RONNIE PETERSON - COMPETITION - VW ROAD TEST

AUTOSPORT

Bob Evans wins the top 1974 Grovewood Award

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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CONTENTS

2	Pit and Paddock
10	Competition : Win a new Escort
11	Private Ear
12	Profile : Ronnie Peterson
18	Mondello Park : Soaking end to 1974
20	Interview : Bob Evans
22	Special Stage
24	Bandama Rally : A triumph for Timo Makinen
26	Profile : Alan Jones
28	Racing Car Show : Pictorial report
32	Tune In : Ian Walker
34	Profile : Paul Faulkener and Monty Peters
36	Road Test : Volkswagen Golf
39	Cockpit Cameo : Mick Hill
41	Sports Extra

Caught spending his own money! Max Mosley buying his favourite magazine at the Racing Car Show last week.

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EDITORIAL

Optimism

We make no apologies for quoting here the words of Ford's Director of Motor Sport, Stuart Turner, which he used to announce that Ford would maintain its competition programme in Europe in 1975.

"Despite all the problems, motor sport still has an imporant part to play in the search to make cars more efficient.

" Success in competition comes from pushing the borders of development in reducing weight and by improving brakes, suspension and, above all, engines. The lessons learned in these areas, when translated across to cars for the ordinary motorist, are more relevant than ever in this fuel conscious age. And we should not forget that motor sport is a sport in its own right, playing an important part in the leisure life of the country."

These words, of course, do not only apply to Ford, they apply to every single manufacturer involved in motor sport and, although everyone is going to have to tighten their belts, there is no reason why 1975 shouldn't be more successful than previous years.

Echoing the general optimistic outlook expounded by Stuart Turner are the majority of exhibitors at the Racing Car Show at Olympia.

On Monday evening the major manufacturers and traders were reporting above average interest being shown in their products and a number of manufacturers were reporting firm sales, something which is very rare at such exhibitions. Advance tickets sales for the big meetings at Britain's major circuits during 1975 have been unexpectedly high, while attendance on opening day was up by nearly 50 per cent on two years ago, despite the high entrance fee this day commands.

We have urged that an optimistic attitude be adopted at this time and it is heartening to be able to record that there is such a high degree of optimism throughout the industry.

Off again

This weekend sees the start of the 1975 World Championship season when the Argentine Grand Prix gets under way this Sunday. Last year was probably the most competitive year ever for the premier branch of motor sport and such competitiveness can only be healthy for the sport. This year promises to be just as good and once more the odds are on the championship coming back to Britain with a British car and engine and, dare we hope, a British driver.

Whatever the outcome of the championship, above all we hope that the year will be devoid of tragedy and that definite improvements will have been made at every circuit the circus visits. A circuit can never be too safe and we hope that those whose responsibility it is have done their job thoroughly.

our cover picture

This week's cover depicts Bob Evans leading the Gold Cup at Oulton Park in Alan McKechnie's F5000 Lola. Last week Evans won the top Grovewood award for his performances in the car.

Photo : David Winter

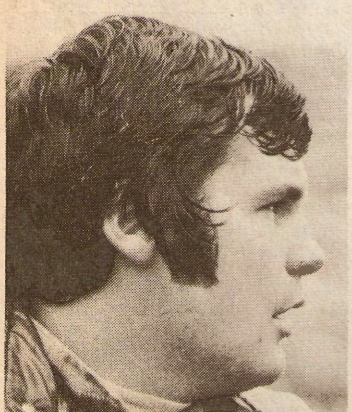
1974 Grovewood Awards

Announced last week at a reception in London's Royal Lancaster Hotel were the 1974 Grovewood award winners. Top award winner was Bob Evans with Richard Morgan and Alan Jones as the other major prize winners. The special commendations went to Jim Crawford and Stuart Graham.

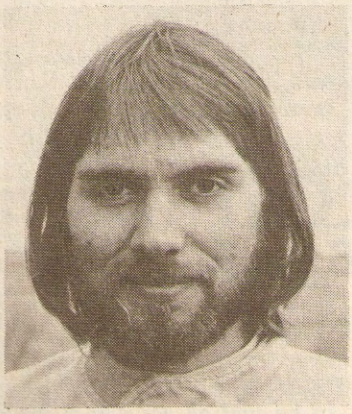
Bob Evans shakes hands with Walter Hayes after receiving the top Grovewood Award.

1974 was the eleventh year of the awards which were instituted to help encourage young British drivers in furthering their motor racing careers. The awards were presented on behalf of Grovewood Securities, the owners of Brands Hatch, Mallory Park, Oulton Park and Snetterton, by Walter Hayes, vice-president of Ford of Europe.

The choice of award winners is made by a completely independent panel of judges. Last year's judges were Ian Phillips, editor of AUTOSPORT, Roger Bell, editor of *Motor*, Ray Hutton, editor of *Autocar* and Mike Cotton, editor of *Motoring News*.



Alan Jones — third.



Richard Morgan — second.

The total value of the awards is £2000. The top award carries £1000, with £500 and £300 going to the second and third placed men and £100 each to the special commendations.

The choice of Evans as number one winner was unanimous, the 27-year-old driver from Gloucestershire having been outstanding during 1974 with his handling of Alan McKechnie's F5000 Lola. In fact this was the second time that the McKechnie Organisation has taken the top award, Mike Walker being voted number one in 1969 after driving for the Gloucestershire-based team.

The second award also made history, Richard Morgan's brother David having taken the top place two years ago; the first time two brothers have both won an award. Richard's award came after his numerous wins this year in Formula Ford with a Ray, Royale and Crossle.

Australian Alan Jones didn't win any championships during the year but his handling of the Harry Stiller/Custom Made Formula Atlantic March, in which he led the last 10 races, made him one of the outstanding, and unluckiest, drivers of the year.

Winners of the special commendations, who, incidentally, are still eligible for major awards in future years, both hail from the North of England. Jim Crawford, from Bolton, made his mark driving for Stephen Choularton's March team in Formula Atlantic for which he has already received the BP Superman of the Year award. From Cheshire, Stuart Graham is the first saloon car driver to ever have featured among the Grovewood prize winners following his performances in the Castrol Anniversary Saloon Car Championship with his Chevrolet Camaro.

Jim Crawford — commended.

Stuart Graham — commended

Previous Grovewood award winners who have gone on to better things include 14 who have driven in F1: Richard Attwood, John Miles, Mike Beuttler, Jackie Oliver, James Hunt, Tom Pryce, Tim Schenken, Derek Bell, Chris Craft, Tony Trimmer, Vern Schuppan, Brian Redman, Roger Williamson and John Watson.

Lawrence wins Tasman at Levin

The Tasman series opened last Sunday with the New Zealand Grand Prix at Levin. The winner was former champion, New Zealander Graeme Lawrence in his Lola T332. He was some 32 seconds in front of Australian Warwick Brown also in a T332.

Third, one lap down after running on seven cylinders from the start, was Kevin Bartlett in the first of the new Lola T400s. The only other T400 in existence was that of Gold Star champion Max Stewart, but the engine put a rod through the side. However, reports on the new cars, which are running under the eagle eye of Frank Gardner, suggest that they have a great deal of potential when the intricacies of the rising rate suspension are sorted out.

Fourth, two laps down, was Johnny Walker (Lola), fifth and sixth, three and five laps down respectively were Ken Smith and Jim Murdoch. Graham McRae had his usual wretched engine problems, and went out after rushing off into a big lead. Chris Amon in the Talon got up as high as fifth before hitting trouble.

Turbo-DFV for Indy?

Currently arousing considerable interest in Britain is a turbo-charged DFV engine. It's been spotted at Cosworth's in Northampton, and from there sightings have moved to the Vel's Parnelli workshops. With such a connection it would seem bound for the States for USAC events, although it would probably have to be reduced to 2.8 to conform to USAC regs. The DFV has, in fact, been reduced to 2.6 for Tasman racing some years ago, so it is more than just a possibility.

Purley's Organs V6 F5000

Jim Miller's Southern Organs company announced this week that they would be backing Dave Purley in Formula 5000 this year in conjunction with Purley's family business, LEC Refrigeration.

The team will be known as LEC/Southern Organs and will campaign a new Chevron B30 chassis with a Ford 3.4 V6 engine in the back. Although Chevron had originally announced their intention of not competing in F5000 they will be keeping a close eye on the car although it will be run by the same personnel, under Mike Earl, that run Purley's Team Harper F2. The B30 chassis will be directly based on the B29 F2 car. The Harper Chevron B27 F2 cars are currently up for sale.

Jim Miller also told us early this week that if he could not get David Morgan into F1 and F2 he would be running alongside Purley in F5000. However, it seems very likely that Morgan will find a place in the Surtees F1 team as Miller said, "I like John Surtees a great deal, we get on very well together and I'd like to help him if I could. I've also got to try to calm David down and stop him presenting me with bills for bent cars."

Vittorio Brambilla (left) and Lella Lombardi who will be driving the works March F1s in 1975.

Lombardi for March F1

March chose the Racing Car Show on Monday of this week to make their bid for the headlines once more when they announced that the Italian girl Lella Lombardi would be driving their second F1 car this year starting from the Race of Champions.

The official release said that: "March have received an offer ('which we couldn't refuse,' said Mosley), of sponsorship for a second works Formula 1 car in Europe from Italian-Brazilian sources. The only condition attached is that the driver should be Italian. After careful consideration and having discussed the matter in detail with Vittorio Brambilla, the driver chosen is Lella Lombardi. The name to be carried on the car will be announced in the near future. It is planned that her first race for the March team will be the Race of Champions."

Although this was March's major announcement, late last week they announced that Vittorio Brambilla will be driving their number one car starting in Argentina this week and sponsored, as last year, by Beta Tools.

This is, of course, a complete reversal of March policy following their announcement in November that they would not be taking part in F1 this year. We asked Max Mosley if the withdrawal announcement had been aimed at producing sympathy and consequently the right sort of sponsorship. "I know it looks like that, but it really was our intention to pull out and just concentrate on a test programme taking in maybe one or two races. However, the sequence of events since then has brought us back in. First Beta asked if we could do a few races with Brambilla, then this other deal came along. For the first time in our history we have got the right sort of finance to not only run cars but, more important, to carry out a proper test programme. We don't expect immediate results but we shall really be having a proper go this time."

As we predicted a few weeks ago, Jean-Pierre Jabouille will be connected with the Bicester team in F1, although he will only take part in a "limited" number of races starting in South Africa. He was initially signed to be the works F1 test driver which is an arrangement that will continue. Mosley said that it was unlikely that his presence in the team would mean that they would receive further assistance from Elf, "he's been loaned to us and we shall probaby run him at our own expense."

The signing of Lella Lombardi for a full season has really created quite a stir and is, of course, totally in keeping with March's style for springing surprises. It is quite ironical that only a couple of days before the announcement, John Webb was telling Mosley that he didn't want to see a March F1 car on the grid at the Race of Champions. Somehow we think he will change his mind now. Originally Lombardi was almost certain to run in a works Brabham although there was a possibility of a Surtees.

The Italian girl's only previous F1 experience was at the John Player Grand Prix last year at Brands in an Allied Pollymer backed Brabham BT42 which she just failed to qualify after gearbox troubles on the last day of practice. The reference in the announcement to "discussing the matter in detail with Vittorio Brambilla" was to find out whether or not she would be able to qualify. "Vittorio spoke highly of her ability and thought there would be no problem," said Mosley.

