00 s; 5. Nigel Rockey/Paul White (Ford Escort Mexico) 43 m 00 s; 6. Dave Roderick/Mike Woodward (Ford Escort Mexico) 44 m 49 s; 7. John Edwards-Parton/Don Davidson (Ford Escort Mexico) 46 m 02 s; 8. Les Watkin/Tony Beddoes (Ford Escort 1600) 47 m 38 s; 9. Martin Watson/Jeff Hignett (Ford Escort TC) 51 m 06 s; 10. Colin Mack/David Thomas (Hillman Avenger Tiger) 51.50.

Class winners: Bean; Mack; S. Parkinson/Mike Roper (Ford Cortina GT).

SPECIAL STAGES

SS1. **Ty Mawr** 1. B. Powley/R. Powley (Cooper S) 1.06 pen. 2. R. Marple/P. Ward (Ford Escort Sport) 1.07; 3. W. Owen/E. Williams (Mini 1275) 1.08. SS2. **Mona Airfield** 1. Dawson 0.06; 2. Watson & Watkin 0.08. SS3. **Parys Mountain.** 1. Rockey & Bean 0.11; 3. Brookes 0.12. SS4. **Bodfardden.** 1. G. Loos/P. Valentine (Ford Escort Mexico) & Marple clean; 3. Watson 0.01 SS5. **Tremoelgoch.** 1. Rockey 0.26; 2. Loos 0.27; 3. Bean 0.28. SS6. **Mona Airfield 2.** 1. Dawson 0.11; 2. Watkin 0.12; 3. Brookes 0.13; SS7. **Rhiwlas.** Cancelled. SS8. **Great Orme.** 1. Dawson 0.21; 2. Young 0.24; 3. Watkin 0.25.

Close at Curborough

Proving her point that her win a fortnight ago was anything but a fluke Mrs Jane Wallinger went to her favourite sprint venue at Curborough, near Tichfield again on August 19 and again walked off with BTD. Her win this time was perhaps even more satisfying for her for among the males she vanquished this time was her husband Richard. Jane went even quicker this time for her BTD time was 36.2 s whereas at the previous meeting she only did 36.4 s. Husband Richard was out in the Rentakill Special but a 36.5 s was not enough to regain male honour and Mike Overton's Marcos could only do 36.7 s leaving the madam smiling amusedly!

There was close competition in the T Register class where P. Cresswell led a trio of TCs. He produced a fine 40.3 s to take the class by half a second from D. Clewley with N. Taylor a further two tenths away.

BTD: Mrs J. Wallinger (Spectre), 36.2 s.

Class winners: D. Day (Ascona), 44.3 s; H. Henderson (Minor-Jag), 37.7 s; E. Foster (Midget), 44.9 s; R. Jeavons (Europa), 41.1 s; P. Joiner (Morgan +8), 40.4 s; D. Richardson (Sprite), 38.0 s; M. Overton (Marcos), 36.7 s; D. Cranage (Magnette), 44.1 s; P. Cresswell (MG TC), 40.3 s; P. Lees (MGA), 46.5 s; R. Wallinger (Rentakill Spec), 36.5 s; R. Tennant (Cooper), 43.6 s. **Novice:** G. Brooks (Cooper), 38.2 s. **Ladies:** Mrs M. Clewley (MG TC), 42.0 s. **Best Midland member:** R. H. Budd (Healey Le Mans), 40.3 s. **Best SE Member:** A. Goodman (Midget), 40.2 s.

AUTOCROSS

Fishwick wins decisively

Morning rain made conditions ideal for last Monday's Kirkby Lonsdale MC's Lakeland Motor Company autocross at Borwick near Carnforth, Lancashire, where Colin Fishwick was best of 58 competitors to take the sponsors trophy in his 1340 Mini. His best run over two laps of an 800 yd run was 1 m 8.7 s to win by almost 3 s.

Mike Lawson was the first class winner with his small engined Mini nearly 2 s up on Mike Holleran. Tony Chapman (Escort) only won the small conventional saloon class by 0.17 s from Dave Howert's similar car. Ron Gibson spoilt an otherwise excellent run in his Sprite by collecting three penalties which robbed him of BTD and his class was won by Don Gallacher's Datsun 240Z.

Allan Whitworth and Mike Scarratt had a rare tussle in the rear engined class, Whitworth's Renault R8 getting the verdict over Scarratt's VW-Porsche by a whisker. Novice winner at the previous day's Castrol/BTRDA round at Rhyl, Peter Holt completed a fine weekend by taking the Middle Mini class but was only four tenths quicker than Graham Capstick who won the best Kirkby member award.

Rally man Harold Morley took his wife's Mexico to second place in the big conventional saloon class only 1.1 s behind Frank Greenway's Escort TC and Ivan Murray had almost three seconds in hand in the large capacity Mini catagory. The final class winner Allan Eckersley (1310 Special) beat Graham Harper, also in a Mini Special by 0.17 s.

BTD: C. Fishwick (Mini), 68.7 s. **Class winners:** M. Lawson (Mini), 74.6 s; T. Chapman (Escort), 78.8 s; D. Gallacher (Datsun 240Z), 80.7 s; A. Whitworth (Renault R8), 75.3 s; P. Holt (Mini), 75.4 s; F. Greenway (Escort GT), 72.5 s; I. Murray (Mini 1100), 75.9 s; A. Eckersley (Mini Special), 71.9 s. **Ladies:** Miss J. Smith (Mini Special), 76.1 s.

