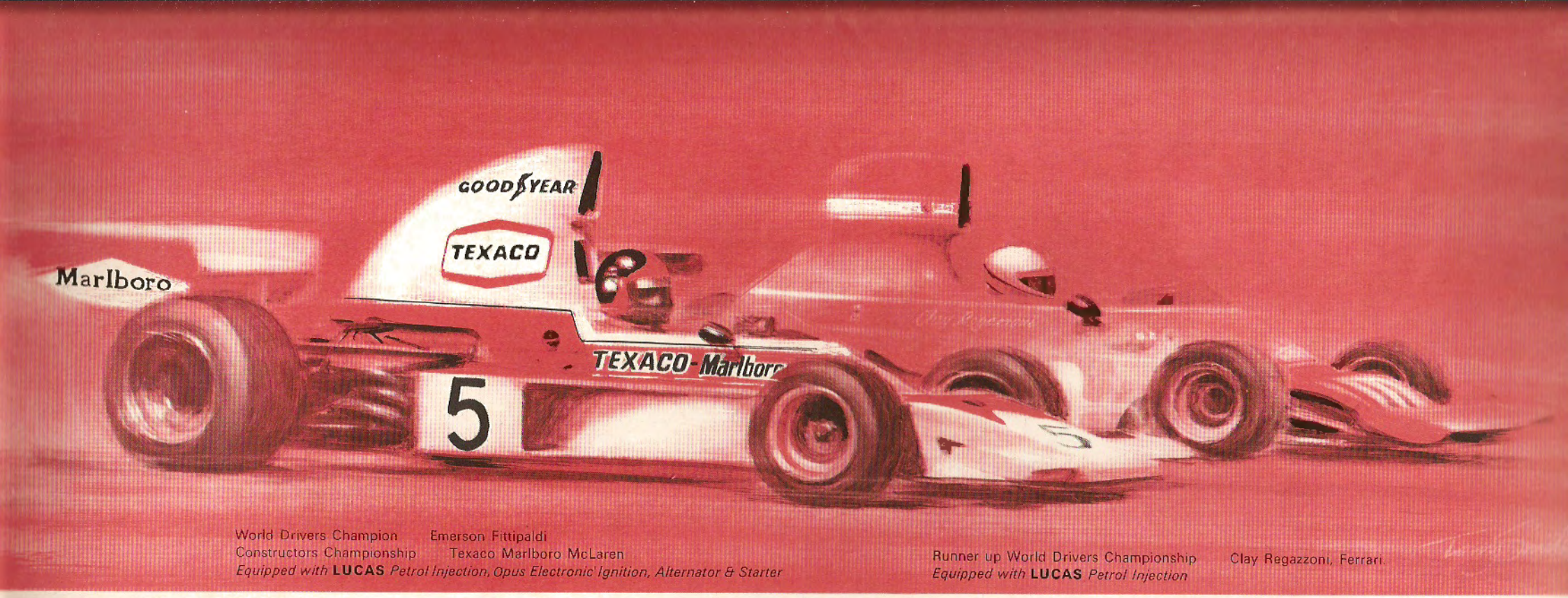
Haymarket publication

5 December 1974 18p

TOUR DE CORSE - MAX MOSLEY - ROAD TEST - BRANDS

AUTOSPORT

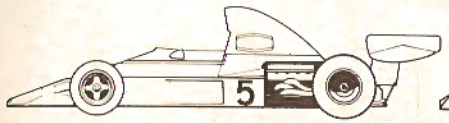
Review of the dramatic F1 World Championship



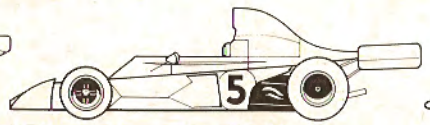
World Drivers Champion Emerson Fittipaldi
Constructors Championship Texaco Marlboro McLaren
Equipped with **LUCAS** *Petrol Injection, Opus Electronic Ignition, Alternator & Starter*

Runner up World Drivers Championship Clay Regazzoni, Ferrari.
Equipped with **LUCAS** *Petrol Injection*

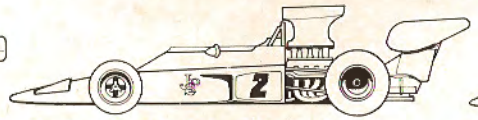
LUCAS Suppliers to 31 World Championships since 1959



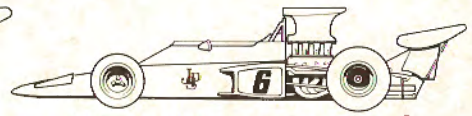
1974 EMERSON FITTIPALDI Texaco Marlboro McLaren



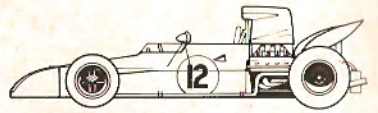
1973 JACKIE STEWART Tyrrell



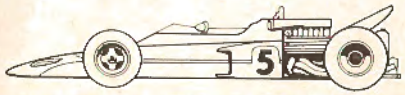
1973 J.P.S. Constructors Championship



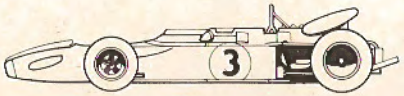
1972 EMERSON FITTIPALDI J.P.S.



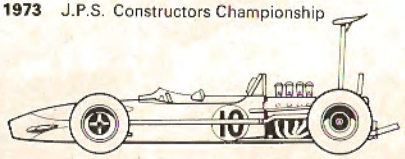
1971 JACKIE STEWART Tyrrell



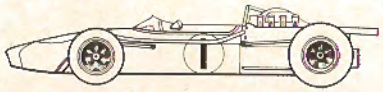
1970 JOCHEN RINDT Lotus 72



1969 JACKIE STEWART Matra

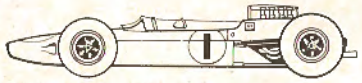


1968 GRAHAM HILL Lotus 49



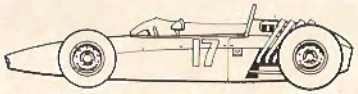
1967 DENIS HULME Brabham

1966 JACK BRABHAM Brabham



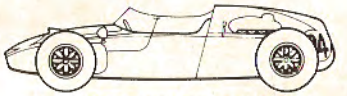
1965 JIM CLARK Lotus

1963 JIM CLARK Lotus



1962 GRAHAM HILL B.R.M.

1960 JACK BRABHAM Cooper



1959 JACK BRABHAM Cooper

LUCAS Petrol injection · Opus electronic ignition · Alternators

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

December 5, 1974, Vol 57 No 10

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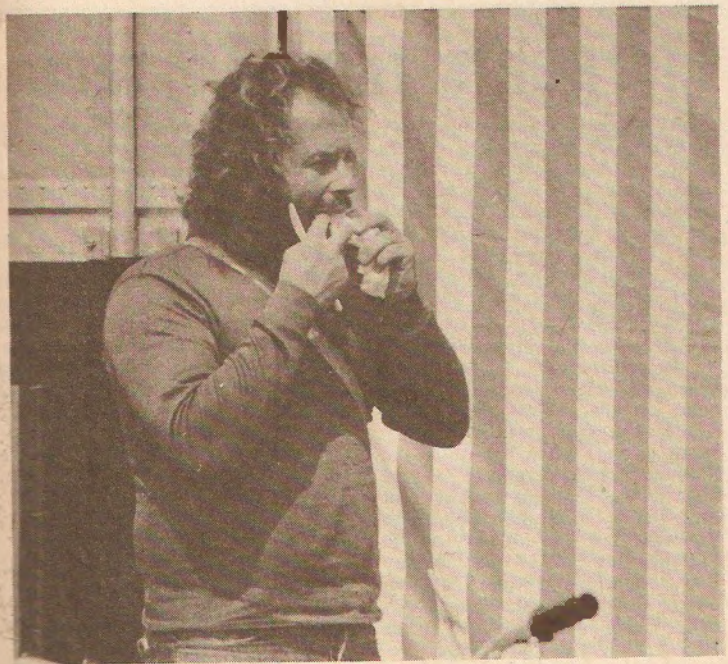

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EDITORIAL

In this week's issue Pete Lyons reviews the 1974 Grand Prix season. It has, without doubt, been the closest fought championship for many years and, even more, unquestionably the most healthy year in the championship history. This has occurred in spite of, or perhaps because of, the world wide gloom which was being spread this time last year in the face of the world oil crisis. Formula 1 Grand Prix racing is the shop window for motor sport as a whole, and the state that it has got itself into this year is just what was needed to smooth the rippling waters. Motor racing to the majority of people the world over *is* Formula 1; if that looks good and healthy then motor sport is acceptable.

A great deal of credit for the current situation must go to that oft maligned body, the Formula One Constructors' Association. It is through their excellent work behind the scenes that the formula has taken its current stature. By keeping the major dramas and internal politics behind closed doors, as much as they have been able to, they have managed to present organisers with a "package show" which runs smoothly and is a guaranteed money spinner.

What of the future? Once more we're at the quiet part of the year and those who take pride in knocking our sport are foretelling disaster, based on fluid fact and told in a style bordering upon sensationalism. However, our information is that at least two major new sponsors are to be announced shortly, while the number of competitors next season seems likely to remain the same, or even increase.

One person, until recently very much involved in the Constructor's Association and running a Grand Prix team, told us last week that he expected F1 to continue expanding in the future to a point where it will have a substantial series of non-championship second division races as well as the world championship Grands Prix. He went on to say "I just see F1 becoming bigger and better with more and more people wanting to do it."

AUTOSPORT concurs with this point of view entirely and, we consider it to be what the sport requires. Britain, like every other country involved in motor sport, has just one Grand Prix which is the biggest crowd puller and spectacle of the year. Unlike any other country, we have two non-championship F1 races which are the *second* biggest crowd pullers of the year. We are sure this story would be the same in most other countries. Added interest would come from the battle to remain in the "first division" or to be promoted from the "second division."

Related to the future of F1 in our view is the future of Formula 3. For many months now AUTOSPORT has campaigned support for this formula. Gaining strength all the time, this has materialised to the point where the F1 Constructors have put their full weight behind it and this week the giant oil company BP have announced they are to sponsor a championship for the class. Lending further support to the cause at one of the most important award ceremonies of the year early this week, the chairman of a leading component manufacturing company said, "I feel that to maintain the supremacy (of British constructors and drivers) there are not enough top class British drivers. To help remedy this I urge race promoters to stage *more* F3 races as this class of racing is the best proving ground for up-and-coming drivers."

We hope this message is received not only in Britain but world wide.

our cover picture

Typifying the tense struggle for the F1 championship throughout 1974 is this battle between Mike Hailwood, Patrick Depailler and eventual champion Emerson Fittipaldi, at Zandvoort. Pete Lyon's review starts on page 24.

Photo : Peter Burn

Hexagon withdraw

Hot on the heels of the Gitanes announcement last week, Hexagon Racing have officially announced their withdrawal from Formula 1 motor racing.

Managing Director of Hexagon of Highgate, Paul Michaels said "All negotiations for the possible sponsorship of the team having fallen through, I have reluctantly decided to withdraw from motor racing. The Brabham BT44 which we ran for John Watson is being sold back to the Brabham works team as per my agreement with Bernie Ecclestone, but I have asked him for the option to repurchase the car for my collection when it has finished its competitive life.

"With a full season's experience and six championship points behind us, together with the recent arrival of Keith Greene as team manager, I feel sure that we would have been truly competitive in 1975. But there is no way that we could have carried on without substantial sponsorship.

"Obviously I am very disappointed not only for myself but for John Watson and all the members of the Hexagon Racing Team, but I am glad to have been able to give John the chance to prove himself in Formula 1. I am now going back to the business of selling cars, which after all is what Hexagon is really all about."

The withdrawal of Hexagon's brown and orange car means that Ulsterman John Watson is at this moment without a drive for the 1975 season. He is however still under contract to Motor Racing Developments and MRD boss Bernie Ecclestone who confirmed this on Monday but declined to comment further.

John Watson, relaxing at home after his recent operation to remove a plate from his leg —from which he is now well recovered, said "It seems a shame that Hexagon are forced to withdraw from the sport, I think the team had a lot to offer particularly as they were the the only really successful private, non-constructor team. As for next season, I am still waiting to hear from MRD as to what plans they may have for me."

Hexagon Racing first came to prominence with a D type, a Lister Jaguar and a Birdcage Maserati driven by commercial artist Nick Faure. The team contested the Historic championship until 1973 winning its class on two occasions. They then progressed through Formula 5000 with a Trojan T101 and several one off drives for John Watson in non-championship Formula one races (and the British Grand Prix) in 1973 with a Brabham BT37 and the ex-Stommelen Eifelland March, before the team bought the ex-Wilson Fittipaldi Brabham BT42, damaged in Sweden, for the 1974 season.

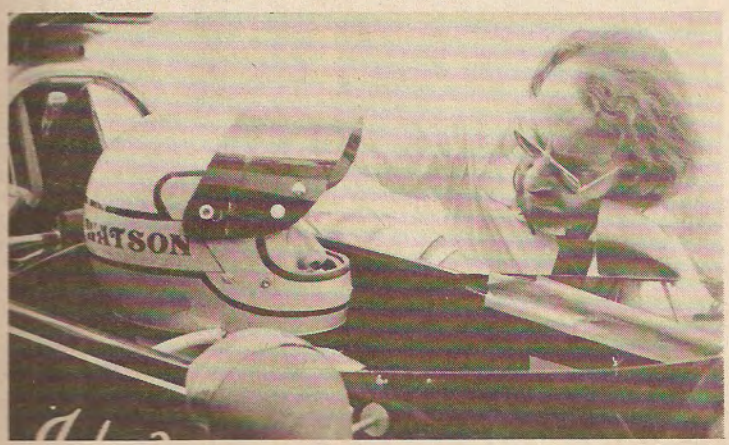
Starting the year on a low note, Hexagon Racing found the trouble with the car and from then on John Watson drove with increasing skill and determination gaining a sixth place at Monaco and seventh in Holland. At the Nurburgring when the BT42 blew its engine in the third practice session, the decision was taken to race the untried BT44 which had only just been built up. A slight off-course excursion damaged a front wishbone on the first lap but John was lying in fifth at the time.

In Austria, the car stormed back up the field after a pit-stop to finish fourth while in Italy, John Watson qualified the car fourth fastest before a monumental accident in practice all but totalled the car. He used the spare works BT44 to finish seventh.

The North American series saw the Hexagon car back together again for a slight accident in Canada and a fine fifth in the US Grand Prix.

Hexagon Racing was a small, neat team, perhaps the reason for their success, but there is no doubt that John Watson has benefited from this experience and is now a championship contender as a result.

Hexagon's Paul Michaels confers with John Watson—"I have reluctantly decided to withdraw from racing."



BP to sponsor F3 championship in GB

Britain will have a major Formula Three championship next year. This excellent news was given last week when it was announced that BP will be sponsoring the proposed BARC championship.

The championship will be known as the BP Super Visco British Formula 3 championship and will have a minimum of 14 rounds. This will be the only F3 championship in Britain in 1975 and, although the prize money scale has not yet been decided, it promises to be very healthy.

In announcing the sponsorship last week, Les Thacker, BP Motor Sport co-ordinator, said: 'The F3 championship gives us an opportunity to continue our policy of supporting the up and coming stars of tomorrow." In recent years, BP have, of course, sponsored the Man of the Meeting and Superman of the Year awards, the first of this type of award which have become so popular. Supermen winners have included Roger Williamson, Bob Evans and Ian Taylor while this year's winner, to be announced shortly, is also thought to be one of the countries top young drivers.

The provisional dates for the championship are:

March 3/4, Thruxton (supporting the F2 race); April 27, Silverstone; May 18, Mallory Park; May 26 Thruxton; June 15, Snetterton; July 13 Cadwell Park; July 20, Silverstone, (supporting the John Player Grand Prix); July 26, Oulton Park; August 17, Thruxton; August 25, Silverstone; August 31, Silverstone (supporting the F2 race); October 5, Silverstone; October 26, Thruxton.

Other dates are currently being sought and will include at least three races in Europe. The Irish Clubs have found that Formula Atlantic is too expensive for them to promote and there should be at least two F3 races in the Emerald Isle next season, although the dates have yet to be finalised.

March reported last week that they have had more orders and enquiries for Formula 3 cars than any other formula for next year and interest from other manufacturers is reported to be good.

Morgan's first F1 test

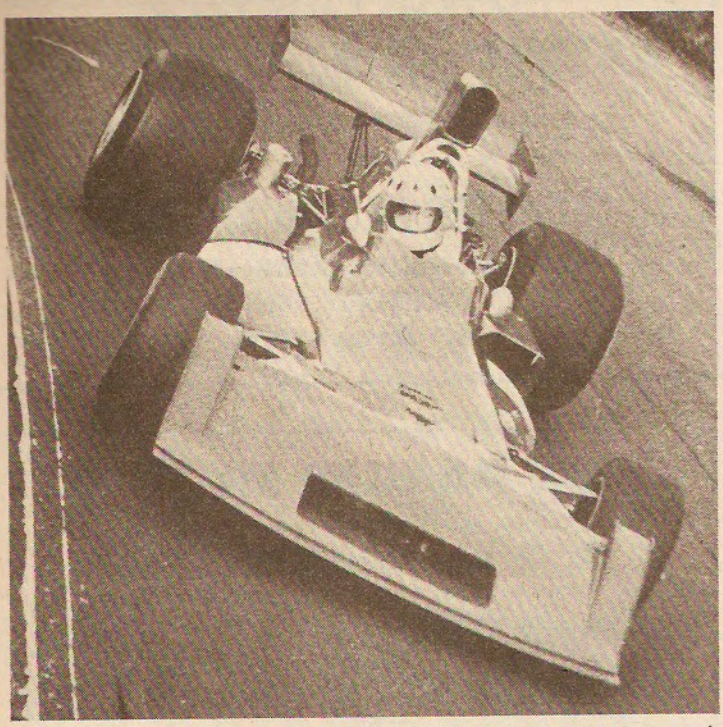
John Surtees continued his policy of evaluating all types of drivers when he carried out a further test session at Goodwood on Monday of this week. Back again for his third try in a works Surtees F1 car was Mike Wilds, while Dave Morgan and Austrian Kurt Rieder were also on hand to try the car.

Following his recent sortie in a Goodyear-shod TS16, Wilds spent the entire morning driving one of the 1973-series TS14s which was still fitted with Firestone tyres. When we spoke to him on Monday evening, he said that it was difficult to pin-point any major differences although he scotched our query as to whether the TS14 was, in any way, superior to the TS16. In about 40 laps of the Sussex circuit, Wilds got down to 1 m 10.6 s "without going mad."

Next in the queue was Rieder, an Austrian who only made his F2 debut at Salzburg late last year when his Austrian cigarette sponsors, Memphis, hired one of the Brian Lewis Racing March 732-BMWs for him to race. Prior to that, he'd driven Porsche 910 and 908s and an old F3 Brabham in local events. He acquitted himself fairly well and finished 7th, thereby gaining a European championship point in what was then a grade "B" event. He'd hoped to move on into F2 this year with Memphis backing which eventually went to the Harper F2 team and fellow Austrian Dieter Quester. Perhaps Quester's one-off F1 drive at the Austrian GP in a Memphis-supported works Surtees TS16 this year could have something to do with Rieder getting the opportunity to try an F1 car. However, we hear he was unable to lap much quicker than 1 m 16 s.

Last to try the car, but certainly not the least, was Formula Atlantic ace Dave Morgan who in not very many laps, got down to a commendable 1 m 12.0 s and was, according to an eye witness, quite impressive. Unfortunately Morgan was unavailable for comment when we tried to get in touch with him on Tuesday morning.

Dave Morgan—first taste of F1.



Mike Wilds testing one of the BRM P160s at Snetterton last week.

BRM tests begin

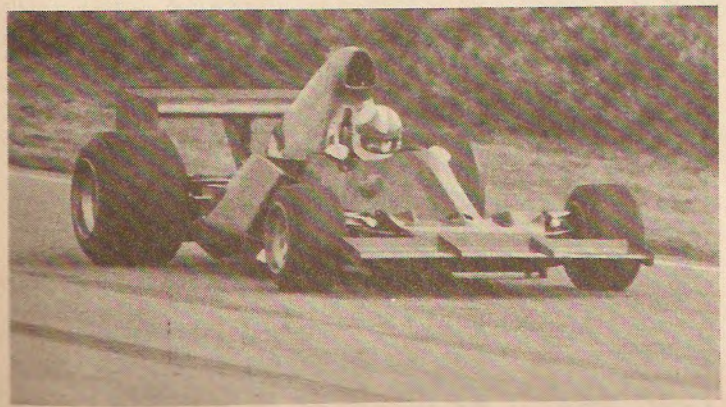
Following our story in last week's issue about the proposed Stanley-BRM Formula 1 tests for Chris Amon and Mike Wilds, they did in fact take place last week (Thursday) at Snetterton where Louis and Jean Stanley were present to cast an eye over the proceedings.

Amon appeared after a long 3½ hour up to the circuit trek to find the P201 had undergone several changes, one of them being the proposed new Ferrari-like nose piece while the other was one of the latest V12 engines which have been developed by Aubrey Woods. Apparently we hear that it was supposed to have given an extra 40 bhp but this power increase certainly wasn't in evidence when Amon tried the car. In fact, due to possible crankcase pressurisation, an ailment which has affected the engines during the latter half of the year, the main oil seal blew after just a few laps and started spraying oil on to the rear brakes. Consequently Amon wasn't able to better 61.0 s in a dozen laps and soon left, unhappy at the thought of another 3½ hour trek home.

Also on hand was Mike Wilds who was given a whirl in one of the venerable P160s. "It handles like a treat but isn't terribly quick down the straights" said Mike. In fact, both Amon and Wilds tried an acceleration test along the back straight between both cars, the P160E leaving the powerless P201 behind. However, to put everything into perspective, Wilds was only able to get down to 59.0 s which is a competitive F5000 time at least.

Amon is expected to test for BRM again this week and although the New Zealander is still thinking about his plans for next year, he certainly won't be able to do the first two Grands Prix in South America because of his Tasman commitments.

Chris Amon drove the BRM P201 which featured a revised nose.



McLaren sign Mass

Confirmed this week, after much speculation, is Jochen Mass' decision to join the World Championship winning Texaco/Marlboro McLaren Grand Prix team. This is not altogether an unexpected move, although a couple of weeks ago, McLaren's Phil Kerr did say that nothing had been decided as he was unaware of Mass' whereabouts. The talented German, who drove for the Surtees team at one stage this year, we understand has signed a year long contract to partner World Champion Emerson Fittipaldi in Grand Prix races next year, starting in Argentina next month.

Jochen Mass—signed.

When we spoke to Kerr on Monday, he was naturally reticent about the whole affair although he did state that the team would run a pair of modified M23s next year and, certainly at the moment, they had no intention of building a new car.

We again brought up the question of their involvement in the American F5000 and USAC series to which Kerr replied by saying "we have been unsuccessful in obtaining a sponsor for the American F5000 series and therefore will not be doing it. If we did, then it would be a bit late to start building a new car which we'd have to do, even though it would be based on the M23."

We remarked upon the current F5000 M25 which is still "collecting dust" in the workshops. It was originally bought by Brazilian Carlos Avallone and is the centre of some legal controversy between him and David Hepworth. "We can't touch it and anyway, it doesn't belong to us. I'm told the case could take up to two years to sort out," added Kerr.

Moving on to their proposed USAC programme, Kerr said they're be running a two car effort again, certainly at Indianapolis for Johnny Rutherford and "hopefully" David Hobbs like they had this year. He went on to say that even though they'd won Indy this year, "we still haven't got a sponsor for next year. You'd have thought that after winning a race like that, it would have been no problem." Why then did they continue with their expensive USAC programme rather than participate in F5000? "In terms of overall prestige, it's better to go to Indianapolis," added Kerr. However, on the subject of the combined forces of the SCCA and USAC organisations agreeing upon the proposed "common-block 366 cid USAC/SCCA formula," which would mean the banning of the incredibly expensive 2.6-litre turbocharged Offenhauser USAC engines, Kerr did say that McLaren would welcome the change to do away with the Offy. Although they would lose money on their current equipment, "it would be a gradual phasing out process and in the long run, it would be cheaper to us (and to everyone), to use stock-block engines."

McLaren will be back at Indy next year, although surprisingly without a sponsor. This is the Carling sponsored works car which was driven into 5th place by Britain's David Hobbs this year.

● Rumours are beginning to circulate about a new F1 car called the Toutou.

● Commenting on his newly acquired Goodyear tyre dealership, which, according to Bernie Ecclestone, is going to be run along the lines to Roger Penske's similar set-up in the States with a retail outlet and a back-up service, the Brabham boss said, "we're planning to operate out of the Watford area, but it is a little early to give further details."

● Going back for another try at winning the Tasman title (this would be his fourth in five years) is Graham McRae who will be running his own GM2 chassis once again. It will be interesting to compare his performances with Chris Amon who is contesting the series in the Talon, an American copy of McRae's car.

● Richard Hawkins' FF engine was *not* stripped after the FF festival as reported last week, but Roy Klomfass' was and found to be legal.

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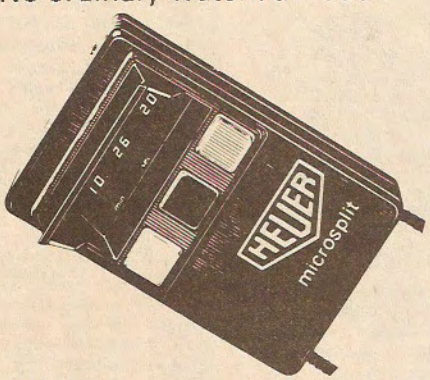

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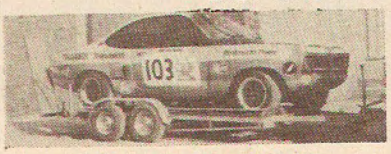

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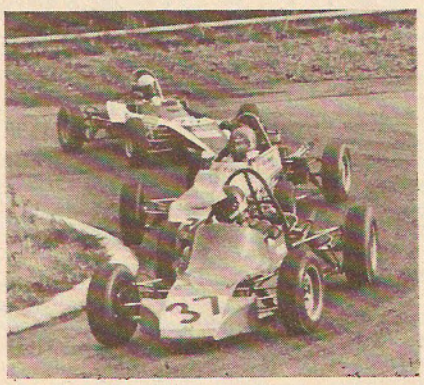

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Parnelli at GRD works

With Mike Warner closing down Group Racing Developments (GRD), it comes as no real surprise to hear that the racing workshops and premises up at Griston in Norfolk are to become the European home of the American Vel's Parnelli Grand Prix team.

A couple of months ago, the team's F1 manager Andrew Ferguson told us that the team had looked at something like 75 suitable sites. However, the move to GRD brings several interesting items to light. One is the original birth of the Parnelli Grand Prix effort in which Ferguson and Warner (both former Lotus employees) were instrumental. They discussed the matter at some length earlier this year when GRD were originally going to build the Parnelli Grand Prix cars at their workshops. This proposal failed to bear any fruition.

Whether it is just a coincidence or not, it's ironic that Ferguson, chief mechanic Dick Scammell, designer Maurice Phillippe and several of the mechanics, are all ex-Team Lotus personnel. Add to that the car's amazing likeness to a Lotus 72, the team taking over a former far from the Hethel factory and you can understand why Colin Chapman isn't very happy about it.

Although the Vel's Parnelli team aren't expected to move into the GRD premises until after Christmas, the workshops are to undergo a complete rejuvenation and will receive delivery of at least one F1 car in the new year. Two more will go straight over to South America for Mario Andretti.

RAC move on tyres

A statement this week from the RAC has accepted the need in current circumstances to stabilise tyre equipment in races. Under the aegis of the Race Committee, talks are in progress with Dunlop and Goodyear with the intention of specifying tyres for Formula 5000, Formula Atlantic and Formula Ford.

The results of recent tests have been studied and subject to confirmation of figures it appears that it would be advantageous to introduce racing tyres for Formula Ford as well as Formula Ford 2000 in 1975 rather than to search for a road tyre to replace the now defunct Firestone Torino.

At the present stage of discussions it looks as though Formula 5000 and Formula Atlantic will be run exclusively on Goodyear tyres and Formula Ford 2000 and Formula Ford on Dunlop.

It has been stated by the tyre companies that unless something is done to rationalise production, there will be a serious shortage of racing tyres well before the end of the 1975 season.

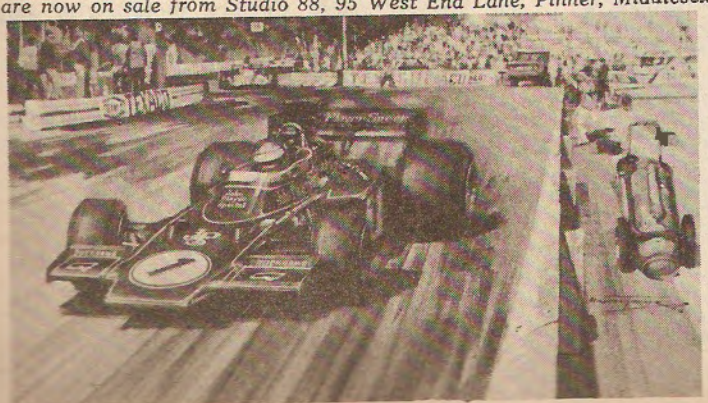
Daytona FSV finals

The final American SuperVee Gold Cup race took place at Daytona last weekend which saw the infiltration of some of the top European competition upon the US scene. The final result went in favour of the new European, Gold Cup champion Sweden's Freddy Kottulinsky driving a Lola.

Britain's sole representative was John Morrison in the works Supernova who qualified second quickest around the long ultra-fast 3.81 mile circuit. However, despite the race being stopped twice and his tyres "going off," which resulted in a spin, Morrison finished a very encouraging fifth which must enhance his growing reputation among the American racing circles at least.

● Two brand new F2 and F3 March chassis were shipped out to Japan recently. . . .

Ronnie Peterson on his winning way at Monaco earlier this year. Just one of Michael Turner's annual collection of six Christmas cards which are now on sale from Studio 88, 95 West End Lane, Pinner, Middlesex.



JPB rates Donington

In an interview with Johnny Rives in the French newspaper *L'Equipe* last week, GPDA circuit inspector Jean-Pierre Beltoise predicted a gloomy future for some of the current Grand Prix venues. The circuits he singles out to be in need of urgent attention were Zeltweg, Zandvoort, Brands Hatch, Silverstone, Mosport, Watkins Glen and Clermont Ferrand. Most of the problems he said, were the placing of barriers. He was not specific on the British circuits but he did say, "In 1976, England will have a circuit *formidable*. Donington. Tom Wheatcroft is going to re-open it; he had nearly traced the original pre-war circuit and has some good ideas on safety." JPB of course visited the circuit two weeks ago.

The circuits he thought were good and suitable for GPs were Ricard, and Dijon in France; Nivelles in Belgium; Buenos Aires (Argentina), Brasilia and Interlagos (with a little modification) in Brasil; Kyalami (South Africa); Jarama and Barcelona (Spain) and Karlskoga (Sweden).

He reported that the Zeltweg organisers were doing the necessary work to get the circuit right. However, of Monza, he said, "It is a great problem; luckily there is Mugello." Of the North American circuits he said, "the two catastrophies are Mosport and Watkins Glen."

Double points final rounds scrapped?

It is reported that at a recent RAC competitions Committee meeting a resolution was passed preventing any championships from having double points final rounds in the future. This was an idea inaugurated by MCD a couple of years ago in order to sustain interest in championship battles up to the end of the season. The idea, however, proved unpopular with the majority of competitors. There have been a number of instances in the last two years of a driver leading a championship throughout the year only to have some sort of failure in the final round and be beaten in the title by someone more than one win's points behind.

● Starting this coming Saturday is an Opel fiesta at the South Kensington premises of Len Street Motors, who are also Lotus dealers. John Webb, the sales manager, and a Formula 4 driver, told us that as well as being able to drive the Turbo Berlinette Manta and the fuel injected GS/E Comodore, visitors could view a G2 Manta and the RAC rally Ascona.

Super Renault's Ricard testing

Michelin hired the short (3.3 kms) Paul Ricard circuit in the south of France last week for extensive testing of Formula Super Renault cars. One surprise participant was a model made by Lola, designated the T410. This was being driven by Richard Scott for the works and with a time of 1 m 20.6 s was about 1 s quicker than any other model. Scott commented, "It felt really good, much better than I had anticipated. I imagined it to be something of a glorified Formula Ford, but no way, it's much better than that. The engine had about 150 bhp, the car was a bit slidy but not desperately difficult to drive. It really was quite quick."

Also present was the March prototype and what was described as a hack Martini. The March was driven by Alain Cudini, Formula Renault ace of 1972. Robin Herd reported last week that testing of the March at Goodwood, prior to its departure for Ricard had gone very satisfactorily and that he thought there ought to be more formulae of its type. "The cars are easy to build and very cheap to run, it's got to be the way to go." The first four of the 15 Marches which have been ordered have already been delivered.

Martini had top young French drivers on hand to drive their car, including Patrick Tambay and Rene Arnoux.

Hanson quits Opel's G1

Due to a substantial cutback in their competition budget for next year, Tony Fall's Dealer Opel Team will be unable to provide their contracted driver Peter Hanson with a G1 Opel Commodore GS/E racer as they have done this year, unless a suitable sponsor is found. Former F3 ace Hanson told us last week that "Tony has said I could stay and wait if I wanted to or go and find something else."

Consequently Hanson has left the team after their poor showing on the recent RAC Rally and is looking towards next season with a certain amount of trepidation. "I would like to try and do Formula 5000 but everything these days depends on finding a sponsor," concluded the Yorkshireman.

● As expected, Bernard Vermilio's appeal against the judged illegality of his engine was rejected last week at an RAC tribunal. This, then, makes Syd Fox, the Mac McKinstry sponsored Hawke driver, the Formula Ford, BOC Golden Helmet champion in BOC's final sponsoring year.

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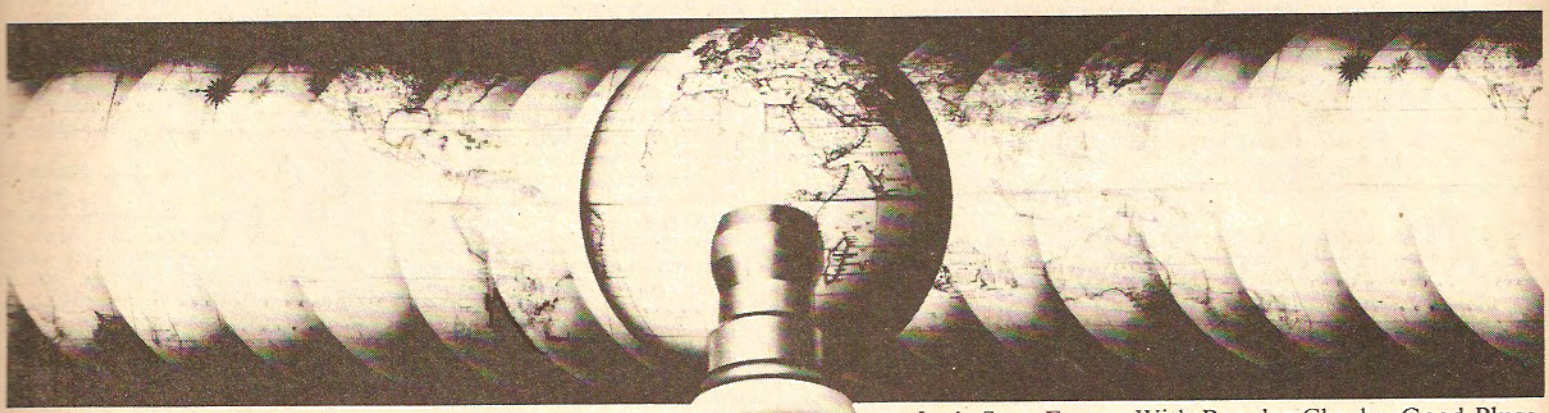

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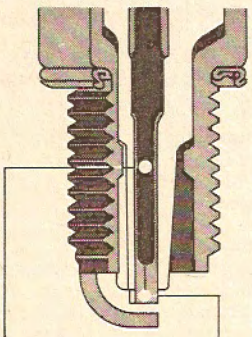

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McLaren's Ferodo Trophy

The much coveted Ferodo award was presented to Bruce McLaren Motor Racing Ltd at a reception at London's Dorchester Hotel on Tuesday of this week. The Trophy is presented to the Commonwealth team or individual who has contributed most to motor sport during the year. McLaren, of course, are fully deserving winners having built the cars which won the F1 Constructors' Championship, the World Drivers' Championship and the Indianapolis 500.