For the two South American races, Brambilla will have to use last year's 741 chassis but by South Africa, when Jabouille joins the team, a new car based on the new F2 chassis will be available and Jabouille will have the old car. After that it is hoped to have two new cars available.

Our original story about March returning to F1, just three weeks after pulling out, was in fact a reference to a deal which had been done to bring Hans Stuck back into the team. The sponsorship deal had been agreed between two German companies and BMW but when Mosley went over to Munich to settle the deal, one of the sponsors pulled out. However, it is almost certain that Stuck will "do a number of F2 races," for March alongside probable Elf drivers Patrick Tambay and Michel Leclere.

Sports car row brews

There is a great argument brewing between the sports car constructors following the announcement last week of the regulations for 1976. The CSI have completely reversed the decision of the committee which was taken in Zurich at the end of last year.

One British representative described the decision to us this week as: "disgraceful. The whole thing has been changed in favour of the French; it'll kill off sports car racing altogether as only two manufacturers will be able to compete. It has also killed the chances of the Americans having another sports car class. We shall appeal against the decision but time is running short."

Instead of accepting the proposed 3-litre racing, 5-litre stock block formula with the same minimum weight limit, the CSI have decreed that three categories should be allowed to compete on their own equivalence basis. These are 2.2 litre turbocharged engines with a minimum weight of 700 kgs; 3-litre racing engines at 700 kgs, and 5-litre stock blocks at 810 kgs.

This is tailored to suit the turbocharged engines which are currently only under development by Alpine and Porsche. Turbocharged engines would have been acceptable possibly if they were restricted, as in the F1 regulations, to 1.5 litres.

The 2.2 litre regulation and low weight limit makes them undoubtedly the quickest combination. The 5-litre stock block category is made uncompetitive by its extra weight, which arose apparently because the French thought that the Chevrolet V8s would be producing over 550 bhp. The three litre class has already shown itself to be unpopular and prohibitively expensive.

Unless the decision is reversed shortly the possibilities of there being any sports car racing at all in 1976 look very slim.

Ferrari BB for IMSA

The IMSA Camel Filters GT series in America is really becoming one of the biggest attractions for the major car manufacturers. Porsche's involvement has been heavy for sometime now, while BMW plan a full works two-car attack next year and now comes news of a two-car Ferrari team.

The famous NART (North American Racing Team) organisation run by Luigi Chinetti are currently preparing two Berlinetta Boxers for the first round at Daytona in February. This will be the first time for 10 years that Ferrari have contested a GT championship. The engines of the cars are being prepared by the Champion Spark Plug company while one feature will be water-cooled disc brakes which appeared in the ETCC towards the end of last year. The only driver for the team named so far is Milt Minter, a very experienced GT and sports car driver.

● The CSI has recently confirmed its support for Formula 3 by announcing that they will award a European Cup "to the driver who has accomplished the best performances in 1975, in compliance with Article 8 of the general prescription valid for all FIA Championships."

In 1976 the FIA have stated that they will re-establish an F3 Championship.

● Bob Evans' championship winning F5000 Lola T332 is suddenly creating a great deal of interest in the second hand market. Among interested purchasers are Harry Stiller (as a back up car for Alan Jones), Brian McGuire (who recently sold his own T332 and ex-Hexagon Trojan T101) and Monkey Brown.

RoC entries

Prospects for this year's British Airways/*Daily Mail* Race of Champions, scheduled to be run at Brands Hatch on March 16 are looking good.

This will be the first opportunity for British fans to see the American Penske challenger which has definitely been entered for Mark Donohue, who will also be making his first appearance at Brands Hatch.

Also entered are James Hunt, Emerson Fittipaldi, Ronnie Peterson, Jacky Ickx, Jody Scheckter, Jochen Mass, Graham Hill, Carlos Reutemann, Rolf Stommelen, Jean-Pierre Jarier and Tom Pryce.

Joining the F1 cars for the main race will, of course, be the leading F5000 runners from the previous day's Shell championship round.

Other supporting races will be a John Player Formula Atlantic round, the opening APG FF2000 race, a British saloon car championship round and a ShellSport Mexico race for SPARKS celebrities.

● Sandro Angelieri, March sales director, said that inquiries and interest in new cars was up 30 per cent at the racing car show compared with last year and that so far finalised sales are up 20 per cent.

Italy seems to be a ripe market at the moment, F2 cars have been sold to Gabriel Serblin, Alberto Colombo, Giancarlo Martini and Leoni.

● Official works driver for the Italian Ossella Formula 2 and 2-litre sports car this year will be up-and-coming F3 star Giorgio Francia. Ossella plans to concentrate on F2 using a modified version of the car which first appeared at Vallelunga last year.

Ford's 1975 plans

The annual Ford press conference, hosted by Stuart Turner, to announce their competition plans for 1975 took place in London last week.

Turner opened proceedings by stating emphatically that Ford would stay in motor sport during the coming year. "Despite all the problems, motor sport still has an important part to play in the search to make cars more efficient.

"Success in competition comes from pushing the borders of development in reducing weight and improving brakes, suspension and, above all, engines. The lessons learned in these areas, when translated across to cars for the ordinary motorist, are more relevant than ever in this fuel conscious age. And we should not forget that motor sport is a sport in its own right, applying an important part in the leisure life of the country."

"1974 was the most successful year yet for Ford in competition even though only a year ago we sat here wondering if there was going to be any motor sport at all. 1975 will be a difficult year, everyone is going to have to tighten their belts, but nobody suffers from going on a diet, and I don't think motor sport will. We are starting 1975 determined to improve still further on our record."

Ford's main attention in 1975 will be in rallying, "as the RAC Rally demonstrated yet again; apart from Formula 1, rallying still attracts far and away the most public interest." For full details of the rally plans see Special Stage page 22.

On the racing side Turner said that he was confident that Ford would once more power the World Championship winning car. "At the top level we are confident that Keith Duckworth and his band of renown in Northampton will give the DFV its eighth successive World Championship win. Cosworth plans changes to the exhaust system, the inlet and exhaust parts which should extend the power band of the V8 to keep it competitive."

On the lower level Turner explained the position of Formula Ford 2000. "FF2000 is designed to supplement existing Formula Ford and *not* clash with Formula 3, which has its rightful part to play in development of drivers.

"In fact, the idea of FF2000 was not triggered by Ford but by organising clubs who wanted some way of taking pressure off their over-subscribed FF grids. We are naturally delighted to welcome the Allied Polymer Group as sponsors of FF2000. We are definitely not inflicting another formula on motor sport."

He then went on to confirm that the development of the Cosworth 3.4 litre V6 engine in F5000 would continue. "Tom Walkinshaw will continue to compete in F5000 with a Ford powered Modus. I still think it will find a home in the formula. The failure in 1974 with the project was due mainly to the ban on motor sport early in the year which delayed the development programme."

Switching to saloon car racing, Turner said that the BRSCC would again organise the Escort Challenge series and a sponsor would be announced shortly. Ford are currently looking for ways of allowing the existing Escort to compete alongside the model shortly to be announced.

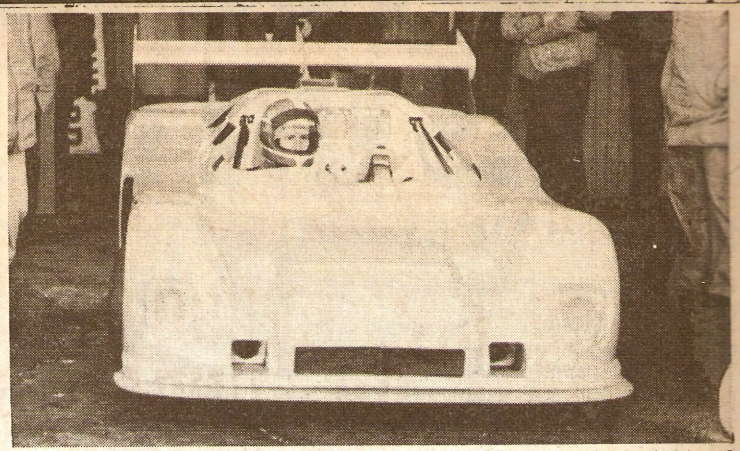
What is very important is that Ford have decided not to compete in the British Saloon Car Championship following Tom Walkinshaw's class win this year in the Boreham prepared Capri. "I don't feel that the interest generated by Group 1 racing justifies the efforts, particularly compared with the fantastic public attention to something like the RAC Rally." He went on to say that winning the class really did no good at all, particularly as there was no way that any of the current production cars could get anywhere near the Camaros . . . "which you can't even buy." There is a possibility, however, that if certain drivers can find sponsorship, that Ford will lend cars for the championship.

There will almost certainly be no Cologne involvement in the European Touring Car championship, although it is hoped, if there is a championship at all, that Zakspeed will run their rapid Escorts. In SuperSaloons, Dave Brodie's Capri will use the 3.4 litre 24 valve V6 engine.

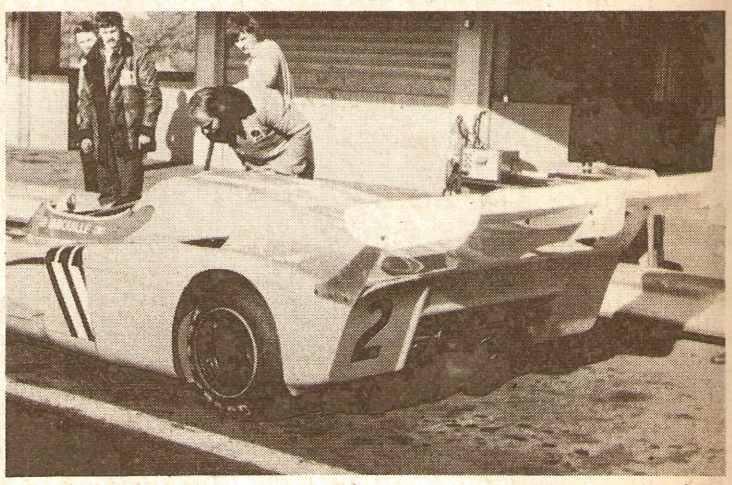
The Ford bonus scheme will continue in 1975 and will concentrate on major international rallies and on championship wins. £1,000 will go to the winner of the F5000 and F2 championships, if the driver uses a Ford engine of course. The winner of the RAC saloon championship will receive £500 and the overall winner of the SuperSaloon category £250. The Formula Atlantic championship winner will receive £100. Full details of the scheme are available from the competitions department at Boreham.

Ford are also to recognise the tremendous contribution made by marshals to motor sport and will be presenting 50 umbrellas to the BRDC, BRSCC and BARC. These will be distributed by the clubs to marshals at their own discretion. "As motor sport gets more and more professional, there is a tendency to forget the whole thing hinges on the willingness of volunteer marshals. This is a small attempt to redress the balance."