RALLY

Hemmings/McKerrell take August Moon

Allan Hemmings and John McKerrell are back in the lead in the London Counties Rally Championship following an easy win on last Saturday's Super Visco August Moon Rally organised by South Bucks MC. In their Escort TC they dropped 24 m 0.1 s to win by just over four minutes from Dick Beeby/Peter Maskell (Escort TC) with Terry Kaby/Tery Hughes 3rd in their Cooper 'S' on 32 m 0.8 s. With a 180-mile route on OS 144 and 145 the rally attracted a full entry and was based on Oxford.

The winners put up the quickest time on almost every one of the sections in an event in which there were only three time controls. Hemmings and McKerrell went into the lead early on when one of the favourite crews Peter Jones/John Cappler retired with a broken exhaust on their Escort TC. Another early casualty was Kevin Videan's Datsun 240Z. Rebuilt following its high speed shunt on the Gremlin the week before Videan and Julian Chitty had only a short ride before a piston went on the second section. Clerk of the Course, Ted Cowell had a nasty few moments when his Escort TC Course car struck a huge boulder near the end of the event which smashed two wheels and punctured both front tyres.

Overall: Allan Hemmings/John McKerrell (Escort TC), 1441 s; 2, David Beeby/Peter Maskell (Escort TC), 1696 s; 3, T. Kaby/T. Hughes (Mini Cooper 'S'), 1928 s; 4, C. Wood/D. Smith (Avenger Tiger), 2024 s; 5, D. Skinner/P. Rushforth (MG Sports), 2178 s; 6, R. Mallett/D. Otridge (Lotus Cortina), 2182 s.

CROFT

Blades' "Battle of Britain" double



Doug Niven — slices record.

Johnnie Blades, driving the ex-Moonraker Lotus 69, won the "Battle of Britain" Trophy for the second year running at Croft on Monday after a hard drive through the field. The Darlington and DMC had assistance from Texaco for their annual Festival of Speed, which featured aerobatic displays and motorcycle racing as well as four car races. The very large crowd, who were undeterred by a lunchtime rain shower, saw Doug Niven knock another 0.4 s off his Special Saloon record in the Celtic Homes Boss Escort, while Pete Clark scored a very convincing Formula Ford win (for the Texaco Trophy) with the Wigley Crosslé 25F. The other outright winner was Barry Joell who fought off the constant attentions of Mel Ross in a similar U2 Mk 11B, to win the combined Clubman's and Northern Sports Cars (Scorton) Mod Sports race.

The latter event (for the Northern Goldsmiths Trophy) began with the three U2 Mk 11Bs of Joell, John Holroyd and Ross drawing away from the opposition slightly, although Holroyd was badly delayed somewhere on the first lap. For the remainder of the race Ross stuck firmly to the tail of Joell's car but without finding a way past, Joell winning by 0.6 s. After an initial spurt by Vin Malkie's Chevron B1, Dave Rees installed himself in third place with his U2 Mk 11, although until lap six when he made a very quick pit stop, Tim Wood shadowed Rees in the Pennine U2 Mk 8B/11. Geoff Temple finished a solid fourth in his old Chevron B1 while a recovering Wood came sixth behind Tony Williams, who was the leading Mod Sports driver in the Team Ziebart Sprite. The race had started on a wet track but dried quickly to the discomfiture of Johnnie Blades who had one of the wet tyres on the Clan Crusader completely cooked by the finish. Blades still won his class, however, even though he fell way behind Williams.

Pete Clark had lapped a second quicker than his nearest rivals in Formula Ford practice and at the start of the Texaco Trophy race he streaked away to what was, by FF standards, a very easy win. As he had hoped, Ted Payne was able to follow Clark through from the second row and the Ansa March 728 held off Mike Wrigley's Merlyn Mk 11A until the latter had a moment on lap three, thereafter starting a determined pursuit race during which he lapped as rapidly as the leader. Payne appeared safe for some laps but during the closing stages he was pressed hard by Kel Hesketh in the Stein Lager Merlyn Mk 24. Behind Hesketh there was a fine scrap between Phil Barak's Peters Stores Special, John Simpsons's now very effective Bacal Nike Mk 10 and Dave Steedman's ex-Fox Hawke DL9. Simpson spun out of this fight on lap six and despite coming under considerable pressure Barak kept fourth place to the end. Wrigley's efforts were rewarded when he jumped from ninth to six on the last lap after Andrew Jeffrey's Elden Mk 10A spun and the unlucky Simpson had to spin to avoid him. Simpson finally finished eighth behind the earlier Nike Mk 6 of John Woodcock.

Since there were Wendy Wools and Esso Uniflo points at stake the John Neasham Trophy for Special Saloons drew a fair field including Andy Barton's Mini-SCA, Barton returning after his early season crash. The Boss Escort and Derek Huntley's Escort FVC left the grid together, but the irresistible Bosscort of Niven soon pulled clear, giving the lap record another pounding as it went. Huntley was going really well too for he kept Bill Dryden's SMT Firenza t/c in his mirrors to the end. After John Calvert's fast but unreliable Hillcrest Used Cars Escort BDA had retired once more the leading 1300s came next in the closest battle of the day. The contestants were the Minis of John Watts (Trustee Savings Bank) and Roger Matthews (Birdsedge Racing Developments), and they changed places continually until Watts managed to take the TSB car past the finishing flag first. Once Barton had dropped out David Wragg had no more problems in the small class and he brought the other Mini-SCA home seventh, behind Keith Bowmaker's rumbling 4.7 Escort.