In accepting the award Phil Kerr, joint managing director of McLaren paid tribute to the mechanics, drivers and sponsors who, he said, "have enabled us to continue in a professional manner throughout this season's racing." He went on, "I believe that international motor racing has been recognised for many years not only as a fine sport but also an outstanding entertainment. It has enabled many people from countries all over the world to work together with a common aim. It has also proudly reflected the British motor industry, and provided a shop window for the quality of British racing cars leading the world and that is cause for pride in this country."

Tony Salmon, chairman of this year's panel, said the award was, "a true tribute to the magnificent example set by the team's founder, the late Bruce McLaren, himself a past winner of the Trophy."

Mr Brian Hill, chairman of Ferodo, said that our constructors have dominated the field for nearly 20 years and our drivers had taken the championship 13 times out of the last 17. However, he felt that to maintain this supremacy there were not enough top class British drivers. To help remedy this, he urged race promoters to stage more F3 races as this class of racing was the best proving ground for up-and-coming drivers. "Any measure that can be taken to bring the talent that I feel is available, to the notice of team managers, is a good long step in the right direction."

In reply John Barber, deputy Chairman of British Leyland and guest of honour, agreed that the success of British racing cars had done much to enhance the prestige of the motor industry and the nation. So much so, British Leyland felt that they should also play their part and, to this end, Barber announced that they would be participating in selected motor sporting events during 1975.

Schuppan wins Macau

Last weekend saw the climax of the Macau speedweek when the annual Grand Prix took place at this strange Far Eastern venue. It was to prove a showdown between the two extremely wealthy Hong Kong businessmen, Bob Harper and Teddy Yip, both of whom entered their respective ace drivers into the event.

Harper took along one of his F2 Chevron B27s but fitted with a twin-cam engine for the team's regular driver David Purley while Yip appeared with his British-based Australian protege Vern Schuppan in an elderly March 722 which had been substantially modified and brought up to date by Ralph Hume. Schuppan's March, which featured a Lola T360-type rear wing set-up (Hume is Nigel Clarkson's Lola mechanic as well!) was powered by a Geoff Richardson twin-cam engine.

Drama occurred as early as Friday morning when an urgent phone call to Peter Gaydon of MRC in London by Schuppan's team requested a set of super-sticky Firestone B47 tyres as they were "3 s off the pace." In the space of two hours, Gaydon had contacted Ted Moore at Rapid Movements who had a set flown out immediately. Also in trouble were the Harper team with brake pads. Once again Rapid Movements came to the rescue.

However the actual race, over 40 laps of the twisty street circuit, saw a final victory for Schuppan by *four* laps from Purley. Vern's race time was a little short of two hours and longer than a Grand Prix distance. Third, and just a lap down on an obviously troubled Purley, was a local Porsche Carrera driven by Adamczyck.

Unfortunately in a supporting saloon and GT race on the Saturday, Ford works driver Dieter Glemser, who was driving one of the European Touring Car Championship winning Zakspeed Escorts in Team Harper colours, spun on the seventh lap and ploughed through a bamboo fence, killing a young spectating child in the process. The race was won by Japan's Nobuhide Tachi in a Toyota Celica.

● After a categorical assurance from Vauxhall Motors that their 3.7:1 back axle ratio is available, the protest by Alan Minshaw against that final drive ratio used in Derrick Brunt's G1 Vauxhall, was rejected at an RAC tribunal last week.

Clubmen's dinner dance

The Clubmans SuperSports Register held their superb prizegiving last Saturday night at the Skyline, Heathrow, when they presented some of their sensible, and some of their not-so-sensible awards. As well as the championship winners (cakes awarded, pig shaped for Creighton Brown and "small hairy animal with bobble on the end of long pointed nose" —shaped for Noel Stanbury), there was a walking stick for Arthur Mallock for Veteran of the Year, a rusty spanner for Dave (Sid Marler's mechanic), for Wrench of the Year, and Martin Young received a pot of paint with which he might hopefully decorate his U2. Finally, on the awards side, Peter Evans, the secretary of the register, received the Man of the Year cup, and other acclamations, from a tired and emotional General "Caldwell Amin."

A thoroughly enjoyable evening, and an evening that showed just what a powerful and thoroughly solid formula SuperSports is.

Michel Dupont

We regret to announce the death of Michel Dupont, the Swiss 2-litre sports car supporter. He was found gassed in his locked garage at his Geneva home last week.

Thirty-five-year-old Dupont was a staunch supporter of 2-litre sports car racing and was a prime mover in the Association governing that Formula. He was well known for racing his Chevron equally in long distance sports car races, including Le Mans, Spa, Monza, etc.

To his wife and three children, AUTOSPORT sends its deepest sympathy.

Brands Hatch

The last of the Brands Hatch winter clubbies takes place this Sunday organised by the MG CC. There is the usual emphasis on the popular sports car marque, with MGs in the majority in four of the six events.

Non-MG races are a Special Saloon race in which Gerry Marshall will be going for his third successive win while in the *Libre* event, Peter Williams will be going for his second on the trot with his Pinch Chevron B27. The opposition will once again include some prototype FF2000s.

First race starts at 1 pm.

By Barry Foley

CATCHPOLE

© Autosport 1974

Correspondence

The editor is not bound to agree with readers' opinions

Lombard RAC Rally Editorial spin-off

As a regular reader of AUTOSPORT and supporter of circuit racing I would like to voice my opinion on comments in your recent editorial as both smalltime competitor and bigtime spectator of races like the six hour sports car race in Austria to a meeting at Longbridge!

Last Sunday after "all its publicity" I went to see a couple of special stages for the first time and I enjoyed it but I find it hard to believe that the RAC that runs rallying is the same as the RAC that runs circuit racing. One could draw the comparison of all the spectators at Oulton Park standing on the track after the flag had fallen playing chicken with each other, one wonders about these arguments about barriers, Armco, catch fencing etc.

You ask why the event is so popular? It's not because it is free, I think everyone would pay into a collection box or something, it is because it is a big event with "saloon cars" that people can identify themselves with all round the special stages you can hear 'fantastic, how do you do it? I can do better than that,' coming from the crowd.

It's about time that circuit owners and sponsors woke up to the fact that people go to motoring events to watch road cars, mainly saloons. Can you imagine the crowds if all the money put into the various formulae, F1 included was put into saloon car racing. Could racing be better than the Group 2 TT at Silverstone in 1973? Or the days when Jim Clark and Graham Hill, in their Ford Cortinas, harried the Ford Falcons round before the F1 races, all spectators went to see that.

Single seaters, forced upon the spectator to boost the egos of the drivers, are enjoyed by few unless they happen to know a competitor (F1 excepted) and the amusing thing is that they are used to promote the meeting. Local banger racing draws more spectators than any FF, F2, F3, clubman or Atlantic race meeting. The sooner super saloons get a good sponsor and some advertising the sooner the crowds will be back to put the money in to support these supporting formulae.

CHAPEL-EN-LE-FRITH, STOCKPORT. G. A. POTTER.

PS. The bacon and sausage butties at Oulton are the best value for money anywhere!

Lombard RAC Rally: Kemsley thank you

One of the most difficult jobs at the end of any event is to try to say "thank you" to those officials who were responsible for its success.

The Lombard RAC Rally is a great team effort using some 8,000 officials throughout the country so, first, our thanks to all those people who are the backbone of the event.

It is difficult to single out individuals, in fact to try is one way of upsetting those not mentioned, but it would be very wrong if one forgot the master mind of the whole event—Jim Porter—who throughout the year plans the operation on military lines to ensure the final outcome is such a success. Coupled with Jim Porter our thanks must go to John Lewsey and his team who gathered and produced results with fantastic speed.

Our Area Organisers whose public relation work must be partially responsible for the hundreds of thousands who watch the event also deserve our thanks.

To all those who helped make the event the best of the series—thank you.

JACK KEMSLEY,
(Chairman, Organising Committee).
RAC, LONDON, SW1.

Don't forget Nick!

"All mouth and trousers," Andy Marriot's *Cockpit Cameo* on Brian Henton in last week's issue was so aptly titled.

Brian's statement "In fact I am still the only British driver ever to have won an International Formula Vee race" is so inaccurate as to be almost unbelievable that it was said. Out of respect for Nick Brittan and the Team VW (GB) mechanic's outstanding efforts in the first year of Vee racing, the records must be put straight.

Nick Brittan won the International North Sea Trophy race at Coxyde in August 1967 and a month later won the Eifel Pokal at Nurburgring against opposition from the ultimate 1967 European Champion Gunther Huber, Teddy Pilette, etc. The ADAC were sufficiently impressed with the 'Ring performance to give each member of Team VW the additional award of the 40 Year Nurburgring Commemorative Medal plus the usual 20 ft high ADAC flag! Nick also won European Championship races in 1968 at Zolder, Montlhery etc.

The Formula Vee Association (GB) even have a trophy that commemorates that Nurburgring result and is awarded annually for the best International performance by a British Vee driver.

Whatever success Brian Henton has so far achieved has largely been by his own efforts and with apparently little sponsorship or financial help. That Brian has a lot of driving talent is not disputed, but aspiring World Champions can surely make it without "bulling-up" journalists at the expense of other drivers past performances.

The now legendary cliché from Frank Gardner about "When the flag drops the b...sh.t stops" means the chequered flag as well!

FRED MATTHEWS, JNR.
BALHAM, LONDON SW12.

PS. Brian Henton *was* British Vee champion in 1971 and he won a Vee Western Zone Qualifying race at Zandvoort in the same year. Gold Cup races are for Super Vees . . . . .

Roebuck is king

Please, may I say a big "thank you" to your man Nigel Roebuck (Lorenzo Bandini—Folk Hero) for a really superb and accurate story last week. Nigel is a writer of the first order. I felt as though it was all happening again (God forbid) such was his style of writing. Having had some experience of journalism albeit on a provincial paper, I know "good copy" when I see it.

Well done Nigel—and hang on to him AUTOSPORT, they're few and far between.

LICHFIELD, STAFFS. GERRY TAYLOR.

Richards remembers

In *Special Stage* (AUTOSPORT, November 28, 1974) you lament the poor press coverage of the recent RAC Rally, albeit praising the Post Office's results service.

I was disappointed that you made no reference to the not inconsiderable number of live broadcasts on BBC Radio, which I humbly suggest were more up to date than the Post Office service and which also included 20 interviews with leading drivers.

During this five day event, these broadcasts totalled 75 m 46 s which, if translated into column inches of Press would probably exceed even the most profuse of the national dailies; moreover they were not retrospective reports as is inevitable with the printed as opposed to the spoken word.

HASLEMERE, SURREY. ROBIN RICHARDS.

Delusions of grandeur

Louis Stanley has done it again! Once more his "Lordship" has attempted to take the motor racing world by storm. Early this year he told us that he didn't believe in sponsors and that BRM would be self-sufficient. Now what happens? It has been put into liquidation. Why? Because, naturally enough, the unsponsored racing team consumed all the money. I believe his reason for not believing in sponsors was that he could not get one and this was said as sour grapes. If he had a sponsor then BRM, as we knew it, would probably still exist. Instead all the useful people in the team have been made redundant leaving just Stanley to look after the set-up.

If Stanley is the financial backer of the team, then he is the sponsor. May I suggest he does what he said earlier this year sponsors should do: "keep out of the way and let the people who know what they are doing run the team."

I'm sure I speak for every motor racing enthusiast when I say that we all want to see the name BRM back at the front of Grand Prix racing and wish him luck with Stanley-BRM. If he can persuade the right people to run and drive for the team and keep in the background himself, then *the* British team will be back where it belongs at the top.

LONDON NW5. A. GRIFITHS.

Hill for Ferrari?

As an interested spectator at one of the special stages on this year's RAC Rally I would like to express, on behalf of many people, our thanks to the organisers of the stage at the Three Counties Showground at Malvern. The spectating facilities were such that one could wander from corner to corner without interference and when one was near the loudspeakers at the top of the stage it was very useful to be able to pick up the different cars and their crews from the very informative and, at times, exciting commentary. The commentator was obviously a Ferrari fan by the way he eulogised about the small Lancia Stratos! A fine day's motor sport indeed and one hopes the rally will pass that way again next year.

BOURNEVILLE, BIRMINGHAM. J. D. MASON.

Not enough wallpaper

I would like to thank you for what must be the premier motorsport publication in the country. However, we all make mistakes. I refer to the excellent report on the Wella meeting at Thruxton. Your writer refers to Richard Eyre in the Harlequin Dulon, the correct title should read Harlequin Wallpapers Dulon. I make this point as there are many firms that trade under the name Harlequin and are in no way connected with Richard's sponsor. I feel that when sponsors are mentioned in a race report their name should be correct as a sponsor does not want to give another firm exposure at their own expense.

We have found a way round the FF tyre problem, do not use tyres instead race on the rims, they will not last long but are cheap to replace. It will also bring the excitement back to the formula.

Seriously, the formula must be policed better next season or it will become a laughing stock in racing with the possibility of losing badly needed sponsors. Take note all you bent engine users.

No, Richard, you cannot use an F1 Matra engine in the car.

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The calendar is offered once again at £1 only, and this is an all inclusive price which includes V.A.T., packaging and postage to your door. The calendar is beautifully printed on art paper with a separate sheet for every month. Each page has a portfolio of seven shots from the 1974 Grand Prix plus Le Mans, headed by a stunning full width picture that is ideal for framing or wall display, and this year the calendar is wire bound, which makes it very easy to detach the sheets after the month has passed.

At a quid all in, it's terrific value. The calendars are available immediately, all you have to do is fill in the coupon and mail it straight away to Goodyear. If you want more than one, just enclose a note of where you wish the other calendars to be sent to.

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AS1

DOT's mastermind—rally driver Tony Fall.

Rallying to dominate DOT plans

The formula for DOT was brewed late in '73. Dealer Opel Team was on the race track and forest stage just five months later. It is a co-promotion with Tony Fall Automotive. The first successful year of operation is drawing to a close now—but how pleased are DOT ? Ian Sadler talked to Tony Fall last week to find out.

The first year of DOT seems to have made quite an impression, are you satisfied with the operation?

I think yes, generally; it's gone better than I expected it would do. Probably I, more than most people, was aware of what sort of problems we would be meeting. Probably the biggest thing that stood out that I hadn't anticipated was the fact that we've had to do an awful lot of development in England on the cars; basically because our regulations are so different to what the Germans were working to. Really, I am meaning there the Commodore and the group one-and-a-half that's allowed in this country. There was no way we could rely on anything the Germans told us because they were tuning to strict group one. On the rallying scene we found that things were not as straightforward as we expected on engines. We have had to do it all ourselves because of the astromomical prices of specialist spares from Germany. GM spares are a world-wide thing and they come out at a reasonable level, but specialised spares are fantastically expensive.

What sort of bits?

A set of pistons works out at about £200. We are gradually finding methods in this country whereby we can manufacture the stuff to an English type of price. This is all brought about by the Deutschmark/Pound relationship. With the cars themselves we have been very lucky generally; and with the Asconas we haven't had to tackle any major design work on the suspension or anything like that. The car was right as a standard vehicle. Certainly the Commodore was; obviously we have had to change spring rates and that sort of thing, but the basic design concept was good. One snag that did crop-up at the middle of the year, that affected us more than anything else—in fact a snag which we are still recovering from—was the Tour of Britain. It meant running Commodores of a different type than we ran on Castrol rounds. It meant building special cars for the Tour, and literally, we couldn't use the cars again for the rest of the year. There was no outlet for them. We had to buy two new cars and all the bits that went with them, and it cost us an awful lot of money. We rushed into the thing and then had that disaster when it stopped on the second lap of the first race—because a wire had been left off. The car wasn't finished, nor did it move a wheel until the night before the actual event. We thought that we had learnt our lesson there and we would never get into a similar situation again, but the RAC Rally came, and I feel that it was probably bad judgment on my behalf that we attempted to run two cross-flow cars.

The problems of fitting the new cross-flow engine was a lot more than we ever anticipated. Even right down to the petrol tank requiring re-locating because the exhaust system wouldn't pass the standard tank, and this sort of thing. So, literally in the time between the Lindisfarne and the RAC, we had to build two cars from scratch to accept cross-flow engines. We ran up against a spares problem there with so specialised an engine, and having some of the bits missing, they weren't completed in enough time for testing. This has shown up generally throughout the year—where we have had time to do our testing and building with ample time in hand, we have always returned quite a good result. The Commodore went a little bit sick on us towards the end of the year. We started off very well with the car, but towards the end of the year we had a problem with engines and clutches going wrong mainly due to lack of preparation time—we had probably bitten-off a little more than we could chew really, with the amount of staff we've got here.

There was a lot of effort put into Tony Pond's car, and it proved to be all right. The engine was very reliable. We are not going to fall into the same trap next year. The obvious thing would be to increase the number of mechanics, but I don't think the situation warrants having any more staff at this particular time. For next year we hope that the vehicles will be ready in time. We are starting now for the Dales Rally which is in three months time.

Would you say that the Tour of Britain was more expensive than it was worth?

Yes, definitely. It gets a fantastic amount of publicity, but I still think it is a Micky-Mouse event. They go on about the duration of the event and things like that, but they are only half-hour races compared with something like the Tour de France—there was more competitive motoring in one stage at the Nurburgring than on the whole Tour of Britain put together. The Tour de France was something—it was ten days long and the races could be up to three hours in length. It really is a duration event and the Tour of Britain by comparison is really a "Clubby" type event. I think people will accuse me, on reading this, of sour grapes; I've no doubt that it sounds like it. They have to start from somewhere with the event, but at least let's get the thing on the right footing. I don't think we are going to be involved next year—we can't afford to be involved. We can't afford to run special cars just for that one event. None of our other cars are suitable so we shall probably just miss-out.

One thing that has really come to light over the year, and I don't mind saying it, is that I've not been impressed with race organisers. On the rally scene, organisers have far greater problems to overcome, what with police regs and everything like that, yet they never seem to get into the same confrontation with competitors over regulations as they do in racing. Some of the things I've seen in racing this year have made my hair curl; in fact I'm a bit disgusted with the whole scene, it's almost a bit pathetic. I don't think they are professional people. Cancellation of practice days, time changes you are never informed of, just not enough information fed to competitors—all pettiness, usually on behalf of the officials there. We are supposed to be at internationals; it is supposed to be an international meeting for saloon cars. When it came to the British Grand Prix, we might as well have not been there. We were shoved in the corner of a field and forgotten.

Were rallying and racing operations costed out separately?

No — they weren't costed separately, we couldn't do, because one subsidises the other. For us to farm our racing out would cost double the budget that we've got for the whole lot. With a dealer team the size of this one—remember we are only talking about an imported vehicle—the amount of money is very limited. We haven't the resources Ford have with the factory sitting on the doorstep therefore to split rallying and racing up would be impossible. You have to dove-tail the two to keep the costs down reasonably.

Which gave you most return?

Rallying. Not because I'm a rally man—I'm very open-minded on this—but all I can say is there has not been one enquiry from anybody to go racing with a Commodore, yet the floodgates have really been opened now with this business of the club Ascona. With

A determined looking Tony Pond gives "Astronaut" co-driver RHE an exciting run.

the Opel dealers cup, the enquiries for rally cars are just astronomical.

Which Ascona have you had most enquiries about—the group one car?

Yes, group one. We've had people wanting to go group two, but I think the big potential is for group one in the future.

This year you stopped using the group one car for forest rallies.

Yes, we came up against the RS2000 which was a homologation special. There was no way we could compete with that particular car. We thought we could get to grips better at the group two level. It so happened that we had two group two cars and we had to use what was available. We can't just say this or that for any particular event; we have to use just what is available without chopping and changing.

For next year will there be an increased emphasis on rallying?

The main thing next year will be an increased emphasis towards the private owner. Up to now it has been very difficult to cater for the private owner (we are getting so many technical questions and phone calls a day), as again, the operation doesn't warrant having a separate department just to answer private owners' questions. The people who can really answer the questions are the boys in the workshops who have already found and sorted the problems. Quite honestly, there have been some problems in group one that we haven't been able to answer, simply because we haven't been involved in group one ourselves. Now we are going to undertake an extensive testing session over the winter on group one cars,

even though we can't run a group one Ascona ourselves next year because all our cars happen to be group two.

We will be running Tony Pond in the RAC Championship and that's it. There is the possibility of a Finn coming over and working for us here as a mechanic. We have raised some sponsorship for him and he will be bringing his own car over to rally. We don't know much about him—all we know is that he has beaten Mikkola with an ordinary Ascona, a 160 bhp car, on occasions.

Is he a name we might have heard of?

I can't pronounce it and I don't think anybody has heard of him over here. We haven't worked out any details as yet, but I hope he will become part of the DOT team. He will be working on our premises and we will be paying him his wages as a mechanic so I presume we'll have a reasonable say as to what he does. We would like to see him driving in the Castrol/AUTOSPORT series as that would give us a car in both major championships.

There is a possibility also that we may make certain parts available to people who have done well in Asconas. Drivers who have been campaigning them for a while and have shown promise. We might ask them to bring the car in and we can look it over and see what's doing. There may be things we can point out. It may be that we can lend an engine or something like that. There again though, being an importer, things like engines just aren't free to us. I have to go to the stores department in London and buy an engine out of my budget before I can even

The most successful car—Pond's G2 Ascona.

start on it. It's not like Ford or Chrysler who can take a whole pile of engines off the production line and push them out to various people to do the development work. They cost us an awful lot of money and we have got to do a lot of rallying on the price of one engine.

That is basically what we are going to be doing for rallying next year. We are going to run Tony Pony in group two Asconas for the internationals. He will start the season off, on the Mintex Dales, with a group two Ascona, but the thinking for nationals is that he will be using the group five Kadett, run in whatever form it happens to be in at the time. Our Kadett will be a development car for when the Kadett is, hopefully, homologated in group two. We have no idea if the Kadett is going to be produced in two litre form or not. The factory keep very tight-lipped about this. We just hope that there is going to be a two litre rally Kadett again. A lot of people are running 1200 Kadett's now and we feel we should know about these cars anyway. We will run the car in prototype form on Nationals for Tony Pond.

Will it be using a cross-flow engine?

We don't know about that; probably not. To start with it will be using a clubman's type engine, the same as we had in the Ascona this year. We would also like to get involved with rallycross, but my budget won't allow

Mainstay of the team for 1975. Tony Pond will be driving G2 Asconas and the G5 development Kadett.

me to diversify out of rallies at the present time. We are looking for sponsorship—it would be nice to think of some financial support to help us with these "extra" events, if you know what I mean.

Are you planning on any driving yourself—slotting in somewhere?

Yes, if there is a car available, say, for some of the internationals. If there is a spare one it will mean that Pond's car will have to be ready well enough in advance this year. There will be no argument if it's not ready. It will basically mean that Tony will have three cars available to him this year; a Kadett and two Asconas. We have two Asconas literally brand new, prepared for the RAC Rally, and we hope that with these choices of vehicle the pressure won't be as great on our workshop.

What about racing next year? Although there is no Castrol series, the equivalent . . .

Yes there is an equivalent and I have a programme for it in front of me. I don't know—they are still fighting over the regulations. There is talk of limiting the cylinder capacity to four litres. The racing has got to the stage where the seven litre Camaros are disappearing half way round the track on their own and it is not making any form of drama. The fight that is taking place in our class, between ourselves, the Fords, BMWs and the Dolomite as it will be next year is getting overshadowed. The thinking is that a four litre Camaro would be down amongst us, and would make for closer racing. I'm quite happy to go along with that.

If we do enter a car at all next year, it will have to be on its own set budget, involving a sponsor, and be on a very reduced commitment compared to last year. Basically, even the RAC don't rate the British saloon car championship high enough. They shove it at the back of a field comprising all your little plastic toys running around on the track —masses of Formula Fords, loads of boring races, and then the British saloon car championship, supposedly, is shoved at the end. They are treating it as a second rate event. Anyway, I'm not convinced yet, although it's marvellous that we have turned to group one because it has brought out manufacturers that otherwise wouldn't have been involved. I feel there must be a lot more promotion to make it into a big championship. The NASCAR series in the States is built-up into something quite fantastic. There is no reason why we shouldn't do the same.

Petty squabbling over regulations has upset me to a degree. Everybody knows we are aligned with Ralph Broad in so much that he does the development work for us, but at the same time people cry "wolf" so quickly; just because he has out-thought them on details relating to the regulations. All because the RAC, or whoever wrote the regs hasn't been careful enough in his wording, and Ralph has read right through them. It is just sour grapes that others haven't thought about these things first.

As regards the TT at Silverstone; we tried for weeks to get clarification of the regulations relating to re-fuelling. We wrote letters and telephoned and we got some most vague replies—they didn't even want to know us. "Just take the regs and read them," that sort of response. The paragraph relating to re-fuelling meant three things. We never got an answer, so we built special fuel tanks and on the day of scrutineering we were told: "Oh, that's not allowed!" You can't work with people like that. I won't be very keen to tackle the TT next year. If there is anything I don't like I'll want clarification in writing a month before, or we'll just put a line through it. When I went along and asked if we could use a radio we didn't get any yes or no answer, just an "I shouldn't think so." That was no answer. In the end they asked us if we had a licence for it. Competitors have far out-stripped the organisers professionally.

Will you be budgeting for a car next year?

Basically I've got a budget to build a car and to pay a mechanic's expenses. That is all I have got and I will not be paying for a driver for that car. It doesn't warrant it for thirteen half-hour races.

March Engineering: a case for economics?

MAX MOSLEY interviewed by IAN PHILLIPS

Max Mosley, silver tongue Max, Max the Axe, the Great Chicken of Bicester, call him what you will, has been one of the dominant characters in motor racing during the past five years. After a successful career in club racing, he ceased to be a practising barrister and, with Robin Herd, Alan Rees and Graham Coaker, formed March Engineering towards the end of 1969. March was a bombshell on the lackadaisical motor racing world of that time. In one fell swoop they tried their own brand of enthusiasm, selling and manufacturing to dominate the whole scene. They came close, faltered and are nearing their peak once more. A dramatic five years which sees only Mosley and Herd left of the original team.

Last week Mosley talked to us about the past, present and future of March and motor racing.

What difference will the withdrawal from Formula 1 make to March Engineering as a whole?
Almost none. We won't withdraw in the sense that we shall lose the technical information. We are going to run an F1 test programme and we plan to go back in as soon as we can compete with the leading teams.

What will be the form of your test programme?
An F1 car on various English circuits!

Will you build F1 cars for customers to run privately?
We would examine any proposal that came along on its merits. We obviously want to sell our last year's cars and I suppose it is not inconceivable that we might sell cars in the future.

What were your reasons for pulling out?
We felt that it was difficult to compete with the leading teams even if we had the same finance; without the same finance it is more or less impossible. We've never had a proper F1 budget—the closest we came to it was in 1972. We've never had sponsorship that could compare with that which Tyrrell, McLaren or Lotus and so forth, have. Without that sort of sponsorship you cannot put in the right kind of effort and it's very difficult to take them on. If we don't succeed in running at the front, the problem is that it does us more harm than good to take part. If you take part in F1 everyone looks at your F1 record. If you don't they look at your F2 and F3 records. We would probably have a far better image if we hadn't done F1 in the past two years.

There have been rumours that the real reason that you disbanded the F1 team was that it was an easy way to get rid of Hans Stuck, who was proving costly and perhaps rather difficult. Is there any truth in this?
No. We were pleased with Hans Stuck. I think one has to remember that it was his first season and it must have been difficult for him. The best way to do a first F1 season is like Ronnie Peterson did for us, in a private team without too much glare of publicity. Stuck was immediately heralded as a national hero in Germany. There were continual articles in the German motoring magazines saying, "we all know Stuck could win a race if only he didn't have such a bad car," and things of this kind which must have put enormous pressure on him. I think Jochen Mass suffered from the same problem. We would certainly have liked to have continued with Stuck.

Will you run him in anything next year?
We shall probably have a Formula 2 car for him.

What is your current relationship with BMW?
Very good.

Is it long term?
Not really—there's nothing on paper. Jochen Neerpasch and his people and our firm get along very well together and we certainly hope that the co-operation will continue for a long time to come; there is no agreement or contract though. It's purely based on the fact that we tend to think the same way and act the same way.

Do you see it stretching beyond F2?
Certainly in Formula 3. They are building an F3 engine which, on the dynomometer, has been very promising and we are about to try it in a chassis. That will not take the form of an exclusive relationship. We shall continue to fit other engines in our F3 cars and they will supply engines to other chassis manufacturers.

As to other formulae, that would depend entirely on BMW. If they decided to build an F1 engine we would obviously be very pleased if they were to ask us to co-operate with them. But, as far as I know, they haven't decided to build an F1 engine. I regard it as very unlikely at a time when BMW have had fairly substantial lay-offs and, in common with all the other car manufacturers they are going through a lean period.

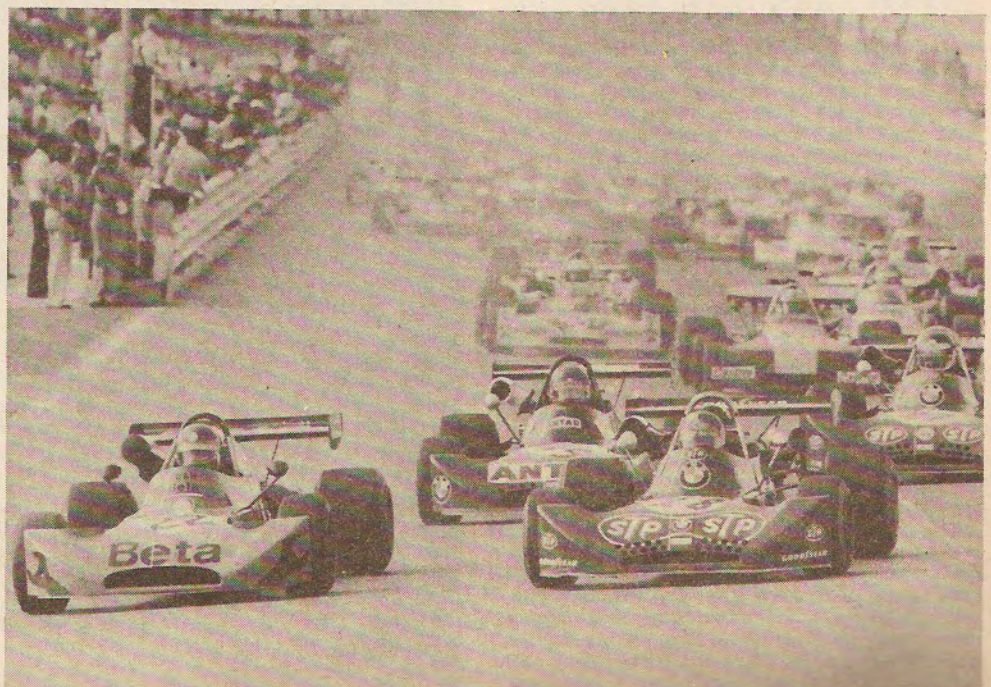
Max Mosley—"never had a proper F1 budget."

At the end of 1972 the future of March didn't look particularly good, then came the BMW deal in F2 and things started to go well. Was that the basis of the turning point in March fortunes?
Not entirely. Although the F2 was successful, so was the F3 and every type of car we made. In Japan, for instance, our biggest sports car market, the sports car won absolutely everything. I think the turning point probably came about half way through 1972 when we realised that things were not going as well as we had hoped.

When we started we thought that 1970 would be the year we got established and 1971 would be the year we got on a par with our competitors in every formula. These two years worked out—by the end of 1971 we were on a par with our competitors in F1, F2, F3 and all the way through the spectrum. 1972 was going to be the year when we dominated racing. It didn't turn out quite like that!

First of all our revolutionary F1 car, I must phrase this carefully (Robin Herd was in the

This underlines the popularity of the March chassis in F2 racing as Brambilla leads away Beltoise, Coulon and Jarier at Albi last year.



room!), probably had too many innovations on it for it to be capable of being developed in the amount of time available. It cost us a great deal of money and it also cost us Peterson. It was a direct result of the difficulties with the 721X that Ronnie was lured into signing a Lotus contract, as I would think, prematurely, in July 1972.

The F2 car just didn't have quite the effort put into it that it should have had and was a little bit slow in a straight line. It was an average car, not an outstanding car. Added to that was the fact that the best engine in F2 that year was the Hart BDA and we didn't have that. That was enough to do us in F2.

The straight line speed problem was even more serious in F3 and that, combined with the fact that certain other manufacturers might have had marginally better engines, for one reason or another, made difficulties for us in F3.

" We would probably have a far better image if we hadn't done Formula 1 in the past two years "

We realised half way through 1972 that, far from dominating racing, we had slipped behind our competitors all the way through the range. I think it is fair to say that a very great effort was made, primarily by Robin Herd, and this resulted in a very good range of cars for 1973.

The F3 was very successful, the sports car, as I've already said, also, the F2 was successful with the BMW engine. Most people thought this was because of the engine; we didn't think so. Our views were vindicated by the fact that when it became available to everyone we did relatively even better than in 1973.

As far as the F1 was concerned in 1973, again I think we suffered from having a driver in his first year of F1 racing; a very good driver, Jarier is a good driver, but no Grand Prix driver has done particularly well in his first season. It usually takes three or four seasons and I'm sure Jarier will do well. He just wasn't quite what we needed in 1973.

March have taken a stronghold in the commercial market, in the light of other firms having to close down, how do you see the market now and in the future?

I think other firms will open up. I think the reason one or two companies have run into difficulties is because, perhaps, they have been inclined to deal too cheaply in order to get a deal. That gets one a lot of deals initially, but it brings its own problems with it.