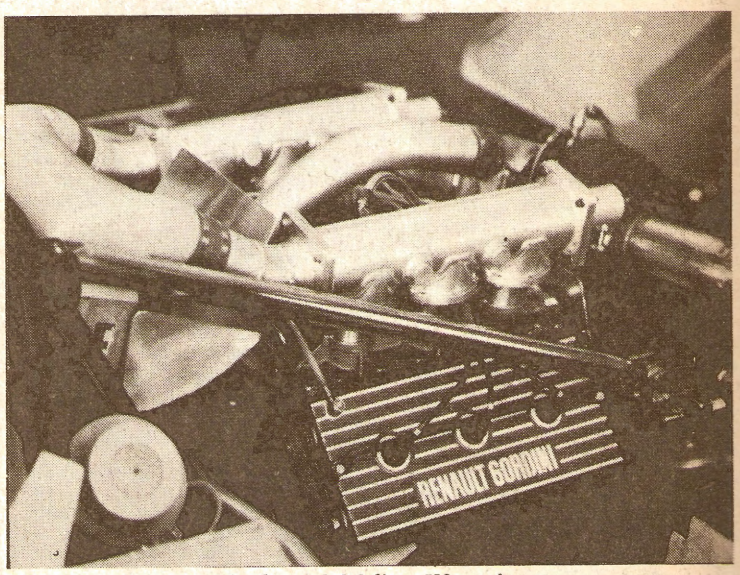
Asked about the Avon *Motor* Tour of Britain, Turner said, "We have not yet been able to plan to take part, but if we can find the finance it is the top of the list of things we want to do. It is a great event although I feel it needs a bit more umph."



Jean-Pierre Jabouille was testing the Alpine 2.2 Turbo at Paul Ricard for the first time last week.



The rear end has been considerably tidied up. The raised section from the cockpit is an integral airbox fed through the roll-over hoop.



The controversial turbocharged 2.2-litre V6 engine.

Evans' BRM mystery

It was a very surprised Bob Evans who heard Walter Hayes announce at the Grovewood award prize giving last week that he would be driving for BRM next year, starting at the Race of Champions. "That's what I hope will happen," said Bob, "But nothing's fixed yet. I am going to see Louis Stanley again next Tuesday."

At the time of going to press we were unable to contact either Evans or Stanley to discover the outcome of the meeting.

Apparently Walter Hayes' information was given to him by Louis Stanley just prior to the event. It seems that contract signing is now just a formality.

Peterson to quit Lotus after Brazilian GP?

The biggest rumour sweeping at unabated pace through the Racing Car Show last week was that Ronnie Peterson was about to leave the Lotus F1 team, a matter of days before leaving for the opening race in Argentina this weekend. These stories have been circulating on and off for some months now, but, for the time being at least, the Swedish star will race in the black and gold John Player Lotus Team.

Inevitably the problems have arisen due to financial pressures. Lotus' sponsors, John Player and Son, have reduced their budget quite drastically which has caused the Lotus team to pull its belt in a little.

Both Peterson and Jacky Ickx were summoned to England last week to discuss ways of reducing the budget, and it is reported that neither are particularly happy with the prospect of once more running the 1970 vintage Lotus 72s. A great deal of modifications have been made to the cars in an effort to keep them competitive (they won as recently as last year's Italian GP), but plans for another new car, to replace the disastrous JPS9/Lotus 76, have had to be shelved for the time being.

The rumours last week suggested that Peterson was going to drive for the UOP Shadow team with Tom Pryce moving to Lotus in a part-exchange deal. Although nobody is saying much at this stage, one respectable F1 informant told us that this was certainly one possibility although there was another team involved, also with American origins. The possibilities here are, of course, endless, but it is known that Roger Penske was trying very hard to tempt Peterson towards the end of last year with large wads of dollars. The Vels Parnelli team are also looking for a second driver, having failed to get Hans Stuck recently. Shadow, of course, not only want a top driver for Grands Prix but also a big name for their American F5000 programme.

It is widely thought that Peterson will contest the two South American GPs for Lotus and will consider his position prior to South Africa. By this time, both Parnelli and Penske will be in a better position to judge their own standings and be prepared to run more than one car.

The position of Jacky Ickx is also said to be doubtful, one or two people suggesting that he is not even on speaking terms with some members of the team who would not be sorry to see him leave, although it is difficult to see where he would go.

After a relatively quiet "silly season," stories are also going round about another of the major teams changing personnel after the Brazilian Grand Prix although, at the moment, there is little to substantiate it. Watch this space.

Ronnie Peterson (left) talks to Lotus boss Colin Chapman. Rumours suggest an imminent split.

Tom Pryce—swop deal?

FA Lyncar

John Nicholson, 1973 BP Formula Atlantic champion and 1974 John Player Atlantic Champion, will not be driving regularly in the formula in 1975. He will be concentrating on testing with the Pinch Lyncar F1 which will be entered in the British non-championship events.

Martin Slater's Lyncar set-up which has built and run cars for Nicholson in Atlantic for the past two years, are currently looking for a new driver to compete for them in the Formula. A number of modifications have been made to the car including the use of the Hewland FT gearbox instead of the Mk 8, a revised engine bay, repositioned wing and a change in overall weight distribution.

Following many inquiries for F3, Formula Seat and Formula Renault models, work is currently in progress on a chassis which can be adapted for these formulae.

Anyone interested in taking over the Formula Atlantic car should contact Martin Slater at Burnham 5183 or 5808.

GRD back

It was quite a surprise to see GRD and Mike Warner at the Racing Car Show following their recent decision to stop building cars. At the opening of the Show, Warner said: "It's so difficult to get out of racing; when I left Lotus I was out for a month and with GRD just for a week."

On Monday he informed us that it had been decided to continue to build cars, "I have been very surprised and encouraged by the Show and the amount of optimism there. It will be a very low key operation and will be just like starting again. It will be a fresh start with a small and compact team. The '75 was tested and proved by Alex Ribeiro last October and we have had a number of enquiries at the Show for similar models."

● Bill Brack, the current Canadian Formula Atlantic champion, was over in England last week and bought a new Chevron B29 to contest the series this year. Canadian Television, who run 20 minute films of each event in this increasingly popular series, filmed him completing the deal.

Last year Brack used a modified version of the ex-Dave Walker Lotus 69, called a Crosty.

● Fred Opert will be running Mexican Hector Rebaque in five F2 races with a new Chevron-Hart/Ford B29 in the first five races of the championship, before moving on to the Canadian Atlantic championship.

● Swedish SuperVee ace Freddy Kottulinsky was at the Racing Car Show last week trying to finalise plans for this year. It seems that he will be driving for American Lola agent Carl Hass in Formula Atlantic and may well do some Formula 2 events.

Chevron news

With their B29 FA/F2 model being one of the few really new cars at the Racing Car Show, the Chevron stand was creating a lot of interest. Grahame White reported that "interest is surprisingly high." American agent Fred Opert was much in evidence and has apparently ordered a number of cars.

The B29 will shortly be taken to America for a development programme with designer Derek Bennet doing the driving.

Seen on the stand on a number of occasions was Jim Crawford, "I think we'll be able to fix something up for him," Tony Rouff, "I'm not buying anything, just looking for a drive," Alan Jones, "I'm waiting to hear whether it'll be a Chevron or March for 2-litre sports cars," and Andy Sutcliffe, "I've never been out of racing, only AUTOSPORT said I was. Nobody ever says the truth about me."

Organs back RAC G1 series

Although the contract has not been signed, Southern Organs will be sponsoring the British Saloon Car Championship in 1975. This was confirmed by Jim Miller this week. Southern Organs will, of course, be backing the Camaros of Tony Lanfranchi and Tony Shaw in this championship.

Miller, who at one stage threatened to pull out of racing altogether following the RAC tribunal decision on Richard Morgan's FF engine, says that he has made peace with them following a change in the regulations.

Also receiving assistance from Southern Organs will be Damien Magee for F5000 ("I'll soon sort him out"), Rod Birley in G1 and "one or two others who want to get into Formula Atlantic, but are a bit short."

Stiller's big F5000 plans

Harry Stiller confirmed at the Grovewood Awards last week that he would be running Alan Jones, winner of the third award, in the Shell F5000 championship this year with a brand new Lola T400 which he hopes will be delivered by the end of January. Stiller is currently looking for a T332 as a back-up car and was eyeing Bob Evans' championship winning car closely.

The team will be backed by the Rob Walker Group of garages, Custom Made Double Glazing and Stiller himself. The team will be relying on John Dunn's Swindon Racing Engines prepared fuel injected V8s, of which they have three.

Asked about plans to move into F1 Stiller said: "It depends on sponsors. I'm currently in negotiation."

GP season starts

Just three short months since the end of the 1974 Grand Prix season the 1975 World Championship series gets underway this Sunday at the Buenos Aires Autodrome in Argentina.

Although the off-season has been relatively quiet, a number of teams are starting the season with their driver line-up not really settled.

Depending on the number of South American cars which turn up there could be up to 25 starters for this opening round, 23 of which are certain.

Undoubtedly favourite for the race must be Martini Brabham team leader Carlos Reutemann who will be in front of his home crowd. Two years ago he sat on pole position for his home GP and last year he ran out of petrol a short distance before the end while comfortably in the lead. The Brabham BT44 has been modified to B specification by designer Gordon Murray and should carry on where it left off last year . . . winning. With the Martini sponsorship the team are in confident mood and with a number two driver of the calibre of Brazilian Carlos Pace it is easy to predict a couple of one-two victories for the team to start the season with.

The biggest threat to Brabham will probably be from Ferrari who again are fielding Niki Lauda and Clay Regazzoni. Lauda will be hoping for more luck than he had last year; if he gets it he must be a very strong championship contender. For the first two Grands Prix Ferrari will be using last year's cars with conventional gearboxes although the flat 12 engines are reputedly giving even more power.

Gordon Coppuck has done some detail modifications to the McLaren M23 for Emerson Fittipaldi to defend his championship and these have shown well in testing. With the revised Cosworth engine the tactical Brazilian will surely not surrender his title easily. Many eyes will be on his new Marlboro Texaco team mate Jochen Mass who, after a disappointing year in 1974, will be determined to show his true potential.

Jody Scheckter is tipped heavily to take the world championship this year. His driving for the Elf Tyrrell team last year was superb for somebody having his first full year in F1. The Tyrrell team have been busy testing at Paul Ricard and the 007 chassis has been considerably modified to give Jody and team mate Patrick Depailler their best chance yet.

As reported elsewhere, JPS Lotus are having troubled times at the moment due to sponsorship cutbacks. They will be running two Lotus 72s for Ronnie Peterson and Jacky Ickx. These have undergone some 40 modifications over the winter and one can only expect Ronnie to be very quick; it certainly won't be for lack of trying.

The Shadow team are full of confidence following initial testing with their new DN5 model. Both drivers, Jean-Pierre Jarier and Tom Pryce, are enthusiastic about the car and, with a year's good experience behind them, ought to feature strongly during 1975.

John Surtees will only be running one car for the first two races, painted in Matchbox colours and driven by John Watson. The car is an updated version of last year's TS16. Watson tried the car at Goodwood for the first time last week and said, "it was much better than I expected, in fact it felt really good, I think we may surprise some people in South America." Also down to a one car team for the start of the year will be Stanley-BRM. Driver Mike Wilds said the car felt good in testing and one really hopes that they, like Surtees, have better fortunes in 1975 than last year.

Hesketh are still only running one car for James Hunt. Last year was a learning year for this team and with the experience gained in building and running their own car they should really be consistently competitive this year. It is possible that the new rubber suspension will be tried at the front end, certainly in practice. Last year James led the race for the first half lap—this year he'll be looking for something more permanent.