Johnnie Blades had only completed two practicelaps with the Lotus 69 so found himself at the back of the Battle of Britain Trophy grid. Barry Joell made a cracking start but the U2 was soon overwhelmed by Bob Leckie's Brabham-FVC BT36, while a hard-charging Blades was up to sixth after a lap. One more lap and the yellow Lotus was third but Blades had lost his visor and was huddling down in the cockpit to try and protect his eyes. Despite this setback Blades passed Leckie on lap 4 and soon opened up a comfortable gap. It was just as well as in the closing stages the Lotus gearbox started playing up and so Blades came home a very relieved winner after a fraught but successful day. Joell dropped to fifth on the ninth lap behind Richard Sims (Chevron B19/21) and Dave Welpton who was running-in a newly rebuilt FVC in his B21. Welpton got faster as the race progressed and went by Simms's FVA-engined car on lap 10. A good effort was that of Joe Applegarth who started third and finished sixth in his Brabham BT23C which at the moment only boasts a pushrod Ford motor of some 155 bhp.

Northern Goldsmiths Trophy, Northern Sports Cars (Scorton) Mod Sports Championship round and Clubman's Sports (10 laps). Overall and Clubman's: 1, Barry Joell (1.6 Mallock U2-Holbay Mk 11B), 12 m 30 s, 84 mph; 2, Mel Ross (1.6 Mallock U2-Holbay Mk 11B), 12 m 30.6 s; 3, Dave Rees (1.6 Mallock U2-Holbay Mk 11), 12 m 56 s; 4, Geoff Temple (1.6 Chevron-Cosworth B1), 13 m 21 s. **Fastest lap:** Ross, 1 m 12.4 s, 87.02 mph.

Mod Sports over 1300 cc: 1, Eike Wellhausen (4.2 Jaguar E), 73.90 mph; 2, John Gregson (1.9 MGB); 3, Aubrey Brocklebank (2.2 Morgan +4). **Fastest lap:** Wellhausen, 1 m 23.2 s, 75.72 mph.

Mod Sports, 1151-1300 cc: 1, Tony Williams (1.3 Austin Healey Sprite), 77.89 mph; 2, John Ovens (1.3 MG Midget); 3, Ian Wilkinson (1.3 Austin Healey Sprite). **Fastest lap:** Williams, 1 m 18.2 s, 80.56 mph.

Mod Sports up to 1150 cc: 1, Johnnie Blades (1.0 Clan Crusader), 75.06 mph; 2, Ronnie Grice (1.1 MG Midget); 3, Ron Harper (1.1 Triumph Spitfire). **Fastest lap:** Blades, 1 m 19.0 s, 79.75 mph.

Texaco Trophy Formula Ford (15 laps): 1, Pete Clark (Crosslé-Rowland 25F), 18 m 56.2 s, 83.17 mph; 2, Ted Payne (March-Scholar 728), 19 m 06.0 s; 3, Kel Hesketh (Merlyn-Rowland Mk 24), 19 m 06.6 s; 4, Phil Barak (Peters Stores Special-Sabre), 19 m 18.6 s; 5, Dave Steedman (Hawke-Scholar DL9), 19 m 19.8 s; 6, Mike Wrigley (Merlyn-Piper Mk 11A), 19 m 32 s. **Fastest lap:** Clark and Wrigley, 1 m 14.6 s, 84.45 mph.

Wendy Wools and Esso Uniflo Special Saloon Championships round (10 laps): 1, Doug Niven (5.7 Ford Boss Escort V8), 12 m 21.4 s, 84.97 mph; 2, Derek Huntley (1.8 Ford Escort FVC/Abbott), 12 m 4 s; 3, Bill Dryden (2.2 Vauxhall Firenza t/c), 12 m 40.4 s; 4, John Watts (1.3 Mini-Cooper S), 13 m 13.2 s.

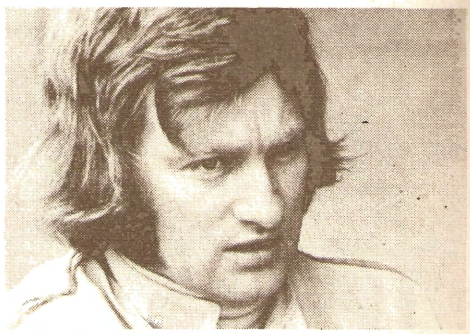
Over 1300 cc: 1, Niven, 84.97 mph; 2, Huntley; 3, Dryden. **Fastest lap:** Niven, 1 m 11.6 s, 87.99 mph (record).

1001-1300 cc: 1 Watts, 79.42 mph; 2, Roger Matthews (1.3 Mini-Cooper S); 3, Gerald Clark (1.3 Mini-Cooper S). **Fastest lap:** Watts, 1 m 17 s, 81.82 mph.

Up to 1000 cc: 1, David Wragg (1.0 Mini-Cosworth SCA), 77.59 mph; 2, Graham Woodhouse (1.0 Mini-Cooper S); 3, Chris Lawson (1.0 Mini-Cooper S). **Fastest lap:** Wragg, 1 m 19.2 s, 79.55 mph.

Battle of Britain Trophy Formule Libre (15 laps): 1, Johnnie Blades (1.8 Lotus-Cosworth BDE 69), 17 m 10.6 s, 91.69 mph; 2, Bob Leckie (1.9 Brabham-FVC/Smith BT36), 17 m 29.4 s; 3, David Welpton (1.8 Chevron-FVC/Kelly B21), 18 m 04.2 s; 4, Richard Simms (1.6 Chevron-FVA/Kelly B19/21), 18 m 19 s; 5, Barry Joell (1.6 Mallock U2-Holbay Mk 11B), 14 laps; 6, Joe Applegarth (1.6 Brabham-Ford BT23C), 14 laps. **Fastest lap:** Blades, 1 m 06.0 s, 95.45 mph.

European FF series



Australian Brabham employee Peter Finlay (above) is currently holding joint second place in the European FF series with Hans Binder on 55 points. Swede Bengt Gilhorn increased his tally to 62 points by winning last Sunday's round at Anderstorp from Lennart Sundahl and Binder. Finlay's excellent performances this year have been in an old Palliser.