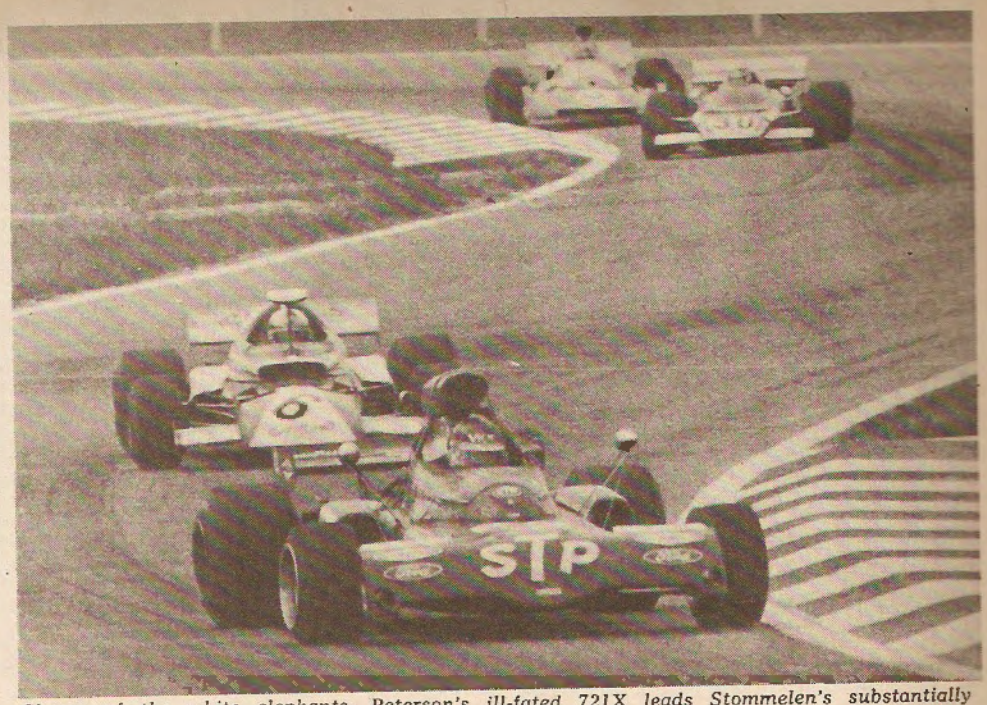
" 1972 was going to be the year when we dominated racing. It didn't turn out quite like that "

It has always been the tendency for one manufacturer to do most of the selling. When we came into it, and indeed for some time before that, it was Brabham with Lotus making an attempt. Now, in certain formulae, it is us and in others it's Lola. There are always manufacturers ready to take over if ever Lola or ourselves slip up.

I think it will probably continue like that. We're very conscious of the fact that we can maintain our position, if we continue to produce technically very good cars. We're now spending something like £40,000 on research and development every year, with testing, wind tunnel development and so on. This, we feel, is the only way we can hope to stay ahead of potential competitors. That is our one advantage over newcomers; they are not in a position to spend that much. So as long as we keep coming up with the ideas we have some chance of maintaining our position.

Is the actual market strong? Do you see yourself selling more cars in 1975 than ever before?

The indications are that we'll sell more cars next year than ever before, because as one market goes down so another comes up. Although there is a world recession, and this is making it difficult for people to raise money, racing cars come into a category that which, if people can in any way afford it they will, whereas with road cars you can always put it off for a few months and, as I say, the indications are that we are going to sell more cars than ever before next year.



Charge of the white elephants. Peterson's ill-fated 721X leads Stommelen's substantially modified Eifelland 721 at Nivelles. Mosley claims this car cost them the services of the fiery Swedish driver to Lotus.

From time to time you have been criticised by customers, especially in Formula 2, for running a very strong works team and thereby not giving your customers a chance. What's your reaction?

That's a difficult question. It's essential for us to show what the car can do. If we put ourselves completely in the hands of the customers we'd have rather a poor showing. On the other hand, as a matter of absolute policy, we make available to any customer who wants it, any pieces of information, parts, test results, data and so on, from the works cars. There are absolutely no secrets; we'll even tell them which tyres we're using. We have done our best in this way but next year we're going to make a more positive effort, inviting people to come to our test sessions so that they can do the development simultaneously with us. That will be useful for us also, because we'll be able to try several experiments at once.

We've appointed someone in the factory who's specific job is to liaise with the customers and to make sure they're being looked after and that they have all the latest information. In other words he will ring them and tell them and not rely on them to ring us. We will also send out information sheets and so forth.

We feel it's positively for the good of the customers that there is a works team, provided that there is an information flow. That way research gets done an awful lot quicker and one always has to think, not of just our cars against the customers, but also against nasty competitors.

During the five-year history of March there have been various attempts to split the company—Deals Incorporated and, more recently, March Cars—into separate entities from March Engineering. Is this a long term aim to have a separate company to run the works cars?

Yes it is. If, for example, we'd gone ahead with F1 for next year, we were going to open separate premises for our F1 and F2 teams more or less under me. This would be separate from the factory, which is now and would be, under Robin. We find it is better if each of us has a specific thing to look after, so therefore it would always be expedient to split up. It is a long term objective.

Does March Engines still exist?

Very much so, yes. It's down at Reading and employs about eight people. It did all our DFV work this year, all our own, as opposed to the Neerpasch, BMWs, plus our BDG work and it does quite a lot of outside work.

It's been so efficient this year that in 1975 we intend to do more outside work. We hope to look after some F1 engines, particularly as we're not going to compete ourselves.

Having virtually saturated the F2 and F3 market, is the purpose of your new Formula Renault and sports car to diversify into untapped markets?

The Super Renault is basically an F3 car with certain modifications, which we were asked to produce and proved very easy. The sports car we've always wanted to do. The market is big and healthy and we want to improve our situation there. We want to start winning races instead of being a good second to the Alpines as we were towards the end of this year. We'd like to take it over a bit next year.

We need to try, obviously, to expand into other markets.

How about the 3-litre prototype market?

It would be nice to sell cars there and, in some respects, it's an ideal private entrants market. Probably the only works team that will be competing seriously next year is the Renault-Alpine with a very new car and, in the turbocharged 2.2-litre V6, an even newer engine. So any private entrant with a good car and using the Cosworth engine would be in with a real chance. The only difficulty is that the travel costs are quite high. We certainly hope to sell some cars in this market on the continent.

How about F5000? There was talk of your doing this with a Ford engine and Chris Amon driving

If the Ford engine had been eligible in Australia and America we would certainly have done it. Our information, however, is that it's not eligible in Australia and probably not in America. This makes the market too small to make it worthwhile but we are convinced that the concept of the car is an extremely good one. The sort of power that can be expected from the engine, coupled with the weight of what would really be our F2 chassis, should, in our opinion, make a very fast machine.

You have been a leading light in F1 politics during the past couple of years, will you continue to be involved even though you are not running any cars?

I would certainly, at any time, give the Formula 1 Constructors' Association any help they might want, but I doubt that they would want me to interfere or do anything if March is not competing. The Constructors' Association, despite all that is said about it, is probably one of the greatest forces for good in motor racing. It's certainly responsible for the

current strength in F1 racing. Obviously I'd like to get back in when we're in a position to re-enter F1 on a proper basis.

It's often been said that your real reason for being in motor racing is to dominate the politics of it. Is this true?

No, that's not true.

How do you see the future of F1?

I think it is very good indeed. It's fundamentally healthy. It draws very big crowds, because it's very competitive; it's competitive because it's a good formula with good sponsors and good teams and, whatever the economic situation, I don't think for one moment anything will go wrong with Formula 1. In the future I can easily see it expanding to the point where we will have a pretty substantial series of non-championship second division races as well as the championship Grands Prix. My own view is that this will eventually take over from F5000 in Europe. It's relatively cheap to run a second division F1 team—it's very expensive to run a first division team though. I just see F1 becoming bigger and better, with more and more people wanting to do it.

> **" Although there is a world recession, and this is making it difficult for people to raise money, racing cars come in a category which, if people can in any way afford it they will . . . the indications are that we shall sell more cars than ever before next year "**

It has got to be more attractive for an organiser to put on a race for 20 would-be F1 cars and drivers, the sort of people who were struggling to qualify or didn't qualify, at Brands Hatch, than the sort of F5000 field there was at Mallory Park in October—the only F5000 race I've seen this year.

What was the motivation for the Constructors' decision to involve themselves in the revival of F3?

I think that there was a feeling that it was becoming increasingly difficult to see where the new drivers were coming from. With, for example, Formula Ford and Formula Atlantic in Britain, Formula 3 in Sweden, Formula SuperVee in Germany, Formula Renault in France and so on, each of these formulae has their own champion. The champions never race against each other and it is almost impossible to tell how good any of them are. If they were all together racing against each other in Formula 3, and, if a great majority of the F3 races were held in conjunction with Grands Prix, it would be easier for the F1 teams to see where the new drivers were.

I think there is general alarm among the F1 constructors that, if the present proliferation of national formulae continues, choosing a driver is going to be an even more difficult and risky business than it is at the moment.

You were reputedly one of the people behind the idea of the proposed F1 transfer system; what was the idea of it and is it going to happen?

I don't think we'll ever have a football situation—the most that could be hoped for is that a team might show the courtesy of mentioning to another that it is making an approach to their driver.

One or two unpleasant situations occurred at the end of 1973. For example Niki Lauda was signed by Ferrari and BRM were under the impression he was still with them and Jean-Pierre Jarier was negotiating with Shadow when we were under the impression that he was under contract with us. A lot of the misunderstandings and unpleasantness that arose at that time could be avoided with more communication.

March have a reputation for discovering or exposing new talent and then off-loading them rather rapidly at the end of a successful year, for example Peterson, Lauda, Jarier and Stuck. Is this coincidence or by design?

Except in the case of Peterson it was really luck. Ronnie joining us was the result of very careful research by Robin and Alan Rees and, even to a little extent, myself. We all watched very carefully the leading four F3 drivers in 1969 and it became quite clear during the season who was the best. It was fairly elementary to sign him for a lengthy period. In fact it turned out to be rather embarrassing at the time as we told Peterson and gave him the contract to look at when he was in hospital recovering from his Montlhéry accident. He took it back to Sweden to examine and sign it, in the meantime we had ended up with Chris Amon and Jo Siffert. But nevertheless we ran him completely at our own expense, via Colin Crabbe, for 1970. That turned out to be a good investment which was as it was intended to be. The only sad thing is that, owing to the problems in 1972, he didn't stay with us. Our position in F1 today would be very different if he had stayed and so, I must say, would his.

> **" Whatever the economic situation, I don't think for one moment anything will go wrong with F1 . . . I can easily see it expanding to the point where we will have a substantial series of non-championship races as well as the championship GPs "**

Lauda was luck, in that we thought he was very good, good enough to be a serious number two driver to Peterson in 1972. He came along with some money and we took him on. We were surprised at how good he was in 1972 and, I think it's fair to say, even more surprised how he developed in 1973. If we

More grip in tight corners.

Brabham boss Bernie Ecclestone confers with Mosley about the latest moves in the Formula 1 Constructors Association.

For reasons best known to himself, Hans-Joachim Stuck didn't win the European F2 Championship for March as expected.

were as good as we'd like to be at choosing our drivers, we would have kept him for 1973.

Jarier we chose because we could not afford to hire an established driver and he seemed to us to be the most likely driver to do well from the people we could get for very little money. The same must be said of Brambilla and Stuck.

If we were suddenly sponsored by Coca Cola with a million pounds, we would have the best possible established driver as our number one and a young driver as our number two.

It's necessity that's brought our young drivers out, except Peterson, not just as scheming.

If you were starting March all over again, would you do it differently than the past five years ?

Very much so yes. I think we would be much more money and cost conscious and conscious of the need for accountants and careful management. Then, of course, we would employ the lessons we have learned over the past five years, some of them at very great expense.

That's true of course of any enterprise you can name. Equally if one had the benefit of five years' hindsight on the Stock Exchange one wouldn't need to bother with March !

" I think there is general alarm among the F1 constructors that, if the present proliferation of national formulae continues, choosing a driver is going to be an even more difficult and risky business than it is now "

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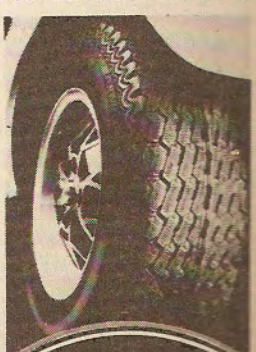
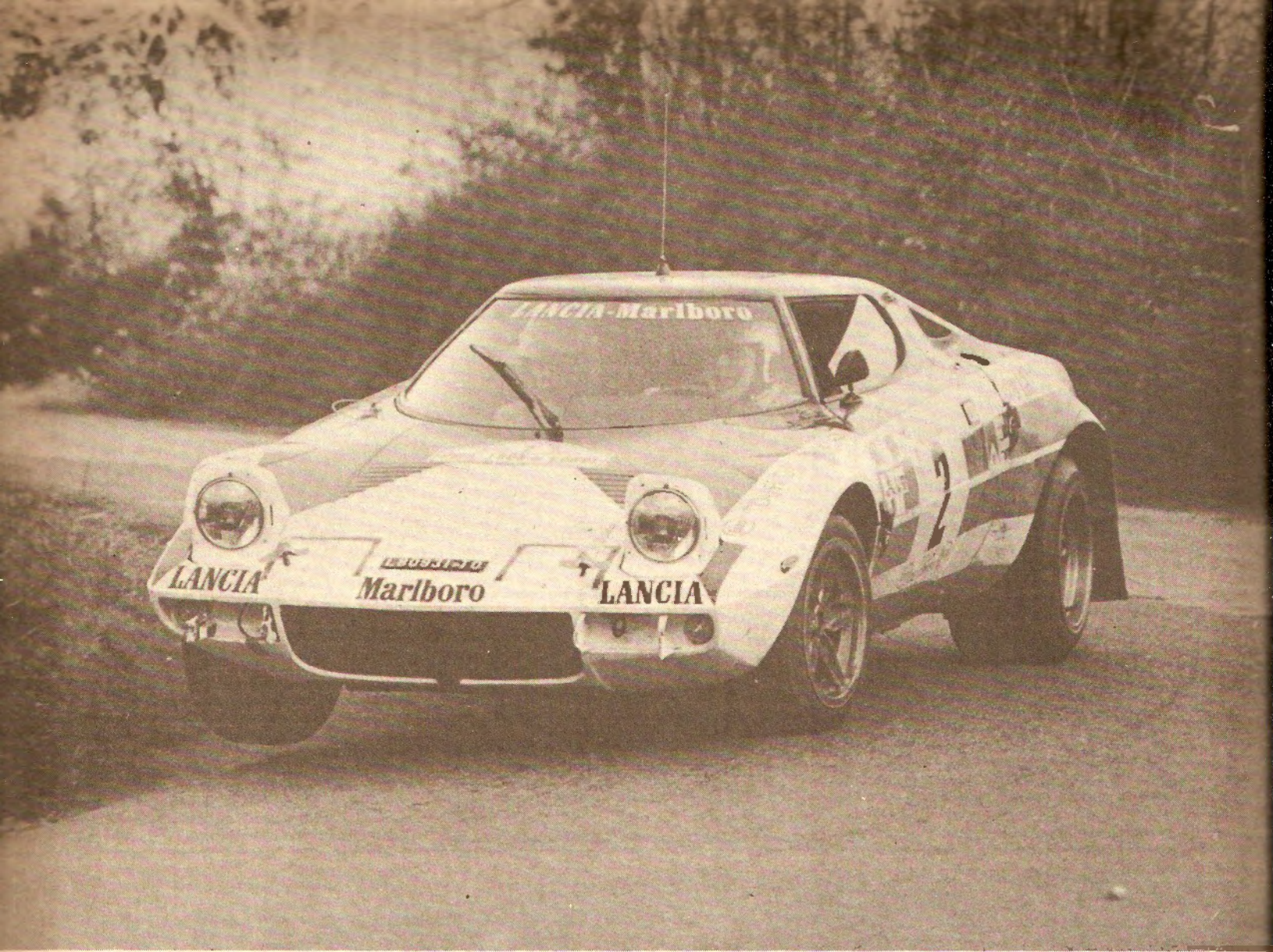


DUNLOP FORMULA 70

The Graunchy Grippers



Andruet steadily overhauled the Nicholas Alpine to clinch victory for himself and the World Rally Championship for Lancia.

TOUR de CORSE

Andruet wins the World Championship for Lancia

by ERIC SILBERMANN pictures by HUGH BISHOP

THE Lancia team came to the "Island of Beauty," as it is known to win the World Rally Championship. They achieved their ambition in fine style when the combination of Jean-Claude Andruet and his co-driver "Biche" in a Stratos steadily overhauled the Renault Alpine A110 of last year's winner Jean-Pierre Nicholas/Vincent Laverne to win the "Esso" and "Provencal" Newspaper sponsored Tour de Corse by three and a half minutes. Third place after a spectacular drive went to Jean-Luc Therier and Michel Vial in the Alpine A310 closely followed by the local hero, Jean-Pierre Manzagol and Filippi in yet another Alpine, who might have finished higher if they had not stopped to help a fellow Corsican on the first stage. To complete an excellent show of reliability by the Renault team, Gerard Larousse and Christian Delferrier brought the Alpine A110BIS home in fifth place. The Fiat Abarth 124s were generally considered to be too heavy and underpowered to have any chance of success; their best performance being the sixth place of Baccheli and Scabini. Trailing Lancia by 11 points before this event, Fiat's chances of capturing the World Championship looked extremely thin, but their hopes must have risen when after only eight stages the winning Stratos was the sole survivor of the Lancia team. Markku Alen and Ilkka Kivimaki (Fiat Abarth 124) never looked happy on these tarmac roads, and after having been just inside the top ten for most of the event were finally excluded for breaking the speed limit three times.

ENTRY and SCRUTINEERING

This year the start of the rally was moved from the capital, Ajaccio, to the pleasant holiday resort of Bastia situated on the north west coast of the island, but few crews had time to think about holidays in preparation for what is in effect a one thousand mile road race around an island with so many corners, that it makes the Nurburgring look like Indianapolis in comparison. The ever present threat of snow and the abrasive quality of the roads on the tortuous mountain passes makes the choice of tyres a critical factor, and to add to the team managers' nightmares, the Automobile Club de Corse had raised the average speed on the road section from last year's 60 kph to 70 kph so that many a team's service schedule carried the blunt accuracy of the word "zero" for the time available at several service points; the organisers having made provision for only one official halt of just over an hour during the entire 24 hours duration. An additional hindrance to efficient servicing is the fact that the Corsican roads are so narrow that even some of the link sections between stages have to be closed to the public.

Lancia arrived with two, dare one use the word, "ordinary" Stratos for Andruet/"Biche"; Ballestrieri/Mannini; and the more powerful four valve per cylinder version for Munari/Mannucci; while Pregliasco/Carsoglio were entrusted with a four valve per cylinder 1800 cc Beta Coupé. Sandro Munari's engine had not been used since it won the Targa Florio, and a spare two valve engine was brought over "just in case." As usual three Stratos were fitted with radial racing tyres specially designed for them by Pirelli, which have a goodly amount of rubber around the canvas—one can hardly describe it as tread depth—which would give them a slight servicing advantage over the Alpines, shod with the more fragile Michelin TB5s. There was an air of determination and quiet confidence about the entire Lancia operation, although as team manager Daniel Audetto pointed out, they were here to win the championship not the rally, and their performance on the event would depend on how hard they were pressed by Fiat.

In the battle between the two Italian teams, Fiat had strength in numbers, bringing five 1800 cc Fiat Abarth 124s for Alen/Kivimaki, Baccheli/Scabini, Pinto/Bernachini, Pianta/Rossetti, and with the ink still wet on his contract, the team "new-boy," Bernard Darniche with Alain Mahe.

Despite being out of contention for the World Championship, Renault have a reputation to maintain on the island, having won the event 11 times since its inception in

1956, and therefore fielded a strong team of four crews, three of them being past winners of the event and each with a different type of car; this diversity of machinery was to provide them with a few headaches because of the vast number of spares that the service cars were forced to carry. Jean-Pierre Nicholas/Vincent Laverne had the classic "Berlinette" 1800S at their disposal; Jean-Luc Therier/Michel Vial and A310; while Gerard Larousse/Christian Delferrier were given the A110BIS, (an 1800S with the same rear suspension as the A310) to look after; and lastly Jean-Francois Piot/Jacques Jaubert were entered in a Group 2 R17.

A great deal of interest centred around the BP entered and works supported Porsche 911S of Guy Chasseuil, who after trying out all sorts of suspension permutations during his recce was still not at all happy with the car's handling. Entered under the same banner as Chasseuil were two Opels—an Ascona and a Commodore—for Jean-Louis Clarr and Jean-Louis Barrailler, the current Group 2 and Group I French champions.

Of the privately entered crews, only a few could be expected to challenge the established stars, notably Manzagol/Filippi, Serpaggi/Pinelli, and Henry/Gelin, the latter having some works support for this event, all in Alpine 1800s, "Gedehem Tintin," Porsche Carrera, and Frequelin/Thimonier in a Group 2 Alfetta. The remainder of the field of 101 starters was made up chiefly of locally entered Renault Alpines, Simca Rallye IIs and NSU 67Fs.

There were no great dramas at scrutineering, which took place on Friday afternoon and Saturday morning, except that it was a painfully slow process with the cars going through in reverse order so that car number one was passed only an hour and a half before the 2.30 pm start.

RALLY

Considering that two days previously the island had been storm bound, the all-important weather conditions could not have been better as Markku Alen led the field away to unleash a storm of its own over the 14 special stages. The route headed north from Bastia to the first stage; 15 miles of a very narrow coastal road, twisty even by Corsican standards. Nicholas set the first of his four fastest times here, closely followed by Therier. The retirements were coming thick and fast with Serpaggi's Alpine being the first to try a short cut through the fresh air only 150 yards from the start. Fiat were down to four cars when Pianta's wheel fell off and Jaques Henri (Alpine), and Ballot-Lena (Alfa GTV) were also amongst the seven crews who could only claim a blot on their copybook instead of a stamp on their time card. Munari's Stratos was already suffering from a bad misfire but he was able to continue for a few more stages. Although spectators on the event seemed generally well behaved and kept under control by the 400 police on the route, a deplorable incident occurred on this stage when spectators moved Pianta's car to allow Manzagol to pass and then put the car back in the road, delaying several competitors. Manzagol, who stopped to check that Serpaggi had survived his acrobatics display, obviously decided to restore Corsican pride and set fastest time on the second stage, with Nicholas and Andruet not far behind. Lancia's prospects took another blow on this stage as Pregliasco in the Beta had a huge shunt and had to be admitted to hospital for observation.

As the cars climbed higher into the mountains the weather deteriorated rapidly and Stage three, the infamous Col de Verggio, was soon covered with snow and ice over four of its 20 miles. Nicholas made the most of the slippery conditions to extend his slender lead over Andruet, while the Fiats took a gamble which did not pay off and drove the

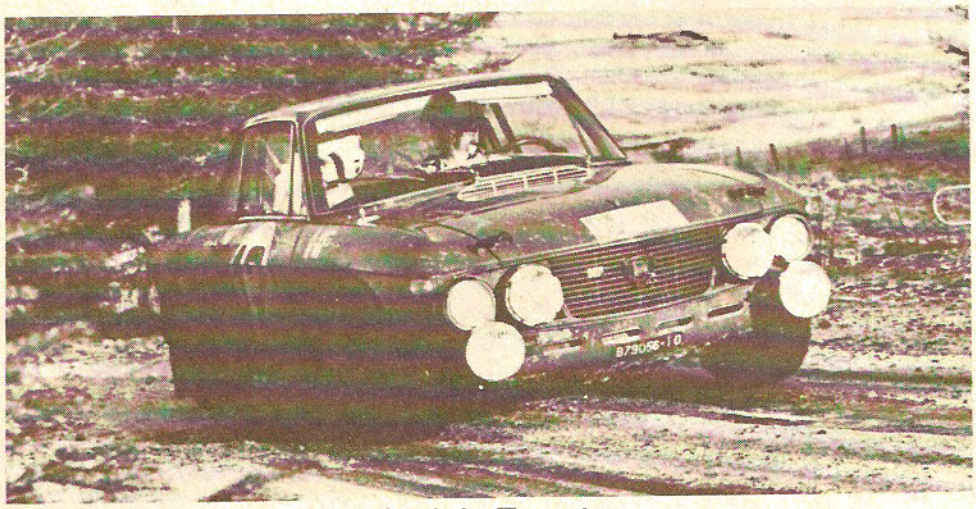
Local hero Manzagol went really well to finish fourth; the first private entrant home.

The Fiats again had a bad time and first car home was this one, the Baccheli/Scabini 124, in sixth position after a dramatic roll.

To win the World Rally Championship you need an exceptional car.

Stratos

Beta Coupé



Fulvia Coupé

LANCIA

'72 INTERNATIONAL RALLY CHAMPIONS

'74 WORLD RALLY CHAMPIONS

Lancia 1974 World Rally Champions*

*Subject to Official Confirmation.

The Alpine A310 of Jean-Luc Therier had a spectacular yet consistent run to third place.

stage on racing tyres, causing Darniche, who had to be pushed for miles by spectators, to lose 13 m. Pinto was the only Fiat driver who appeared to be coping with the conditions, but he put two wheels in a ditch and there he stayed. The snow spelt the end for Chasseuil's Porsche who failed to reach the control within his permitted lateness, and Henri Greder suffered the same problem after getting stuck, and then on top of that finding that he could not select any gears in his Commodore. Frequelin in the Alfetta decided to complicate matters for himself by starting the stage with insufficient petrol to complete it, thus obtaining a maximum. Although Munari managed eighth fastest time, his engine cried enough on the run in to Ajaccio and dropped an inlet valve, leaving him to muse on the relative merits of two or four valve engines.

Those who survived the Verggio "disaster area" without going over the thirty minute maximum lateness, were to find matters further complicated by fog and rain as they pressed on southwards to complete a loop of three stages before returning to Campo dell Oro, the Ajaccio airport, for an hour's servicing. Manzagol was fastest on the first of these three, followed by the inevitable Nicholas and Andruet. The "Ospedale," a 25 mile mountain pass through a forest, produced an amazing time for Clarr in the BP Ascona who finished fastest, over a minute in front of Nicholas. Darniche, now on the correct tyres, was proving to be the quickest of the Fiats, challenging Andruet for third fastest over the mountain. The final stage before Campo dell Oro was indicative of the change of leadership to come, with Andruet obtaining the first of his seven fastest times. Larousse was now having to top up with oil before every stage, and Nicholas was complaining about everything in general and nothing in particular, admitting later that he had simply lost "le morale." Keeping to the tight time schedule was becoming impossible in inclement conditions, and even the most professional teams were making mistakes, and Andruet's rally nearly came to an end when he had to hitch a lift off a passing marshal to get some petrol to complete the run into Ajaccio.

Stage nine, 21 miles from Palnecca to Ghisoni heralded the welcome return of the Mediterranean sun to rejuvenate the exhausted crews as the route headed back towards Bastia. The fascinating duel between Andruet and Nicholas had drawn them a full seven minutes ahead of Larousse, while they themselves were separated by a mere 56 s. Surprising many people with its speed and reliability, Clarr's Ascona was now lying fifth behind Therier's A310. The three Fiats of Darniche, Baccheli—with a battered rear end—and Alen were grouped close together in seventh, eighth, and 10th places respectively, Alen's times having improved slightly in the slippery conditons during the night. Barailler's Commodore was leading the Group I category, but many cars in this class had dropped out simply because they were unable to maintain the high average road speed, even if their stage times were competitive.

There was very little change in the running order over the last four stages, which included a tie decider over the Col de Bavella which was timed to a tenth of a second; many crews appearing either too tired to try, or more concerned with nursing sick cars to the finish. Although there were several retirements, only 25 cars completed the final stage. After a commendable performance, in what was to him, an untried car, Darniche retired his Fiat with a broken limited slip differential after stage 13. The link section between this and stage 14 claimed Barailler when the forward motion of his car, already impeded by a bent rear axle, was brought to a complete halt when the clutch shattered.

Of the 25 cars which reached the finish, only 15 were within their maximum permitted lateness, but the organisers decided that because of the bad conditions during the night, any competitor who could reach Bastia while the stages and link roads were still manned, would be classified as a finisher: a decision which might have more effectively been taken at Ajaccio where several competitors retired, knowing that they were OTL. Markku Alen, who should have been credited with ninth place, was disqualified for exceeding the speed limit on three separate occasions, and passing through a time control twice when he backed out to find his service crew and then drove through again. What was disturbing about this decision, fair though it may be, was that Alen was only made aware of it a long time after the finish, and then not by an official of the event.

The rally was well run, particularly with regard to the co-operative attitude of the police force who provided nearly all the marshals—a well armed "bobby" could possibly be the ultimate weapon for controlling spectators on the RAC! In addition the organisers used an extensive radio communications network throughout the island; a definite *must* considering the impossible distances that a travelling marshal would be faced with in order to avoid the closed roads. However, the raising of the road average to 70 kph proved unpopular with all the competitors. There appears to be no obvious reason for this increase in speed as the road timing was always very tight at the old speed, and in the light of their strict observance of the speed limits, the organisers decision remains something of a mystery.

Hopefully, next year the Tour de Corse will return to its original date at the beginning of November when the snow, which for the past two years has proved more of a hindrance than an enhancement will be less abundant, thus allowing the true character of this magnificent road race to shine through.

Lancia can be well pleased with this end-of-season performance by a car which has come a long way in a short time. However, they may well have their work cut out to repeat this performance next year if Fiat can successfully develop their two litre X1/9. The Lancia Stratos has undoubtedly proved itself to be the ultimate rally car of the moment. Whether it, and the new Fiat, when it arrives, are the sports cars of tomorrow or whether they are simply leading rallying up a blind alley, only time will tell.

1, Andruet/"Biche" (Lancia Stratos), 4 h 49 m 10 s; 2, Nicolas/Laverne (Alpine 1800 S), 4 h 52 m 38 s; 3, Therier/Vial (Alpine A 310), 5 h 02 m 9 s; 4, Manzagol/Filippi (Alpine 1800 S), 5 h 14 m 43 s; 5, Larousse/Delferrier (Alpine A 110 BIS), 5 h 16 m 47 s; 6, Baccheli/Scabini (Fiat Abarth 124), 5 h 26 m 27 s; 7, Clarr/Fauchille (Opel Ascona), 5 h 33 s 57 s; 8, Piot/Jaubert (Renault 17), 5 h 37 m 45 s; 9, Soriano/Simonetti (Alpine 1600), 6 h 8 m 38 s; 10, Frequelin/Thimonier (Alfetta), 6 h 9 m 57 s.

Although outclassed in terms of ultimate power, Jean-Louis Clarr finished a creditable seventh.

Wiggins Teape IDEM plan for a fully competitive season

IDEM is a trademark which is closely associated with rallying; the name emblazoned over Donald Heggie's ex-Roger Clark Escort RS1600 since the '73 RAC Rally when the sponsorship was first arranged. Heggie's regular co-driver is George Dean. The Carbonless Copying Papers Division of the international paper-products company of Wiggins Teape carries the name IDEM. No newcomers to motor sport, Wiggins Teape have been involved with motor racing as long ago as 1969 and have also supported powerboat racing in more recent years. Now, their sport involvement is more than ever closely associated with rallying. George Dean is employed by Wiggins Teape and was originally responsible for the name IDEM appearing on the car for the RAC Rally. Support followed last year for the Welsh Rally and then continued for the rest of the season; Heggie and Dean narrowly missing first place in the Shell/*Scotsman* championship.

For the coming season Heggie's car for the past two seasons, LVX 941J, will be sold and the team are planning to buy another Escort, a highly competitive car incorporating all the most recent modifications. The IDEM car will be tackling the RAC Rally Championship and the Scottish series, including the home internationals. At least one foreign international is on the programme when, in August, the IDEM crew will be tackling the 1000 Lakes; Wiggins Teape having a commercial interest in Finland. A back-to-back test session between two likely "candidate" cars is expected soon and the first appearance of the new car is likely to be on the Tour of Dean.

Full ahead for Donald Heggie.

Double the stage miles for the Dales

Plans for the 1975 Mintex Dales Rally, organised by the De Lacy Motor Club of Pontefract, are now complete. The rally next year (February 21/22) will have a doubled forest mileage within a 500 mile route, and will feature two new stages at Olivers Mount in Scarborough and Bramham Park at Wetherby. These are in addition to Esholt and the Harewood Hillclimb, which now includes a loose-surfaced section.

Starting and finishing at the Selby Fork Motor Hotel (scene of the notorious hole-in-the-kitchen-wall scandal) on the A1, the first car will be flagged-off at 18.00 hours on Friday, February 21, and the route will be completed by 5 pm on Saturday evening. There will be overnight and breakfast halts at Scarborough.

A completely new feature of the rally will be the Mini-Mintex Trophy which, like the Clubman's Trophy on the RAC, will bring in competitors on the reserve list who will be standing by to replace retirements from the original 120 cars.

Leyland launch Open Night forums

BL mainstay—Brian Culcheth.

At last we are allowed to reveal the exciting news that you have all been waiting for . . . the first of the British Leyland open nights is tomorrow evening. The BL entourage swing into action at 7.30 pm and the scene is downtown Slough. Topping the bill is of course the irrepressible Brian Culcheth "and other personalities" including the ever-smiling Richard Seth-Smith, Leyland's ST supremo. Don't miss the "super action films" . . . "free refreshment" (they can't be serious!) . . . "competitions . . ." "give away items(!) . . ." and of course the musings of the expert panel. Sounds like a real fun evening and the place to be is Mamos Slough Ltd, 57 Farnham Road.

BTRDA controversy continues

The Lindholme controversy staggers on. At a Tribunal last week, the RAC failed to come to a final decision, and elected to reinstate the status quo (original results) provisionally until January of next year. This decision of course affects the overall positions in the series yet again. As a result positions are now as follows: Batchelor—105 points from eight events; Lepley—82 from seven Bell—80 points from eight; Baines—73 from seven; Drummond—72 from five. Co-drivers positions are as follows: Jenkins —111 from eight; Brader—100 from eight; Harvey—98 from eight; Bramford—86 from eight; Gossling—72 from six.

Responding to certain criticisms of last year's championship, the BTRDA have changed the face of the Gold Star series somewhat. There are some drastic cut-backs and the series will now consist of some 10 or 12 events, of which the competitors' best seven results will count. Over 50 per cent of the events will have a pure forestry allocation, and only two rounds will clash with the Castrol/Autosport series. In addition, the BTRDA have made the decision to accept invitations from organising clubs for "selected events for our members to compete on outside our championships." A full calendar will be available shortly but the first three scheduled events will be the Gwynedd, (all forest) on February 22 run by the Caernarvon and Anglesey MC; the South West Stages on March 16 run by the Exeter and Taunton MC; and the Tour of Lincs on April 26 run by the Lincs and Louth MC. Ron Crellin has been re-elected chairman of the rally committee with Richard Harper as vice chairman. Gold and Silver Star secretaries are Simon Bretherton and Roger Brook respectively.

Finally the accident that involved a marshal on the Lindholme has resulted in a fine of £30 and £50 costs for the organising Club, the Lindholme MSC, as they were found to have contravened regulations for stop lines.

Castrol's Burmah film is on release

A welcome addition to the Castrol Film Library, shown for the first time last week, was a colour film of this year's Burmah Castrol rally. The superb countryside in which this rally is run provided an excellent backdrop to some exciting action sequences, including some slightly sadistic ones as car after car bashed its rear end on a bridge. There were also some useful night shots of the early part of the rally.

Of course, Castrol were slightly caught on the hop here, for having interviewed and watched a superb battle between Roger Clark and Billy Coleman, these two were relegated into the also-rams by a finishing regulation, and the surprise winners became Tony Pond and Mike Broad (Castrol sponsored however), but the whole thing is well covered, and should be an entertaining addition to club film nights.

● George Hill and Peter Bryant won the *MN*/Weber "Cytax" round last weekend with their Martin Group Vauxhall Magnum by five minutes from the Escort of John Edwards-Parton. It was reported that more than 20 crews ran out of fuel on the wet and slippery night before reaching the first petrol halt. The next round, which could clinch the championship for George Hill, is the "Red Dragon" scheduled for this weekend.

● For those in the habit of sending Christmas cards to each other, Michael Turner has added some new rally portraits to the existing collection. The latest rallying additions include the DOT G2 Opel Ascona of Tony Fall on the Welsh, and the yumping Fiat 124 Spyder of Lele Pinto on the TAP earlier this year. A full catalogue of Turner's excellent work includes paintings to satisfy racing, rallying and aviation enthusiasts and can be obtained from Studio 88 Ltd, 95 West End Lane, Pinner, Middlesex.