Both Frank Williams and Graham Hill will be sending their two 1974 cars with detail modifications for the opening races. Williams has kept both Arturo Merzario and Jacques Laffite to drive the Marlboro backed cars while Hill has signed Rolf Stommelen as number one in the Embassy Lola team. March will be fielding one 741 for Vittorio Brambilla in Beta colours.

The two biggest question marks hang over the two American teams Vels Parnelli and Penske.

The Parnelli team have put in five days' testing since Watkins Glen with Mario Andretti and are "quite pleased." Their biggest problem surrounds tyres. With every other team running on Goodyear tyres nobody knows whether Parnelli's gamble of sticking to their Firestone contract will pay off. Firestone are currently building up a stock of dual purpose F5000 tyres for the team but when the current production is finished there will be no more.

The team is loath to sign with Goodyear and their only other alternative is to take over the Akron works which "appeals, but would be very costly." A decision will be taken after the South American races.

Andretti will be driving chassis 002 in Argentina with a wider cockpit and other small alterations. The whole team has taken out a kidnap insurance policy although Parnelli Jones has declined to go following threats to himself and Vels Miletich.

The Penske team have put in many miles of testing, following Roger Penske's philosophy of doing four or five miles on the test track to every one spent racing. Mark Donohue has been working hard at his fitness and expects an improvement on the showing in North America at the end of last year.

There is a possibility of two completely new cars and teams appearing, Fittipaldi and Berta. Both have been testing recently and are fully expected to turn up.

The results of the race should be known late on Sunday evening.

Ladbrokes are quoting Emerson Fittipaldi as 9-4 favourite for the race. Other odds are: 11-4 Reutemann, 5-1 Lauda and Scheckter; 8-1 Hunt, Pace and Peterson, and 10-1 Pryce.

For the world championship Jody Scheckter is favourite at 4-1 followed by Fittipaldi and Lauda on 5-1; Peterson and Reutemann at 6-1, and Clay Regazzoni at 8-1.

● Saloon car dicer Mick Hill bought the ex-Mike Wilds F5000 March early this week although it is not quite certain whether he will use it in its current form or just take the engines out for a new Supersaloon.

● The Neil Brown engines used in Formula 3 by Nick von Preussen and Mike Tyrrell, which were the subject of some illegality rumours, have been checked by the RAC and pronounced legal.

● Ken Tyrrell has a problem on his hands down in Ripley; the local council have refused him planning permission for a new building in which to house his racing team. Tyrrell was quoted last week as saying, "It's a crazy situation with bureaucracy gone mad. We're thriving and we don't want any Government hand-outs or anybody to build us a factory. We want to demolish three ramshackle sheds and enlarge a building we already have."

● Our colleague Mike Kettlewell has been commissioned by MCD to produce a booklet on 25 years of motor racing at Brands Hatch. He would be very interested to hear from anyone who has details of its early history, and anyone with photographs of early races and developments. Mike may be contacted at The Mill House, Station Road, Eastville, Boston, Lincs, PE22 8LS.

● Roy Forster, a familiar face with Firestone Racing Division during the past eight years, has been appointed Sales Engineer, Remould and Repair Material Division.

● Not to be confused with the Swiss made Cheetah 2-litre sports cars is the Belgian Cheetah MV14 FF1600/FF2000 which is likely to be seen in a number of British events this year.

● Competition Wheels are marketing a new range of DYMAG racing wheels. These are magnesium wheels made from die casts rather than sand castings which enables large quantities to be produced in a short time which could not previously be done.

So far these new wheels have been ordered by Alpine, Modus, Ralt and Surtees. Further information is available from Max Broxtrom or Mike Knight at 361 Bath Road, Slough, Bucks. Tel: Burnham 5672.

CATCHPOLE

By Barry Foley

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PRIVATE EAR

NICK BRITTAN

It's good to be British

By golly it's good to be British these days. And doesn't it make your old patriotic heart swell with pride when you learn that in fourteen far-flung foreign fields there will be one, and one only, all-British team contesting the Formula One World Championship. It'll be painted red, white and blue signifying its proud heritage and carrying on its flanks that symbol that makes faint foreign hearts flutter —the British Lion.

Is he off his chump, you're asking yourself. Only one British constructor contesting this year's world title? What about Colin Chapman and Lotus? And that nice Mr Tyrrell who handcrafts his cars in a Surrey timber yard? And the good Lord Hesketh in his stately workshops in Northamptonshire? And Bernie Ecclestone and his Brabhams and down in the weald of Kent Mr Surtees? Yes what about them.

Are they all about to jack it in? Does Lou Stanley know something that we don't. How then does one account for his latest statement? How indeed? Let me quote to you a piece of Lou's release announcing his team's plans for the year. "Stanley-BRM is the only British Constructor in the Formula One World Championship: the only all-British car in the world championship; the only all-British car to win a world championship."

I know it's been a good Christmas and we've all done more than our fair share of boozing. I can only assume that up at Bourne they've been drinking too much *Chateau Amnesia.*

Or can Lou believe that Lord Hesketh isn't really British? Or Ken is an ex-patriot Armenian? Or that Norfolk is no longer part of the British Isles? Or could it be that when Ken and Jackie collected their third world title in '73 that they disqualified themselves by using a piece of American titanium in the car?

OK so it's a noble and patriotic gesture to run your car in British colours with the British Lion on the side—just like our eggs. But let's not get our facts scrambled.

Having used up Yardley, Marlboro and Motul as sponsors Lou has suddenly come to the conclusion that to run cars in the colours of sponsors is wrong. Now if we didn't know him and believe that he was such a staunch patriot we'd be inclined to read that as . . . . we couldn't find a sponsor to run with us. He also goes on to say that in the past, young up-and-coming British drivers have found trouble in getting F1 rides. His policy now is to use "those with potential promise." Could it be because they come cheaper—or even free.

He's managed to find space on the flagship of his two-car fleet for one sponsor's decal though. Remember Mike Wilds and his Dempster-sponsored F5000 car. Dempster are big in the property world, building and earth moving, and their amusing logo is a little caricature man, Dirty Dempster. The decal is there in recognition of some financial support. But in a revised form. When Lou got his first sighting of the decal he quoth: "There will be nothing dirty on the side of my cars." So Dirty Dempster is now just a plain, honest, straight up and down clean Dempster. Rule Britannia!

Economic sense

There's this new game called Musical Formula One Seats. It's a variation on musical chairs except that it's played to the tune of a cash register. Every time it rings a driver is rumoured to change teams. Don't think that even after this week's late session the game is over for the year. A predictable follow-on to the 'March retire from F1' story was the equally predictable story that motor racings Chan Canasta, Max Mosley, had received "an offer I couldn't refuse."

The money is line shaped and comes from Italy in a small bag carried by Mr Brambilla. Just in time for Max to get the car race-readied, sprayed and onto the plane for Argentina. Economically it doesn't make sense to lug a dirty great transporter all round Europe with just one car rattling around in the back when there is room for two, according to Max. So there will be a second car there from the Spanish GP onwards. For whom? Going back over Max' Common Market of drivers he's had, a Kiwi, a Swiss, an Italian, an Austrian, a Swede, a Frog, a handful of Brits and a Spaniard. The only thing he hasn't had is a woman—in one of his cars. So he's put that to right and added to his hire collection by signing Lella Lombardi for six European Grands Prix. Followers of female form will recall that Lella very nearly became the first lady Grand Prix runner since Maria Theresa de Wosit when she ran the APG sponsored Brabham at last year's British Grand Prix. At least she and Brambilla will be able to discuss and understand each others problems while Max crams his Italian Berlitz course.

The way to win

Who was placed eleventh overall in the World's Greatest Lover ratings this year? Behind the back seat of whose car will you find a scrumpled heap of nylon stockings and other more intimate items of ladies undergarmentry? Who started a fire with a pair of ladies knickers in the middle of a table in an Athens night club? He's not a bloke I imagined to be much of a ladies' man. So suddenly in the light of this information I have a new respect for him. Yes, you've guessed. It's Stuart Turner. No I haven't been muck raking through his diaries. It's all there in his latest book. It's called "*The Way to Win.*" You might be excused for thinking it has to do with scoring with birds but it's all about how to do the right thing in motor racing.

Despite the fact that he looks like Kissinger but has the manner of J. Edgar Hoover, there can be nobody better qualified to advise on the way to win in motor sport. He has master-minded such great triumphs as wins on the Monte for British Leyland and victories in the Safari and the London-to-Mexico for Ford. He combines this know-how with the happy knack of being able to put it down onto paper in an easy-to-read and amusing fashion. Half of the book is devoted to his great love—rallying. But even this half should be read by race-minded people. For a man who spent his formative years jolting around in the passenger seat with a map on his knees and a constipated expression on his face his knowledge on racing matters is surprising. To see him on a Welsh mountainside in the rain, or stood by a dusty desert track in Africa waiting for his cars to come through is to see him in his element. Stand him on a pit counter at a race meeting and he looks like a porcupine in a balloon factory. But there are professional drivers today who would benefit from his chapters on race driving, race management and getting and looking after sponsors. If enough of you went out and bought a copy the royalties might even bring a smile to his face. And that's the picture we've all been waiting to publish.

Fashionable WAPS

That much vaunted Viceroy-sponsored Vels-Parnelli machine to be driven by America's fastest spaghetti eater, Mario Andretti, isn't going to be red and white and Viceroy sponsored after all. According to team manager Andrew Ferguson the Viceroy colour scheme on the cars for the two North American races last year was purely a courtesy gesture. "If we get a sponsor then that will save Vel from digging into his own pocket to run the operation," reckons Fergie.

The pocket has already been dug into, for Vels-Parnelli already own the former GRD operation in Norfolk, and the car along with SuperWop is already in Argentina preparing for the first race. Since the forming of Associations has become fashionable maybe Hesketh, Stanley and Vel will get together and form WAPS—the Wealthy Association of Private Entrants.