SPRINT

Racing car battle

Returning to the Curborough venue after the break of several weeks, John Ravenscroft had to work really hard before taking BTD at the annual Rolls-Royce (Derby) MC event last Sunday. In the Lola T142, he scraped home by 0.1 s with 32.5 s to win the Club's Mike Howard Trophy. But he had Tony Bradwell (Brabham Quatro) and Bob Rose (McLaren) snapping at his heels with 32.6 s apiece. The club attracted 99 competitons, one of the best in the nine years that the sprint has been their main event.

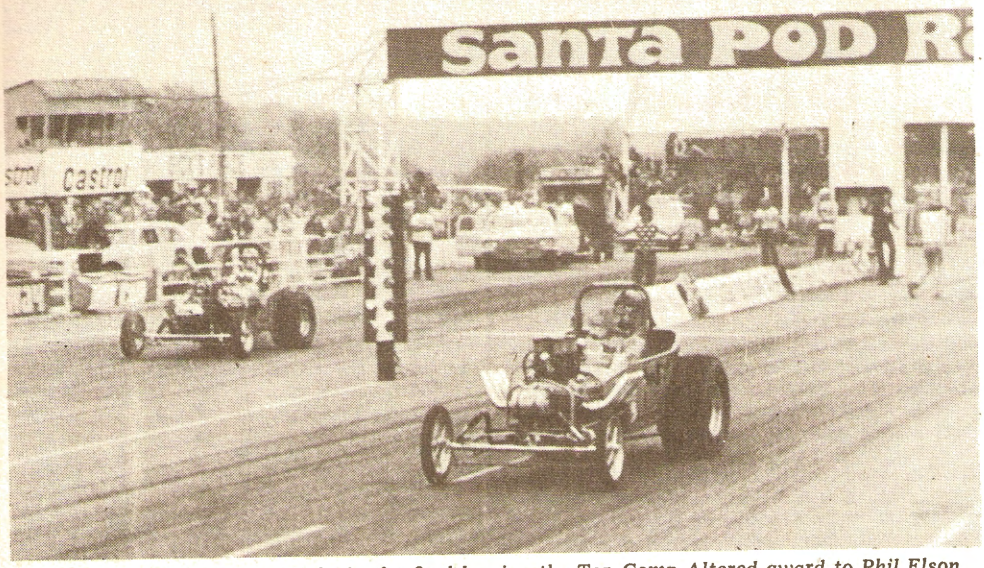
First of the 12 class winners was Malcolm Oxborrow's Cooper in 41.0 s comfortably ahead of David Woodward in his Imp, but Peter Holland had a fight on his hands in the next class to hold off Lloyd Burnham by 0.2 s, while Graham Thompson was very pleased with a personal best of 40.0 s. There was a rare tie for second place in the big Cooper class where David Depper and John Colley in 1293 and 1260 models recorded 38.2 s on each of their two runs. Will Cole took the class in 37.9 s in his 1556 version.

Roland Hand and Fred Henderson were the front runners in the over 1600 cc saloon class, Hand's Anglia winning with 36.6 s to Henderson's 36.9 s in his Jaguar-engined Minor fitted with blower. Herbert Shepherd's E-type had a 12 win in the road going sports car class but Des Richardson was only 0.5 s up on David Blackwell, in Sprites, in the small sports car class. Marcos enthusiasts Mike Overton and Cyril Baxter had their usual struggle with Overton the master by 0.3 s, but J. Parsons was only a fraction away from beating the pair of them.

The over 2-litre modsports car class went to Steve Hemmingway in his s/c Turner-Ford who did 35.8 s to win the Phil Gill Trophy for best RR member. Identical times of 36.4 s on each run gave Mike Green (Lotus 23B) the sports racing class up to 1300 cc and Doug Booth restored male supremacy in the big class when he drove the Warringer Spectre to beat Mrs Jane Warringer by 0.3 s. In the final class, there was a healthy 14 cars of which Rob Turnbull's Brabham BT35 turned in 33.6 s, 0.5 s ahead of David Render (Brabham BT29X) and a clear second ahead of Richard Hantley's BT 21A.

BTD: J. Ravenscroft (Lola), 32.5s.

Class winners: M. Oxborrow (Cooper), 41.0s; P. Holland (Cooper), 39.7s; W. Cole (Cooper S), 37.9s; R. Hand (Anglia), 36.6s; H. Shepherd (Jaguar E), 39.3s; D. Richardson (Sprite), 37.7s; M. Overton (Marcos), 36.5s; S. Hemmingway (Turner-Ford), 35.8s; M. Green (Lotus 23B), 36.4s; D. Booth (Spectre), 34.5s; R. Turnbull (Brabham BT 35), 33.6s.



Dave Stone (right) hit a red light in the final leaving the Top Comp Altered award to Phil Elson.

SANTA POD

Skilton is back on top

The weekend's holiday drag meeting saw another huge crowd at Santa Pod for the Radio and DJ Monthly sponsored Nationals. It was one of the best meetings of all time, rivalling even the internationals in excitement and action. Again new records were set left, right and centre in the various classes. The Pro Stocks were fantastic, Top Comp was great, Top Dragster was great, but above all, Skilton and Priddle were in the final together, both running their Donovans, both looking for the win, both running like greased lightning.

The Pro Fuel entry comprised four cars, Roland Pratt having to withdraw with a cracked block after Blackbushe, whilst Priddle's second car was also left at home. Allan Herridge was the first to qualify, after one unsuccessful attempt, and this he did with a strong 7.4 s. Next Mike Hutcherson made two attempts, and ended up with an 8.14 s—off his usual form. Then Priddle was out, and responded with a 6.7 s to take low spot. Skilton was out soon after, but was slow at 7.40 s, but in the field. Later in the day, after official qualifying had finished, he came out again, and showed his potential with a 6.8 s at 220 mph.