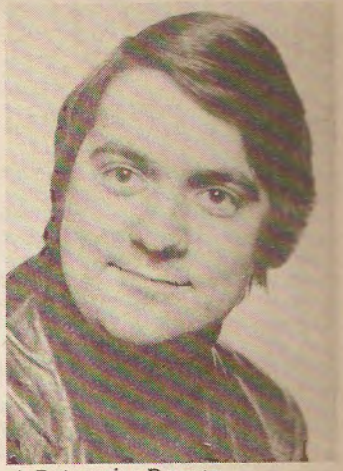
Michael Turner's portrait of Tony Fall on the Welsh—some understeer!

Andy Dawson wins Kleber Rally Scholarship

Announced at a well-populated reception held on the premises of Datsun in Baker Street last Friday was the winner of the Kleber Rally Scholarship for next year. From a final four drivers, Andy Dawson was awarded the scholarship; the other drivers being Russell Brookes, Tony Pond and David (Piggy) Thompson. Henry Liddon, chairman of the award panel, describing this year's judging said: "Picking our winner has been really difficult. It's never been an easy decision; our past winners have been difficult decisions too; there are so many drivers who, happily, show promise. This year it was especially difficult for us to choose one name. All the judges agreed that there were four drivers; Russell Brookes, Andy Dawson, Tony Pond and David Thompson, and all were worthy of the scholarship for the promise they have shown. Having decided on these four, however, there were considerations about their own individual situations for 1975. This, too, we had to consider as some of them had plans which could not be changed."

The award was presented by Kleber Group chairman, Manuel Beraldi. Andy Dawson received on loan for one year a works-prepared Datsun Violet with s.o.h.c. engine, 200 Kleber rally tyres and necessary wheels, sufficient spares for the car for a season and entry fees paid in all agreed rallies. No cash grant is included in the award, but there is provision that the winner is free to accept another non-conflicting sponsor to help him in his scholarship year.

Welcome extra publicity is provided by Thames Television's "Drive-In" programme, and Andy Dawson will be carrying their symbol on his person and car as well as appearing regularly for progress reports on the programme.



A Datsun for Dawson.

Dawson will be teaming up with Dave Richards for next year and after the award presentation we asked about their 1975 plans...

You have won the Kleber/Datsun Scholarship—what do you feel you will now have to do to justify the award?

I feel that if I make it to the top I have justified their award. In order to justify it during this next year, A, I will have to promote Kleber Tyres and B, I will have to satisfy the judges and achieve some good results. The best way of getting good results in that car, I think, is to go to Europe as it is a reliable car. For national sprint events it is a relatively low powered car and don't think it would be 100 per cent competitive. But on the long internationals, especially with what I've seen from the RAC Rally, it is going to be 100 per cent competitive.

How has it affected any of your previously formed plans for next year?

Before winning the award I had a deal arranged, which was threequarters finalised, with a British manufacturer and another tyre company, who were going to sponsor me to the tune of paying all the bills next year for me to rally their car in the national championship. I have now turned that deal down. However, I haven't turned the car down and I hope that I will still be rallying that car on Kleber tyres and with another sponsor during 1975.

Dave Richards, you are going to team-up with Andy and tackle the whole year. What will be the emphasis of events for next year?

Basically it hinges on finance. Depending on what Datsun say and how much money we have to play with—then we will decide what we would like to tackle. As Andy has said, that car is only really suitable for long distance events which really indicates Scandinavia, Spain—foreign long distance events. In this country you need a high powered car to do one day sprint events and you really have to go as if every stage is the whole rally. In all fairness to the car, it's not quite suited, so this other car we have talked about could be better suited. On the other hand, with the RAC Championship, if you finished in the top five on every round you would have won the series this year.

Even though it's not necessary to win every event, there is a definite emphasis on power in this country. Basically my job from now on is to sit beside Andy and say whatever happens, Andy's got to go to the top and, whatever happens, my job is to promote him and push him as hard as I can. He is the right age group; he has the right potential and, quite honestly, I don't see anyone else in the country with quite the same prospects.

So, Andy has to go to the top. What will be the major emphasis with the Datsun?

Basically Andy has got to get a name here to represent this country. But on the other hand foreign internationals are an obvious part of his development into an international force to be reckoned with.

Andy, what have you been told to run with the Datsun—has anything been indicated?

Kleber will not be deciding my events until January. Datsun don't really mind. They say they are world-wide anyway so there are few problems. It is Kleber UK sponsoring this scholarship, so Kleber UK might wish me to tackle a proportion in this country. My attitude is that I will give them plenty of publicity in this country anyway. I hope I can go abroad as well and give them some extra.

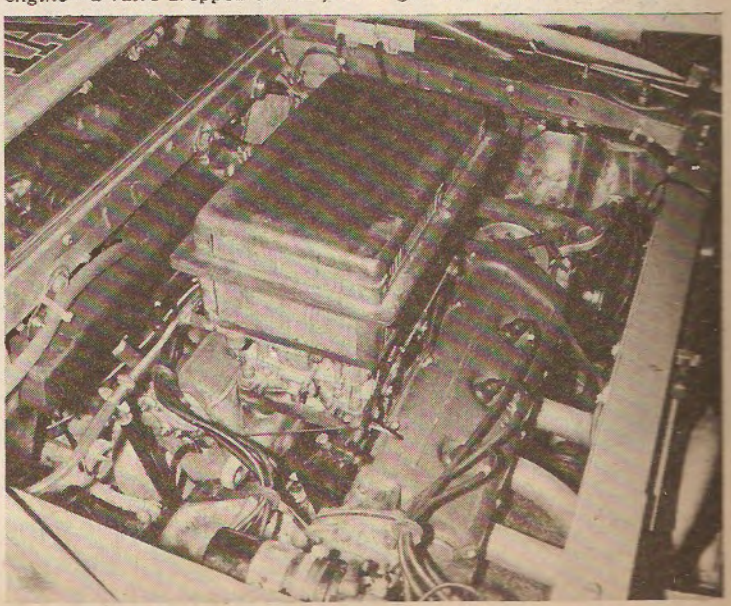
I think I can say fairly openly at this point that the car I want to do the British championship with is British and it's a British company. From that point forward I think that, A, Kleber will get more publicity if I win the championship with a British car—a purely British car and B, they will get the publicity if I go abroad as well. In two years time—if I do what I want to do—I want to be one of the top rally drivers in the world; then I hope they are going to come along with me because I have been a Kleber scholar.

Is David Richards going to be doing all your rallies with you?

David will do everything with me next year. I'm not going to mess around, I'm just going to sit with one man beside me. I've found one guy who I get on with really well; who I respect as a co-driver and I'm taking him with me next year—not anybody else. I want a thing between us so we understand each other; we work together properly and we get to the top together—fullstop.

Tour de Corse: The winning Stratos undergoing service at Ghisoni. Lancia took the World Rally Championship by 25 points from Fiat.

Lancia's big mistake? Sandro Munari's four valves per cylinder Stratos engine—a valve dropped on the first stage. Andruet's two-valve car won.



First
in the World Drivers' Championship 1974

First
choice on the road

Since September 1972, Goodyear tyres have been on the winning car in every Formula 1 Grand Prix race. That's thirty two straight wins.

The new World Drivers Champion most of his nearest rivals, making Goodyear the champion's choice in car tyres.

Jackie Stewart, three times World Champion, drives on Goodyear G800 Supersteels. As he said after testing them

characteristics and general performance are far away the best I've ever experienced on passenger car tyres."

And now, after 30,200 miles on the same set of Goodyear G800 Supersteels fitted to a Ford Granada, Jackie reckons there's still a lot more mileage in them yet.

GOODYEAR

Fastest on the track
Safest on the road

It wasn't until the final race in America that Emerson Fittipaldi was assured of his second world championship, this time in the McLaren M23.

FORMULA ONE SEASONAL SURVEY

Fittipaldi wins a close one

By PETE LYONS

We're not likely ever again to have a Grand Prix season like this one. Hardly had it begun than we could see the extraordinary pattern developing. McLaren drivers won the first two rounds but a Ferrari driver was leading the championship. After the third round—one fifth of the way through the schedule—there were six drivers all covered by a margin of two points at the top of the table.

All summer the points battle raged. First one, then another, now a third, and then the first driver again, took a narrow lead. Normally the World Championship is decided well before the final few races; in the past two years it was clinched at the Italian GP. But this amazing time the results of the Italian GP left five drivers still in with a mathematical chance. Going into the final round of the 15 in the United States, there were still three men in the chase—and the leading two were dead even on points.

Last year, five drivers won all the races. This year saw seven different winners; in fact, of the total of 18 F1 races there were nine different winners. Last year all but three kinds of car reached the finish line of Grand Prix, first and all were Ford-engined "kit cars" running on Goodyear tyres. This year four Ford cars won GPs, and were joined by a fifth using the Ferrari engine; a non-championship victory was taken by a sixth chassis (Ford powered) and it did so using Firestone tyres. All in all, 20 different manufacturers sought to race F1 cars (two did not, in fact, ever start a GP) which compares with a total of 12 for all of 1973. Last year there were 43 drivers who made 350 GP starts. This year 382 GP starts were made by 56 drivers, and there were an additional six drivers who tried but never qualified to start.

In normal times these figures would show healthy growth. In these times, bedeviled by economic and political (petroleum) hardships, the relative health of Grand Prix racing seems incredible. While there is hardly any other form of motor sport that does not appear to be in stasis or decline, Formula One is enjoying boom conditions.

Why, can only be a matter of conjecture. Certainly much credit must be granted to the figures in control of the business side of F1, meaning the Formula One Association, whose often-criticised efforts on their members' behalf have at least forced upward the whole climate and condition of GP racing. Another explanation might be found in a natural survival-of-the-fittest phenomenon: as times grow hard for everyone, the strongest form of racing will have concentrated upon it the bulk of the remaining sponsorship and publicity.

It should not be overlooked, however, that the very Formula itself is inherently able to provide racing that captures the public attention. The present 3-litre regulations have been in effect since 1966 with little significant alteration beyond those intended to improve safety. That meant that as they prepared for 1974 designers were solving for the ninth time the same problems. It is understandable that by now many of them have gained a good feeling for the requirements and were able to present cars of a performance potential very close to the theoretical ultimate. As one of them remarked during the year, "Bringing the car up to concert pitch, so to speak, is much harder now because the pitch of the whole concert is so much higher."

This phenomenon was starkly easy to see in the unpredictable nature of each event. It was never possible to state with confidence that one car and one driver would be supreme at a given circuit. Not once did any driver follow up a victory with another the following meeting. Sometimes one kind or other of car would dominate a meeting, but a fortnight later it might sink back into the average.

The effect was to diminish the importance of individual drivers, and make the championship more dependant upon good overall teams records.

This decrease in the apparent value of individual drivers was interesting in the light of the retirement of Jackie Stewart. The way in which Stewart had earned his third championship last year showed how his personal brilliance was necessary; there were occasions when his car was not suited to the circuit but he "carried it on his back" to as good a placing as he could manage. With his retirement it was natural to look at the one driver who had shown outstanding

speed very often, especially in the latter half of 1973. Ronnie Peterson, who had led 11 of 1973's GPs, was the easy good tip for the title in 1974.

But Super Swede's obvious ability was not backed up by his team. John Player Team Lotus, constructors' champions last year, fell on their faces this year. They did support Peterson to three victories—no other driver earned more—but too often the car went wrong and too much time was lost with a new car that simply did not work.

Instead, the fight was mainly between two manufacturers who did not figure more than average in the forecasts for the year. Ferrari, indeed, following an abjectly miserable season could not have figured on anybody's list of potential champions. McLaren had come in third overall last year, but the stolid Colnbrook firm seemed to have grown old in their level, which was more adequate than outstanding.

But for both these teams an infusion of new money coupled with new directive energy enabled their talents to shine. Ferrari, the "old man" personally stung by the repeated failure and now recovered from ill-health, devoted all their budget and a new sense of scientifically-ordered purpose to the job. McLaren, sparked by the determination brought by (and generated by) a new driver and fuelled by largess granted by Texaco and Marlboro, flamed with excellence.

Elf Team Tyrrell, rather against the odds, and Bernie Ecclestone's Brabham team—quite surprisingly—figured large in the new season as well. Their drivers won five GPs. But the heavy end of the points struggle was always between McLaren and Ferrari. That was where, usually, the important story was unfolding.

The new season started out in January in Argentina amidst two uncertainties. One came from the rather wholesale "musical chairs" within the teams, and the new driver line-ups were in many cases completely different. The other uncertainty was inherent in the Arab political manceuvres which in fact kept the very existence of the Argentine GP—as well as many others—in doubt until only weeks before.

The man on the pole in Buenos Aires was not a surprise, for Peterson in his Lotus 72 was still the best man to beat. Clay Regazzoni coming alongside in his Ferrari was a little unexpected however, but the long months of winter work in Maranell was coming into the light. Once the race started, though, theoretical considerations vanished in two real human-factor events. One, Regga participated in a massive first-lap shunt which merely delayed him but handicapped several drivers and eliminated the UOP Shadow team completely. (It was only the first of a number of first-lap shunts this year, two more of which wiped out both cars of another two teams!) Two, Carlos Reutemann expressed his Argentine feelings by storming right by Peterson after two laps and hurtling away to a totally uncontested lead. On and on flew the little BT44 Brabham, dominating its first race, as the entire Argentine nation cheered itself hoarse. Only in the last few laps did the cheers turn to groans of agony, as the Brabham let Lole down and stopped at the roadside with two laps to go. It was Denny Hulme, running steadily and sensibly and outlasting the other hot men, who came around under the chequered flag.

As Reutemann had run away in front of his home crowd, so Emerson Fittipaldi was outstanding in Brazil. With a lap time two seconds better than anything ever managed by either of the other two McLaren drivers he took the pole at Interlagos. Reutemann, starting from alongside, beat him into the first turn and Peterson got by as well; for several short sharp laps these three staged a thrilling mini-GP nose to tail. Shortly the Brabham ruined its front tyres, though, and Reutemann fell helplessly back. Now it was Peterson holding off Fittipaldi, but the JPS was visibly harder work and the McLaren driver was known to be in better

Regazzoni and Scheckter were contenders for the championship throughout the year.

physical condition. Emerson's chance came as they lapped a backmarker, he swept around the outside of the next corner, and left Ronnie to struggle with an ever growing oversteer caused, it transpired, by a bottle-cut tyre. Indeed, so great was the struggle that after the race Peterson collapsed and had to be treated for dehydration—hard as it was to believe amidst the torrential rain shower that ended the event several laps early!

So McLaren won the first two rounds, and picked up the non-championship race at Brasilia a week later; they left South America as leaders in the manufacturers' title, having painted Marlboro and Texaco colours on the Continent behind them. But it was Clay Regazzoni who had the most points in the Drivers' Championship, ten picked up with his third and second places respectively. That early in the year people began to speculate what this sort of non-winning but ultra-consistent record might achieve.

South Africa was where the Ferrari team burst out to the front. Niki Lauda took pole at Kyalami, the first of his career, and went into the lead of the race. But Reutemann, after settling into the drive, once again proved to have the fastest car/driver combination and inexorably reeled in the flying Ferrari and passed it. He went on to win, as decisively as he had nearly won Argentina, while the Ferrari faded and ultimately retired. It was a superb and well deserved victory for Brabham, whose designer Gordon Murray—himself South African—now showed that he had indeed come up with the fastest Ford-engined design (having lead at the Brands Hatch non-championship race, the BT44 actually got itself into the lead of all five of its first events!).

However, success in motor racing lasts only as long as the interval to the next race. As the circus moved up to Europe for the ten rounds of the main season, everything changed.

Brabham lost competitiveness, Ferrari gained it. In Spain, it was a new motor racing scene.

What was happening, it was stated later by several people, was that Goodyear were changing some of their tyre design philosophies. The construction of the tyres under almost every one of the top drivers was changing, and cars that had been well tuned to the older pattern were hard to manage on the new.

Coincidentally, Ferrari introduced at the Spanish GP not a new but a revised engine. The fruit of a lot of detail improvements, the benefit was that the low-rpm performance of the flat-12 was enhanced so that the torque was now as good as the Cosworth Ford V8—without any deterioration of the already greater, by perhaps 25 bhp, top end power. Now, at Jarama, Ferrari drivers had as much "dig" as anyone else; it was the closure of the last chink in the Italian armour, and now Lauda and Regazzoni went to battle driving weapons definitely superior—in most cases—to those of anyone else.

In a word, Spain was for Ferrari a runaway. There was a brief initial challenge from Lotus, who had finally (and as it happened for the final time!) made the new-

Argentine Grand Prix
28 January 1973
1st Emerson Fittipaldi

Brazilian Grand Prix
11 February 1973
1st Emerson Fittipaldi

South African Grand Prix
3 March 1973
3rd Emerson Fittipaldi

Spanish Grand Prix
29 April 1973
1st Emerson Fittipaldi

Belgian Grand Prix
20 May 1973
3rd Emerson Fittipaldi

Monaco Grand Prix
3 June 1973
2nd Ronnie Peterson
3rd Emerson Fittipaldi

Swedish Grand Prix
17 June 1973
2nd Ronnie Peterson

French Grand Prix
1 July 1973
1st Ronnie Peterson

John Player Grand Prix
14 July 1973
2nd Ronnie Peterson

Austrian Grand Prix
19 August 1973
1st Ronnie Peterson

Italian Grand Prix
9 September 1973
1st Ronnie Peterson
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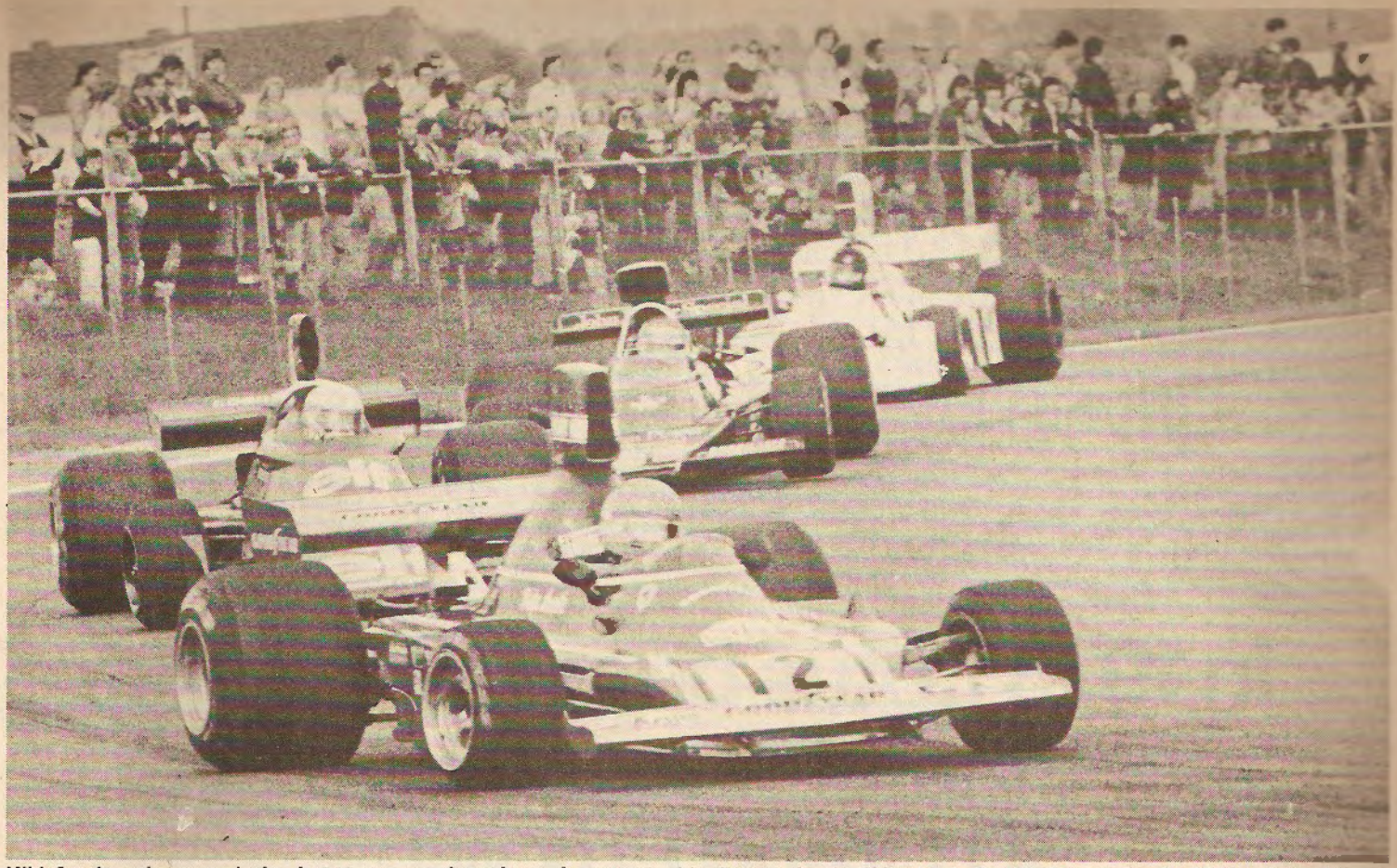


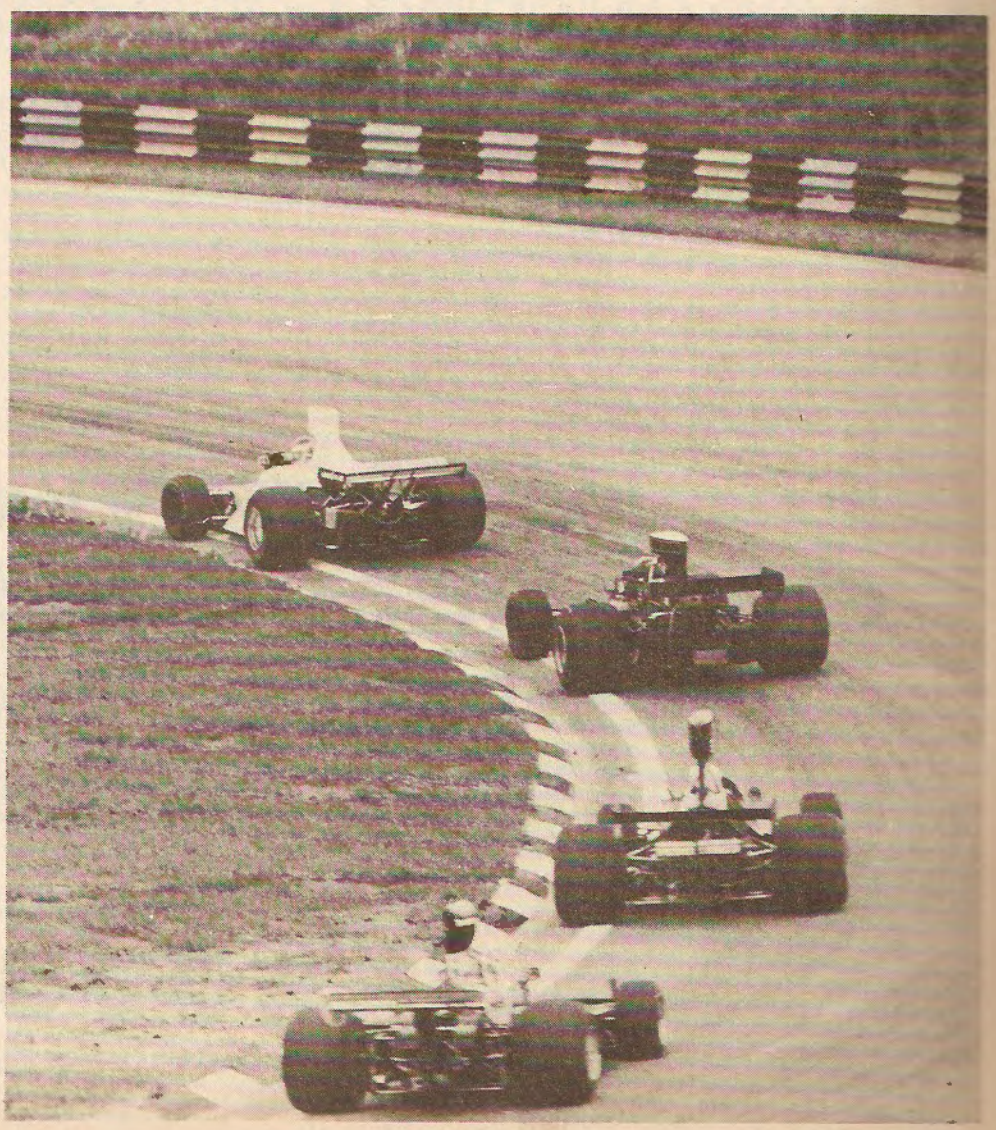
Niki Lauda, who proved the fastest runner throughout the year in his Ferrari, heads Sch eckter's Tyrrell, Peterson's wheel-lifting Lotus 76 and Hunt's Hesketh. Carlos Reutemann, (below) whose Brabham BT44 impressively led the first five F1 races of the year, falls back into the clutches of Ickx's Lotus 72E, Revson's Shadow and Pace's Surtees in Brazil.

design type 76 work well, but both Peterson's and Jacky Ickx's cars soon faded. The race was cast into confusion by a wholesale stoppage to change from wet tyres to dry tyres, but above it all, serene, flew the Ferrari team. Not only did they execute a flawless pair of pit stops, their two cars were perfectly reliable, and they came home first and second a full lap ahead of the best of the opposition. It now seemed inevitable that one of the Ferrari drivers must end up as World Champion.

The McLaren team had the ability to dispute that in Belgium, however, as Fittipaldi hung on to their every move for the entire race. Regga, benefiting from an official timekeepers' cock-up that awarded him pole, lead off, but then tripped over a backmarker. That let the tenacious Emerson up front, and there he stayed despite everything the hard trying Niki could do about it. The M23 just managed to preserve its advantage over the B3 by less than half a second at the end.

Next was Monaco, and here in the tight little street circuit the Ferrari qualities of good torque and general good balance were again right and the pair of them were on the front row. They lead the race again, Regga leading his teammate until here too he fell off the road. Peterson also had an excursion, which unfortunately involved Reutemann to the extent of eliminating him from the race. (Monaco was in fact a festival of collisions, and several other drivers were eliminated by a giant shunt on the first lap!) But Ronnie went back into the race and chased the leader Lauda hard and was pleased to take over when, again as in Africa, the Ferrari ignition system failed. For this important event in the full glare of publicity Colin Chapman had fallen back on the trustworthy older type 72, and it rewarded his confidence by presenting John Player with their first success of the year.

However, not even the 72, aging and apparently handicapped by new regulations as well as the changing tyre situation, was the usually superior car it once had been. Peterson tried his hardest to bring it through to the front of his home GP, and achieved



In 1973 Jackie Stewart broke the record for world championship Grand Prix wins.

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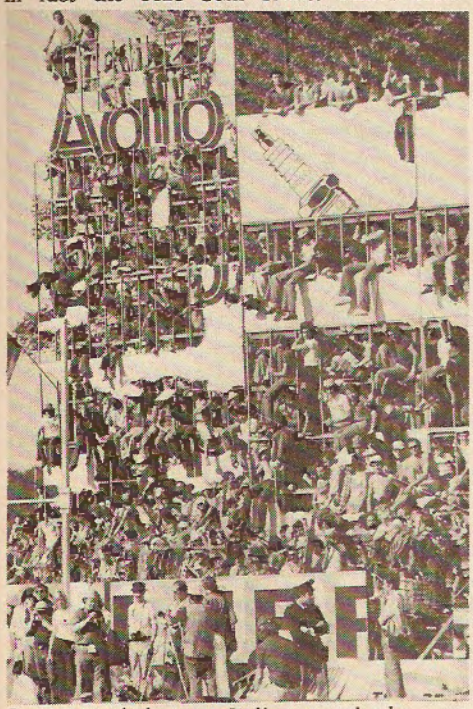
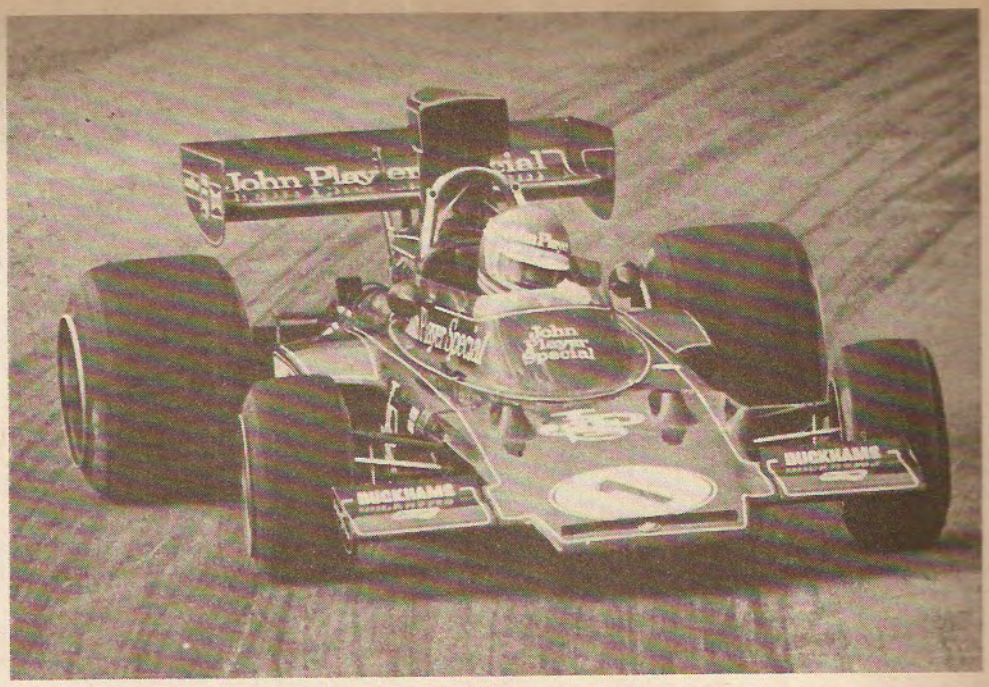
second place, but it let him down mechanically (drive shaft) and the limelight shone this time on a new colour. The two blue Elf Tyrrell 007s were masters of Sweden; on the Anderstorp circuit, for no reason that anyone ever seemed really to understand, the new Derek Gardner design was supreme. Not even the Ferraris, although they were better than any other Ford car, could stay with the Tyrrells; in fact the 312s both broke. James Hunt



Just part of the vast Italian crowd who were hoping for the expected Ferrari win at Monza. It didn't happen.

brought the Hesketh close to the leaders by the end, but they were toying with him. Jody Scheckter and Patrick Depailler came easily one-two and it looked like Grand Prix racing was a new story.

Two weeks later the scene shifted back the other way so hard as to appear overbalanced. The Ferraris were so beautifully in their element at Zandvoort that they conducted their own race, Lauda warily holding an advantage over Regazzoni, far ahead of the "Formula Ford Dice." This was a good one, taken by Fittipaldi from Hailwood, Scheckter and Depailler, but it was subsidiary to the overwhelming Ferrari dominance.



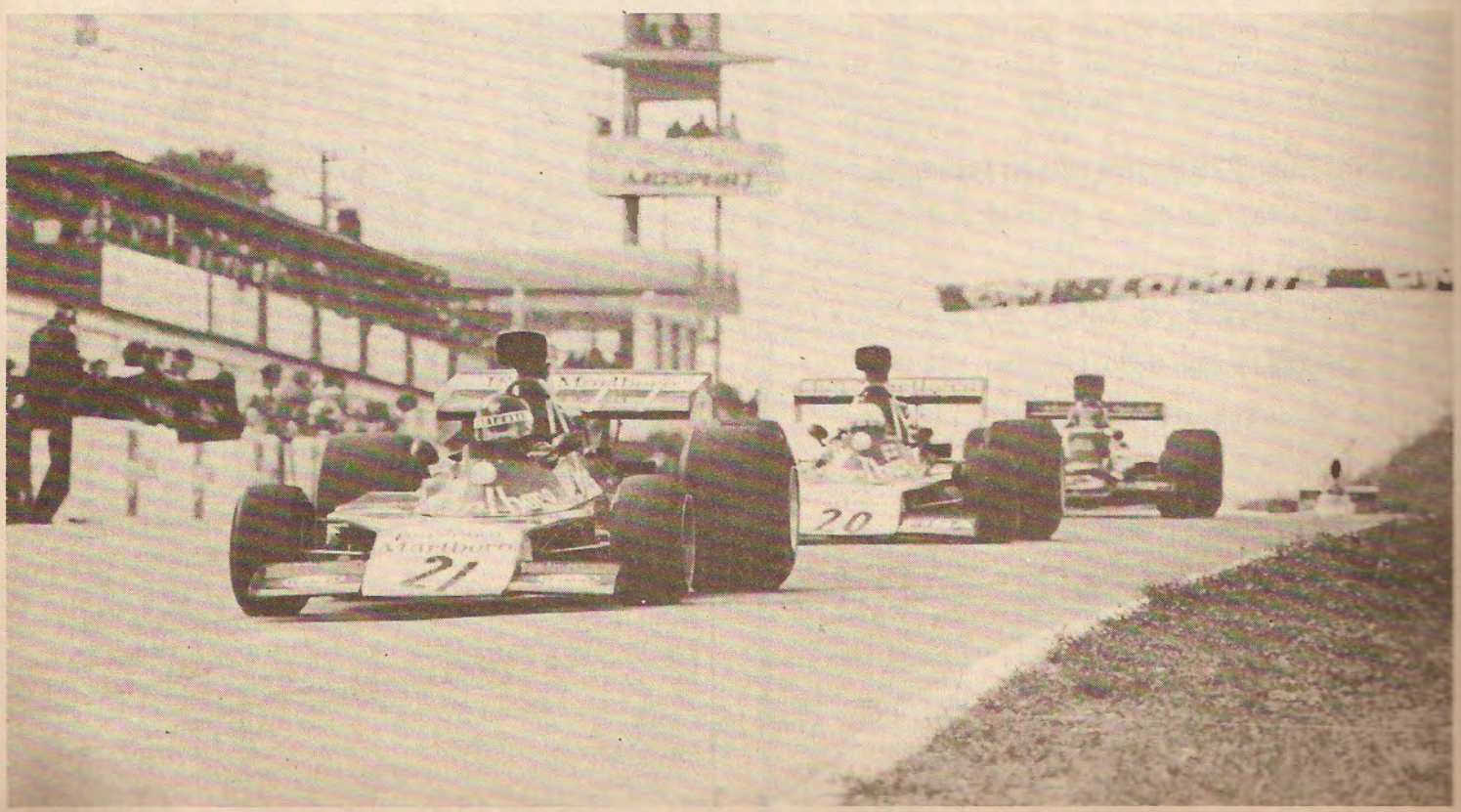
Ronnie Peterson always tried his hardest in the ageing Lotus 72E.

That was the eighth round, midway in the season. By now it should have been easy to see an overall pattern, but 1974's picture was like a kaleidoscope. Nothing could be certain to hold for more than a fortnight. The Ferraris were very good, in fact they were arguably the one best F1 car, but they had been beaten more often than not. Confusingly, the Fords that had been beating them were not the same. The Brabham had been faster. The McLaren had been faster. The Lotus had been faster. The Tyrrell had been faster. But on no occasion could anyone say which of them would be faster. It appeared to depend upon detail, fleeting matching of each individual design to each circuit's manifold characteristics. There were certain drivers who looked like they could do the job of beating the Ferrari drivers—but not regularly. It didn't seem to be a matter of driving skill at all, beyond a certain point of general ability, but more a matter of dogged tenacity and determination to seize whatever advantages were presented by the luck of the meeting. Nobody could predict what that luck would be.