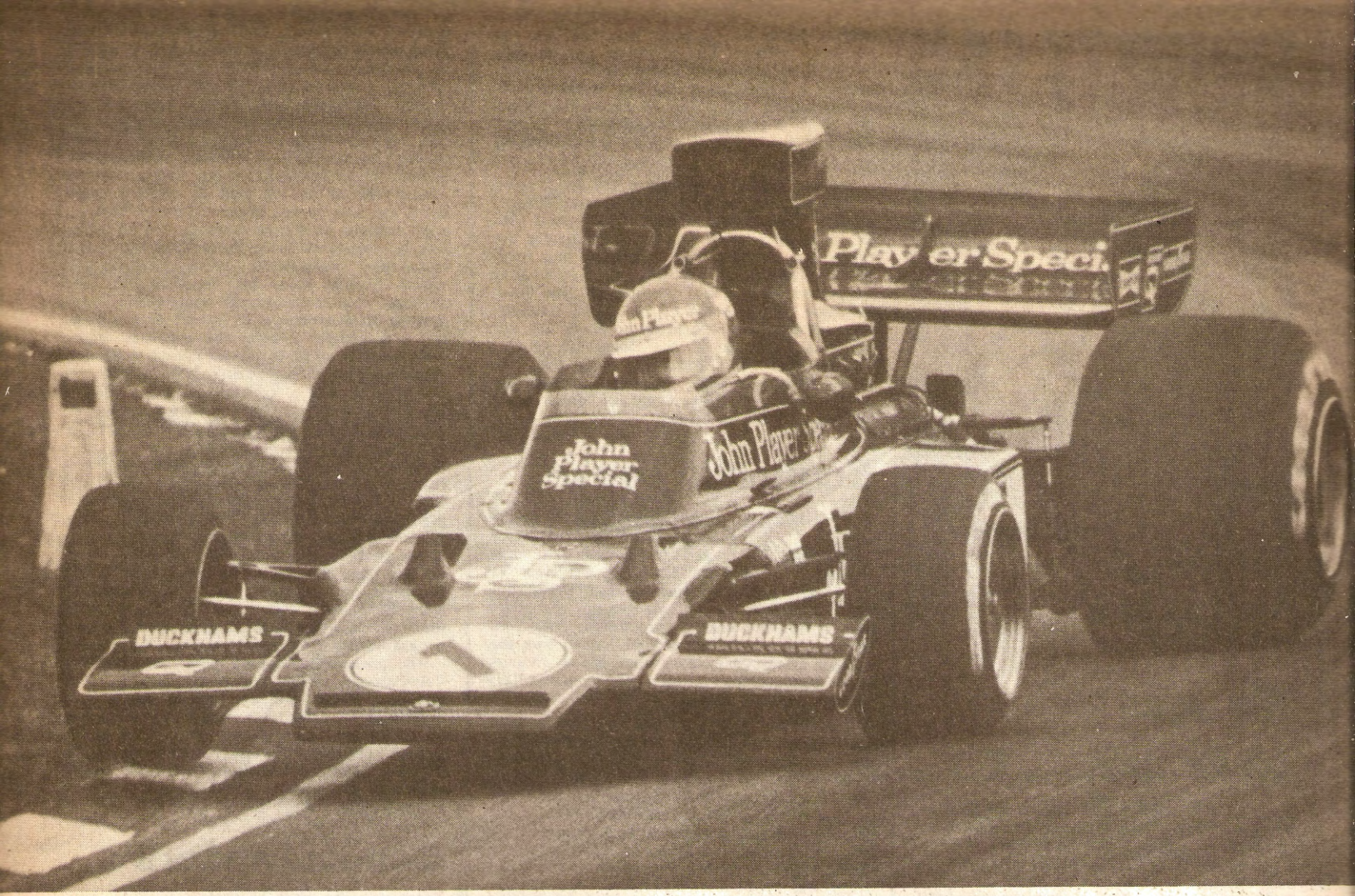
Gemini winners

There was the mark of professionalism about Bob Evans when he stood up to make his thank-you speech after collecting his Grovewood Award. He looked the audience straight in their collective eye, paused in the right places to collect the laughs and worked from discreet notes on a card tucked into his left hand. Mind you almost anything would have looked good after number two man Richard Morgan made his thank-yous bending down to the microphone with his back to audience looking for all the world like a Tour de France bicyclist. The difference is that Evans is half a step away from being a pro Formula One racer and has already been to the school in London that coaches politicians, peers and company chairmen on the art of public speaking.

For what it's worth Bob shares the same birthday with the man who invented professionalism in motor racing—Jackie Stewart. Gemini people (June 11) are said to have two sides to their personality; the nit-picky attention to detail and the free-wheeling smile-easy. Ideal qualifications for a racing driver it seems.

All-time first

Before John Watson left the disolving Hexagon-Brabham set-up he recorded an all-time first in modern Formula One standards. He provided the answer for schoolboys all over the world who want to know—whaddleshedo mister. In a session with *Motor* magazine at Silverstone a fifth wheel device was strapped to the back of the Hexagon-Brabham and off they went. All right, like all the schoolboys you want to know too. From zero to 100 mph took 5.4 seconds, zero to 120 took 7.2 seconds. And first gear takes it all the way up to 82 mph. To save you scratching around looking for comparison figures—a V12 Jag gets to the ton in 15.4 s while a Capri 3 litre takes 26.5 s. Something to think about next time you watch 26 cars scorching off the grid and juggling for position as they sweep into the first corner.



Ronnie Peterson's flamboyant style marks his driving, here in the Lotus 72 in the 1974 season.

PROFILE

Superswede—no holds barred

RONNIE PETERSON talks to DOUG NYE

He sprawled on a green leather-covered settee in his tastefully-furnished Maidenhead home, watching his startingly colourful tropical fish drifting lazily around their lavish aquarium in one corner. He speaks slowly and thoughtfully, his very good English coloured by a gently sing-song Swedish accent, a dry sense of humour and occasional "Ys for Js" and "Shs for Chs." He considers his words slowly, and the silence is broken only by the soft bubbling of the aquarium's air pump, and the rattle of coffee cups as Barbro goes to work in the kitchen.

Ronnie had only just returned from a week in Japan at the Fuji Formula 1 demonstration; "Ooooaah, haaah . . . I'm still falling off to sleep at nine o'clock and waking up at four," he yawned. For long moments it seemed as though this tall, normally slow-moving thoughtful man had come to a complete stop. But as he began to talk his total self-confidence began to sparkle through this rather shy exterior. It was obvious that the tiger we see on the track was not far beneath the surface. . . .

"When things are going wrong I'm not the one which gives up very easy. I'm quite interested in making the best of the situation and so I yust steams on. I don't give up at all really. I've never done in anything I've ever done. Like Canada this year, I think that woss one of my best races 'curze I woss really fighting from an under position all the way through.

"I woss knocked off the road right in the start by Pace who went sideways and pushed me off so I dropped back very far in the first lap. Eventooally I got up past a few cars until I got up behind Hunt, and it took a long time to catch him.

"Then we caught Jochen Mass to lap. He let James Hunt go by him on the left side into a right-hand corner, and—errr—as I woss right behind him I was planning to go by at the same place, but Mass shut the door and took the line which made me to throw my car over to the right side to go by him there. And at that same time Mass realised there was one more car to come by and so *he* moved back to the right side and by that time it woss too late for me to do anything and so I just skid my nose straight under his gearbox and turn him round so he spun and broke my wing. . . .

"After that I got a bit more understeering and woss a bit more angry, and I think one compensated for the other. So I pushed very hard to catch Hunt again, and I had a very interesting time in the straight because the turbulence from Hunt's car caught my bent wing or somezing because my front wheel kept coming off the ground. It wasn't nice to be up too close behind somebody yust as we came over that little hump at the end of the straight 'curze my front end kept lifting up . . . so I thought that woss quite interesting . . . long as it didn't lift too much.

"Eventooally I passed Hunt and caught Regazzoni up very quickly, but when I woss behind him he woss very slow round the corners but flew along the straights, so that there wasn't anything more I could do really. I personally think that was the occasion when the Siffert Award was the most suitable thing to get. I woss feeling it myself as well—that day I had really done something."

That's Ronnie Peterson recalling a third place which evidently gave him more satisfaction than any of his three Grand Prix victories this season. It was a trying year by any standards for the John Player Lotus star, but the fastest man in Formula 1 is also one of the most even-tempered, and unflappable, and his "never give up"

philosophy paid rich dividends.

Now 30, Ronnie Peterson was brought up with motor racing in the family. Father Bengt Peterson, an Orebro baker, drove 500 cc Formula 3 cars just after the war, and Ronnie went along to the meetings until he was six, when Bengt retired from driving.

"Speedway" racing on bicycles was popular with Ronnie and his school friends, if not with the teacher who had responsibility for their safety in the school yard! He left school at 15 with few academic honours, and he worked in a garage before becoming a lift installation engineer.

In his spare time moto-cross and speedway racing on motor-cycles saw Ronnie sharpening his talents. He wanted to buy a new and more powerful bike at one point, but father wouldn't lend him the money: "He wouldn't help me buy a bike but he would lend me the money to start go-kart racing when I woss eighteen. He woss happier with that you know—four wheels, that woss proper racing. . . . "

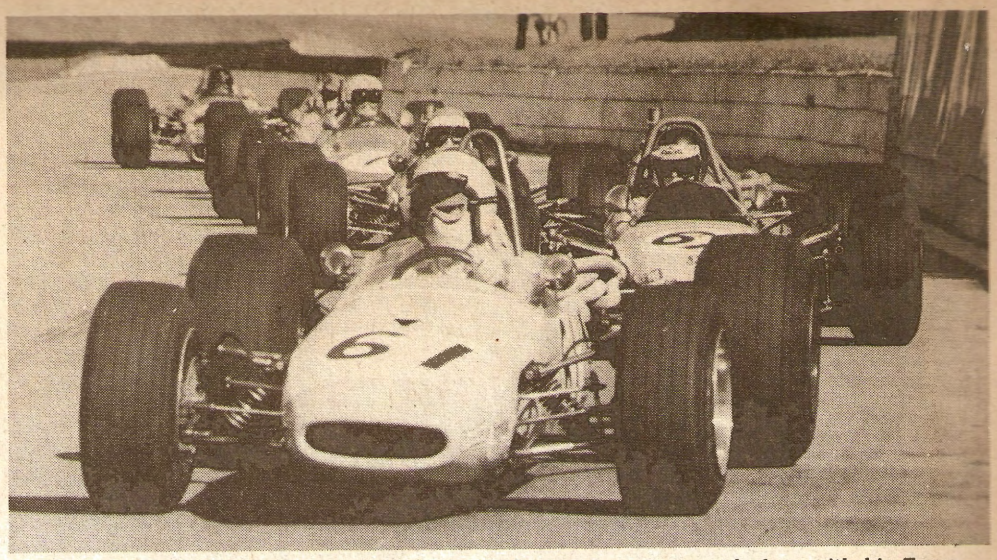
The winter of '61 found the Petersons building their first kart. "We used a Yerman motor-cycle engine called Ardi, and from 'Ronnie' and 'Bengt' and 'Ardi' we got the name Robardi for the kart and the team. . . . " For three years Ronnie gained enormous success in "200 cc with gearbox "

Old F3 rivals, Peterson (left) and Reine Wisell (right), teamed together in a works Capri for a G2 event at Mantorp Park. Mike Kranefuss, team manager of the Ford team, listens in.

kart racing, and then went "Internachional" with 100 cc direct drive karts. Then in the 1966 World Championship meeting at Copenhagen he suffered a major disappointment, when the Italian girl Suzy Raganelli beat him to the title. "We had been the best of anyone that year and it woss between her and me who woss to win this Championship. But I had a cayburaytor problem all weekend. It had a small crack in it, and we kept shanging the engines but never the cayburaytor and couldn't find the problem. It woss a little bit stupid mistake, and she won and I woss third. . . . "

That same year saw Ronnie start racing a home-built Brabham copy Formula 3 car. It was exactly like a '65 Brabham, with a Holbay engine, but that wasn't quite good enough for '66. "Right at the end of the year I bought a '66 Brabham and did one race and did very well (sigh) . . . but then I went off the road. . . . " It was in Formula 3 that Ronnie rose to prominence. He bought a Tecno from the Italian kart-based company, as did his friend Reine Wisell, and while Ronnie raced at home and won the 1968 Swedish Championship, Reine excelled on the European circuits. The 1969 Formula 3 season was an epic, and much was made of the rivalry between the two young Swedes, but did it really exist?