On Sunday morning, most of the cars were out again to practice, and Clive further improved to 6.79 s at 218 mph. Priddle had drawn Herridge for the first run, but despite the usual game try by the diminutive driver, there was no way that the car could stay with Priddle's fleet 6.7 s at 181 mph, Allan again running a high 206 mph in 7.3 s. Similarly, Hutcherson was out of luck when he pulled a wheelie and had to shut off against Clive, who shot through at 223 mph in 6.69 s, again serving notice that the final was going to be no easy one for either driver.

Late in the afternoon, the two cars pushed down to thunderous applause, each driver having his own following, with Priddle burning-out and pre-staging first whilst Clive had to come through very close to the centre to miss some bleach from an earlier run. Neither driver was keen to move in first, and an element of "burn-down" crept into the proceedings before Skilton crept into stage and lit his bulb, whilst Priddle edged forward the last inch and stopped. No one was talking nitro percentages, but a deep breath was likely to make your head swim within 20 yards of either car, then the lights were running, and on the green, it was Clive out first by scant feet and really charging. By the mid range, Priddle was closing and in fact managed to get a wheel in front, but then Skilton's top end power started to tell and rocketed him through to win with a 6.72 s at 221 mph to 6.68 s at 210 mph. Amid frenzied delight from the crowd, Skilton was back at the top, even if it did cost him a piston or two!

Top dragster, the steadily improving small brothers to the big A class cars, was further livened up by the entry of Roz Prior, Britain's answer—and a very successful one—to Paula Murphy. She was driving husband Dave's ex-Bruce Brown injected 454 Chevvy rail, and ran a high 10 s first time out, steadily working down to the semi-final where Ray Hoare put her out with a 9.7 s to 10.4 s, but a great start to a promising career. In the final, it was Tony Anderson who provided the challenge in his blown 2.5 Daimler, fresh from a 9.3 s qualifying run. Initially, it looked like he would be the winner, with Ray Hoare making a very bad start, but somehow pulling back nearly 50 yards with a 164 mph run in 9.9 s from the 302 Chevvy rail. Anderson was a bit slow at 10.02 s at 129 mph.

Top Comp had the added attraction of Ed Shaver in the now-painted VX4/90 funny car, and once again, its handling left something to be desired on several runs, Ed having to apply several armfuls of lock in the braking area during qualifying at over 160 mph. But he fell to Dave Stone anyway in the semi-final, despite holding on well for half the distance before easing off at the finish. Stone had qualified with a new record of 8.54 s, with rival Phil Elson sufficiently close at 9.02 s to worry him into a red light in the final, leaving Phil with the title for the second year running.

The Street classes were again eventful, with the STP Top Street class having a dozen entries. Pete Andrews broke the diff on his Corvette at the first attempt, but was allowed to qualify on Sunday morning with a new one at 11.9 s, whilst at no 2 again, Richard Smith ran a 12.4 s before breaking the lay shaft in his Chevelle's gearbox and retiring. John Ledster also broke his Mustang gearbox after a 13.4 s and pulled out, as did Bob Oram with a broken oil pump in his 13.0 E-type. The Roses were in with a 13.0 s after an "all-nighter" installing a new cam on Saturday night after finding three lobes worn on the old one the previous week. Most of the other entrants were in some sort of trouble, the Sunday night scene being one of frantic activity in the Top and Pro Stock pits.

Pete Andrews led with a 12.06 s to beat Al Connor's Zephyr/Chrysler at 13.5 s. Then Morris Morley, who would have run Oram, had an easy 15.3 s in his 427 Corvette. Similarly, Dennis Mutton's Torino, later to be driven up the strip by Dave Lee Travis had a 15.3 without Richard Smith to worry about, with finally Dave Rose winning the last run. In the semi-final Andrews ran an 11.86 s to Morley's 14.6 s, whilst Rose handled Mutton's 14.9 s with a 13.1 s before facing Andrews again in the final. Trying a bit too hard, Dave Rose red-lit to a better 12.5 s as Andrews fought the beast off the line to a 12.1 s, only to have either the motor or transmission seize through the finish. After this, Andrews decided that he might as well go the whole way, and started planning the debut of his Camaro Pro Stock, due in the country in a few days. This will come as a relief to the rest of the Top Street brigade, and opens the STP championship up again, with Dave Rose and Richard Smith both well placed to win, and both well matched in their cars.

And so to Pro Stock, and another new car, this time a Chevy Nova with 427 and Clutch-Turbo belonging to Peter Bennet. Reputedly capable of 9.7 s, the car has had the full acid dip treatment, with paper thin panels and fibreglass bumpers, etc, to weigh in at 2,700 lb, some 300 lb under the rest. Of these, Goggin was settling in the Booth engine, changing valve springs overnight, whilst Kevin Pilling had repaired his gearbox and fitted some new, taller slicks. Tony Dickson, pleased with his Blackbushe performance, had borrowed Pete Crane's tunnel-ram and carburation for trying out after a couple of "baseline" runs, whilst Gerry Andrews in the Escort/Chev made up the field.