In France it was Lauda on pole again, and it was Peterson's turn to offer battle. Something mysterious went wrong with the Ferrari front wheel balance—the tyres were egg-shaped, apparently—and finally the Lotus driver was able to force his way by. Using the same Old Reliable, JPS scored for the second time.

In Britain Lauda once again had the pole, and once again Peterson was his rival—but

Frenchman Jacques Laffite was drafted into the Frank Williams team in mid-season and immediately started to go well. Here in Canada he leads teammate Arturo Merzario and Ickx's Lotus.



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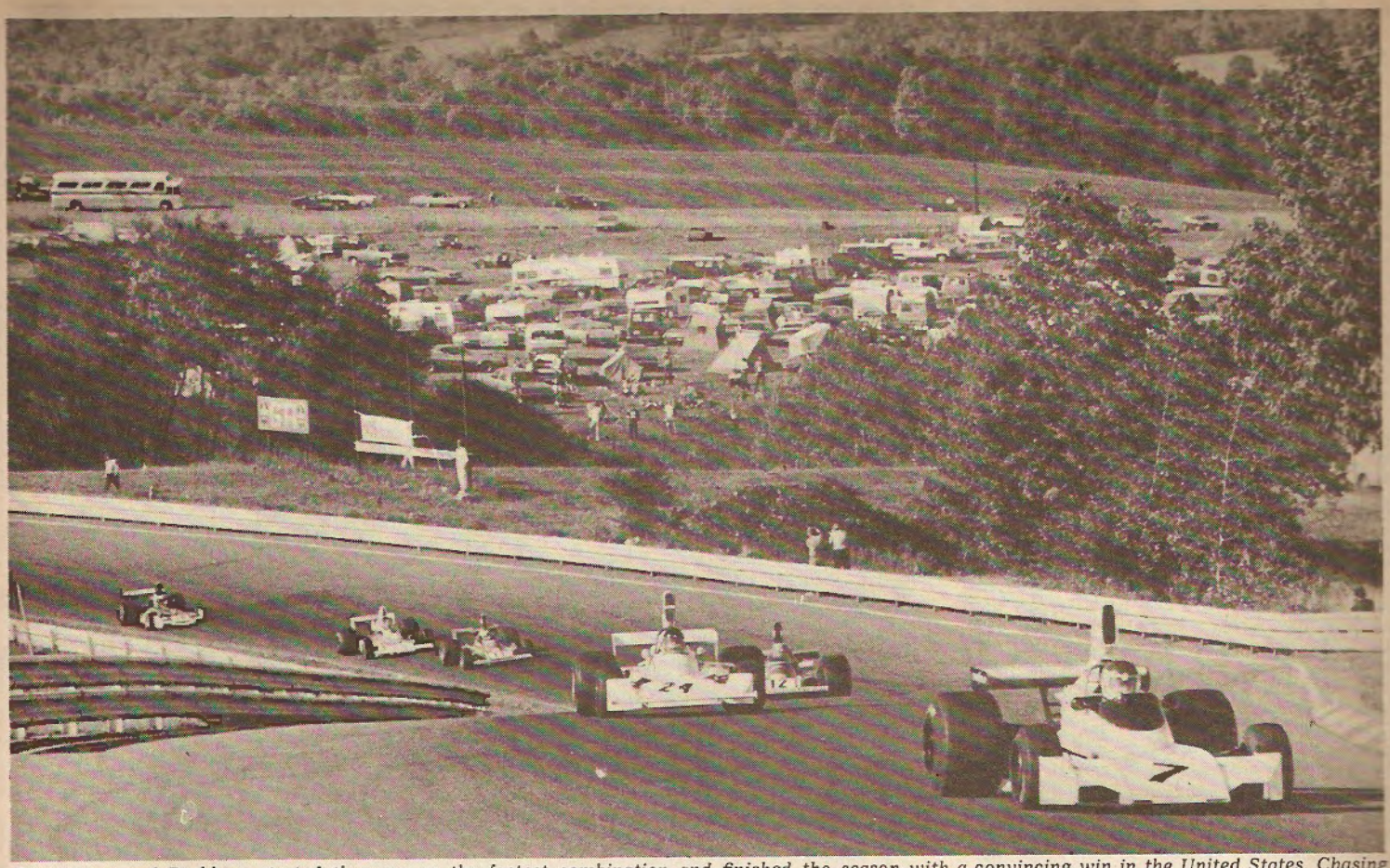
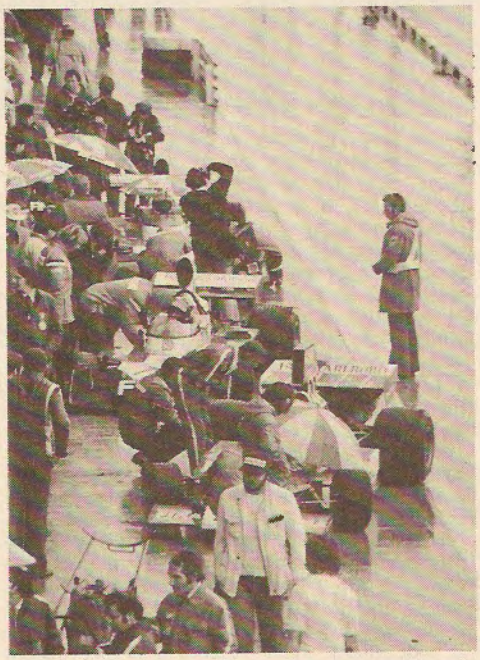


Reutemann and Brabham started the year as the fastest combination and finished the season with a convincing win in the United States. Chasing the Agentinian hard are Hunt's Hesketh and Lauda's Ferrari. Note Regazzoni blocking off Fittipaldi in their dice for the final championship honours.

not once the race started. Regazzoni bulled his way through to bottle up the JPS, allowing only Scheckter to escape and give chase. What might have been the later outcome was forever obscured by a rash of punctures. For some reason (perhaps the sometimes-maligned tyre engineers had achieved a quiet success here?) what had been a widespread bedevilment in 1973 was largely absent in 1974, but Brands Hatch was an exception. Just about everybody had a puncture, including Peterson, but the most significant puncture happened to Lauda. Clearly in the lead from Scheckter, cruising towards the finish line, he gradually slowed and presently everyone could see why. His right rear tyre disintegrated piece by piece as his gamble that it might last to the end of the race turned against him. As the Tyrrell made up the ground to take the lead, the Ferrari finally entered the pit lane—and never left it. Niki with a fresh tyre drove down to rejoin the race and do a final lap and salvage what would have been fifth place—but he wasn't allowed to. There was a press of people standing in the way, together with a circuit car, and an official with a red flag forbade the Ferrari to pass. So it never did do the last lap and was classified a miserable ninth.

Naturally there was a lot of discussion about this, and weeks later an FIA tribunal reversed the situation to the extent of awarding Lauda that "rightful" fifth place and the two points that went with it, although by this time it really didn't make any difference. (But it did show, once again, how much more there is to motor racing than the racing of motors!)

Next, everyone moved to Germany, where once again on the Nurburgring the Ferrari team had the quickest car. On the first lap, however, Lauda got into a scrape with Scheckter and spun off the road, leaving Regazzoni to drive easily on to his first victory of the year. Another startline shunt occurred, eliminating this time both of the McLarens of Hulme and Fittipaldi. Scheckter performed brilliantly to come second, while Reutemann showed signs of regaining his earlier form with a third.



Apart from Spain, there were no wet Grands Prix. However a few practice sessions, notably in Belgium, necessitated wet tyres.

"Lole" confirmed this at Austria, where he superbly dominated the race; the Ferraris had another bad day after holding merely competitive places in the race.

It was the Italian GP next, the final one of the ten European rounds, and the one at which the Ferraris had to demonstrate their superiority. And this they proceeded to do. The pair of them blew off the Brabhams, which had all three (John Watson was running as well in practice as the two works drivers) started at the front of the grid but immediately ran, all three, into problems. Nothing else at Monza that day showed anything like Ferrari speed, and the two red cars screamed effortlessly around and around . . . until gradually both began blowing out smoke. The pair of them, one after the other, failed the ultimate test before their own public. It was left to Peterson and Fittipaldi, locked race-long into a ferocious dice, to dispute the victory, and although Emerson got by at one point, Ronnie was ahead at the flag by 0.8 s.

The points situation was now that five drivers could still become Champion: Regazzoni, Fittipaldi, Scheckter, Lauda and Peterson. It was hard to see how the Ferrari drivers could miss, for once again they appeared to have the best car in Canada. Fittipaldi by sheer force of will put his McLaren onto pole, but muffed his start and had to watch Lauda drive ahead. Just as at Brands Hatch, then, Niki controlled the race, driving more with his mirrors than anything else—until he abruptly went off the road on dirt flung out onto the racing line by another car. Thus victory was presented to Emerson, who had never given up trying his hardest, his third victory of the year.

What an incredible situation now emerged! Fittipaldi and Regazzoni were neck-and-neck with 52 points each, and Scheckter was still in with a mathematical hope seven behind. Never had the World Championship come down to the end like this. Just as some observers had dared to predict early in the spring, the 15th round was going to decide the title.

After all that, Watkins Glen was something of an anticlimax. The real race was contested between the Brabhams of the two Carloses, Reutemann and Pace, and James Hunt's Hesketh; however most eyes were on the drama unfolding between the championship contenders. Lauda, with no more chance for himself but still able to help his teammate, qualified ahead of Fittipaldi on the grid and lead off in the race. Regazzoni started behind Fittipaldi, chopped his way ahead partway round the first lap, but the McLaren driver got by again a few hundred yards later and stayed by. Lauda was meanwhile waiting to see if he could help, but presently it became clear that nobody could help Regga. Something was wrong with the Ferrari's front suspension, and

he went slower and slower. Presently the same thing happened to Niki, and the race-within-the-race was a straight Scheckter/Fittipaldi matter. Jody was doing everything he could, but with Emerson right on his tail none of it was to any advantage, for even should he win he couldn't gain enough points to be Champion if the other finished higher than sixth.

Finally it was the Tyrrell that failed, and the McLaren stroked in fourth overall but supreme in the year's tallies for both drivers' and contructors' honours.

It was a thoroughly well deserved success for Emerson Fittipaldi and Texaco Marlboro McLaren, for they had worked hard and with excellence all year. Although the M23 was often a fast car, it was more often due to its reliability and the driver's determination that points were accumulated.

It is a measure of the quality of this amazing season, though, that much the same could be said of several of the other teams. Had the final round in the United States gone either of two other ways, one would have been able to applaud Ferrari or Tyrrell in the same fashion. Ferrari nearly won, for they certainly had what was by and large—in 10 of the 15 events by actual performance—the fastest 1974 car. Enzo Ferrari tried to buy the World Championship this year; there isn't anything wrong with that, it's been the whole history of the game. What frustrated him in the end was an amalgamation of too-often trivial misfortunes.

Ken Tyrrell's team did far better than anyone could have reasonably anticipated, for he started with what amounted to a completely new team using a new car. He openly planned to make this a learning year. His two youngsters, however, and particularly Jody Scheckter, developed very fast and steadily and the new 007 proved to be one of the best designs of the season. Had the blue Elf car carried the Champion for the second year in a row, most people would have considered it wholely fitting.

Similarly, had a Brabham driver come out on top it would have seemed right, for at the beginning of the year Carlos Reutemann was always at the front. Only a mid-season slump when race after race went wrong cut the team record back to mediocrity; they pulled back and ended the year on a marvelous one-two note at Watkins Glen.

Team Lotus, constructors' champions more frequently in the past decade than anyone else, retained their obvious brilliance and no other organisation worked harder. That the brilliance was tarnished by too many misfortunes, that the hard work proved too often to be misdirected, can be laid at least partly at that door of innovation that Colin Chapman persists in opening.

It is probably fair to state that McLarens, having started the year among these five best teams, came out on top at the end because of managing, however they managed it, to have less go wrong than anyone else. They did have failures both mechanical and personal, but fewer times than did Ferrari, Tyrrell, Brabham or Lotus. Emerson Fittipaldi won his second title because of the support of this excellent team, and because, already one of the fastest drivers, he concentrated as well every shred of his intelligence, craft, and professional dedication without letup to gaining every point he could.

"After South Africa," he states, "I was sure the guy who was going to be World Champion was the guy who was going to finish, for sure, most of the races."

In fact Fittipaldi was running at the end of 12 of the year's 15 GPs, a finishing ratio of 80 per cent. That as it happens was exactly the score built up by Clay Regazzoni, who went into the last race equal on points. The Ferrari driver could easily have won the title, it was that narrow—although he'd only managed to win one race compared to the McLaren driver's three.

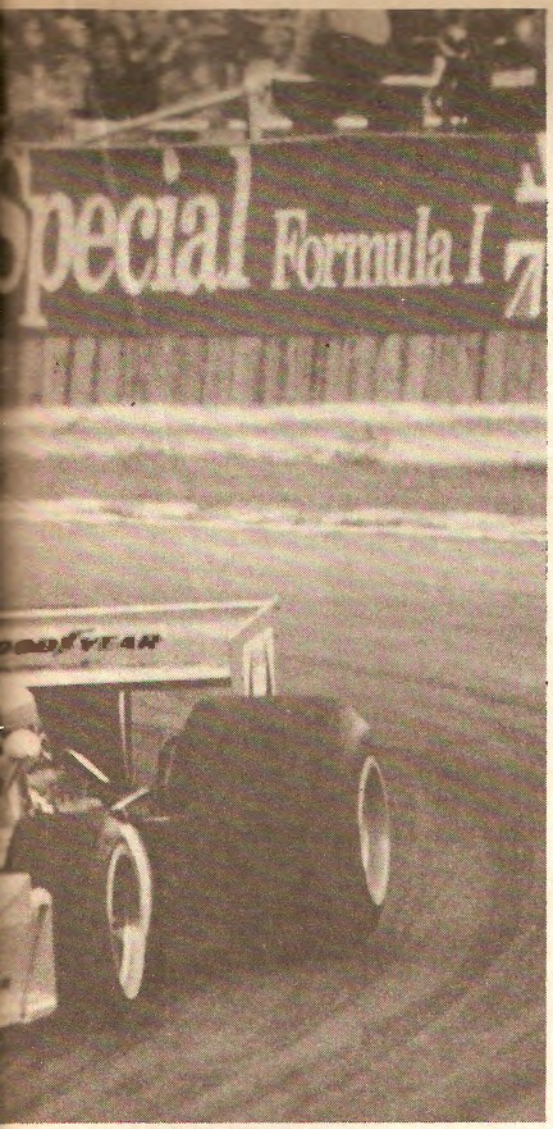
So it was a year of points-hunting above all else. During some eras—the Mercedes onslaught upon the comparatively primitive world of the mid-1950s comes first to mind

—one team is supreme right from the start and the reasons are clearly visible. Watching them win is a spectacle. In the mid-1970s, though, it's a different situation. When so many teams have achieved such high competitiveness and participate in such close, unpredictable races as we had this year, one team will come out best in the end because of qualities which aren't easy to see and which aren't exciting to watch. The racing will be spectacular! the winner won't be.

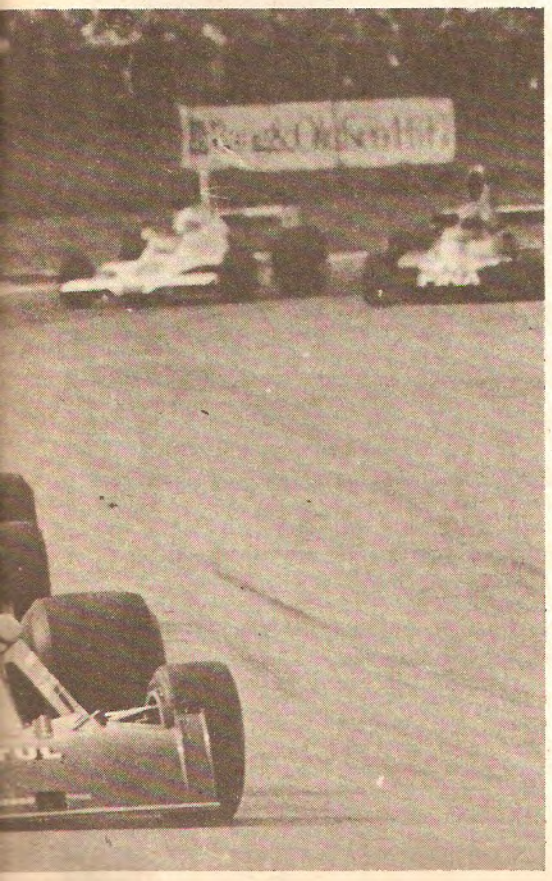
Is this the pattern that next year will follow too? One can see factors both for and against. It seems impossible that the 1974 wholesale competitiveness could happen again, that the championship results would hang all the way to the final race; such a thing is historically abnormal. Besides that, there were several occasions that the championship was made more open by misfortunes afflicting the Ferrari team; should Cosworth not be able to up-rate their Ford, so that 1975 inter-marque performance stays the same, it is not likely that Ferrari will be beaten again. Then too, the world economic picture shows signs of worsening, and must have some dampening effect on next year's motor racing even on the so-far healthy GP level.

On the other hand, many of the factors that operated to create this season's outstanding competitiveness must continue next year. The formula remains stable, so that more and more teams should learn to get the best out of it. It is a fair bet that Cosworth will be able to offer more power so more British chassis will be as good as Ferraris. The excitement of the championship contention this year drew excellent crowds, so that sponsors as well as organisers should continue to feel GP racing is attractive. The (threatened) withdrawal of one of the tyre companies is likely to reduce the experimentation carried out by the other, so that with fewer different types of tyre available

Italy's Vittorio Brambilla (above) began his Grand Prix tremely competent driver. Here he leads Jochen M UOP Shadow and Hulme's McLaren at Brands Hatch showed promise and, after a fine debut in South Afri Hailwood, Merzario, Ickx, Hulme and Jarier.



er with a works March and proved himself an ex-
ho had an unhappy season in his Surtees, Jarier's
ially, the new P201 BRM driven by Beltoise (below)
n well in Belgium where he led such notables as



the cars will inevitably draw closer together in specification—so they will be even more evenly matched.

We're not likely ever again to have a Grand Prix season like this one—but if we learned anything from watching it, we learned that nothing about modern F1 racing can be predicted reliably. We'll have to wait and see about 1975—and the watching ought to be great!

Individual assessments

McLaren won the manufacturers' championship for the first time, supporting Emerson Fittipaldi to his second driver's title on the way. Running three cars in every race they started 45 times and finished 33, an average "reliability" (other things come into it) record of 73.3 per cent. With Fittipaldi's three and Denis Hulme's one GP victory, McLaren won more often than any other manufacturer. These statistics underscore the basic excellence that won the firm the pair of titles; Ferrari had (at most circuits) the faster car but it was only the consistent finishes in-the-points of Clay Regazzoni that kept the title chase in doubt to the end. There may have been at individual stages during the long year victories going to faster cars, quicker drivers, better teams, but McLaren somehow managed to keep their level up at their peak longer than anyone else.

Their performance complemented Fittipaldi's; he is the reason they won. He brought them skill and determination, they gave him solid and secure support. It was a happy marriage, and he never gave up trying all he could for them.

His restless search for perfection inspired the team to try more in the way of mid-season experiment than anyone else. They tried cars with different aerodynamics, different dimensions, different suspension geometrics, they even built a new car with importantly different geometrics halfway through the year simply to make better use of altering tyre constructions. In everything they did, there was never any hint of hastiness. Typically, an experiment was embodied in hardware already made up in the shop and very neatly too.

Not that they were without fault. There were engine failures and suspension failures, as well as some wrong decisions about chassis set up, and all three of their drivers got themselves involved in collisions. But overall, McLaren was the best team and their prize was justified.

Denny Hulme partnered Emerson in the second Texaco Marlboro M23 and always drove consistently. He scored a lucky win in Argentina but did not look as though he would ever repeat the performance before quietly retiring at the end of the year.

Mike Hailwod ran the singleton Yardley liveried car which was run ostensibly as a separate team from the factory. He was always steady and fast but not *that* fast enough to put him right at the front. A nasty accident at the Nürburgring saw him immobilised for the rest of the season. David Hobbs replaced him initially but found, like Redman, that it was very hard work. Jochen Mass stood in for the final two races.

Ferrari *should* have come out on top this year, for their whole preparation was right. They spent a lot of money and spent it well, scientifically developing a veritable "super car" with a superb engine complimented by well tuned handling and thorough testing. A Ferrari led 10 of the 15 races and in none of the other five was it a *slow* car. Between Niki Lauda and Clay Regazzoni three races were won, and enough good finishes were scored that both stayed in contention in the driver's championship right through to the swing to North America. Indeed, at most parts of the season it looked inevitable that one of them *must* be champion.

Somehow, though, it all went wrong too often. There were major failures, of engines and also of suspensions and chassis frames and transmissions. There were also minor but crippling troubles, such as the puncture that robbed Lauda of the British GP and the patch of dirt that robbed him of the Canadian. There were mystifying losses, such as the peculiar tyre imbalance that handicapped both cars at Dijon. Any one of these occasions were enough to swing the overall points balance the wrong way for Ferrari; had Regazzoni only earned four more points somewhere he would have been World Champion. As a team, Ferrari finished only 60 per cent of their starts—not far above the circus-wide average of 56 per cent.

The Swiss certainly tried his hardest for Ferrari this year, and there were many people drawn to his personality enough to hope he would win—some others suggested that a Regga championship would be fitting given the kind of year it was. Certainly, though, he was never the fastest driver on a circuit, and far too often he got himself into excursion difficulty to carry the title of *best* driver. He was almost always out-driven by Lauda, who within a few races of the start of the year established himself as a new star, quick, cool, confident. Nine times Niki earned pole position, but only twice did he win. His last five races were a steady procession of retirements.

Tyrrell had a better year than could have been expected. With Jackie Stewart they had three times won championships, but with Stewart retired and Francois Cevert dead everything had to start again from scratch.

Regazzoni even tried a bit of hustling but it wasn't enough to take the World Championship.

Ken Tyrrell's avowed plan for 1974 was to bring his two new drivers up to maturity slowly, giving Jody Scheckter and Patrick Depailler all the time—and security—they needed to learn how to race properly.

At first it looked like it would take all year, right enough, for neither driver could get on with the 006-series of car. Perhaps it was changes made in aerodynamics and tyres for the new year, but neither man ever made the model do the things the former drivers had done habitually. Then, however, for the Spanish GP Derek Gardner introduced his 007 model, and at last the year's programme was on the right path. Scheckter made a steadily upward progression in his finishing positions, and finally won the Swedish GP. For that race Depailler had been on pole; the pair of Elf cars were literally in a class by themselves all weekend.

The good record continued all summer with Jody picking up another victory in Britain at the expense of Lauda's Ferrari, and going right down to the ultimate race still in contention for the overall championship victory. This was

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- System can operate mechanically and/or electrically.
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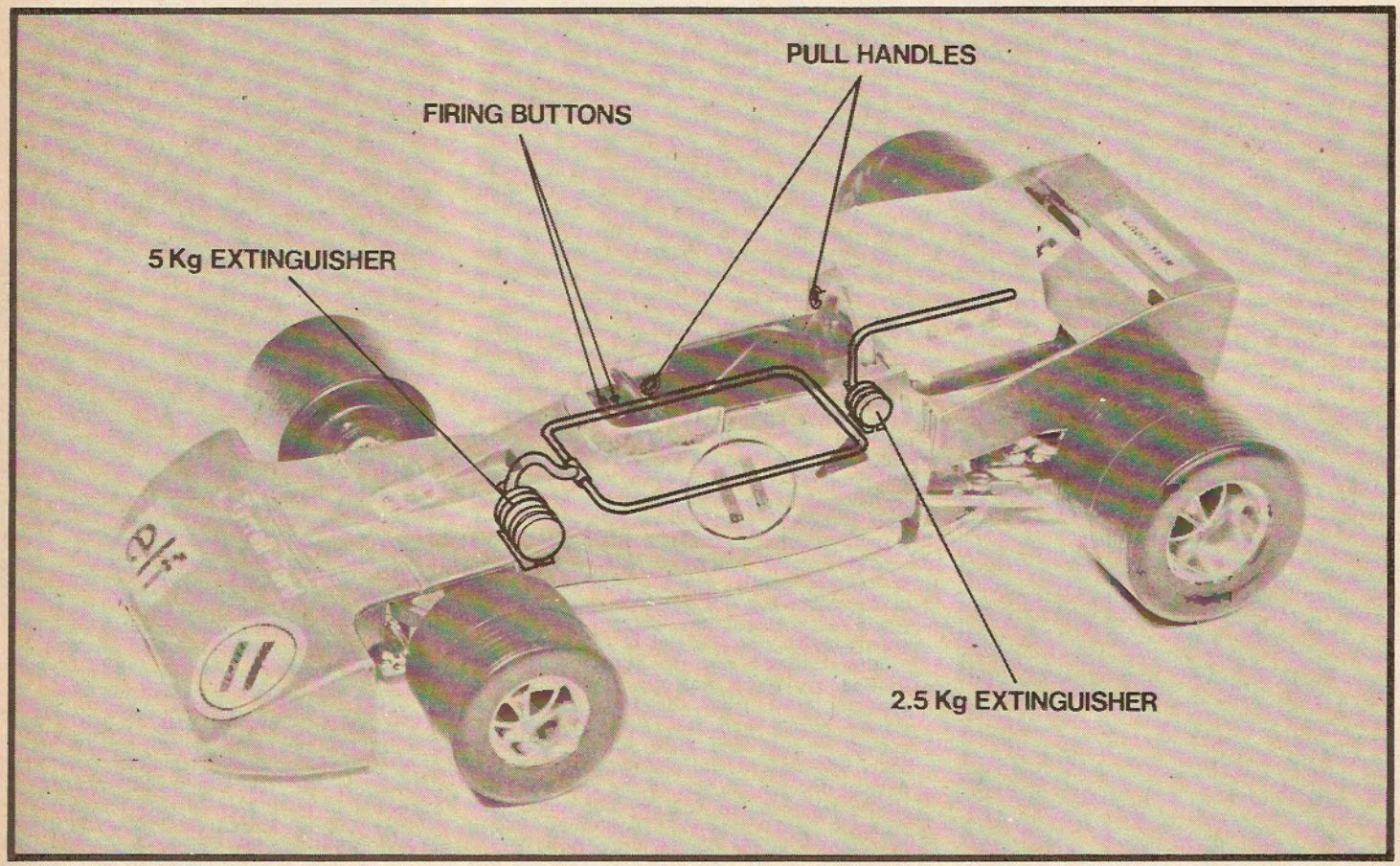

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Full Pryce—the young hard charging Welshman who caused such a stir when he joined the UOP Shadow team in mid-season.

far better than seemed reasonable, given all the built-in difficulties of Tyrrell's position—why, Scheckter had never before this year even managed to *finish* a GP.

Patrick didn't have such a good record, and he must have earned a few negative marks in Ken's notebook for his shunts at Dijon, Nürburgring and Austria. But he was generally quick, and one has a feeling that with a bit more dedication to the job in hand he would be in line to win races too.

Last year the pair of Tyrrells had an outstanding 90 per cent finishing record. This year they fell off a bit, thanks to a few shunts, a couple of blow ups, and Scheckter's frightening brake failure at Canada, to an average exactly the same as McLaren: 73.3.

Lotus started the season with everything going right for them. They were the manufacturers' champions, they had the one driver generally reckoned to be the fastest, and their avowed intention was to introduce a revised model of the three-times-world-beating type 72 without losing any of its good qualities. Had they in fact done so, one speculates, they might have finished the year better than their mediocre fourth best.

That it was time for a replacement for the 72 was indicated at the start of the season, for although Ronnie Peterson earned pole position for Argentina and lead off, he was soon overwhelmed by Reutemann's Brabham; presently dumb things went wrong with both 72s and Ronnie and Jacky Ickx fell well back. Peterson lead the Brazilian GP too, but the 72 was visibly not the superior car it had been the year before on that difficult circuit, and SuperSwede collapsed with exhaustion afterwards.

The new type 76—we were supposed to call it the "JPS/9"—came into the light at South Africa, where it was an unmitigated disaster. Neither driver's car could be made to handle, nor did the much vaunted "electric clutch" work properly (it was soon taken off and never appeared again). The dismal weekend ended in the most poetic way: the pair of them crashed together entering the first corner!

Thereafter Colin Chapman persevered with the troublesome new design all summer, but by Monaco he had decided to fall back upon the 72, and this won for him three races. The 76—the sponsor seemed to forget his insistance on the "JPS/9" designation—kept on as a development hack, and much was changed on it; it seemed to go even better as even more 72 hardware was grafted onto it. In its original form it did go well in Spain, but not for long; it never looked like being the better car of the two anywhere.

The year's results gave three GP victories (all Peterson's) plus a non-championship round (Ickx), with an overall GP reliability record of exactly 50 per cent. No team worked harder than Lotus, for they were always ready to try the most amazing "fixes" at the last minute before a race; in several cases this seemed to pay off. Obviously their talent was all still there. Bad patches are a part of racing, and there is no reason Lotus couldn't regain their previous supremacy next year.

Brabham were one of the pleasant surprises of the year. A good little team last year, they had showed signs of race winning talent without ever actually bringing it off. But that the new BT44 should dominate its first race, and go on to lead every F1 race for several weeks, was amazing. For a while things went wrong and Carlos Reutemann had to drop back, but then in South Africa—designer Gordon Murray's home—the white car ran flawlessly to the flag. At that point, anyone looking ahead to the championship would have had to pick Lole.

Then it all went wrong again. Not only did the constant stream of little troubles come back, the BT44 wasn't fast any more. It was a puzzle, and it seemed to dispirit the driver.

By the British GP a number of little developments had been done, and the car began to work better. At the German Reutemann had a strong race to third place, and then in Austria he was totally dominant once again. He and all the Brabhams were fast in Italy as well, although things went wrong there; at Watkins Glen the Brabham season ended up on an even higher note than it started with a superb Reuteman-Carlos Pace first-and-second. So it was a good car and a good team after all, better than the overall figures (3 victories, fifth-ranked manufacturer) indicated by themselves.

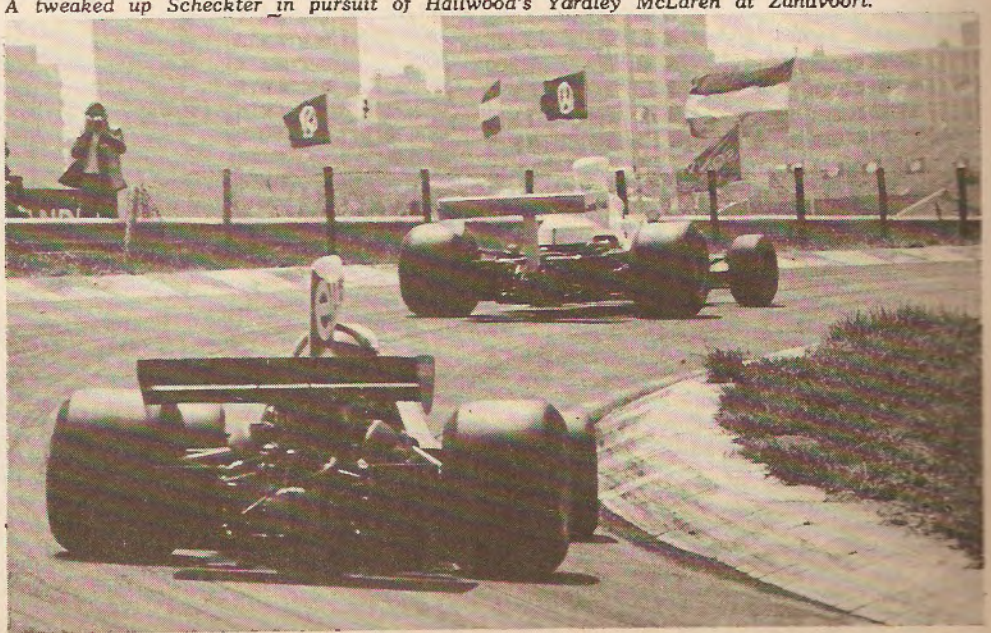
Another **Brabham** was entered privately for John Watson by **John Goldie/Hexagon**, and in 14 races this excellent little team succeeded in finishing with the best reliability record of all the Brabhams, and indeed of any other teams: 78.6 per cent. It was not until the middle of the season when they replaced their BT42 with a new 44, that Watson began to show speed, but then he really did, and at Monza especially he was outstanding.

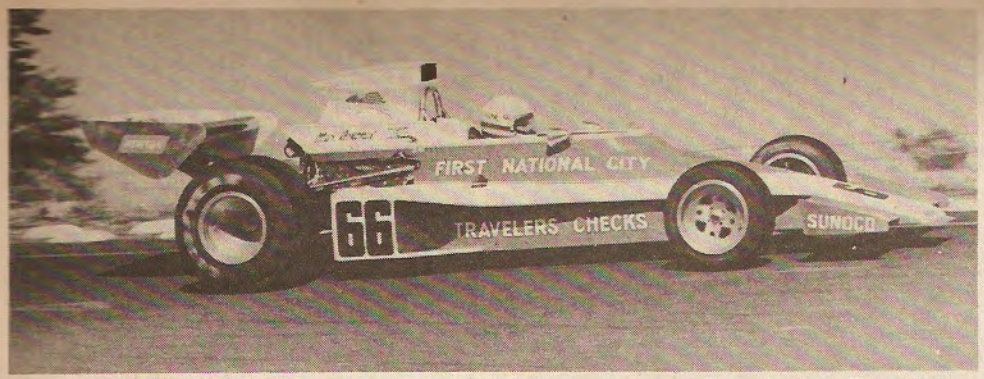
Catch fencing at Dijon shows that it can save lives. Its usage puts the future of the Armco in doubt.

Hesketh came out sixth best constructor of the year, which made them definitely the outstanding private team. However, this is a group with high goals and no one in the organisation can think it was as good a season as it could have been.

It was an ambitious decision to do their own car, but initially at least, it seemed to have been worthwhile. James Hunt was usually up in the front part of the pack, and he scored a fine victory in the non-championship round at Silverstone.

A tweaked up Scheckter in pursuit of Hailwood's Yardley McLaren at Zandvoort.





The final two races of the year saw another phase in the American invasion into Grand Prix racing. The famed Roger Penske set-up designed and ran a car for Mark Donohue (above). If at first you don't succeed, try, try again seemed to be Mike Wilds' motto in the Ensign (below), this incident in Austria not exactly helping the chances of qualifying for the race.

The car had good qualities, but it wasn't perfect, and before the end of the year the team were thinking aloud about the 1975 model. Designer Harvey Postlethwaite was obviously learning from every setback; he had his attention turned not only to mechanical aspects of his job, but was also at one stage trying to work out a mathematical understanding of why the car was failing to finish! He reasoned that in this respect a two-car team would have an advantage, and urged the management to expand operations.

The team manager did remark, "We recognise that if we are to survive we must turn completely professional,"

BRM fortunes hit rock bottom this year. Jean-Pierre Beltoise did have one or two good runs and gained some points, but all too often he and his fellow Frenchmen Henri Pescarolo and Francois Migault suffered the in-house V12 engine's lack of performance and reliability both. In Mike Pilbeam's P201 they had one of the better chassis, and seldom did anything actually go wrong with it. It was almost solely the engine inadequacy—with a few extra sillinesses such as an electrical plug that was knocked out when a clutch nut backed off—that kept BRM from showing better. There were also political unhappinesses; it was by the end of the year, when drivers were having their rides taken away from them, a miserably unhappy team.