"No, that woss almost completely built up by the press. We were equal in the racing and in Sweden there start to be like a football match in the papers every week, saying



Like so many others, Peterson cut his teeth in F3, seen here in second place with his Tecno.

one-none to Peterson, then one-all, then two-one to Wisell at every meeting. Of course this made us very lucky because all the race organisers wanted us and we both had quite good money that year. . . . "

Then along came March Engineering, with Alan Rees and Max Mosley on the lookout for a driver; "I heard afterwards that they

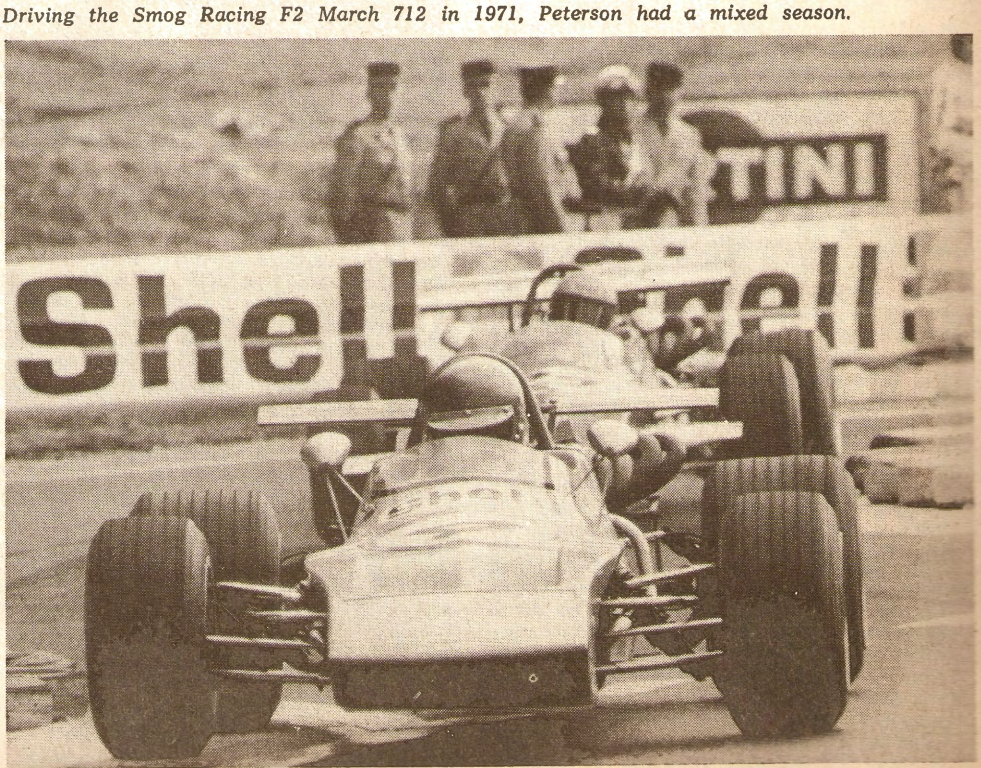
"We were passing all the time, it woss just like a Monza slipstreaming race round Monaco — quite incredible"

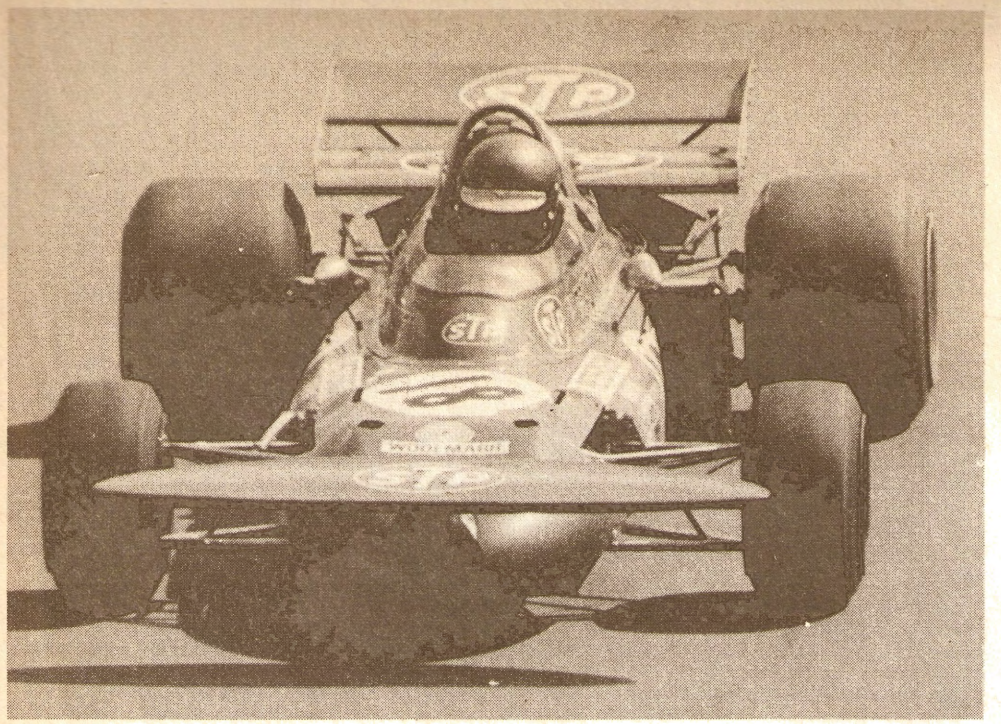
decided to have either Reine or me, and it just happened that I won most races early in '69. I woss racing a lot in Italy while Reine woss over here with the Chevron, and the first time we met together woss Monaco. Reine won his heat and I won mine, and we started together from the front row for the final. We had a *tremendous* race, woss really unbelievable. One of my best and most interesting race it woss, and eventooally Reine missed a chicane and I steamed on to win it. We were passing all the time, it woss just like a Monza slipstreaming race round Monaco—quite incredible. . . . " By this time Ronnie was on the edge of his seat, and in his quiet way seemed quite excited!

A meeting at Crystal Palace followed, where Alan Rees asked Ronnie to see him in his office at Winkelmann Racing—the F2 Brabham team. Ronnie had already had an F2 drive for Tecno, which ended against the Monza guardrail, and Rees offered him another at Albi, plus something rather more interesting . . . ; "At that time I hardly speaked any English at all, but he told me he had a new deal coming on for Formula 3, Formula 2 and Formula 1. I remember I hardly understand anything he was saying except FORMULA ONE. 'That must be good' I thought. . . . "

Ronnie had won the Swedish Championship for the second time, and had more F3 race wins than any other driver that season when he gave the brand-new March 693 prototype its debut late in the year. He was third at Cadwell Park and then had a huge accident at Montlhery when dazzled by the late afternoon sun. He was lying in a Paris hospital thinking he had blown his chance when the March directors brought him a contract for 1970. He was the first signed driver for the March F1 team, but then Chris Amon joined as number one, and Jo Siffert bought the

Driving the Smog Racing F2 March 712 in 1971, Peterson had a mixed season.





Peterson drove the extraordinarily nosed March 711 in 1971. Below, his most devoted supporter.

second seat with Porsche money. "When he came I yust expeeted March to tell me to get stuffed," says Ronnie emphatically, "but they woss very good because they arranged the Formula 1 drive with Colin Crabbe." That was a low-budget operation which started brilliantly with seventh place at Monaco, but the experience was what Ronnie wanted. "I could yust quietly play around with the thing and learn all by myself becurze nobody was expecting very much from me . . . "

In 1971 he became March team leader, with the 711 cars and four second places helped him to runner-up spot in the World Championship table behind Jackie Stewart. "I think we could have won a few races

". . . Look at the new Ferrari now — it's just like the X was two and a half years ago . . ."

that year, mainly if we'd had a bit more luck with Stewart, because he kept on finishing ahead of me all year! With more experience from my side we could have gone quite well," he adds with typical modesty, "but I think the car could have been a lot nicer if we had kept the inboard front brakes, so that woss a shame."

Meanwhile he had become the king of Formula 2, and in 1972 after the low-polar moment 721X Formula 1 car had proved impossible to develop, the F2-based 721G cars were introduced by the works. "There was something wrong with the X we just could not get reed of, but in t'eory it should have worked, because look at the new Ferrari now—it's yust like the X was two and a half year ago . . . "

By the close of the year Peterson's services were in great demand, and he went to Lotus. "I had been talking with Colin Chapman since the end of '69 really. Formula 3, Formula 2 and some Formula 1 woss talked about I remember. It was really the drive Emershon took later on, and that turned out quite well for him of course . . . " He gazed wistfully into his fishtank as he said later. Good Lord, he really *does* want to be World Champion.

Early in the new season Fittipaldi did the winning for the team and by the time of the French GP Ronnie admits that he was a little bit frustrated after leading and losing so often. "But I knew it must come sooner or later. Things were going so well for me until the race, and then the car wouldn't

finish. But I think that's because I was going fashter and fashter. My car woss loaded more than Emershon's car and it woss my car which always broke. It took some time for them to make the car strong enough for the way I was driving it, and then the car started to stay together and we won quite a few races. But before that my most frustrating races was Barshelona and Sweden, probably Barshelona more. I was so in command of the situation there, over a second faster than anybody else in practice, and then a bloody bearing in the differential broke. In Sweden it was hard to lose the home Grand Prix in the last two laps (sigh) . . . but . . . well . . . that woss the way . . . " He broods on bittter memories, and then; "Of course, that year—'73—woss the year I should have been World Shampion more than anything. But it woss yust too unlucky you know. I blame it on luck a lot . . . "

Surely some people would question the triple-shunt Belgian GP as "just luck"? "Hmmm, there I woss having nearly hundred degree fever. I shouldn't have raced, but I wanted to race and I was trying to do my best. But again I was very unlucky. "The first time I went off there was an argument with Peter Warr. He wouldn't let me practice. I yust took the car out at the end of Saturday practice and went faster than with the other one, in yust a very few laps. So we decided to race that one but I wanted more experience in it so I wanted to do the morning practice.

"Well, Peter Warr woss completely against and he finally told me, five laps, and on top of that there woss new brake pads to bend in. So I do two or three lap to bend the pads in and I woss shecking the brake past the pits on the straight and the pedal woss good. So I steamed on to do a fast lap. As I got to brake into the chicane on the backside of the circuit I didn't have any brake any more. I had overheated the pads past the pits, and glazed them. I tried to go through the corner in the best possible way, but I hit the fence, and took the wing off . . .

"After that I had yust finished my run to check over the other car and woss yust driving slowly back to the pits when one of the Shadow car came up very fast behind me, so I pulled off the line to let him past. What happen woss that I get on this loose stuff—that stuff you come out on the floor like beans—what you call it—*MARBLES*, that's right, and the car yust went like hell. There was no way to control it, so I went off in a BIIG way . . .

"That was a big surprise for me. I just *couldn't believe* I should go off the road there 'curze I woss going so very slowly. But there I was off the road, and I think I got a bit knock—I got a pole in my head—got a knock on my head again—so I wasn't hundred per cent well again for the race. I decided to ease down and just concentrate on finishing, but I did a few laps leading first. Then I lost my brake and dropped back but I woss lying quite consistently and then I got a wheel on that sand and before I know anything I woss in the ditch again. I don't want to remember that weekend at Zolder, but (wry smile) . . . I think it's something for the record book."

Another controversial race that season was the Italian GP at Monza, in which Ronnie just headed Fittipaldi to the line and effectively stole his team-mate's last chance of

"Emerson signed quite early in the year for Marlboro and McLaren and I think towards the end of the year he wasn't concentrating so much"

staying in the Championship chase. What is Ronnie's angle on the affair, and on the Brazilian's feelings that the Swede was receiving preferential treatment?