Gary showed he was really serious with a terrific 10.75 s at 136 mph backed up with a 10.70 s at 135 mph, whilst Kevin broke his rear end on the first run, but fixed it for later in the day and an 11.02 s. Tony was slow at 12.2 s, found a bad plug, and then ran an 11.7 s at 126 mph; his best top end, but not as quick as he had hoped. Andrews ran a 12.05 s in the Escort, while Bennet also qualified late on Sunday morning with a promising 11.8 s. Goggin and Pilling also came out for practice, with a new elapsed time record coming from Gary at 10.54 s/135 mph to 10.72 s/132 mph. Dickson had the new carburation on and ran an 11.6 s at 128 mph, finding it hard to get off the line effectively with his new-found power. He faced the Escort in the first round, and when Gerry had trouble trying to get into gear, he lept away to a satisfying 11.27 s at 128 mph. Gary had run an 11.1 s bye, then Bennet got down to 11.6 s against Pilling at 10.79 s. Trying traction compound for the first time, Dickson was determined to get some grip, but lost the race with a red light as the car crept in the beams, his 12.8 s not being indicative of his 128 mph run as Goggin ran an 11.01 s, getting a bit sideways on each shift. Pilling then had a bye at 10.7 s again to get to the final. The sight of the two powerful stockers leaping forward on the burn-outs rivalled the excitement of the Pro-Fuelers, showing just how popular the Pro-Stocks are getting, with their times now better than many a dragster and altered. This time Gary was out a fraction ahead, pulling the front wheels off the ground on the first shift and holding the edge all the way until Kevin had the gearknob come off in his hand, slowing him to a 12.8 s at 72 mph. Goggin hit a consistent 10.67 s at 134 mph.

CASTROL AUTOCROSS ROUNDS

Bevan on Sunday...Smith on Monday

One of the smallest entries of the series—only 77—travelled to Rhyl last Sunday for the first of the two Bank Holiday Castrol BTRDA/Autocross championship rounds. John Bevan took BTD with Naveb over Nick Seymour's Volnick, the course comprising three laps of 1000 yds which was dusty and rough after the recent dry spell. Three cars rolled with varying degrees of damage and only Mike Lowndes damaged a shoulder.

Martin Barnard started the day by scoring a rare win with the Datsun 240Z against the Porsche 911S of Messrs Marston and Evans. A misfiring engine on Nick Garner's 860 Mini reduced his performance and he had his work cut out to notch another class win from Barnard who was only 0.2 s away. In the smaller capacity conventional saloons, the London Escort men Tony and Bob Merridale took the major points, Tony winning by 3 s while Mike Spray was a long way away in third with his Anglia.

Howard Murray made a rare appearance with his TVR Tuscan to show a clean pair of heels to Roger Dowson and Paul Northall with a Triumph GT6. Murray did 2 m 1.6 s for sixth fastest overall and took the class by 1.4 s.

After a long absence, Roger Burn was back in business with his Imp blowing everyone off in the rear-engined class with ease, and Roger Brunt collected another maximum in the 871-1000 cc Mini class beating his old rival Frank Morris by 1.1 s.

Another of the maximum men already through to the final, George Warren turned in a fine drive to win the big saloon class by 9 s in his Escort RS. This must have demoralised John Clarkson whose similar car had just had a rebuilt engine installed. Terry Smith moved closer to a maximum in the over 1000 cc Mini class, his 2 m 1.1 s being his sixth class win. Bevan's BTD was 1 m 54.7 s on his second run after an uncharacteristic slow initial appearance, and the ever consistent Seymour was second again. Rob Lyall returned to the fray with a rebuilt engine in his Grotbox Special but was a long way behind in third place.

BTD: J. Bevan (Naveb), 1m 54.7s.
Class winners: M. Barnard (Datsun 240z), 2m 12.4s; N. Garner (Mini), 2m 10s; T. Merridale (Escort), 2m 3.1s; H. Murray (TVR Tuscan), 2m 1.6s; R. Burn (Imp), 2m 4.9s; R. Brunt (Mini), 2m 1.3s; G. Warren (Escort), 2m 1.0s; T. Smith (Mini), 2m 1.1s.

Terry Smith of Birmingham was the sensation of the Taunton MC round of the Castrol/BTRDA autocross championship at Lovedere Farm, Goatshurst, near Bridgewater on Bank Holiday Monday when he took BTD by a clear 2 s with his 1340 Mini. He defeated such notables as John Bevan (Naveb), Nick Seymour (Volnik) and Mike Turpin in his new Special. The round also saw the first defeat for some time for Richard MacDonald (though troubled with misfiring) and Roger Brunt's all-conquering Mini was relegated to fourth in the 1000 cc class.

Having been split by Barnard's Datsun 240Z the previous day, Porsche pilots Dave Marston and Brian Evans reasserted themselves in class S leaving Barnard trailing by 3 s. Marston scored his fifth win in 1 m 57.9 s almost a second up on Evans. After four wins in his last four outings, Richard MacDonald fell foul of engine problems in his 850 Mini and had to give best to Peter Gould by just over 2s while local lad Ian Cockram was a creditable third.

Tony Merridale completed a happy Bank Holiday with his second win in two days in the small-engined Escort but brother Bob was knocked off his second place perch by a determined John Bevan who had the Daf really wound-up and was a second up on the Escort. Entries in the sports car class reached an all time low for only one car appeared, and Roger Dowson claimed his sixth class win in the Triumph GT6 beating Paul Northall by 2 s. Despite putting all four wheels off first time out John Button stormed back to take the rear-engined class, his VW beating Roger Burn's Imp by 2 s but the eyebrows were raised in the next class where Brunt was beaten in to fourth place by Frank Morris (scoring his sixth win), John Yates and Norman Williams. The flying George Warren had the biggest class win of the day with his Escort—by 6 s—from N. C. Barker's well-driven Anglia which left Clive Trueman (Escort) by almost a second.

Smith's first run gave him victory for a drive shaft broke later on. Tony Scource was second in his similar sized unit but trailing by 3 s while Dave Fuell took third after further disappointments. On such a fast course, the specials were expected to dominate the time charts but class winner Mike Turpin was nearly 1½ s adrift of Smith and only took the class on aggregate from Seymour while Bevan was way off the pace and 4 s adrift with Naveb. John later restored some of his pride by taking the RAC run-off beating Smith's time by three-tenths.