Shadow began the year with the bright promise of Peter Revson's skill, experience, and personality to guide them. A suspension failure killed Revvy in testing, and the team never really recovered. In Jean-Pierre Jarier they had a willing young tiger who several times, particularly at Monaco, was outstanding. They had Brian Redman to add maturity to the mix for three races, but after being involved in the giant first-lap Monaco shunt, Brian decided F1 did not suit his temperament. He was finally replaced with the young Welshman Tom Pryce, who quickly proved to be a sensation. It did seem that after his initial burst Tom slowed down, though; at times either he or Jarier was going well but not both at once.

The team earned even fewer points this year than they had last year, and stayed ranked eighth overall, but this was another case when the basic team really was better than the record showed.

March were labouring under the handicaps of a tight budget and novice drivers, although several times both Hans Stuck and Vittorio Brambilla got into good solid runs. There was a rash of engine trouble at mid season, and March took the undesirable prize for having the most bent chassis to repair—or replace—of the year.

ISO Marlboro made definite progress this year, Frank Williams managing to build a team that by the end of the year was functioning with a visible sense of self-confidence and happy about the two drivers Arturo Merzario and Jacques Laffite. The overall record was not impressive in terms of results, but several times Little Arthur performed wonders on the track while things were running well. He also unfortunately had a few dramas: the grid was sent off without him in Brazil, and in Spain he threw his race car at the photographers, and for a couple of weekends he was in real pain with a broken finger *and* cracked ribs!

Surtees, like BRM, had little to smile about this year. There were some excellent performances from TS16 drivers, like Carlos Pace's fourth place in Brazil, and Jochen Mass' attainment of fourth in Germany before the engine blew up. Neither driver lasted the season with the team, however, and John Surtees went through a list of others by the end. Tragedy struck just as he seemed to have found a new star, for in only his second GP Helmuth Koinigg crashed fatally.

Lola secured the excellent reliability record of 70 per cent, and in fact Graham Hill finished the same 80 per cent of his races that Fittipaldi and Regazzoni achieved. The combination of he and his car was however not fast enough to translate this into anything meaningful, and the twice World Champion scored but a single point.

Amon did not manage any points at all; in fact the firm only managed one race qualification. This was a pity for the Gordon Fowell designed car was an interesting ambitious project, but the bonds within the team did not last long enough to sort it out. Chris Amon gave up and went to BRM for the last two races, where he qualified and ran reasonably well, despite problems.

Ensign was another effort that saw changes of allegiances. The wealthy Rikki von Opel started the season, but when he could get no results he went off to see, by driving for Brabham, whether the fault was his or the car's. He subsequently decided to retire, and Morris Nunn carried on with first Vern Schuppan as driver and then Mike Wilds. This was, compared to the major teams, a somewhat "backyard" effort; it had sound elements but more time was spent bringing them out than would have been true of a bigger team.

Lyncar were in much the same position as Ensign, except that no attempt was made to get John Nicholson into more than three races, two of them being non-championship.

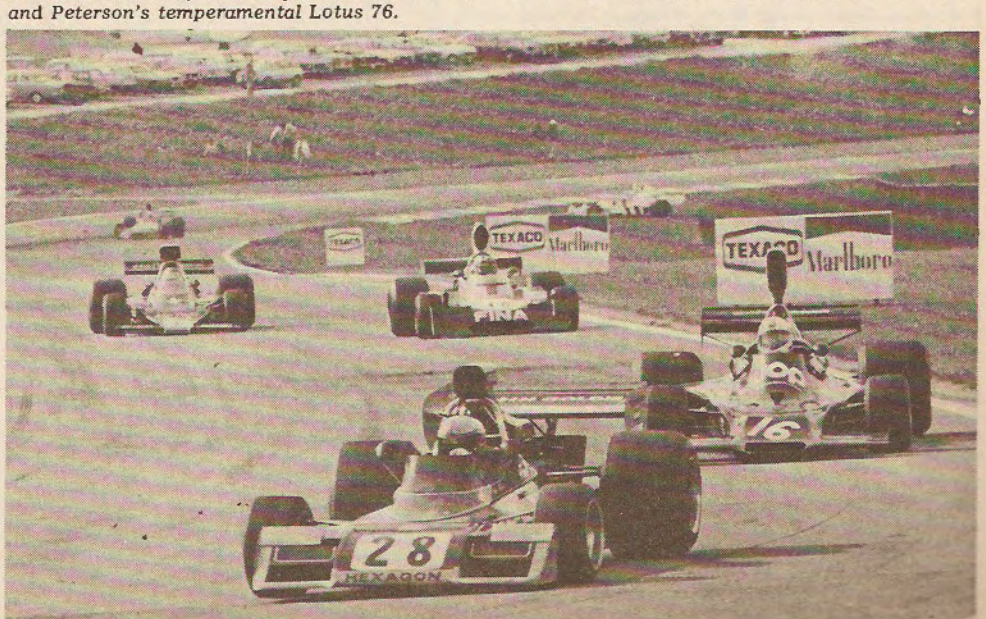
Maki burst on the scene like an oriental flower; unfortunately the car never looked better than at its press introduction. It took a long time to get developed to a point where the team wanted to try to qualify. They failed on the first attempt, and at the second the car crashed and put Howden Ganley in hospital.

Token was another of the small scale-efforts, although it was serious enough and sound enough, to get both Tom Pryce and Ian Ashley into races. At the level of operation forced on these little teams by their budgets and their lack of experience, merely to qualify these days is an achievement.

Parnelli was a newcomer but far from underfinanced. Using a large staff of experienced Britons, including designer Maurice Phillipe, the California USAC team put together a serious F1 programme that got Mario Andretti onto the second row of the grid in their second race. Something of an all-or-nothing effort, representing the cherished long-term ambitions of most of the men involved, the Parnelli started out in the right manner to achieve a place among the front runners. Deliberately choosing to design a complicated car and cope with the inevitable long period sorting, the team were not surprised to run into detail troubles at both their races.

Penske came on the scene almost as if Parnelli's participation had goaded them into it. Taking their leaf from the same book as both Parnelli and Shadow, these Americans drew most of their sources from England,

A British hero in Grand Prix racing was John Watson in the privately-run Hexagon Brabham BT42 which he drove so well that the works gave him one of their latest models. Chasing him are Brian Redman, who only chose to race the UOP Shadow a couple of times, Pace's Surtees and Peterson's temperamental Lotus 76.



Graham Hill's team ran a pair of Lolas throughout the year.

including designer Geoff Ferris. He drew a clean car, simple of concept and thus (hopefully) quick to sort. There were in fact several minor system troubles, as with the Parnelli, and Mark Donohue did not get a chance to shine in either of the GPs. As with their California rivals, the Pennsylvanians did reap the main intended benefit, however: experience for a full scale season next year.

Supplementary considerations

While the on-track competitive aspects of the year were wonderful, certain other aspects were less happy.

There was an unsavoury power struggle which reached, at the French GP, the point of threatened boycott. Because F1 racing has become such an attractive business proposition nowadays, a large number of newcomers wanted to break in this year. The more solidly established entrants, most of whom were banded together in the "Formula One Association," resisted the encroachment—a perfectly understandable reaction, as old as commerce itself. The various contending parties maintained, on the surface at least, a reasonably civilised demeanour and compromises were arranged. But the "sport" was marked. There was an atmosphere of more constraint, more tension, more bitterness.

No longer was it possible to participate quietly at a low level. There were frequently more than 30 drivers entered, but toward the end of the year the F1 Association managed to firmly establish that only 25 would be allowed to start—even if the CSI ground rules allowed more. There were thus several cases where a given driver/car combination failed to qualify for race after race. Inevitably, this must escalate the cost of breaking into GP racing, for nobody will dare contemplate less than a full-scale effort any longer. Not that this is out of keeping with the standards already maintained by the top entrants, but it brings to a final end the old idea that motor racing on GP level can be a sport for gentlemen. It is now, from the front of the grid to the back, hard-nosed Big Business. Those who can't produce professional quality results will soon be out.

Offered as one of the reasons participants should be limited was the rather absurd number of first-lap—indeed, of start-line—shunts this year. In Argentina, in South Africa, in Monte Carlo, in Holland and in France, and in Germany—and very nearly in the United States—there were pile-ups within a few moments of the flag dropping. The more cars on the grid, the more danger, say those sponsoring restriction. Furthermore, some add, the standing start should be replaced by the rolling one.

Perhaps one may be permitted to question whether this argument quite washes. None of the collisions have actually involved cars at the backs of the grids; the Dijon shunt happened with a grid restricted below 25 cars. Nor can anyone familiar with Indianapolis history feel completely confident that rolling starts prevent collisions.

Just why 25 is a magic number making for perfect Grands Prix is not clear. There have been races this year where after a few laps a few extra cars would have been welcome. Occasionally too there have been drivers who just managed to squeeze into the race, perhaps as reserves, who gave quite decent accounts of themselves. (This of course says nothing of the two or three times this year when the whole system of reserve was made a farce by the de facto participation of reserves who were not given official leave to start!)

Not that the danger inherent in this sport should be treated in a flip manner. The sad fact is, two drivers were killed this year in F1 cars. In private testing at Kyalami the American Peter Revson died when his Shadow broke a suspension member and crashed heavily into a steel guardrail. The Austrian Helmuth Koinigg met his death in the race at Watkins Glen, when his Surtees impacted a guardrail at a lower speed but a higher angle; the car went under the rail. These were single-car accidents, and the outbreak of fire in the one case (Revson) was not a significant factor. These two fatalities, coupled with several of last year, cast great concern on the value of steel guardrailing itself.

Only a few years ago, Armco was lauded as the best compromise safety barrier and circuit organisers were literally forced to install it. Now there are second thoughts—but it might be a great mistake to rush to replace it all with wire catch fencing, as some thinkers advocate. In two accidents this year (Migault at Monaco, Lauda at Nürburgring) drivers were reportedly either trapped in their cars or at least handicapped in getting out by the weight of mesh of the cockpits. For every driver killed against steel rail, there must be several who owe it their lives. That this is not a perfect solution should (were it an ideal world) inspire exhaustive research into finding a better one.

It wasn't a happy year for Team Surtees.

ANALYSIS 1974 GP'S

RACE	1 ARGENT.	2 BRAZIL	3 S. AFRICA	4 SPAIN	5 BELGIUM	6 MONACO	7 SWEDEN	8 HOLLAND	9 FRANCE	10 PLAYER	11 GERMANY	12 AUSTRIA	13 ITALY	14 CANADA	15 USA
WINNER	HULME	EM. FIT	REUTE	LAUDA	EM. FIT	PETSN	SCHEC	LAUDA	PETSN	SCHEC	REGGA	REUTE	PETSN	EM. FIT	REUTE
2ND	LAUDA	REGGA	BELTS	REGGA	LAUDA	SCHEC	DPAIL	REGGA	LAUDA	EM. FIT	SCHEC	HULME	EM. FIT	REGGA	PACE
3RD	REGGA	ICKX	HAILW	EM. FIT	SCHEC	JARIE	HUNT	EM. FIT	REGGA	ICKX	REUTE	HUNT	SCHEC	PETSN	HUNT
4TH	HAILW	PACE	DPAIL	STUCK	REGGA	REGGA	EM. FIT	HAILW	SCHEC	REGGA	PETSN	WATSN	MERZO	HUNT	EM. FIT
5TH	BELTS	HAILW	STUCK	SCHEC	BELTS	EM. FIT	JARIE	SCHEC	ICKX	LAUDA	ICKX	REGGA	PACE	DPAIL	WATSN
6TH	DPAIL	PETSN	MERZO	HULME	HULME	WATSN	HILL	DPAIL	HULME	REUTE	PRYCE	BMBLA	HULME	HULME	DPAIL
LEADERS	HUNT	REUTE	LAUDA	PETSN	REGGA	REGGA	SCHEC	LAUDA	LAUDA	LAUDA	REGGA	REUTE	LAUDA	LAUDA	REUTE
	PETSN	PETSN	REUTE	LAUDA	EM. FIT	LAUDA			PETSN	SCHEC			REGGA	EM. FIT	
	REUTE	EM. FIT		ICKX		PETSN							PETSN		
	HULME			LAUDA											
FASTEST LAP	REGGA	REGGA	BELTS	LAUDA	HULME	PETSN	DPAIL	PETSN	SCHEC	LAUDA	SCHEC	REGGA	PACE	LAUDA	PACE
SIFFERT AW'D	REGGA	STUCK	BELTS	STUCK	HAILW	JARIE	HUNT	LAUDA	HULME		MASS	PACE	MERZO	PETSN	REUTE
POLE	PETSN	EM. FIT	LAUDA	LAUDA	REGGA (DISPUTED)	LAUDA	DPAIL	LAUDA	LAUDA	LAUDA	LAUDA	LAUDA	LAUDA	EM. FIT	REUTE
2ND	REGGA	REUTE	PACE	PETSN	SCHEC 1, LAUDA 2	REGGA	SCHEC	REGGA	PETSN	PETSN	REGGA	REUTE	REUTE	LAUDA	HUNT
WEATHER	WARM CLOUDY	WARM DRY/RAIN	WARM DRY	RAIN, DRY LATER	WARM DRY	WARM DRY	WARM DRY	WARM DRY	FINE WARM	OVERCAST FINE LATER	DULL. LIGHT RAIN	HOT DRY	HOT DRY	COLD DRY	WARM DRY
STARTERS FINISHERS	25/13	25/17	27/19	25/15	31/18	25/9	26/12	25/12	22/16	25/16	26/14	25/13	25/11	26/16	25/15

DRIVERS' CHAMPIONSHIP	
E. FITTIPALDI	55
C. REGAZZONI	52
J. SCHECKTER	45
N. LAUDA	38
R. PETERSON	35
C. REUTEMANN	32
D. HULME	20
J. HUNT	15
P. DEPAILLER	14
J. ICKX	12
M. HAILWOOD	12
C. PACE	11
J-P. BELTOISE	10
J-P. JARIER	6
J. WATSON	6
H. STUCK	5
A. MERZARIO	4
G. HILL	1
T. PRYCE	1
V. BRAMBILLA	1

MARQUES AND DRIVERS – 1974 GP'S

Q – GRID POSITION
H – HIGHEST POSITION DURING RACE
F – FINISHING POSITION

MARQUE	DRIVER	NAT.	ARGENTINA Q	H	F	BRAZIL Q	H	F	S. AFRICA Q	H	F	SPAIN Q	H	F	BELGIUM Q	H	F	MONACO Q	H	F	SWEDEN Q	H	F	HOLLAND Q	H	F
McLAREN	E. FITTIPALDI	BR	3	3	10	1	1	1	5	4	7	4	3	3	4	1	1	13	5	5	9	4	4	3	3	3
	D. HULME	NZ	10	1	1	11	8	12	9	8	9	8	6	6	12	6	6	12	-	R_C	12	6	R	9	7	R
	M. HAILWOOD	GB	9	3	4	7	5	5	12	3	3	17	9	9	13	5	7	10	5	R_C	11	12	R	4	2	4
	D. HOBBS	GB																								
	J. MASS	D	SURTEES			SURTEES			SURTEES			SURTEES			SURTEES			SURTEES			SURTEES					
PRIV.	D. CHARLTON	ZA							20	14	19															
FERRARI	C. REGAZZONI	CH	2	3	3	8	2	2	6	3	R	3	2	2	*1*	1	4	2	1	4	4	4	R	2	2	2
	N. LAUDA	A	8	2	2	3	10	R	1	1	16_{NR}	1	1	1	3	2	2	1	1	R	3	3	R	1	1	1
TYRRELL	J. SCHECKTER	ZA	12	17	R_C	14	7	13	8	4	8	9	5	5	2	3	3	5	2	2	2	1	1	5	5	5
	P. DEPAILLER	F	15	6	6	16	8	8	15	4	4	16	8	8	11	6	R	*4	9	9	1	2	2	8	3	6
PRIV.	E. KEIZAN	ZA							24	14	14															
JPS-LOTUS	R. PETERSON	S	1	1	13	4	1	6	16	24	R_C	2	1	R	5	4	R	3	1	1	5	2	R	10	7	10
	J. ICKX	B	7	3	R	5	3	3	10	22	R_C	5	1	R	16	8	R	19	8	R	7	8	R	18	9	9
	T. SCHENKEN	AUS										TROJAN			TROJAN			TROJAN								
PRIV.	I. SCHECKTER	ZA							22	13	13															
PRIV.	P. DRIVER	ZA							26	22	R															
BRABHAM	C. REUTEMANN	RA	6	1	7_{NR}	2	1	7	4	1	1	6	8	R	24	10	R	8	5	R_C	10	5	R	12	7	12
	R. ROBARTS	GB	22	15	R	24	15	15	23	17	17											ISO				
	R. VON OPEL	FL	ENSIGN												22	14	R		DNQ		20	9	9	23	8	8
	C. PACE	BR	SURTEES			SURTEES			SURTEES			SURTEES			SURTEES			SURTEES			SURTEES			SURTEES		
	J. WATSON	GB	20	12	12	15	17	R	13	15	R	15	11	11	19	9	11	23	6	6	14	10	11	13	7	7
PRIV.	G. LARROUSSE	F													28	-	R									
PRIV.	T. PILETTE	B													27	17	17									
PRIV.	H. KOINIGG	A																								
PRIV.	E. WIETZES	CAN																								
PRIV.	I. ASHLEY	GB																								
HESKETH	J. HUNT	GB	MARCH			MARCH			14	5	R	10	6	10	9	5	R	7	6	R	6	3	3	6	19	R_C
	I. SCHECKTER	ZA							JPS-LOTUS																	
BRM	J-P. BELTOISE	F	14	5	5	17	10	10	11	2	2	11	12	R	6	5	5	11	-	R_C	13	13	R	16	13	R
	H. PESCAROLO	F	21	9	9	22	13	14	21	18	18	20	10	12	15	11	R_C	27	9	R	19	-	R	24	19	R
	F. MIGAULT	F	24	18	R	23	16	16	25	15	15	22	10	R	25	16	16	22	16	R_C				25	9	R
	C. AMON	NZ										AMON						AMON								
SHADOW	P. REVSON †	USA	4	-	R_C	6	6	R																		
	J-P. JARIER	F	16	-	R_C	19	15	R				12	8	15	17	6	13	6	3	3	8	5	5	7	9	R
	B. REDMAN	GB										21	4	7	18	8	R	16	-	R_C						
	B. ROOS	S																			23	24	R			
	T. PRYCE	GB													TOKEN									11	-	R_C
MARCH	H. STUCK	D	23	11	R	13	7	R	7	5	5	13	3	4	10	28	R	9	9	R_C				22	-	R_C
	H. GANLEY	NZ	19	7	8	20	22	R																		
	V. BRAMBILLA	I							19	10	10		DNS		31	9	9	15	-	R_C	17	5	10_{NR}	15	11	11
	R. WISELL	S																			16	8	R			
PRIV.	J. HUNT	GB	5	*1 (13)*	R	18	8	9	HESKETH			HESKETH			HESKETH			HESKETH			HESKETH			HESKETH		
PRIV.	M. WILDS	GB																								
ISO-MARLBORO	A. MERZARIO	I	13	11	R	*9	19	R	3	6	6	7	3	R_C	7	9	R	14	-	R_C				21	9	R
	T. BELSO	DK							27	-	R		DNQ								21	8	8			
	G. VAN LENNEP	NL													30	14	14								DNQ	
	R. ROBARTS	GB																			*25	DNS				
	J. LAFFITE	F																								
SURTEES	C. PACE	BR	11	6	R	12	4	4	2	11	11	14	8	13	8	7	R	18	-	R_C	24	14	R			
	J. MASS	D	18	10	R	10	7	17	17	24	R	18	6	R	26	18	R	*17	DNS		22	14	R_C	20	11	R
	J. DOLHEM	F																								
	D. BELL	GB																								
	D. QUESTER	D																								
	H. KOINIGG †	A																								
PRIV.	L. KINNUNEN	SF														DNS					26	20	R			
EMBASSY-LOLA	G. HILL	GB	17	10	R	21	10	11	18	12	12	19	13	R	29	8	8	21	7	7	15	6	6	19	14	R
	G. EDWARDS	GB	25	11	11	25	21	R					DNS		21	12	12	26	8	8	18	7	7	14	11	R
	P. GETHIN	GB																								
	R. STOMMELEN	D																								
AMON	C. AMON	NZ										23	24	R				*20	DNS							
ENSIGN	R. VON OPEL	FL	26	DNS								BRABHAM			BRABHAM			BRABHAM			BRABHAM			BRABHAM		
	V. SCHUPPAN	AUS													14	10	15	25	17	R_C	DNQ	"12" UNOFF	"12" UNOFF	17	13	R
	M. WILDS	GB																								
LYNCAR	J. NICHOLSON	NZ																								
MAKI	H. GANLEY	NZ																								
PARNELLI	M. ANDRETTI	USA																								
PENSKE	M. DONOHUE	USA																								
TOKEN	T. PRYCE	GB													20	20	R									
	I. ASHLEY	GB																								
TROJAN	T. SCHENKEN	AUS										25	3	R	23	10	10	24	-	R_C						
BRABHAM NON-Q	C. FACETTI	I																								
BRABHAM "	L. LOMBARDI	I																								
ISO-MARLBORO "	J-P. JABOUILLE	F																								
SURTEES "	J-P. JABOUILLE	F																								
AMON "	L. PERKINS	AUS																								
TOKEN "	D. PURLEY	GB																								

A AUSTRIA AUS AUSTRALIA B BELGIUM BR BRAZIL CAN CANADA CH SWITZERLAND D GERMANY DK DENMARK F FRANCE FL LIECHTENSTEIN GB GT BRITAIN I ITALY NL HOLLAND NZ NEW ZEALAND RA ARGENTINA S SWEDEN SF FINLAND ZA STH. AFRICA

* HUNT LED FOR PART OF FIRST LAP ONLY, THEN SPUN OFF.

* MERZARIO ACTUALLY STARTED RACE FROM THE BACK OF THE GRID.

* REGAZZONI'S PRACTICE TIME DISPUTED BY ALL TEAMS.

* DEPAILLER STARTED FROM THE BACK OF THE GRID. MASS AND AMON DID NOT START THO' QUALIFIED.

* BELSO DROVE ROBART'S CAR AFTER WARM-UP ACCIDENT. SCHUPPAN STARTED UNOFFICIALLY AND WAS EXCLUDED.

MARQUES AND DRIVERS – 1974 GP'S

R = RETIREMENT
RC = RETIREMENT DUE TO CRASH
DNQ = FAILED TO QUALIFY
DNS = DID NOT START
NC = NOT CLASSIFIED
NR = NOT RUNNING AT FINISH

DRIVERS' CHAMP.		FRANCE			J.PLAYER. GB			GERMANY			AUSTRIA			ITALY			CANADA			USA					MANUFACTURERS' CHAMP.	
% WIN POSIT.	POINTS	Q	H	F	Q	H	F	Q	H	F	Q	H	F	Q	H	F	Q	H	F	Q	H	F			FINAL POSIT.	POINTS
1	31	5	4	R	8	2	2	3	23	R_C	3	3	R	6	2	2	1	1	1	8	4	4	E. FITTIPALDI	McLAREN	1	55
6=	11	11	6	6	19	6	7	7	-	R_C	10	2	2	19	5	6	14	6	6	17	20	R	D. HULME		7	20
5	12	6	4	7	11	5	R	12	5	R_C													M. HAILWOOD		10=	12
											17	7	7	23	7	9							D. HOBBS			
		SURTEES			SURTEES			SURTEES									12	12	16	20	7	7	J. MASS			
																							D. CHARLTON			
3	28	4	3	3	7	3	4	2	1	1	8	2	5	5	1	R	6	2	2	9	7	11	C. REGAZZONI	FERRARI	2	52
2	30	1	1	2	1	1	5	1	-	R_C	1	2	R	1	1	R	2	1	R_C	5	4	R	N. LAUDA		4	38
4	23	7	4	4	3	1	1	4	2	2	5	4	R	12	3	3	3	3	R_C	6	4	R	J. SCHECKTER	TYRRELL	3	45
6=	11	9	7	8	10	11	R	5	6	R_C	14	4	R_C	10	6	11	7	5	5	13	6	6	P. DEPAILLER		9	14
																							E. KEIZAN			
8=	10	2	1	1	2	4	10	8	4	4	6	2	R	7	1	1	10	3	3	19	9	R	R. PETERSON	JPS-LOTUS	5	35
13=	4	13	5	5	12	3	3	9	4	5	22	5	R_C	16	9	R	21	13	13	16	11	R_C	J. ICKX		10=	12
					TROJAN			TROJAN			TROJAN			TROJAN							DNQ		T. SCHENKEN			
																							I. SCHECKTER			
																							P. DRIVER			
10	9	8	6	R_C	4	5	6	6	3	3	2	1	1	2	2	R	4	7	9	1	1	1	C. REUTEMANN	BRABHAM	6	32
																							R. ROBARTS			
			DNQ																				R. VON OPEL			
15	3		DNQ		20	8	9	17	12	12	4	2	R	3	3	5	9	5	8	4	2	2	C. PACE		12	11
16=	1	14	9	16	13	10	11	14	22	R_C	11	4	4	4	4	7	15	13	R_C	7	5	5	J. WATSON		14=	6
			DNQ																				G. LARROUSSE			
																							T. FILETTE			
												DNQ					SURTEES			SURTEES			H. KOINIGG			
																	26	21	R				E. WIETZES			
								TOKEN			TOKEN							DNQ			DNQ			I. ASHLEY			
13=	4	10	-	R_C	6	-	R_C	13	8	R	7	3	3	8	8	R	8	4	4	2	2	3	J. HUNT	HESKETH	8	15
												DNQ											I. SCHECKTER			
8=	10	17	9	10	23	12	12	15	9	R	18	15	R	11	-	R	17	17	18_{NC}		DNS		J-P. BELTOISE	BRM	13	10
		19	-	R	24	13	15_{NR}	24	10	10				25	22	R							H. PESCAROLO			
		22	13	14	14	15	16		DNQ					24	-	R							F. MIGAULT			
									AMON						AMON		25	17	17_{NC}	12	9	9	C. AMON			
																							P. REVSON †	SHADOW		
11	6	12	12	12	16	11	R	18	8	8	23	8	8	9	9	R	5	6	R	10	10	10	J-P. JARIER		14=	6
																							B. REDMAN			
																							B. ROOS			
		3	-	R_C	5	4	8	11	6	6	16	15	R_C	22	10	10	13	9	R	18	14	15	T. PRYCE		18=	1
12	5		DNQ		9	9	R_C	20	7	7	15	7	R	18	14	R	23	23	R		DNQ		H. STUCK	MARCH	16	5
						MAKI			MAKI														H. GANLEY			
		16	11	11	18	15	R	23	13	13	20	4	6	13	5	R_C		DNS		25	15	R	V. BRAMBILLA		18=	1
																							R. WISELL			
SEE HESKETH																							J. HUNT		SEE HESKETH	
						DNQ						ENSIGN			ENSIGN			ENSIGN			ENSIGN		M. WILDS			
16=	1	15	9	9	15	12	R	16	9	R	9	8	R	15	4	4	19	14	R	15	6	R	A. MERZARIO	ISO-MARLBORO	17	4
						DNQ																	T. BELSO			
																							G. VAN LENNEP			
																							R. ROBARTS			
								21	16	R_C	12	13	13	17	9	R	18	13	15_{NR}	11	10	R	J. LAFFITE			
SEE BRABHAM		BRABHAM			BRABHAM			BRABHAM			BRABHAM			BRABHAM			BRABHAM			BRABHAM			C. PACE	SURTEES	SEE BRABHAM	
		18	18	R	17	13	14	10	4	R							McLAREN			McLAREN			J. MASS			
			DNQ																	26	16	R	J. DOLHEM			
						DNQ		25	11	11		DNQ			DNQ			DNQ					D. BELL			
											25	9	9										D. QUESTER			
											BRABHAM						22	10	10	23	21	R_C †	H. KOINIGG †			
			DNQ			DNQ						DNQ			DNQ								L. KINNUNEN			
16=	1	21	13	13	22	13	13	19	9	9	21	11	11_{NC}	21	7	8	20	14	14	24	8	8	G. HILL	EMBASSY-LOLA	18=	1
		20	11	15		DNS			DNS														G. EDWARDS			
					21	-	R																P. GETHIN			
											13	16	R_C	14	8	R	11	11	11	21	12	12	R. STOMMELEN			
									DNQ						DNQ			BRM			BRM		C. AMON	AMON		
																							R. VON OPEL	ENSIGN		
			DNQ			DNQ		22	20	R													V. SCHUPPAN			
												DNQ			DNQ			DNQ		22	14	14	M. WILDS			
						DNQ																	J. NICHOLSON	LYNCAR		
						DNQ			DNQ														H. GANLEY	MAKI		
																	16	7	7	3	-	R	M. ANDRETTI	PARNELLI		
																	24	12	12	14	13	R	M. DONOHUE	PENSKE		
		SHADOW			SHADOW			SHADOW			SHADOW			SHADOW			SHADOW			SHADOW			T. PRYCE	TOKEN	SEE SHADOW	
					26	14	14	24	12	12_{NC}													I. ASHLEY			
					25	23	R		DNQ		19	10	10	20	12	R				JPS-LOTUS			T. SCHENKEN	TROJAN		
															DNQ								C. FACETTI	BRABHAM		
						DNQ																	L. LOMBARDI	BRABHAM		
			DNQ																				J-P. JABOUILLE	ISO-MARLBORO		
												DNQ											J-P. JABOUILLE	SURTEES		
									DNQ														L. PERKINS	AMON		
						DNQ																	D. PURLEY	TOKEN		

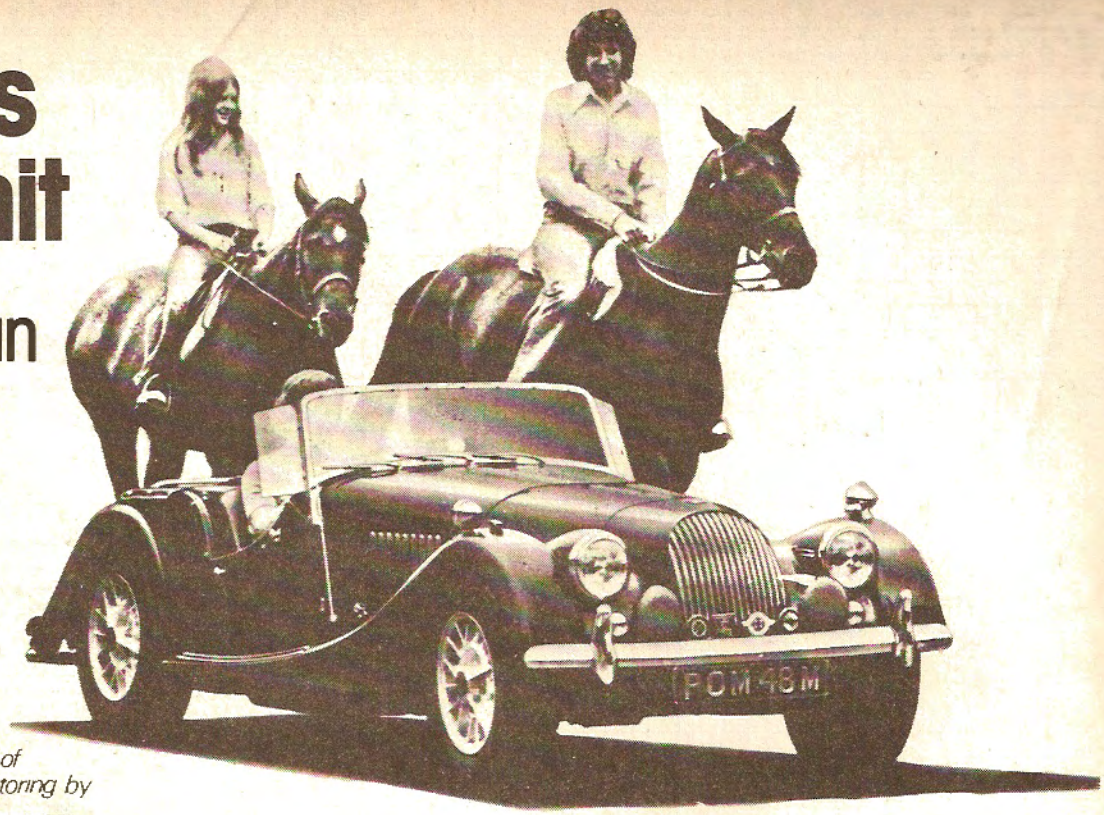
MANUFACTURERS' CHAMPIONSHIP

McLAREN	73	BRABHAM	35	MARCH	6
FERRARI	65	HESKETH	15	ISO-MARLBORO	4
TYRRELL	52	BRM	10	SURTEES	3
JPS-LOTUS	42	SHADOW	7	EMBASSY-LOLA	2

Race data compiled by Alan Phillips.

There's no Limit

-to the fun in an open car



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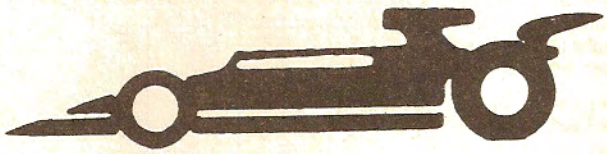

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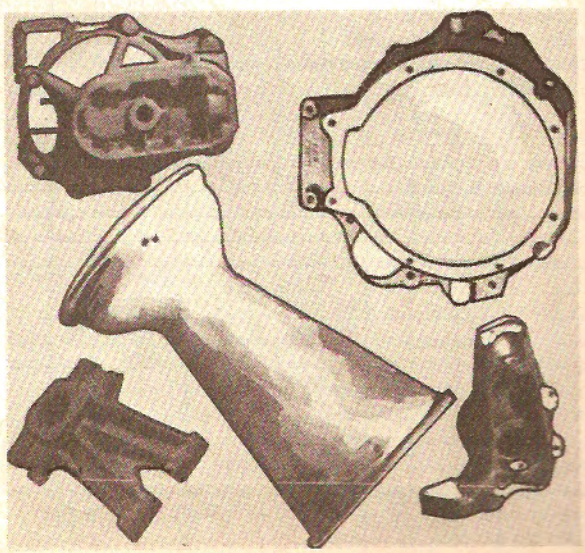

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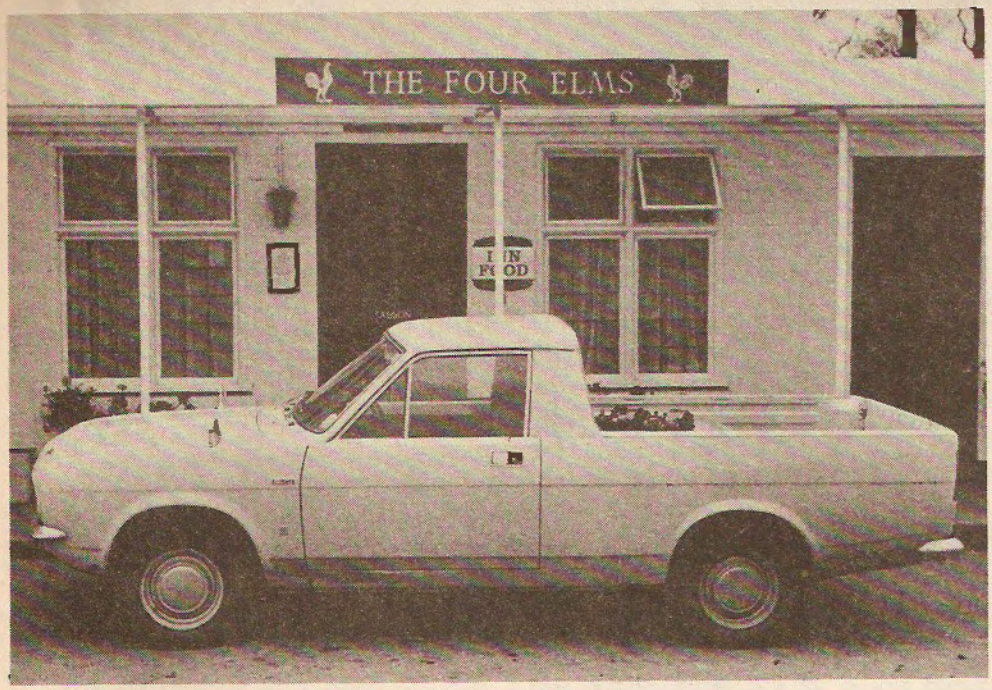


This Marina's practicality is underlined by the lack of decoration.