"Well, at Monza I don't think Colin woss thinking of the Shampionship. I don't honestly think that anyone woss aware that if Emershon had won, whatever Stewart's position, then he still had a shance to win the Shampionship. We knew that if Stewart woss in fifth place Emershon should win and if he was farther back then it's free for all.

"I woss glad to let Emershon go by but when Stewart reached fifth position, as we'd agree before the race, there wasn't much I could do. That was in my mind and I wouldn't let Emershon past until the last lap because I wanted to know where Stewart woss going to finish. I had a sign all the time where Stewart woss. He woss quite a long time in sixth place, and in that position I would have let Emershon by, but then he woss fifth and then fourth and that, from my point of view, woss it . . .

"I think we had equal treatment all the time together, but I think he signed quite early in the year for Marlboro and McLaren and I think towards the end of the year he wasn't concentrating so much. But we were both doing well. We ran first and second

often and who won yust depended on the cars. . . . "

This season the Player Lotus team expected much of their new type 76 cars, but after early promise their Kyalami debut turned bad. "Testing before the race woss very good. We did 16.4 s, 16.6 s with the electronic clutch and were in good shape, but then official practice came and we started to have a problem with the clutch. It woss the cables to the clutch system which had gone wrong, making a short cut, so every time I pressed the clutch button the engine stopped.

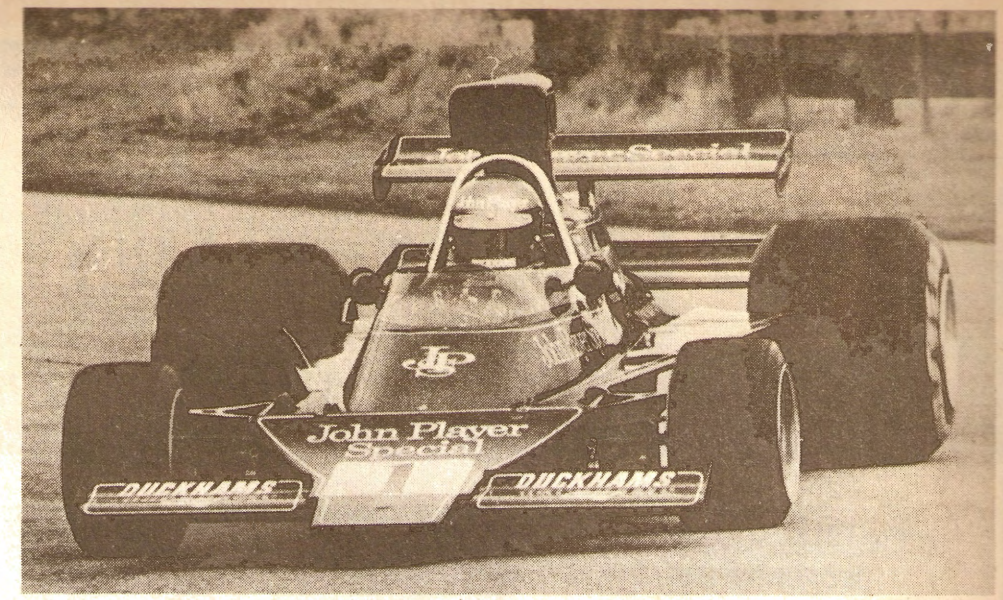
"Yacky didn't like his car at all and we ended up back on the grid. We just couldn't get the cars right at all. In the race we started off and went down to the first corner and Yacky in front of me woss turning into the corner and I woss lifting off to go in behind him when my throttle stucked and I hit him up the arr . . . huh, huh, . . . " the story ends in a slightly wicked laugh.

On the other hand, wins at Monaco, Dijon and Monza are virtually dismissed as hardly worth recounting. "We used the old car at Monaco becurze we hadn't had that much luck with the new one, and it went very well, eventooally won the race so . . . can't be too bad.

"Then Italy, where we made the 72 to the same specification as last year and I won when the Ferraris retired . . . that's all"

"In France we found a funny little track which looked a bit stupid when we started there, but which looked more and more interesting the faster you went and which woss really difficult when you really tried for a quick time. The wrong-cambered corners meant you must be so precise so I shanged my mind about the place as practice went on. Niki and I had a drag race to the first corner, but Niki yust went away and my car handled just *terrible* on that first lap. The tyres were cold, it woss hell, but when they warmed up it started to go very well. I had Clay pushing me a bit but then I caught Niki and I went by him for the first time on the straight which woss . . . making me happy. He woss a bit wild in the corner before the straight and that made me to get into his gearbox. I woss hanging into his gearbox all the way down the straight and into the corner I went by him. That woss win number two . . . Then Italy, where we made the '72 to the same specification as last year and I won when the Ferraris retired, that's all. . . . " How superior have the Ferraris been?

"They have so much more torque than the Ford, they leave the corners so quickly there's no shance of catching them before the end of the straight, although you can go as quick once the Ford gets going. They handle as well as any other car, plus more power, so they are in quite good shape . . . "



Peterson tests the Lotus 76 at Goodwood. It was eventually discarded in favour of the 72 again.

In the German GP, Peterson was a rather controversial fourth after passing his teammate Jacky Ickx on the last lap. How did that come about?

"We ran the 76 with the 72 rear suspension on it, and my car woss running less wing than Yacky's and woss faster on the straight. But it didn't work in the rain, and when it rained I had to slow down and Yacky and Hailwood and Jochen Mass went by. After it dried Mass broke down and Hailwood had his accident and I started to catch back Yacky. I woss in his gearbox all the way round to the last stretch where I knew I woss going to pass him and I yust passed him. I knew I wasn't very popular from his point of view, but . . . " he shrugs and smiles engagingly, then goes on: ". . . Yacky is a very nice fellow you know, I like him very much and we had good times together, that's all, really good. His attitude to racing now is that he's not a professional driver really; he has a lot of other businesses and he goes to race meetings like it is a club meeting or something . . . but he is really a very nice fellow. . . . "

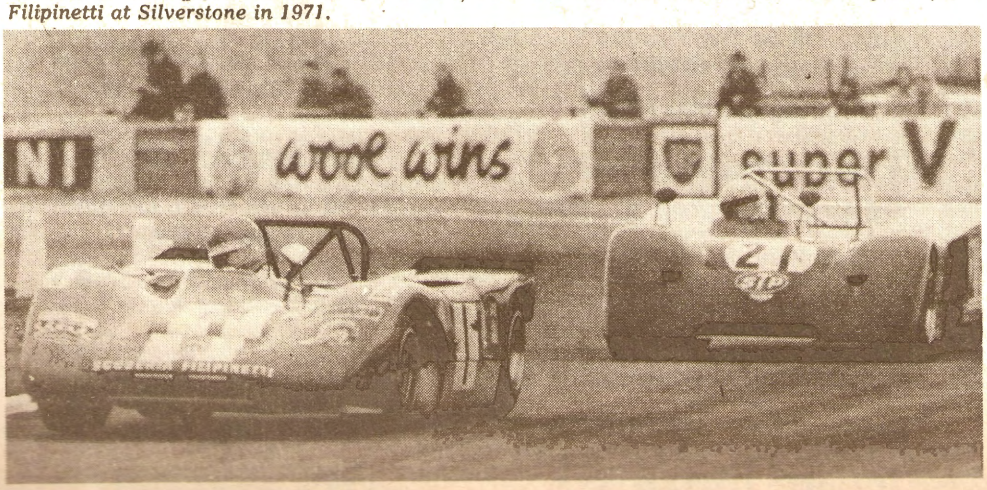
Peterson has an extremely equable and unexcitable temperament, but some aspects of modern Formula 1 clearly grieve him. "I don't like the wings on cars," he says, "Grand Prix cars are not aeroplanes, why should they have wings? I mean we're not trying to fly, they work the opposite way, but it yust looks a stupid thing, a big wing hanging on the cars. I mean, wings have *nothing* to do with cars. That's a very difficult thing to stop, because it means the bodywork would be made like a wing in some way, but that's my personal feeling. It would make the cars more difficult to drive too, I mean at the moment all you do is shange the wing and you go faster, and that's not right. I don't think the Shampionship is right either. Because if you look at Regazzoni he could have easily won the World Shampionship with winning *one* race and that can't be the right way, it *can't* be the right Shampion winning that way. I think that system in one of the magazines woss right. Emershon woss Shampion with three wins and all his places; I woss second with three wins and Reutemann was rated third with three wins and not so many places. That way I think stands out the Shampion more, because if you have won more races you should be highest in the Shampionship. The thing must always be to win, not finishing all the time, because that depends very much on luck . . . do you know if they're talking of shanging the Shampionship scoring?" he asks hopefully.

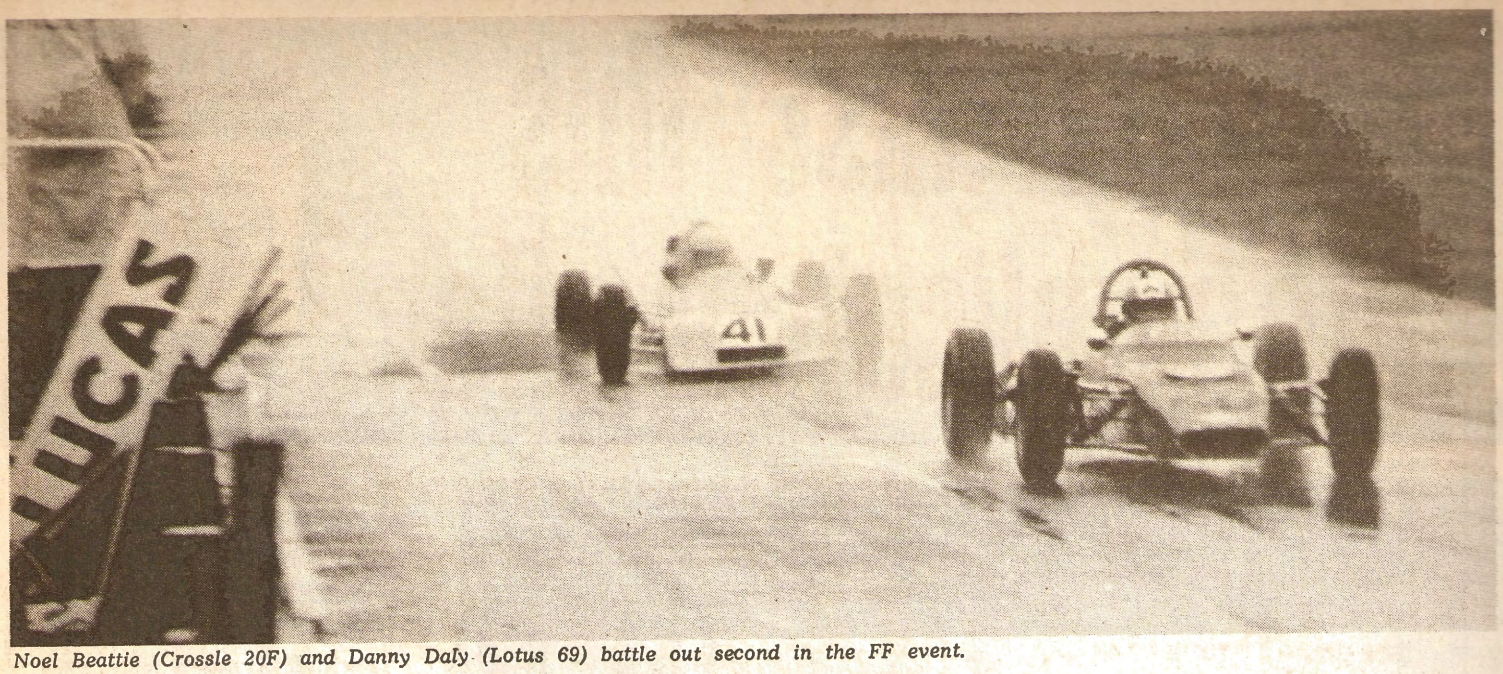
Ronnie likes his car to incline towards oversteer rather than understeer, probably because of his karting background and his upbringing on the kart characteristics of the F3 Tecno, but "I don't want the car to slide too much. I want to be a train driver, on the rails. . . . " To watch him in action this is hard to credit, but with wins on circuits as different as Monaco and Monza he is clearly the complete racing driver, capable of winning—and of enjoying his driving—on any kind of course. The philosophy comes across when he talks of his '72 sports car season with Ferrari . . . the story starting with the Watkins Glen 6-Hours race at the end of '71. . . .