BTD: T. Smith (Mini), 1 m 47.7 s.
Class winners: D. Marston (Porsche), 1 m 57.9 s; P. Gould (Mini), 1 m 53.3 s; T. Merridale (Escort), 1 m 56.4 s; R. Dowson (Triumph GT6), 1 m 54.0 s; J. Button (VW), 1 m 56.6 s; F. Morris (Mini), 1 m 51.1 s; G. Warren (Escort), 1 m 53.6 s; T. Scource (Mini), 1 m 50.5 s; M. Turpin (Special), 1 m 49.1 s.

SNETTERTON RESULTS

Reliant Formula 750 National Championship round (8 laps): 1, Robin Smyth (Warren), 16 m 06.4 s, 80.76 mph; 2, John Giles (JGS) 16 m 12.2 s; 3, Mike Street (DC Plus), 16 m 32.2 s; 4, Ian Bates (Reliant Special), 17 m 01.4 s; 5, Roy Lewington (Centaur), 17 m 05.6 s; 6, Stuart Gerrell (Gerrell), 17 m 14.6 s. **Fastest lap:** Smyth 1 m 58.8 s, 82.12 mph **(record).**

STP Production Sports Car round up to £1 200 and £1.200 to £1,625 and MCD Special Saloon Car Championship round up to 850 cc and 851 cc to 1000 cc (10 laps): Overall and Saloons 851 to 1000 cc: 1, Alex Clacher (1.0 Hillman Imp), 18 m 05.0 s, 89.92 mph; 2, Graham Goode (1.0 Ford Anglia), 18 m 44.2 s; 3, Peter Monkhouse (1.0 Hillman Imp) 18 m 51.2 s; 4, Richard Long (1.0 Ford Anglia), 19 m 13.2 s. **Fastest lap:** Clacher, 1 m 46.8 s, 91.35 mph **(record).**

STP Production Sports Cars £1,200 to £1,625: 1, Shaun Jackson (2.5 Triumph TR6), 78.61 mph, 2, John Targett (1.8 MGB), 3, Ron Hopkinson (1.8 MGB). **Fastest lap:** Jackson, 2 m 01.0 s, 80.62 mph.

STP Production Sports Cars up to £1,200: 1, Geoff Till (1.3 MG Midget), 76.54 mph; 2, Miki Chittenden (1.3 MG Midget); 3, Wadsworth Howard (1.3 A.-H. Sprite). **Fastest lap:** Till, 2 m 05.4 s, 77.80 mph **(record).**

MCD Special Saloons up to 850 cc class: 1, Norman Blowers (850 Wesley Mini), 84.25 mph; 2, Neil Dineen (850 Morris Mini); 3, Alan King (850 Austin Mini). **Fastest lap:** Dineen, 1 m 52.8 s, 86.49 mph, **(equals record).**

Super Visco Formula 1200 National Championship Round (8 laps): 1, Mike Taylor (1.2 Tetranychus Telarius), 14 m 22.2 s, 90.52 mph; 2, Tim Gath (1.3 Mallock U2 Mk IIB), 14 m 40.6 s; 3, Tom Hudson (1.2 Lanson Mk 1), 14 m 55.4 s; 4, Philip Lloyd (1.2 Nomad Mk 1), 15 m 03.4 s; 5, Doug Nixon (1.3 Dougal 2), 15 m 20.0 s; 6, Colin Campbell (1.3 Tasman 2), 15 m 37.0 s. **Fastest lap:** Taylor, 1 m 44.4 s, 93.09 mph.

BP Formula Atlantic Championship round (15 laps): 1, Geoff Friswell (March-Hart 73B BDA), 21 m 29.8 s, 113.46 mph; 2, Colin Vandervell (March-Smith 73B BDA), 21 m 34.2 s; 3, David Purley (March-Lec 723 BDA), 21 m 41.2 s; 4, John Nicholson (LyncarNicholson BDA), 21 m 44.2 s; 5, Ken Bailey (March-RES BDA), 21 m 45.6 s; 6, Stan Matthews (March-Richardson 723 BDA), 21 m 47.8 s. **Fastest lap:** Friswell 1 m 24.4 s, 115.59 mph.

STP Production Sports Car Championship £1,625 to £3,000 and over £3,000, and MCD Special Saloon Car Championship 1001 to 1300 cc and over 1300 cc (10 laps): Overall and Saloon over 1300 cc: 1, Colin Hawker (3.0 Ford Capri DFV), 16 m 35.4 s, 98.01 mph; 2, Chris Meek (2.0 Ford Escort BDG), 16 m 52.8 s; 3, Nick Whiting (1.6 Ford Escort FVA), 17 m 01.8 s; 4, Tony Sugden (1.9 Ford Escort TC), 17 m 24.8 s. **Fastest lap:** Hawker 1 m 36.6 s, 100.99 mph.