BL pick-up : tough and fun

The sports car has almost priced itself out of a job, as far as the younger generation is concerned, largely because of the insurance companies' attitude. In many countries, the pick-up has taken its place, because it gives ideal utility transport that fits in with camping weekends, motor racing, and many other outdoor sports. It's cheap to insure, suffers no purchase tax, and some of the Japanese examples have a very attractive appearance.

At last a British manufacturer has got in on the act, for British Leyland have programmed a computer to design a new shell, to which many of their well-tried components have been attached. The body is carried on what really amounts to a box-section chassis frame, and though the construction is integral, it is schemed to avoid rust. A large, flat platform is the main requirement and this one is 5ft 1½in wide and 5ft 8½ins long, to which can be added the tailboard, for the rear number plate and lights stay vertical when this is lowered.

There are two adjustable saats in the cab, with plenty of leg room, some space for small luggage in addition to a deep dashboard cubby hole, and the spare wheel is safely stowed under lock and key. The independent front suspension is by torsion bars and the rear axle is located by semi-elliptic springs. The brakes are drum-type which stand up much better than discs to very high mileages without servicing.

The engine is the dear old 1275 cc A series, with a slightly reduced compression ratio to avoid using premium fuel. It is mated with the Marina all-synchromesh gearbox and drives the hypoid axle through a two-piece propeller shaft, with a flexibly mounted central steady bearing.

I used the little pick-up as my everyday car and thoroughly enjoyed it. It is rated to carry 10 cwt and one day I went on a long trip to collect a six-inch lathe, which must have weighed nearly half a ton. I timed the maximum speed of 82 mph with this load aboard, incidentally, though the acceleration figures in the data panel were taken empty. The riding comfort is very good when the vehicle is fully laden and it holds the road and corners well. The ride is definitely choppy on bad roads with no load, but not as bad as that of some Japanese competitors. However, it's time somebody produced an instantly adjustable spring, but until then it pays to carry a bit of ballast if rough roads have to be negotiated.

On the trip to fetch my vintage lathe, I covered 470 miles in a day with the greatest of ease. A cruising speed of 75 mph is comfortable and the sound level is no higher than one finds in many small saloons. The heating is extremely powerful but can be set to give just the temperature required, while warm toes and cool breathing air can be enjoyed simultaneously. The rack and pinion steering is always very light, even with a heavy load on board, while the brakes never smelt hot during quite hard driving.

Considering the simple equipment, the price is not particularly cheap. No doubt the purchaser would have his own tilt made up and would attach cleats to choice for securing a cover over the load. These things are apt to be included by the Japanese, so British Leyland might think about it. However, the protective ash strips along the top of the body look very well and could no doubt be replaced from time to time. Altogether, this is a tough, practical vehicle which is economical to run and fun to drive.

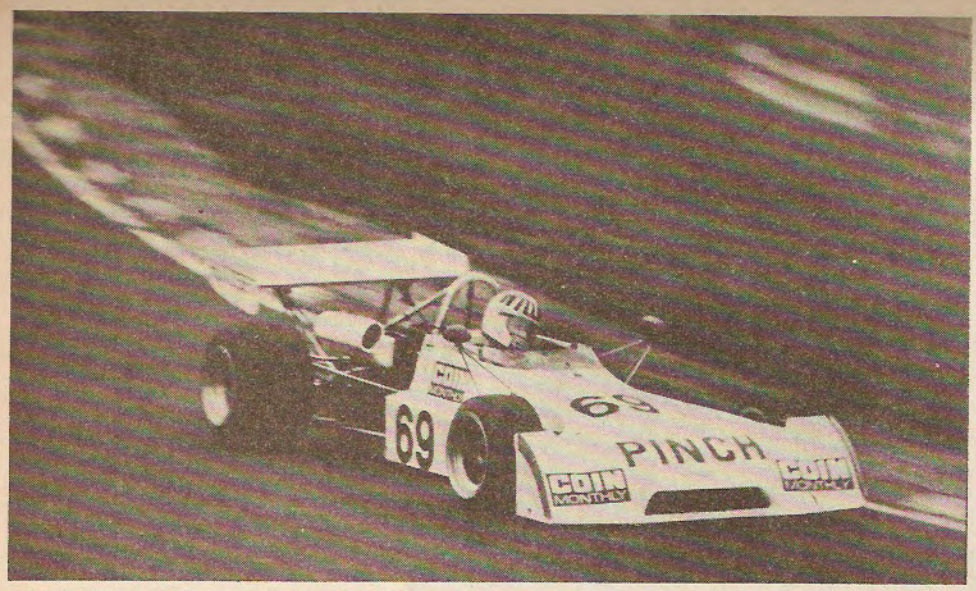
SPECIFICATION AND PERFORMANCE DATA

Car tested: Morris 10 cwt pick-up, price £1232.28 including VAT.
Engine: Four cylinders 70.51 x 81.28 mm (1275 cc). Compression ratio 8 to 1, 55 bhp (DIN) at 5500 rpm. Pushrod-operated overhead valves. SU HS4 carburetter.
Transmission: Single dry plate clutch, 4-speed all-synchromesh gearbox with central change, ratios 1.0, 1.433, 2.112, and 3.412 to 1. Divided propeller shaft. Hypoid rear axle, ratio 4.556 to 1.
Chassis: Steel body and integral box-section chassis frame. Independent front suspension by wishbones, torsion bars, and lever type dampers. Rack and pinion steering. Live rear axle on semi-elliptic springs with telescopic dampers. Hydraulic drum brakes, 2LS in front. Bolt-on steel wheels, fitted 155 SR13 radial ply tyres.
Equipment: 12-volt lighting and starting. Speedometer. Water temperature and fuel gauges. Heating, demisting, and ventilation system. Windscreen wipers and washers. Flashing direction indicators with hazard warning.
Dimensions: Wheelbase 8ft. Track (front) 4ft 4.38in (rear) 4ft 3.75in. Overall length 13ft 9in. Width 5ft 4.4in. Weight (full tank) 1876lb.
Performance: Maximum speed 82 mph. Speeds in gears: Third 64 mph, second 43 mph, first 25 mph. Acceleration: 0-30 mph 4.5 s, 0-50 mph 11.5 s, 0-60 mph 16.6 s.
Fuel consumption: 25 to 32 mpg.

A bigger lump for Spitfire

Though the Triumph Spitfire has had a 1300 cc engine for the British market, the American version has boasted a 1500 cc unit for the past two years, largely to offset the de-tuning effect of the necessary anti-pollution modifications. Now, the 1500 cc Spitfire is to be sold on the home market, but in this case the bigger engine is allowed to give its full performance. British Leyland's latest gearbox has also been adopted, and the improved power-to-weight ratio has allowed a higher-geared hypoid to be fitted. In other respects, the car resembles the existing sports 2-seater.

The result of all this is to increase the maximum speed by 5 mph to 100 mph, while the 0-60 mph time goes down from 14.5 to 11.3 s, in spite of which a worthwhile improvement in fuel economy is claimed. Further details will be given in our road test report, which will appear shortly, we hope.



Peter Williams on his way to the libre victory in his FA Chevron B27.

BRANDS HATCH

Drinks on Frank Hopper

The programme for the Rochester MC's Brands Hatch meeting last Sunday contained the varied assortment of five car and two kart races. Unfortunately most of the events had to be shortened in length after the small saloons had taken no fewer than three starts to get going! A first lap Paddock Bend pile-up and then a spectacular accident to Goodwin Grima's Mini, caused the red flags to be shown twice. Matters were dealt with smartly but even so it was getting dark as the Special Saloons shot round in the last race, lights ablaze. The other races passed without incident and in most cases there was little doubt about the winner.

The first of the car races was for Formula Fords with Wil Arif (Elden Mk 10C) on pole position. A dubious flag fall caused Frank Hopper in the Pub Information Centre Crossle 25F to shoot into the lead with Arif in hot pursuit, for which they were both promptly awarded ten second penalties. They pulled away from the rest of the field with the Irishman always in command of the situation on the road. A stopwatch showed that he might just be able to win on paper as well for little by little they pulled away from Mike Blanchet (Lotus 61M) who was all on his own in third place. It was impossible to tell in the end but the clocks just gave the victory to Hopper by 0.2 s, while Arif also overcame his penalty to finish third such was the confusion, though, that Blanchet was the first to receive the chequered flag. Except for a battle for sixth place, the rest of the field was well strung out with the Hawkes of Rick Morris and Frank Blanchard coming fourth and fifth, having swapped positions earlier in the race.

Although no one was to know at the time, the Modsports race was to be the only other event to run the full ten lap distance. Pat Longhurst charged through from the second row of the grid to yet another easy victory for the Davrian Mk 5. Davrian boss, Adrian Evans, having one of his rare outings, almost made it a one-two but for an extremely bad start which left him in seventh place at the end of the first lap. His fight through the field was the highlight of the race and he finished only half a second behind second place man Roger Redsell (Midget). In fact, Spridgets provided the main challenge to the Davrians, with David Hipperson in the big JK Midget running second at first, but falling back to fifth as he experienced difficulty in transferring power to the road—he was even getting wheelspin in third in a straight line! Redsell took over second which he held to the finish, holding off both Evans and Andy Bailey who also looked a likely second at the end but spun his Frog-eyed Sprite on the ninth lap, recovering to come fourth.

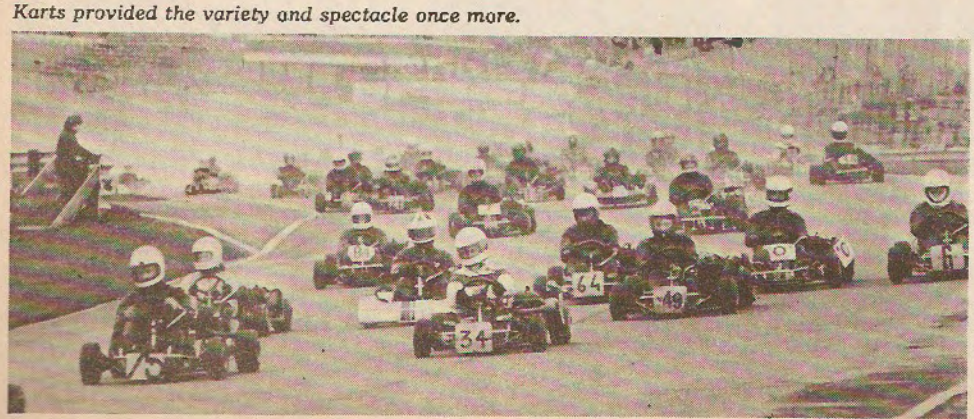
So to the Special Saloons under 1000 cc. John Homewood won as usual with the *Kent Messenger* Imp, but how he did it is a long story. His first start was poor and left him trailing the Minis of Peter Baldwin and John Schneider. However at least five of the midfield runners collected each other as they shot round Paddock for the first time, leaving bits of Mini all over the track and the marshalls frantically waving red flags in an effort to stop the field as they sped onto the top straight. Right, let's start again. This time Homewood was quickest away, pursued by his two Mini rivals, while the field was allowed a whole lap before Goodwin Grima lost control of his Mini round Bottom Bend. The car flew into the air and exploded in a ball of flame before it hit the ground. Miraculously the driver got out unscathed, but the scene was more like something from Hollywood than real life motor racing. Right, shall we have a third go? This time the race was reduced to six laps in length and Homewood shot into a lead he was never to lose. Predictably, Baldwin and Schneider followed him, but it was all rather boring and made one wonder whether they need have bothered in the first place. Colin Craven (Imp) and Martyn Darnell (Mini) provided the only interest by scrapping over fourth spot, while sixth place Alan Rogers (Mini) took the 850 award.

With the light fading, the Formule Libre race was reduced to seven laps. Eventual winner, Peter Williams, in his Formula Atlantic Chevron B27, seemed to have difficulty in finding the right gear as he staggered of the grid, in direct contrast to the rest of the field, especially the Super Fords of Damien Magee and Ian Taylor. The power of the other front runners told in the end, but at first they were both handily placed, with Magee leading the first time round in the Anglo Scottish Petroleum Palliser first seen a fortnight ago. However Williams was catching up fast, and took the lead as they sped across the line for the second time. Magee then came under pressure from Paul Butler's ex-Alan Jones Brabham BT28/35, and the next time round he dropped another place at Clearways. Butler closed on Williams, but the positions remained the same for the rest of the race. Well behind came Robin Smythe's bottoming GRD 274 which had disposed of Taylor's works Dulon MP16. Once again it had been an interesting entry for the Libre event, but there was a regretable gap on the second row where Val Musetti's Atlantic March would have been had it not crashed into the pit wall in practice.

The big saloons also seem to be receiving first class fields at these end of season Brands meetings, and the last race turned out predictably to be a Gerry Marshall-Nick Whiting struggle. The burly Vauxhall pilot led all the way in his Firenza, pursued to the finish by Whiting's FVC powered Escort, the pair never more than a second apart. Zekia Redjep swept round to a lonely third in the gathering gloom at the wheel of his two litre Escort ahead of 1300 cc class winner Dave Hancock (Cooper S). Once again Terry Harmer (Cooper S) should have won this class, but for the second time in three weeks his exhaust trailed and on this occasion he couldn't make up for the time lost in the pits. John Schneider had somehow got another entry in his one litre Mini, and proved his worth by coming fifth with the smallest car in the race ahead of Harmer. The leaders had all been using their headlamps and as the chequered flag fell after seven laps there was no more light left for racing.

IAN WAGSTAFF

Karts provided the variety and spectacle once more.



Formula Ford (10 laps): 1, Frank Hopper (Crossle-Rowland 25F), 9 m 08.2 s, 81.40 mph; 2, Mike Blanchet (Lotus-Ansell 61M), 9 m 08.4 s; 3, Wil Arif (Elden-Minister Mk 10C), 9 m 11.3 s; 4, Rick Morris (Hawke-Scholar DL12), 9 m 13.5 s; 5, Frank Blanchard (Hawke-Scholar DL11), 9 m 18.1 s; 6, Phil Dowsett (Titan-Titan Mk 6), 9 m 27.1 s. **Fastest lap:** Hopper, 92.8 s, 84.55 mph.

Mod Sports (10 laps): Overall: 1, Pat Longhurst (1.0 Davrian Mk 5), 9 m 38.0 s, 77.23 mph; 2, Roger Redsell (1.3 A/H Sprite), 9 m 46.2 s; 3, Adrian Evans (1.1 Davrian Mk 5), 9 m 46.7 s; 4, Andy Bailey (1.1 A/H Sprite), 10 m 00.5 s. **Fastest lap:** Evans, 55.4 s, 80.58 mph. **Over 2000 cc:** 1, Rod Birley (3.0 Ford Capri), 9 laps, 67.53 mph), only starter. **Fastest lap:** Birley, 1 m 06.1 s, 67.53 mph. **1301-2000 cc:** 1, David Hipperson (1.4 MG Midget), 10 m 07.8 s, 73.44 mph; 2, Ian Clark (1.6 Lotus Elan), 10 m 11.2 s, only finishers. **Fastest lap:** Clark, 58.9 s, 75.76 mph. **1151-1300 cc:** 1, Redsell, 76.15 mph; 2, Nick Ramus (1.3 MG Midget), 10 m 15.3 s; 3, Keith Ashby (1.3 MG Midget), 10 m 36.3 s. **Fastest lap:** Redsell, 56.4 s 79.15 mph, **(equals record). Up to 1150 cc:** 1, Longhurst; 2, Evans; 3, Bailey. **Fastest lap:** Evans.

Special Saloons up to 1000 cc (6 laps): Overall and 851-1000 cc: 1, John Homewood (1.0 Sunbeam Imp), 5 m 50.5 s, 76.42 mph; 2, Peter Baldwin (1.0 Austin Mini), 5 m 51.5 s; 3, John Schneider (1.0 Morris Mini), 5 m 54.7 s; 4, Colin Craven (1.0 Hillman Imp), 5 m 59.5. **Fastest lap:** Homewood, 55.8 s, 80.00 mph. **Up to 850 cc:** Alan Rogers (850 Mini), 6 m 09.5 s, 72.49 mph; 2, Keith Clements (850 Mini), 6 m 19.3 s; 3, Graham Wenham (850 Mini), 6 m 20.1 s. **Fastest lap:** Rogers, 59.4 s, 75.15 mph.

Formule Libre (7 laps): 1, Peter Williams (1.6 Chevron-Nicholson B27), 5 m 55.0 s, 88.02 mph; 2, Paul Butler (1.6 Brabham-RS BDA BT28/35), 5 m 55.7 s; 3, Damien Magee (2.0 Palliser-Holbay Pinto 74), 6 m 00.9 s; 4, Robin Smythe (1.6 GRD-Nicholson 274), 6 m 08.6 s; 5, Ian Taylor (2.0 Dulon-Holbay Pinto MP16), 6 m 11.0 s; 6, Ronnie Grant (1.6 Taurus-VW Super Vee), 6 m 14.5 s. **Fastest lap:** Williams, 48.6 s, 91.85 mph.

Special Saloons over 1000 cc (7 laps): Overall and over 1300 cc: 1, Gerry Marshall (2.3 Vauxhall Firenza), 6 m 11.5 s, 84.11 mph; 2, Nick Whiting (1.9 Ford Escort-RVC), 6 m 12.6 s; 3, Zekia Redjep (2.0 Ford Escort), 6 m 30.6 s; 4, Dave Hancock (1.3 Cooper S), 6 m 53.3 s. **Fastest lap:** Whiting, 51.7 s, 86.34 mph. **1001-1300 cc:** 1, Hancock, 75.61 mph; 2, John Schneider (1.0 Mini), 6 m 55.4 s; 3, Terry Harmer (1.9 Harmer Cooper S), 6 m 59.5 s. **Fastest lap:** Harmer, 55.5 s, 80.43 mph.

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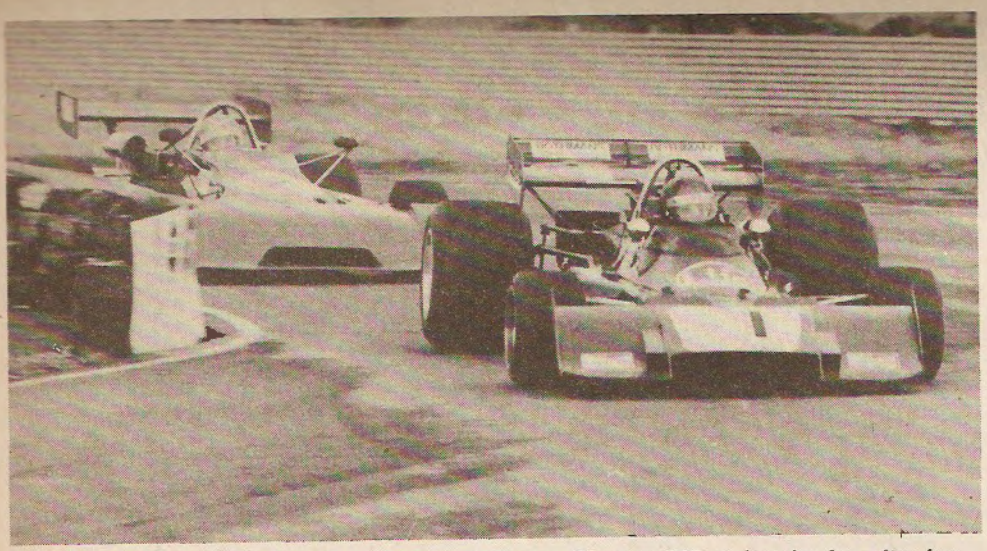

Bill Wood (Trojan T101), kept Derek Cook's following Chevron B27 at bay for lap after lap.

CROFT

MacDonald leads the Moggies

Warm and very non-seasonal weather, and a very good entry, resulted in a fine meeting organised by the Nottingham Sports Car Club, to bring down the curtain for 1974 at Croft on Sunday. John MacDonald took his Morgan to two runaway wins, while the other two races were won by Bill Wood and Ken Pickering.

It was John Bright (Modern Toys Merlyn) who took the lead as the flag fell for the start of the opening FF race, but not for long, as by the end of the first lap, Alo Lawler had moved his Hawke up from the second row, to lead the pack.

The leading four cars of Lawler, Bright, John Simpson (Nike) and Neil Williamson (Van Diemen) soon pulled away from the next man, Ken Pickering in his Jamun T3B, and it was obvious that all four were determined to take the lead, as they spent a lot of the time almost inside each others' wheels, with no air between them at all on the straights. It was obvious that this could not go on for long, and on lap five the drama began. On the second lap, Pickering had got tangled with Mick Starkey, who was working his way up from the third row of the grid, and the Merlyn driver had collided with Douglas Baillie, ending up next to the marshals post at Spa with a bent nose. Then, on that fifth lap, Simpson and Lawler got tangled, the Nike driver being forced off in a spin, and ending up on the tail of Starkey's parked Merlyn. This dropped Lawler down to fourth, while in the confusion, Pickering seized the lead, from Bright and Williamson.

Pickering held on to his lead, while Lawler made a come back up to second place on lap 11, just ahead of Williamson, who had now pushed Bright down to fourth. On the last lap, as Pickering took the flag, Bright dropped to fifth, having been displaced by Bryan Gowans (Merlyn). At the end, both Starkey and Simpson put in protests, and although their fivers were returned, their appeals were not upheld. Pickering was fined £10 for not turning up at the hearing.

After such a close and exciting race, it hardly seemed possible that the next one, for Spcial Saloons and Modsports, could come up to the same standard. Yet this race had all that the first had provided, and more. On pole sat John MacDonald in his supercharged Morgan +8, while beside him sat Kenny Allen in his Clan. Next to him sat the very quick Escort of Brian Whiting. As the flag fell, Whiting made one of his spectacular starts, leading the pack into Tower, but it was Macdonald who came round first at the end of the first lap, followed by Jim Evans in his remarkably quiet Turbocharged Escort RS2000, and then the Whiting Escort. Then the next time round, the third place Escort started to falter, with the fuel problems that had plagued it in practice appearing again. At the front, MacDonald pulled away with ease, while in the Escort, Jim Evans was having problems. As he entered the chicane, a tooth came off third gear, and jammed its shaft, shearing second and first as well, and leaving it with only fourth. Despite this, the car was going well, but had no chance of catching the flying Morgan. Third lay Ken Allen, who now had the big 4.7 litre Escort of Keith Bowmaker up his tail.

On the fourth lap, Bowmaker slipped past Allen, but could not put any distance between his Escort and the flying Clan. And so the order remained for the remaining eight laps, with the only bit of excitement left occurring on the last lap at the chicane, when Bowmaker and Allen closed right up on the whispering Turbo, but could find no way past, on the dash to the line. John MacDonald had won by over half a minute, while Allen, Evans and Clark won their classes as did Nick Birch in his Chrysler Imp, farther down the field.

A small grid turned out for the *Libre* race, but what was lacking in numbers was made up for in quality. On pole sat Andy Barton in his Lotus 69; but it was Bill Wood who led off, making one of his usual classic starts in the big Trojan 5000. At the end of lap one, Wood had an inch lead, with the Chevron B27 of Derek Cook up his exhaust, followed, a similar distance behind, by Barton and the GRD of Doug Basset. Then there was a small gap before John Bright in his FF Merlyn, who had Ted Payne filling his mirrors, the Brabham driver having come up from the back of the grid after doing only one lap in practice due to a snapped throttle cable.

For five laps the battle raged at the front, then Basset started to slip back, while Payne moved up to fifth, and this despite a brake pipe breaking, leaving him with the front anchors only. For lap after lap Wood, Cook and Barton fought it out, and after 12 thrilling laps, the order remained the same as Wood took the flag, at the end of the finest *Libre* race seen at Croft for a long time.

The last race on the card was a lighthearted affair, staged by the Morgan Owners Club. They had brought forward their North East Centre Dinner to the night before, to ensure that there was a good grid, and a number of interesting cars were entered. John MacDonald had his supercharged +8 of course, while his father, Iain, was entered in the 1950 Motor Show car, the first production +4 Coupe. Dick Smith had the Moggie that had run at Le Mans in the hands of Chris Lawrence in the '50s, while Aubrey Brocklebank had his unique closed SLR, which unfortunately did not make the grid, having seized in practice.

Before the race got under way there was enacted the traditional rain dance, then almost reluctantly, the drivers got into their cars, some racing for the first time. Naturally, John MacDonald lead off, and built up an early lead, followed by John Hewitt in the Lotus powered 4/4, Tony Palmer in a 4/4, and Andy Garlick in his +4.

On lap 4, MacDonald noticed that Dick Smith had pulled into the pits, so he popped in to help him, rejoining the race a little while later in third place. This gave the lead to Hewitt, but only for one lap, as the supercharged car moved back up to the front again. Then, next time round, John realised that he was about to lap his father (for about the third time) in front of the crowd, so he slowed down in gentlemanly fashion, and moved over until they were round the back of the circuit. But despite all of the lightheartedness, there was a race going on, with Garlick and Hewitt in particular having a real go at each other, and Garlick taking second at the end. And so the season ended at Croft on a fun note, a nice change from the soulless professionalism of modern motor racing.

BRYAN METZ

Jim Evans won his saloon class in the Turbocharged Escort, despite only having fourth gear.

Formula Ford (12 laps): 1, Ken Pickering (Jamun T3B), 15 m 43.0 s, 80.17 mph; 2, Alo Lawler (Hawke DL11), 15 m 47.0 s; 3, Neil Williamson (Van Diemen), 15 m 47.8 s. **Fastest lap:** not given.

Special saloons, over 1300 cc, 1001 to 1300 cc and up to 1000 cc and Modsports, over 1300 cc and up to 1300 cc (12 laps): Overall: 1, John Macdonald (Morgan +8S), 15 m 18.8 s, 82.28 mph; 2, Jim Evans (Escort RS2000 TC), 15 m 52.0 s; 3, Keith Bowmaker (4.7 Ford Escort), 15 m 54.2 s. **Modsports over 1300 cc:** 1, Macdonald; no other finishers, **Fastest lap:** Macdonald, 1 m 14.8 s, 84.22 mph. **Modsports up to 1300 cc:** 1, Kenny Allen (Clan Crusader), 15 m 54.6 s, 79.09 mph; 2, Mike Taylor, (A+H Sprite); 3, Ron Kirkman (Ginetta G4). **Fastest lap:** Allen, 1 m 17.4 s, 81.40 mph. **Special Saloons over 1300 cc:** 1, Evans, 79.41 mph; 2, Bowmaker; 3, Malcolm Stevens (Ford Falcon). **Fastest lap:** Evans, 1 m 13.8 s, 85.36 mph. **1001-1300 cc:** 1, Gerald Clark (Mini Cooper S), 16 m 20.2 s, 77.13 mph; 2, Eric Paterson (Mini); 3, Geoff Byman (Mini). **Fastest lap:** Clark, 1 m 20.0 s, 78.75 mph. **Up to 1000 cc:** 1, Nick Birch (Chrysler Imp), 11 laps, 71.69 mph; 2, Ian Harrison (Mini); 3, Lester Foulkes (Mini). **Fastest lap:** Harrison, 1 m 24.8 s, 74.29 mph.

Formule Libre (12 laps): 1, Bill Wood (Trojan T101), 13 m 25.2 s, 93.89 mph; 2, Derek Cook (Chevron B27), 13 m 26.4 s; 3, Andy Barton (Lotus 69), 13 m 27.4 s. **Fastest lap:** Wood, 1 m 5.6 s, 96.04 mph.

Morgan Car race (12 laps): 1, John Macdonald (Morgan +8S), 18 m 13.6 s, 89.13 mph; 2, Andy Garlick (Morgan +4), 18 m 17.8 s; 3, John Hewitt (Morgan 4/4), 18 m 18.6 s. **Fastest lap:** Macdonald, 1 m 14.8 s, 84.23 mph.

Cockpit Cameo

Tony Strawson : Superloon exponent

A familiar sight this year at Silverstone both on the track and in the clubhouse bar has been Tony Strawson. His feats, mainly on the track, have enabled this distinctive driver to take the Esso Uniflo special saloon car championship. Tony has been very much a "big saloon car" man for most of his racing career, for he's only done one event in a car of less than three litres in his life, and even that was a sprint. A prime mover, with his wife Linda, in the Super Saloon movement, Tony hopes to be even more on the scene next year in his ex-Mick Hill Capri, with the bhp boosted from 380 to 470 with a new Bartz engine, currently being built at Mathwall.

Tony has always, or nearly always, been in the motor trade, or on the periphery, and begun his career with Perry's of Whetstone, living, as he still does, in the North of London. Even at that time, his mother's shopping car, a Ford Anglia, was modified with DC040 carburetters and a Cosworth cam. "It used to go OK, but it frightened the life out of my mother." That was in the early sixties, and after he'd blown up the Anglia three or four times, he bought a Sprite. "I used to spend most of my time with drinking and women. I used to watch motor racing occasionally too. My first competitive event came in 1964 with a sprint in the Sprite, and I disappeared into the straw bales at a great rate of knots. I used to run the Sprite with aeroscreens which made about 8 mph difference. We got it out to 1172cc with offset bores which nearly made a V engine. It worked all right as well, with a Speedwell conversion. I got nicked about the time of the sprint for . . . well, you name it, I was nicked for it and they took my licence away for 6 months.

"We took all the stuff off the Sprite and stuck it on a split screen Morris Minor. That was bloody quick that was. I lent the car to a mate and he used to take me out beering and birding.

"Then we took on a pub in Derbyshire, in 1966 for just over 12 months. Obviously, I spent most of the time pissed out of my mind. The pub was miles away from anywhere on the moors and dated back to 1172. We heard the breathalyser was coming and decided to dump the licensing trade rather quickly. Then my mother, with whom my sister and I had had the pub, died and left me some money and so I bought an E type and for the next year got as pissed out of my mind and. . . ." To protect the innocent, we'll leave out the rest. "Anyway, I got through a hell of a lot of money in that time for nothing.

"Then I married Linda, bought a home and started to become a respectable citizen. But I couldn't quite do it, so I bought a Healey. It wasn't much bottle, the doors used to fly off and it used to flex all the time. I raced that twice at Lydden and Snetterton. A complete waste of time." By now, Tony had his own motor business, just preparing motors, usually big ones near his North London home. "For 1969, we bought the ex-Coombs/Salvadori Jaguar Mk 2 3.8 BUY 12, partly sponsored by Aubrey Finburgh who ran Classic Cars. It was a complete disaster. It disintegrated nearly every meeting, but we stuck with it for three seasons. In the first season, I only just got my six signatures after a complete season, by doing an overnight rebuild: I just wanted to finish in the Jag. The best we ever did was a first in class, second overall to Jonathan Buncombe at Castle Combe."

After running the Jag for three seasons, Tony bought the infamous ex-David Howes Ford Falcon half way through the 1971 season, nearly swapping it money for money with the Jaguar, with an engine bought by Mark Finburgh of Ford GT40 fame. "After the first meeting, I was just shaking my head after finding I could go so much faster, so much easier, it was that easy to drive. Then we moved the engine back 15 inches and that's why it went." For a season and a half, Tony did a number of meetings around the tracks, not concentrating on any particular championship. The big Falcon was quite a handful round the smaller tracks such as Brands Hatch, but one epic dice, when Tony had been annoyed by a remark before the race that "only the winners park here," saw him pull all the stops out to drive a superb race just beating Nick Whiting's fleet Escort, an excellent sketch of which hangs in his living room.

Tony Strawson—Esso Uniflo Saloon champion.

With his move into the more competitive branches of motor sport, so he found a different set of people, and some interesting psychology. "I found that I started to get competitive after I started mixing with the drinkers after the meeting instead of going home. Mind you, I much prefer drinking to driving anyway." This helped to about half a dozen wins in the Falcon before the Capri became available. Originally, Mick Hill stipulated that his car should leave the country. It did, for about seven days, to Eddie Regan in Ireland, and after a lengthy session in Tony's local with one Gerry Marshall, Tony drove home with a trailer on the back and parked it outside his house, where an astonished Linda demanded "what's this?" shortly before Tony returned to the pub again.

The Falcon, without engine, went to Malcolm Stevens, and the Capri took on the Gurney Weslake V8 out of it. To date, the Strawberry Capri has taken 14 wins, eight of which came this season, although Tony doesn't reckon the wins very much. However, they were sufficient to gain him the Esso Uniflo championship, and runner-up position in the Allied Polymer Group Driver of the Year awards.

During his recent racing, Tony has received help from Servispak and Car Accessory Shops Ltd, the former a packaging company managed by Tony's next door neighbour and the latter, Tony's local parts supplier, both of whom have pumped in fairly large sums towards Tony's racing. Tony's local displays its support with a large picture of the Capri at Thruxton.

After a near disaster at Silverstone with the Capri's Ford engine, this has now gone to Ian Richardson, and for next year, the engine mountings have already been moved back 7½ inches by Chas Beattie, and the car will now be dry sumped with the new F5000 Bartz engine installed. As well as various strengthening exercises to minimise the obvious flexing that occurs in a car with that power, Tony will have a couple more inches of rubber on the front wheels, bringing the width up to 12 inches. Throughout his recent racing, Tony has been helped by his one staffman in his engine preparation business, Gary, who amazingly takes on all responsibility for the car, at the tender age of just 17 years old.

Next year, then, the sandals and mutton chop sideboards will have more power, and will doubtless be competitive as ever, with the front runners of the Super Saloon field in next year's Tricentrol series. At 30 years of age, Strawson is one of the characters of the Super Saloon crowd, and is not likely to disappoint spectators on the track either. With his Capri in new fettle, it should be a season to look forward to.

BOB CONSTANDUROS

Colin Hawker climbs over the kerbs trying to pass Strawson's Capri. Hawker won when Strawson was boxed in by backmarkers.

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Geoff Spencer—master of precision

Geoffrey Charles Spencer, Old Fusspot to his rivals in competition, applies the same patient, methodical approach to the task of winning production car trials as he does in his trade as a toolmaker in the heart of the Midlands. Black Country born and bred, Geoff saw all nine years of patient labour and endeavour come to a splendid climax less than a month ago when he was acclaimed RAC Production Car Trials Champion.

It is a little unusual to find a master at one trade, where a day's productivity can sometimes be measured in mere centimetres, aligning himself with a branch of the motor sport tree where precision and attention to detail are directly in line with his everyday livelihood. But then Geoff Spencer prefers it that way—after all he did start in rallying and on two wheels at that!

Confessing to being "between 40 and 50 years old depending on how many markers I've clipped on a trial," Spencer started his motor sport activities back in 1956 when he and his long time friend Alf Williams went on a combined motor cycle/motor car trial. Their machine: a thundering Vincent Black Shadow with Spencer perched on the pillion and told to navigate. All went reasonably well until they arrived at the famous Fish Hill near Broadway. The route took them off the road down a steep bank and they were supposed to negotiate a sharp turn at the foot and then back up the hill to the main road.