Production Sports £1,625 to £3,000: 1, Malcolm Wayne (1.6 Lotus Europa Special), 86.13 mph; 2, Alan Minshaw (1.6 Lotus Europa Special); 3, Roger Smith (1.6 Lotus Elan Sprint). **Fastest lap:** Wayne 1 m 51.4 s, 87.58 mph **(record).**

Production Sports over £3,000: 1, Nick Faure (2.7 Porsche Carrera RS), 91.59 mph; 2, Count Giovani de Stefano (2.7 Porsche Carrera RS); 3, Alister Cowan (2.7 Porsche Carrera RS). **Fastest lap:** Faure 1 m 45.0 s, 92.91 mph **(record).**

Saloons 1001 to 1300 cc: 1, Andrew Wheldon (1.3 Mini), 91.26 mph; 2, David Conway (1.3 Riley Elf); 3, Brian Thackray (1.3 Ford Escort). **Fastest lap:** Brian Cox (1.3 Mini Clubman BDA) 1 m 43.0 s, 94.72 mph **(record).**

Formula Ford (8 laps): 1, John Lipman (Dulon-Davron LD9), 13 m 42.8 s, 94.86 mph; 2, Matthew Argenti (Merlyn-Scholar Mk 24), 13 m 53.0 s; 3, Mike King (Lola-Close T340), 13 m 59.2 s; 4, Mike Chittenden (Merlyn-Piper Mk 24), 14 m 00.0 s; 5, Edward Cunningham (Merlyn-Scholar Mk 24), 14 m 00.2 s; 6, Ken Everden (Palliser-Rowland WDF2), 14 m 01.0 s. **Fastest lap:** Lipman 1 m 41.2 s, 96.40 mph.

Sta-Power Monoposto Championship round up to 1000 cc and 1001 to 1600 cc (8 laps): Overall and 1001 to 1600 cc: 1, Trevor Scarratt (1.6 Brabham-Ford BT18), 12 m 50.0 s, 101.36 mph; 2, John Boughton (1.6 Brabham-Swindon BT18), 12 m 53.4 s; 3, Brian Jordan (1.6 Nike-Panther), 12 m 59.6 s; 4, John Mutter (1.6 Lotus-Holbay 35), 13 m 06.2 s. **Fastest lap:** Scarrett, 1 m 33.4 s, 104.45 mph.

Up to 1000 cc: 1, Graham Bowskill (1.0 Brabham-Holbay BT15), 87.80 mph; 2, John Lancaster (1.0 JCM-Ford Mk 6); 3, Michael Illiffe (1.0 Lotus-Ford). **Fastest lap:** Bowskill and Lancaster 1 m 49.0 s, 89.51 mph **(record).**

LLANDOW

New circuit record



Clive Power—FF win at Llandow.

Peter Deal's Brabham Repco BT21B broke the outright circuit record at Llandow last Monday, lapping in 34.4 s (104.66 mph). Deal held the lead of the *formule libre* race before spinning at Devil's Elbow which dropped him down to fourth and while he rocketed back through the field to win at an average of 98.4 mph, he established the new circuit record. John Davies' Brabham finished second ahead of Peter Cook's U2 while the expected appearance from Guy Beddington's Formula 5000 March didn't materialise after the engine blew during mid-week testing.

Two special saloon scratch races provided wins for Dave Williams' Wolseley Hornet (at 84.99 mph) and Dave McCloy's Escort (at 88.2 mph). In Williams' incident-paved race, the 850 class went as expected to Ken Bowen's Mini while the 1-litre section mixed with the big cars was won by Len Brammer's Longman Mini. A special invitation handicap saloon car race at the end of the day produced lots of action with scratch man Dave McCloy making up ground fast with his Escort; meanwhile George Constantine damaged his Mini severely against the Devil's Elbow bank. On the last lap McCloy got by second man Ken Bowen and was about to take leader Nolan Pitts on the last corner when he went off the road and crashed heavily in to Constantine's car. From the terrible mess, Gregory luckily escaped unhurt and Pitts won.

Dulons dominated the Formula Ford race by taking the first three places, Clive Power leading home at 91.90 mph from Ian Moore and Sean Ross. The other race for allcomers went to John Burbidge's E-tyne (at 88.87 mph) from the unfortunate Escort which was driven on that occasion by co-partner Jo Gregory.

Watched by a large crowd, the special sidecar race run in reverse direction was marred by a serious accident on the first lap which hospitalised two competitors.

● After 14 rounds of the RAC Sprint Championship Trevor Smith (Sprite) holds a three point lead over Peter Noad (VW). Top 10 placings are: 1, T. Smith (Sprite), 84 pts from best 10; 2, P. Noad (VW), 81(10); 3, Tony Hunt (Mexico), 70(10); 4, J. Larkin (Clubman) and D. Beare (Sprite), 69(10); 6, D. Tearle (Mini), 63(8); 7, P. Darbyshire (Clubman), 46(7); 8, J. Calton (Mexico), 42(10); 9, Clare (Midget), 39(9); 10, M. Clarke (Cooper), 37(6).

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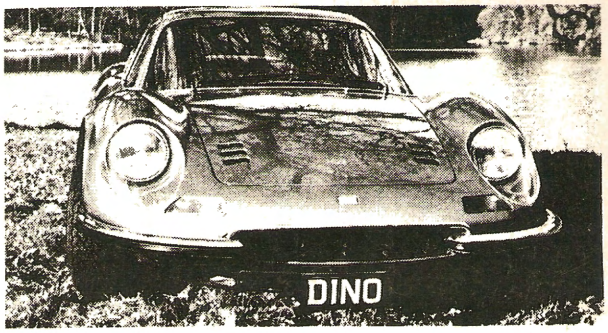
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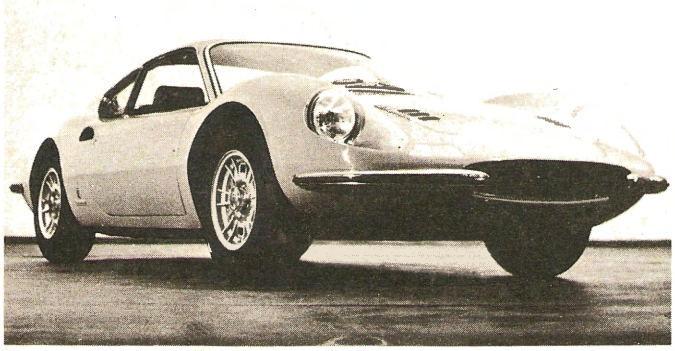
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