They never got to the turn in the correct fashion, arriving at the bottom almost completely out of control and nearly a dozen people had to help them on their way eventually. Turning his attention to four wheel rallying some two or three years later, still with the forceful man Williams, he was again asked to occupy the hot seat but he soon paled at the idea despite some success. "I found that sailing into ditches backwards or regularly pirouetting on Welsh whites beside an over-enthusiastic Fangio was not for me."

In 1963 Spencer departed to seek fame and fortune in New Zealand. But he was back within a year, a wiser man, for life on the other side of the world was not all he thought it would be. With his wife Hazel and their family he found that the cost of living in no way compared with the salary he could command so he returned post haste. He recalls "We returned with enough money for a house and some furniture or enough for a down-payment on a Mini, a house and bare boards. We chose the latter."

A Mini was purchased but Spencer soon had a real shock for costs had risen in this country while he had been away. "I just could not afford to go out as often as I had hoped so I turned to prod trials." The partnership with Williams was re-born and the pair set off, to their first event as a double entry. "I shall always remember it. It was at Toboggan Field, Shenstone, and run by the Castle Bromwich club. I knew so much about the event that before we could start we had to be towed into the field where the sections were."

Lessons were learnt rapidly and although the partnership with Williams did not blossom beyond more than a few trials—each deciding their styles differed widely—Spencer soon began to taste success and in the nine years he has been competing seriously—always, incidentally, in a Mini—the Spencer home has been swelled steadily with trophies and today more than 200 memories of events cram a brace of sideboards.

His first landmark was in 1969 when he collected the Alan Eadon award for best newcomer in the BT&RDA Championship. In the following two years he was third in the RAC series but was absent most of 1972 when his son Ian suffered a major illness. But Spencer lost none of his skill and tenacity as was shown last year when he gained the BT&RDA Championship collecting 10 class wins on the way. This year, in taking the RAC title, it is on record that Spencer has collected the front engined fwd class no less than 14 times and, if he does the last round in Yorkshire this weekend, his score will probably rise to an all time record in the class of 15 wins. The anomaly of why he has not won the double this year is another story.

Non-smoking, non-drinking, not even tea or coffee, Spencer is not a difficult man to get on with though somewhat shy and retiring when the spotlight of fame is turned on him. Asked to recall his most treasured moments, his mind flashes back to the early part of this year in North Wales, when high in the Snowdonia range he collected his first outright win and with it, his first BT&RDA spoon.

Another event he recalls with great pleasure was a certain Dick Turpin Trial where he scored his first class win over the redoubtable Ken Smithem, then one of the doyens of the Austin/Morris 1100 range which were all conquering at the time.

What then makes Spencer a champion; a champion who nowadays is accompanied on every event by his wife, very often by son Ian ("he has potential but does not do enough yet in the way of preparation") and daughter Nicola. "One must walk every section before attempting it. There have been many classic occasions where competitors I know well have thought they knew a section backwards having done it in an earlier round, only to find halfway through it on their second run that a marker had been altered and they were all at sixes and sevens.

"Having decided on the line it is critical to line the car at the start in such a position that you have as little of the car to pull off the line when going uphill and that means getting it sideways sometimes, providiug the marshal will allow it!" On the question of ballast Spencer declines to give away his trade secret of exactly where he places ballast on his car but generalises by saying it it best to use lead in blocks bolted to the subframe (on a Mini that is). "Generally speaking the ballast should be between 40 and 80 lb and this is dependent on the weight of the passenger—something that many people ignore," he added.

Geoff Spencer—production car trial champion.

On tyres, Spencer plumps for Michelin ZX's. "They nibble at the grass and are self-cleaning. One of the reasons they call me old fusspot is that I am always cleaning mud off the car, not so much on the day, but in between events. You'd be surprised how much is collected on an event and people tend to forget this and very often start the next event with a considerable handicap."

The arranging of a production car trial is not like putting on a race meeting or a sprint where a pre-set course is used time after time. And because of this Spencer opines that while the current championship, (most BT & RDA rounds are RAC rounds as well) is well organised there is room for improvement of the standard of events. He would like to see each event organised by a current competing member of the club and if that club does not have one then assistance should be sought.

In a basically trouble-free year with his Mini which this season has been sponsored by Ryford Plastics Ltd of Sutton Coldfield (where he works), Spencer has had niggling moments with the alternator pulley which is too small. "My wife works at Lucas and is on the electrical side so I have jokingly mentioned she pop a note into the workers' suggestion box to cure the problem."

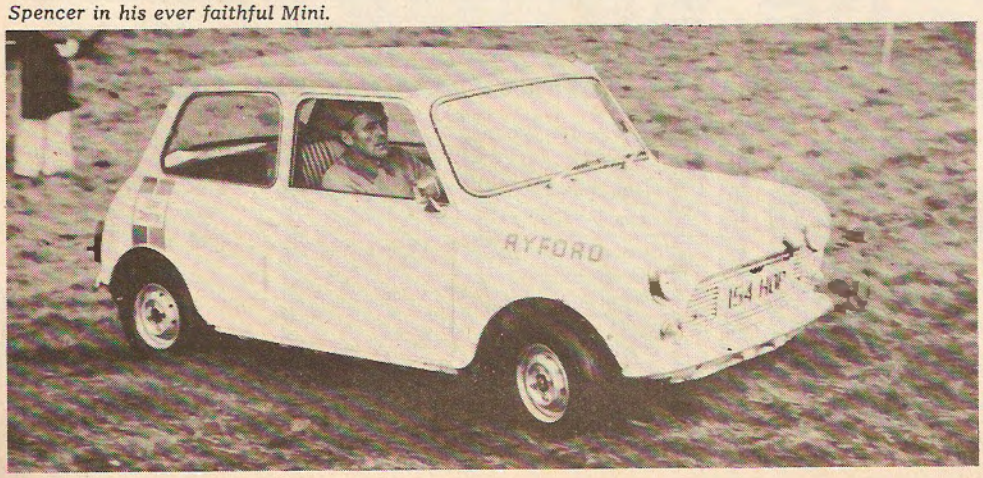
As befits a champion Spencer is always watching the opposition closely, though on an event he cannot watch everyone. In the Mini class he rates John Hodgson very highly (he's consistently been runner-up this season) and the Southampton pair Graham Lindley and Alan Terry. Brian Parker from Liverpool is also high on his list.

Of the establishment, Mike Harrison (the burner) is highly rated, Charles Barter (the Pop man from down south) has come on in leaps and bounds, Bill Moffatt is still King of the Wet and Mike Hinde is "the complete all rounder."

Now is the time for the prod trial men to tend their gardens or return to being domesticated animals. For Geoff Spencer, however, it is a time when he can indulge his other love, fell walking. This linked with his love of the countryside, is perhaps one of the reasons why he is always on the move at a trial studying the land and conditions. This may help him to more success in 1975 when inches rather than feet will no doubt bring further honours to the Sutton Coldfield toolmaker—the man of precision.

DEREK HILL

Spencer in his ever faithful Mini.



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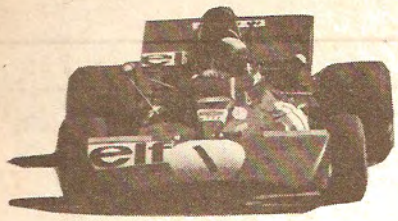

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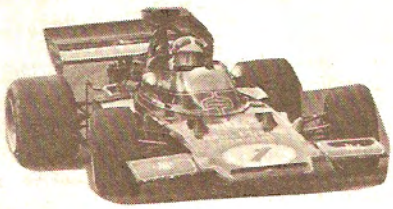

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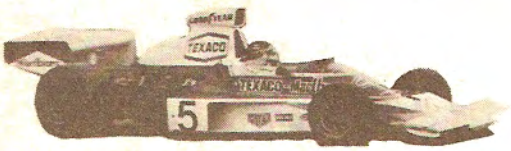

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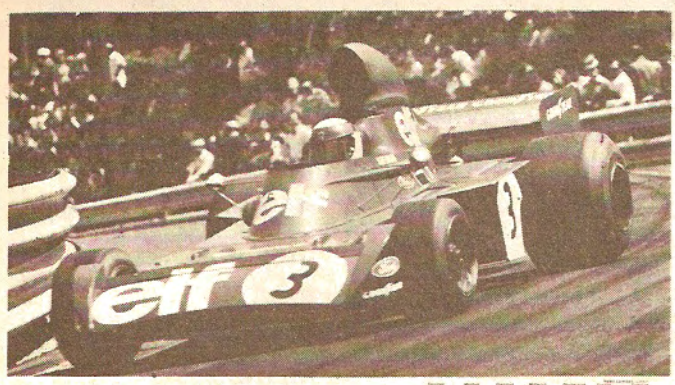

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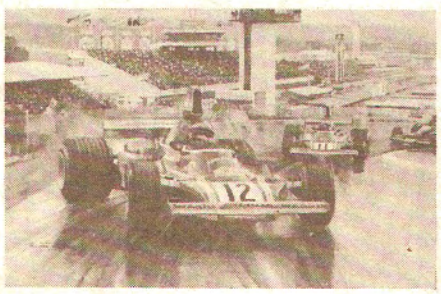

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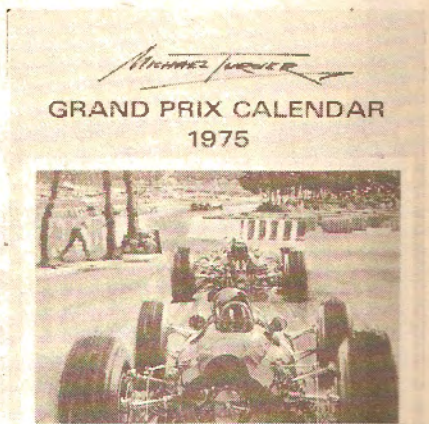

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RALLY

Davies leads home the survivors

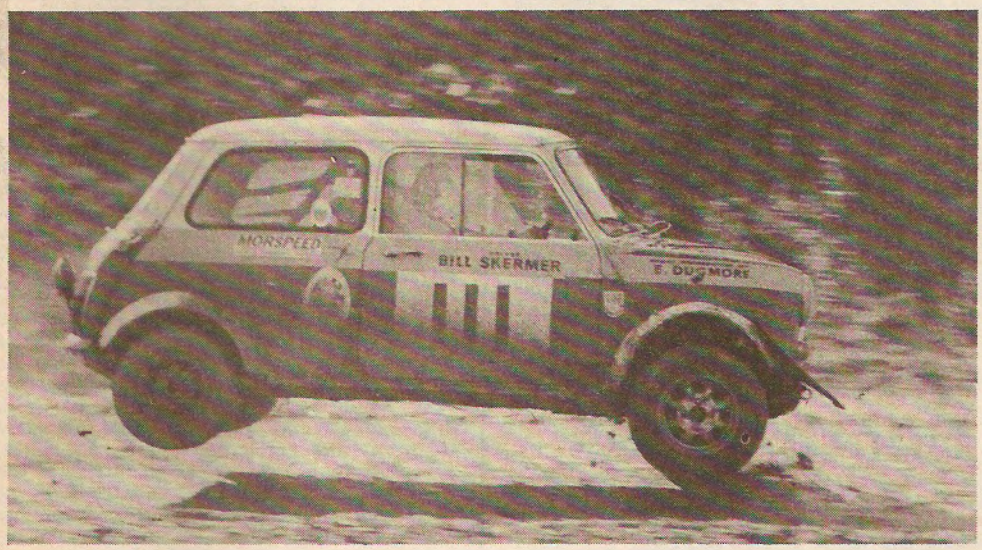
Eric Davies gave his new Escort BDA a successful rally debut last weekend when, in company with Alan Jones, they won the Nock Rally, organised by the Vale of Cothi MC in South Wales. A route of 120 miles was very slippery in places following recent heavy rain and only 34 crews from a field of 82 managed to qualify as finishers.

In the first half the Escort TC of Terry Brown and Ednyfed Morgan set a hot pace and all the hard work in the morning before the rally seemed to be paying off for they had opened up a lead of around five minutes at the petrol stop. This despite putting the car on its side! However, their luck was not to hold for early in the second half the alternator packed up. For a short while Bryan Howells/Mike Cowburn inherited the lead in their RS 2000 but they were out very shortly after petrol when the Atlas axle gave up after a fairly hefty contact with a bank. Other notables among the casualties were Brian Thomas/Lyn Jenkins who had the diff expire on their Mexico, Danny Owen/Keith Devonald suffered alternator trouble on their Mexico, while last year's winners Gwyn Stone/Ken Price retired through lack of brakes on their Saab 96.

Davies and Jones went on to win the rally with 33 m 34 s lost and this was a clear victory for Graham Hollis and Eiros Jones clocked 37 m 4 s in their RS 2000 to narrowly take the runner-up spot from John Pugh and Bernard Hill (Mexico) on 37 m 34 s. Fourth overall, and now leading both the drivers' and navigators' categories in the Welsh Championship, were Pat Jerome and Lee Vincent in their Midget. They finished on 38 m 38 s.

Among the semi-experts R. D. G. Dyer and Islwyn Jones commanded the class throughout the night. In their 1500 Escort they finally won by more than 13 mins from Dewi and Haydn Morgan in their RS 1600, while Peter Small and Garry Morgan brought their 1275 Cooper into third, but a long way behind. The half-time leader among the novices were Charles Maliphant and Noel John in their Escort 1600, but they ran into all sorts of troubles in the second period and finally dropped to third. The class went to Roy Davies and S. Young in their Vauxhall Firenza who got round with penalties of 109 m 30 s, but T. and H. Davies (1275 GT) collected a fail, while Maliphant and John had to cut two controls to stay in time.

This weekend's Red Dragon Rally, starting and finishing at Saundersfoot, is the last round in this year's series and all the leading contenders will be out fighting round the lanes of Pembrokeshire.



Bill Skermer had an easy win in his Mini.

RALLY

Skermer's five minute margin

Quinton MC members W. J. Skermer and Peter Gray scored an emphatic overall win last Saturday when they had a winning margin of more than five minutes at the end of the Monarch AC's Pioneer Rally which started in Hereford and finished at the Strensham service area on the M5. In their 1293 Cooper they dropped 19 m 30 s on the 170 mile route in slippery and muddy conditions.

Second overall and winners of the experts class was veteran Tony Fisher, with Bill Rowkins. In their 999 Mini they dropped 24 m 35 s to head a bunch of four cars all fairly close. The Renault Gordini of Mike Hayton and Terry Wilson was third on 25 m 35 s, with Ian Beveridge/P. Griffiths (Mexico), only 20 s behind and fifth was the Porsche of Nick Farrington and John Platt on 26 m 14 s.

Sixth and best semi experts crew were David Fowles and Roger Blackburn (RS 1600) on 26 m 40 s and the best Monarch crew were Paul Kendrick and Ron Bradley (Mexico) only 10 s behind. The novice award went to T. Bengry/P. Raine (Simca Rallye) on 28 m 5 s and the beginners prize was taken by John Pendress and Graham Wood (Escort Sport) on 50 m. Mrs Cherly Smith drove her husband round in a Fiat 128 to take the mixed crew award with 1 h 46 m.

RALLY

Barry Malkin wins despite spin/off

Although he had a spin and also an "off" Barry Malkin, brother of Colin, still won last Saturday's Bournemouth MC Texaco Rally by three minutes in company with John Billett. In their Escort 1600 they dropped 34 m 37 s on the 120 miles event in Dorset, Malkin scoring his third win in the event, his earlier successes being in 1970 and 1971.

Very slippery conditions throughout brought many crews to grief and only 21 from 52 got to the end of an event which had 25 TC, 15 passage controls and two fairly lengthy selectives.

Halfway scores showed Malkin/Billett in the lead by a minute from the eventual second placemen Mike Manning and Dave Thomas (RS 2000), but Malkin put on the pressure thereafter and finished three minutes ahead. Third place went to Gordon Woodford/Dave Short in their Cortina GT on 50 m 32 s and fourth were Mike Nixon/Andrew Bodman (Anglia TC) who dropped 54 m 22 s.

Fifth and best novice was the incredible Renault R8 of David Sparrow and Peter Frazer only 5 s down on Nixon/Bodman and sixth and second novices were Dick Appleton and Chris Mills in the Cooper S on 55 m 54 s. Quickest on the first selective were Pat Parsons/John Priestley (Mexico), who dropped 11 m with Nixon/Bodman on 11 m 16 s. On the second selective, of eight miles, Malkin did 3 m 50 s to the 3 m 57 s of Manning.

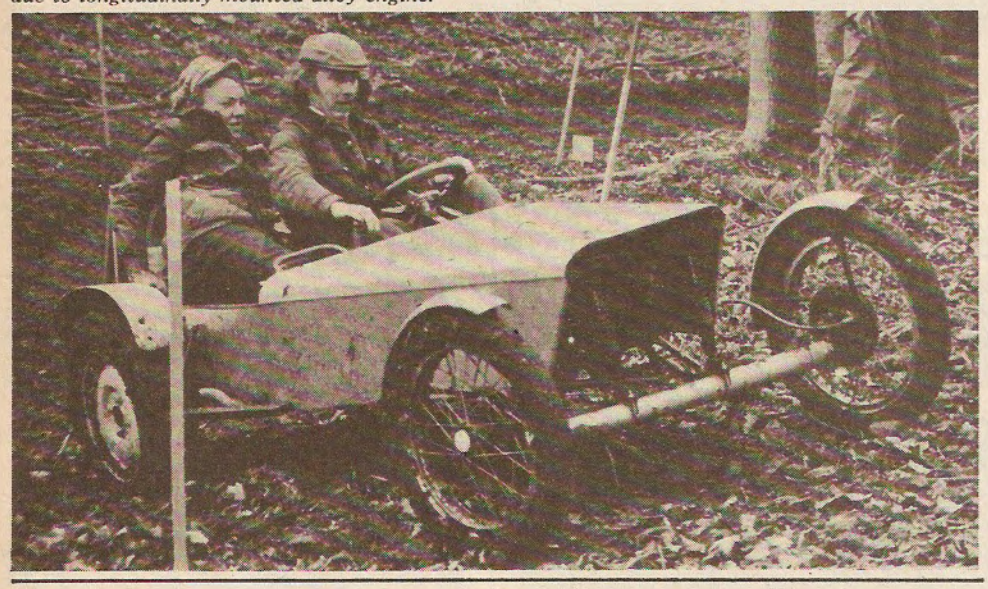
TRIAL

Dellow overall

Lunchtime showers turned the normally low-scoring Sekford Hall site very slippery for the early climbs at Sunday's Eastern Counties MC Prouction Car Trial, most of the 35-strong entry having difficulty in getting their wheels to bite through the wet bracken. Even the redoutable Dellow of Peter Hanman scored a "nine" on one climb on his way to another overall victory.

Despite the damp Alec Turner got a very good start in his Mini and headed the large FWD class throughout the 10 sections. John Holder and Derek Brown, also driving Minis, were never far behind and just three penalties separated these three after the final climb. The bulk of the entry was in the conventional saloon category and this comprised mainly Escorts with the odd Cortina for measure. Len Wills was master of the conditions and took this class, despite a maximum for clipping a marker at the start of the second run. Bob Vince, a relative novice to East Anglian PCTs turned in an excellent result in his Mk 1 Cortina GT just ahead of Terry Brook's Escort GT. Hanman dominated the Sports Car/Rear-engined class but further humiliating the Imps was Dave Lewis whose Midget beat the first of the Coventry cars in the hands of Derek Brown who was kept busy changing from Mini to Imp between climbs. The ladies award was fought out between seven contestants but Joyce Smith proved to be the best of the day with her Mini.

Overall: Peter Hanman (Dellow) 39 points. **Class winners:** Alec Turner (Mini); Len Wills (Mexico); Peter Hanman (Dellow). **Ladies award:** Joyce Smith (Mini).



Gordon Jackson won last weekend's trial at Lyppiat Park with 59 points to Reg Allen (above) who scored 93 in his Kincraft. Julian Fack (below) debuted his new Imp-engined device, lhd due to longitudinally-mounted alloy engine.

TRIAL

Chairman's award

Despite the high water levels on their huge Blackborough End site King's Lynn and DMC managed to fit in 18 climbs plus four tie deciders into their rather mis-named December Production car trial which took place on November 24. Despite getting off to a brisk start the first two climbs proved the most difficult of the afternoon but it soon became clear that the fight for overall honours rested between the four invading Cannons and a lone Dellow. It was however Club Chairman Arthur Twite's Cannon which overcame that of Hugh Piggins and Brian Brand, only seven points separating the trio. John Brundle who missed out an entry for the Snetterton Rallycross had to run his Toyota Celica with the specials in view of its LSD.

In the FWD class it was all Minis to the fore and a total of only six marks covering the leaders. The much-travelled car of John Davy stole the prize from Ivan Cunnington's Yellow Peril but all these car's had astronomical scores even compared with the combined "conventional" saloons class the winner of which was the evergreen Ford Pop of John Groves which now sports a powerbulge over its supercharger.

Overall: Arthur Twite (Cannon) 12 points. **Class winners:** John Davy (Mini) 104; John Groves (Ford Popular) 35; Hugh Piggins (Cannon) 15.

TRIAL

Booth takes very close VW struggle

Driving a Jap Special, Ken Franklin took the Chad Silver Salver for winning last Sunday's Sherwood Forest MC production car trial. He scored 92 marks on the 10 sections and was an easy index of performance winner. The event, run on the basis that the higher one got up a section the better the score, attracted 33 competitors. In the Mini class Roger Smith won with 69 marks to the 67 of the Lancia Fulvia of R. Perrin and in the second class, with sports and saloons running together, D. Brader (Midget) with 86 marks beat P. Dickinson (Escort) on 74.7 marks. In the rear engined class, R. Booth won with 85 marks to the 84 of P. Taylor, both in VWs.

Among the specials class, nearest to Franklin was A. Mawhinny in a Mini Special who scored only 60 marks.

RALLY

Billows/Hughes take Bartley double

Last run in 1972, the Chester MC's Bartley Rally was won for the second time on Saturday night by Keith Billows and Barry Hughes in their Escort. From a field of 113 for this event which had restricted status for the first time, they pulled out a lead of 2 m 29 s at the end of the 200 mile route to beat Colin Mack and David Thomas (Avenger GT).

Starting in Wrexham and using much of the classic countryside on the old 117 map, the rally was led away by Martin Watson and Geoff Hignett and they were steaming along in fine fashion in their RS 1600 until at about quarter distance they rolled their chances away when they were the only crew clean at the time. Billows and Hughes then took over and never looked back and in the second half, with three selectives including Hirnant and Eunant they piled on the pressure. Third were Bob McKenzie and Brian Gough (RS 2000) who finished only 38 s down on Mack and Thomas when the rally concluded at Hengoed with about 78 finishers.

TRIAL

Only three lost

With the loss of only three marks, all dropped on the second hill, Dellow driver G. N. Jackson from Cambridge journeyed to the Maidstone area last Sunday to collect the Tyrwhitt Drake Cup for one of two best performances at the annual Maidstone & Mid Kent MC production car trial on six sites in and around the town. Winner of the Lombard Trophy for best performance by a production car was James McDougall in his Mini who dropped 51 marks.

Twelve sections, eight carrying normal observation and four primes (you either cleaned them or collected 12 penalties) faced 37 cars in five classes. The Mini class went to John Kemp on 57 marks three better than Ian Muir and Joe Rook (Saab), both on 60 marks, the former taking the second spot on farthest cleanest. Jack Henley's Escort took the conventional saloon class dropping 49 marks in his Escort, two fewer than Laurie Knight in his Escort. There was another tie in the rear engined class where Mike Potts (VW) and Mike Clarke (Chamois) both dropped 44 marks and the sports car class went to Mike Furse (Alpine) on 56 marks, 12 better than John Ovenden (Midget). The free formula class, with 10 starters, went to Dennis Greenslade with 25 marks lost in his VW from the Popular of John Groves who returned with 29 marks deficit.

Crowson's title

John Crowson from Leeds, has won the Thomas Motors sponsored sprint and hill climb championship organised by the Lancs AC. In his Terrapin he gained 130 points from the 12 series of seven sprints and five hill climbs, best seven scores to count. In addition to the Thomas Motors Trophy he collects a cheque for £120.

Runner-up Mike Newman from Blackburn scored 123 points with his Viva and collects a £100 watch presented by Bill Turner of Blackburn. Third and winner of £50 and the Castrol Trophy, is David Baldwin in his Midget.

Seventy four competitors registered for the series and the championship will be on similar lines next year with the same major sponsor.

Other final placings were: 4, Ken Tomlinson (1275 GT), 118 pts; 5, Paul Ratcliffe (1275 GT), 118; 6, Paul Wilson (Brabham BT21), 111; 7, George Whittingham (DMW), 108; 8, Brian Sutcliffe (998 Mini), 102; 9, Robert Fay (Midget), 99; 10, Anthony Taylor (Brabham BT21), 96.

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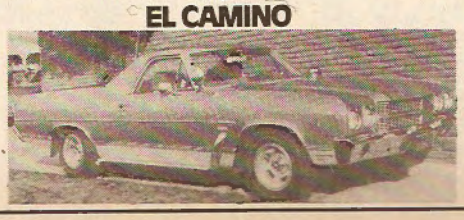

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1974 **PORSCHE CARRERA.** Bitter chocolate. Electric sunroof. Radio, stereo £6,995
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1972 **ELAN SPRINT.** DHC. Bahama yellow, 22,000 miles, Sundym £1,495
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1971 (K) **LOTUS 7** Series IV. 1600 GT. Primrose. 1 owner, 15,000 miles only.
1971 **MODEL LOTUS 7.** Big valve, stage 4. Many extras.
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1970 **ASTON MARTIN DBS** Vantage. Low mileage, radio/stereo, chrome wire wheels, Seychelle blue, Sundym glass £2,995
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1973 **TR6 ROADSTER.** Magenta. One owner. Sundym, overdrive, radio, stereo, electric aerial £1,445
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1973 **MGB ROADSTER** £1,265
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1972 (L) JENSEN HEALEY. Yellow. One owner. 19,000 miles £1,295
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A 1971 (K reg) LOTUS +2S 130. A very striking example finished in white with chocolate brown pin striping and metallic gold roof. Many extras including radio and cassette stereo. Sundym glass, electric aerial and chrome wheels. Engine completely rebuilt less than 4,000 miles ago £1,625

A 1969 (we think) MERCEDES 280 SL. Finished in metallic gold with tan leather interior. This particular car has the advantage of an L registration but is unfortunately left-hand drive so is priced accordingly. Fitted with automatic transmission, power steering, radio, stereo, electric aerial, factory hardtop and Sundym glass. Engine rebuilt less than 1,000 miles ago. Immaculate throughout £1,995

PS. Some people will go to great lengths to avoid buying a round, but last week Colin Folwell really took the biscuit. Having "lost" his car keys, in a photographic studio in Hastings, he and a large gent, not dissimilar to our M.D., stood outside this establishment and waited until someone who recognised the sorry pair took pity on them, and rushed them to a nearby hostelry just in time to be late.

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LOTUS 61MR. Smart competitive Brands 53.6, 74 Rowland, only six races old. Complete, ready to race. Trailer. Spares include body, suspension parts, exhaust, wheels, tyres ratios. Sensible offers or part exchange. Road sports car. HP arranged. Upminster 24551. (49

ALEXIS MK 18 SCHOLAR ENGINE, Mk 8 Hewland gearbox, trailer, spares. Superb condition and very competitive. Ready to race, only £750 for quick sale. 047 483 3281 (Kent). (50

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FORMULA VEE

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COOPER T59 FORMULA JUNIOR FORD, 1500 engine, full tune Hewland Mk 6 g/box, 8in and 9in wheels, Dunlop intermediates with aerofoils, trailer and spares, good sprint or monoposto car, no reasonable offer refused or part exchange road car. Tel: 021-355 5443 after 6 pm. (49

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MK II COOPER S ROLLING CHASSIS, clean body, rose jointed front, rear trailing arm beam available, fibreglass front, bolot, doors, 6in Minilites, Firestone semi slicks, wets, full roll cage, instruments, front radiator baffled tank, battery, spares only. £240. Tel: 01-727 0351 evenings. (49

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DENIS WELCH'S fastest club racing Anglia in the country is offered for sale, less engine, or with 1300 cc push rod. This car is fully sorted, complete with spares, including 5 speed G/B, wets, drys, and diffs. Rolling chassis and spares. £500. Complete car £750. Reason for sale, driver going single seater. Tel. Walsall 25352 daytime, Little Haywood 363 evenings. (49

1293S D/SEAMED BODY, C/R S/C gearbox, LSD, beam, r/axle. Details on request. £495 ono. Part exchange road car. Tel: Kirby Muxloe 2155 evenings. (49

1969 COLOGNE CAPRI RS2600, works engine, triple carbs fitted 1972, Dunlop alloy wheels, GXL spec. LHD. £595. Part exchange. Colnbrook 2891 (STD 964). (49

SPORTS PROTOTYPE

SATURN 1300 LOTUS CHASSIS, 1300 BDA (Cosworth), FT-200, 2 sets Minilites, slicks, ints. For details/photos refer Autosport, November 7. £1,500/offers for quick sale. (49
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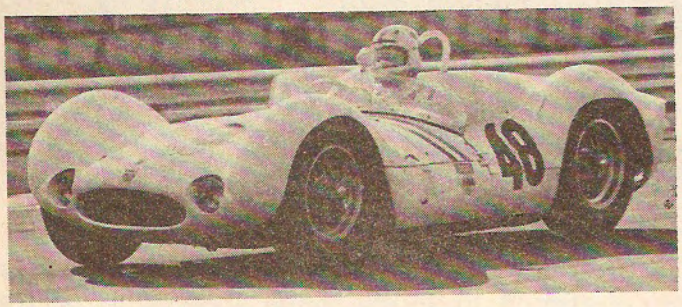
3 Litre Chassis No 2470



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F3 Brabham BT41 (1974). 6 races from new, with spares, wheels and tyres **£2800**

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Ford 2-car transporter. Power winch, workbench, sleeping accommodation. 6-cylinder diesel, taxed private, tested and plated **£750**

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Car complete with Scholar developed twin carburretor engine, inboard ISE system, full roll cage, Corbeau, GT8 seats, 2 LSD, spare wheels, etc. Full harness seat belts, all fireproofed. Excellent bhp figures from the engine.

Just needs suspension tweaking.

£2,050 ono

OR

Race hire deal considered for 1975.

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Ex Syd Fox car. Fully updated with '74 BDA FT 200 or alternatively with Vegantune twin cam or injection. Completely rebuilt car and engines. Extremely competitive and in excellent order all round. Numerous spares, wets, wheels, etc, etc. All offers considered.

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Excellent condition. Many, many spares including wheels. **£2495.**

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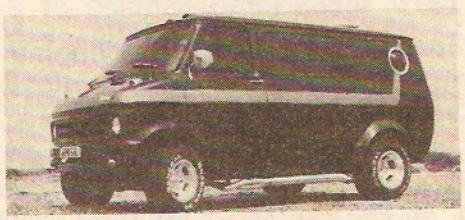

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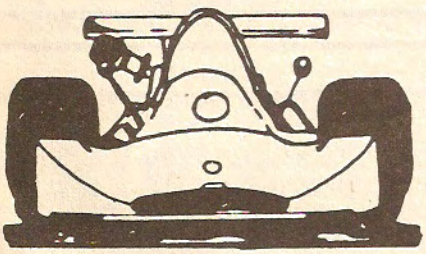

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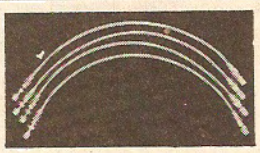

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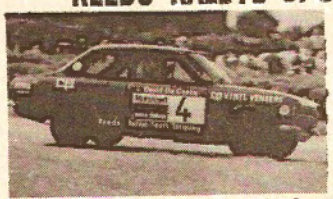

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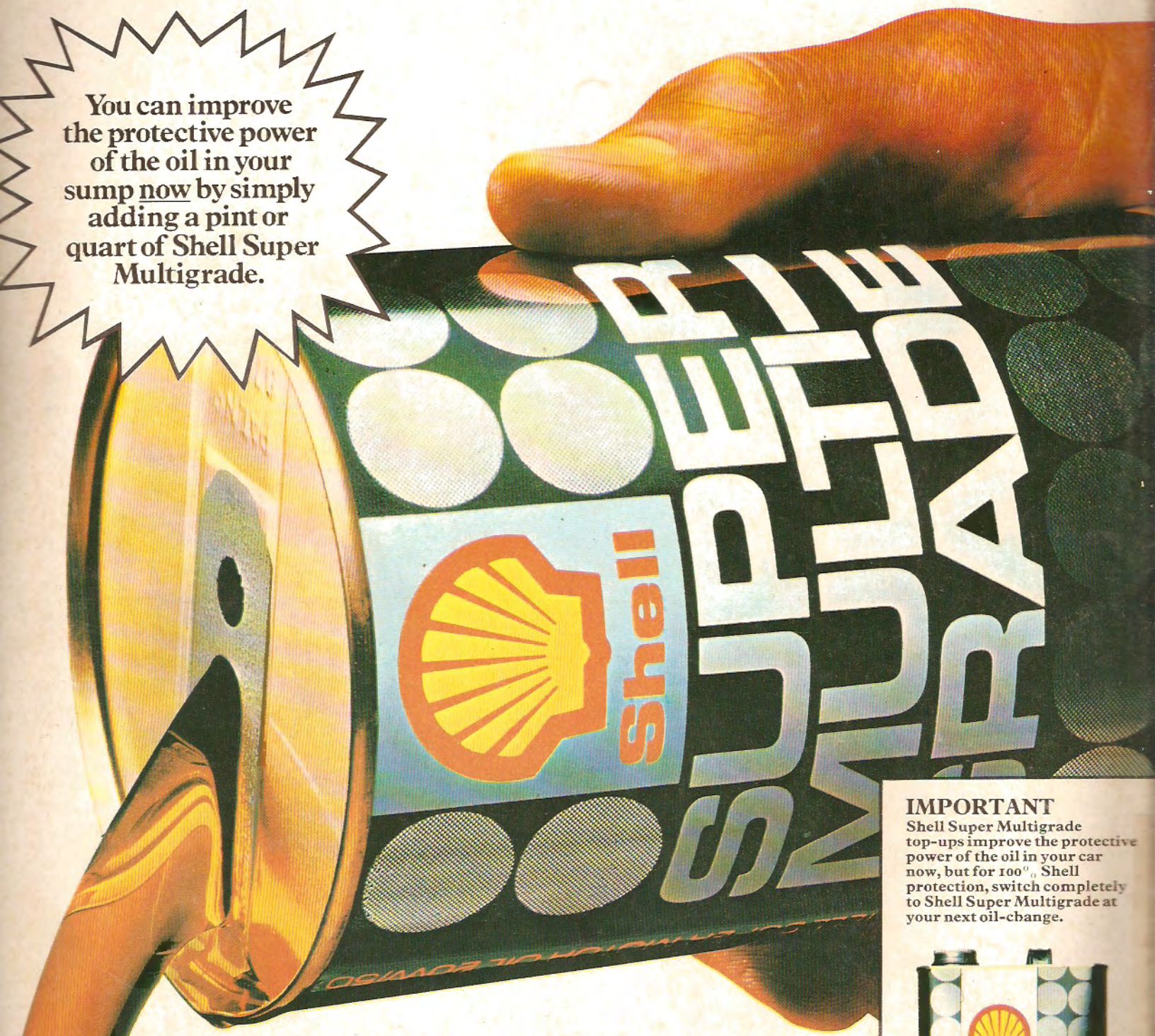

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