"I drove for Alfa you see because the 3-litre Formula woss coming in sports cars the following year, and I thought the Alfa would be the thing to drive. The Ferrari sports car woss there as well, it woss always fast but always seemed to be having problems. So I woss comparing the two cars. The sports car season woss a good opportunity to earn some money, but which car would be the more fun to drive? Woss it going to be the fast Ferrari which always breaks down or the slower Alfa Romeo which always wins? I couldn't really figure out what to do after we won the Glen, but I eventooally decided the Ferrari woss going to be the one to drive, for the fun. I thought it woss going to be the car which broke down all the time, but the car woss really reliable and we finished most of the races of '72 and Tim (Schenken) and I won a couple, so that woss the right thing to do.

"I had a very nice and interesting time with Ferrari, but that type of racing is a bit boring. I prefer to drive fladdout, but actually with Ferrari we were doing this sort of race quite often, going very fast the whole race through because there woss a bit of a fight in the team you know—huh, huh—I prefer to drive fladdout, that's the way I am. . . . "

As well as driving for Ferrari in sports cars, Peterson took this 2.0 Lola to second place for Filipinetti at Silverstone in 1971.





Noel Beattie (Crossle 20F) and Danny Daly (Lotus 69) battle out second in the FF event.

MONDELLO PARK

Soaking end to 1974

The 1974 season of Irish motor racing was by no means blessed with good weather, and true to form, the rains fell with a vengeance on St Stephen's Day (December 26), to make racing conditions almost impossible for the Irish Motor Racing Club's traditional Christmas meeting at Mondello Park.

At last the handicappers were kind to Dickie Lovell-Butt in the vintage race, the scratchman coming through on the last lap to win with his blown MG K3 Magnette monoposto. Stephen Griffin dominated the saloon race with his 1.3 Mini — Rosemary Smith wisely deciding to withdraw her 2-litre Escort-FVC just before the start when it started to rain and the car was on slicks. David Yeates, Seamus O'Connor and the rest of the Mini men were unable to challenge the experienced Griffin; and best of the Group 1 brigade was the ever-sideways Robert Ward with his BMW 2002 Tii.

John Gale had an easy win over M. Dempsey in the modsports race, with Don Kissane third and all three in 1.3 MG Midgets. With only two Atlantics entered, the Atlantic and Formula Ford races were combined; and after only two laps there was only one Atlantic, Dermot McFeeley spinning his March 73B into retirement. Patsy McGarrity raced on to his usual victory, but not in his usual car — he has sold his successful Chevron B25 to Pat Woods and prior to taking delivery of a new car (probably a Chevron again), he took out the Woods March 73B to give a particularly fine display of very controlled wet weather driving in the most diabolical conditions and in exceptionally poor light. Bernard Devaney easily headed the Formula Fords with his Crossle 25F, while Noel Beattie, in a 20F and Danny Daly, in his Falconer-bodied Lotus 69, had a lively scrap for second, which Beattie won by an even second.

It was still early afternoon for the last race, a saloon and sports car handicap, but with the rain clouds hanging low over Mondello the race was run in almost complete darkness! M. Fitzgerald drove David Yeates' 1.3 Mini to win Mondello's first night racing, after which everyone retired to the brightness of the clubhouse before having to push their cars out of the muddy car parks.

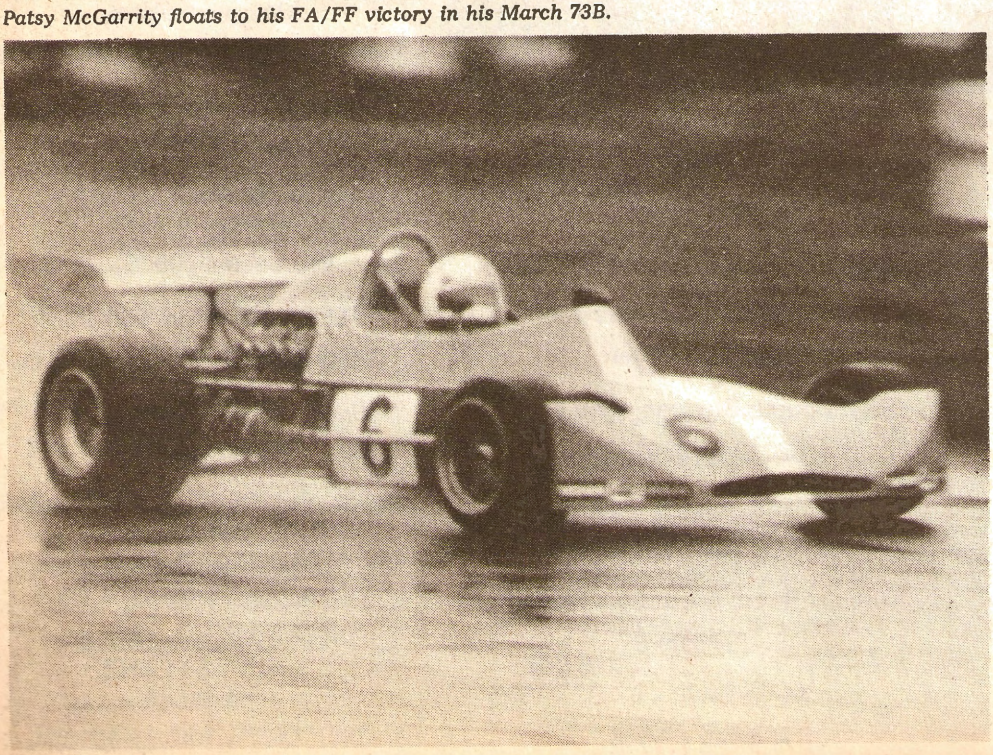
Vintage Handicap (7 laps): 1, R. Lovell-Butt (MG K3), 10 m 58 s, 54.44 mph; 2, T. Beatty (MG-TD), 11 m 02.4 s; 3, D. Miller (MG-PA), 11 m 06.2 s. **Fastest lap:** Lovell-Butt, 1 m 20.2 s, 55.66 mph.

Saloons (10 laps): 1, S. T. Griffin (1.3 Mini), 12 m 36.8 s, 58.99 mph; 2, D. Yeates (1.3 Mini), 12 m 56.6 s; 3, S. O'Connor (1.3 Mini), 13 m 10.2 s. **Fastest lap:** Griffin, 1 m 14.2 s, 60.16 mph. **Group 1:** R. L. Ward (BMW 2002 Tii), 9 laps.

Formula Atlantic/Formula Ford (10 laps): 1, P. McGarrity (March 73B), 12 m 45.6 s, 58.31 mph; 2, B. Devaney (Crossle 25F), 13 m 25.4 s; 3, N. Beattie (Crossle 20F), 13 m 39.2 s; 4, D. Daly (Lotus 69F), 13 m 40.2 s. **Fastest lap:** McGarrity, 1 m 12.6 s, 61.49 mph.

Handicap (10 laps): 1, M. Fitzgerald (1.3 Mini), 13 m 12.8 s, 51.99 mph; 2, E. Russell-Connell (Ford Capri 3000), 13 m 24.2 s; 3, R. Faulkner (Vauxhall Firenza 2000), 13 m 35.4 s.

Patsy McGarrity floats to his FA/FF victory in his March 73B.



Prospects for 1975 look good in Ireland

The economic and energy disasters have hit Southern Ireland as well as the rest of Europe, petrol has jumped to 65p per gallon in a pre-Christmas shock announcement by the Government, and further rises are expected within the next few months. To add to the motorists' misery, an overall blanket speed limit of 50 mph has been imposed. But nevertheless prospects for the sport look good for '75, with lots of new cars coming to provide good grids in all classes. Mondello Park owners plan to spend £10,000 on further improvements to the track, including alterations to the existing line of the circuit to incorporate a new fast bend which will shorten the length by approximately 180 yards but which is expected to increase lap speeds by up to 10 mph.

It is also planned to link the paddock with the outside of the circuit by a car bridge, and to increase paddock parking space to accommodate an extra 500 cars; and it is hoped that catering facilities will be provided in the paddock area. To make all this possible, application forms for the Mondello Motor Racing Club are now available, with members entitled to admission to the circuit and paddock for all 1975 Mondello meetings (13 car races and 4 motor-cycle races) for £10 or £15 for combined husband/wife membership. Address is Mondello Motor Racing Club, 1 New Road, Clondalkin, Co Dublin.

BRIAN FOLEY

Bob Evans – poised to join the big league?

The Grovewood award winner talks to IAN PHILLIPS

Winner of the number one Grovewood award this year was 27-year-old Bob Evans. Driving the STP backed Alan McKechnie entered Lola, Evans was the clear winner of the Rothmans F5000 championship and undoubtedly the best of the up-and-coming drivers in Britain with great determination, coupled with a very smooth driving technique. He had four wins, three seconds, four thirds, one fifth and two sixths from 17 starts, which is a great tribute to his consistency and the preparation of the car.

Bob Evans.

Bob first started racing in 1967 with an Austin-Healey Sprite but this didn't last long due to lack of funds. Through his small plastics business he came into contact with Palliser, and after using a Merlyn in 1969, switched to his famous purple Palliser in 1970 which won him the FF Townsend Thoresen championship. Since then he has driven for Alan McKechnie, for two years in F3 with, first, a Puma, then a March, and then in F5000 with a Trojan and the all conquering Lola.

Last week, after winning the Grovewood award, Bob discussed with us his recent racing experiences and his hopes for the future.

There is a great deal of speculation at the moment concerning you and a possible BRM drive, can you say exactly what the position is?

As you know I've tested the car, which I thoroughly enjoyed, and I certainly hope I will be driving for them from the beginning of the European season. Really that's all I can say at the moment.

What was the car like?

It was very good indeed but, most of all, I was really impressed with the team. The car was extremely well turned out and it felt as good as it looked.

Alan Challis, the team manager, really seems to have a grip on the situation and everyone seemed in high spirits, which I didn't expect after the year they've had. They were all keen, very keen in fact.

Did you expect 1974, your second year in F5000, to turn out so successfully?

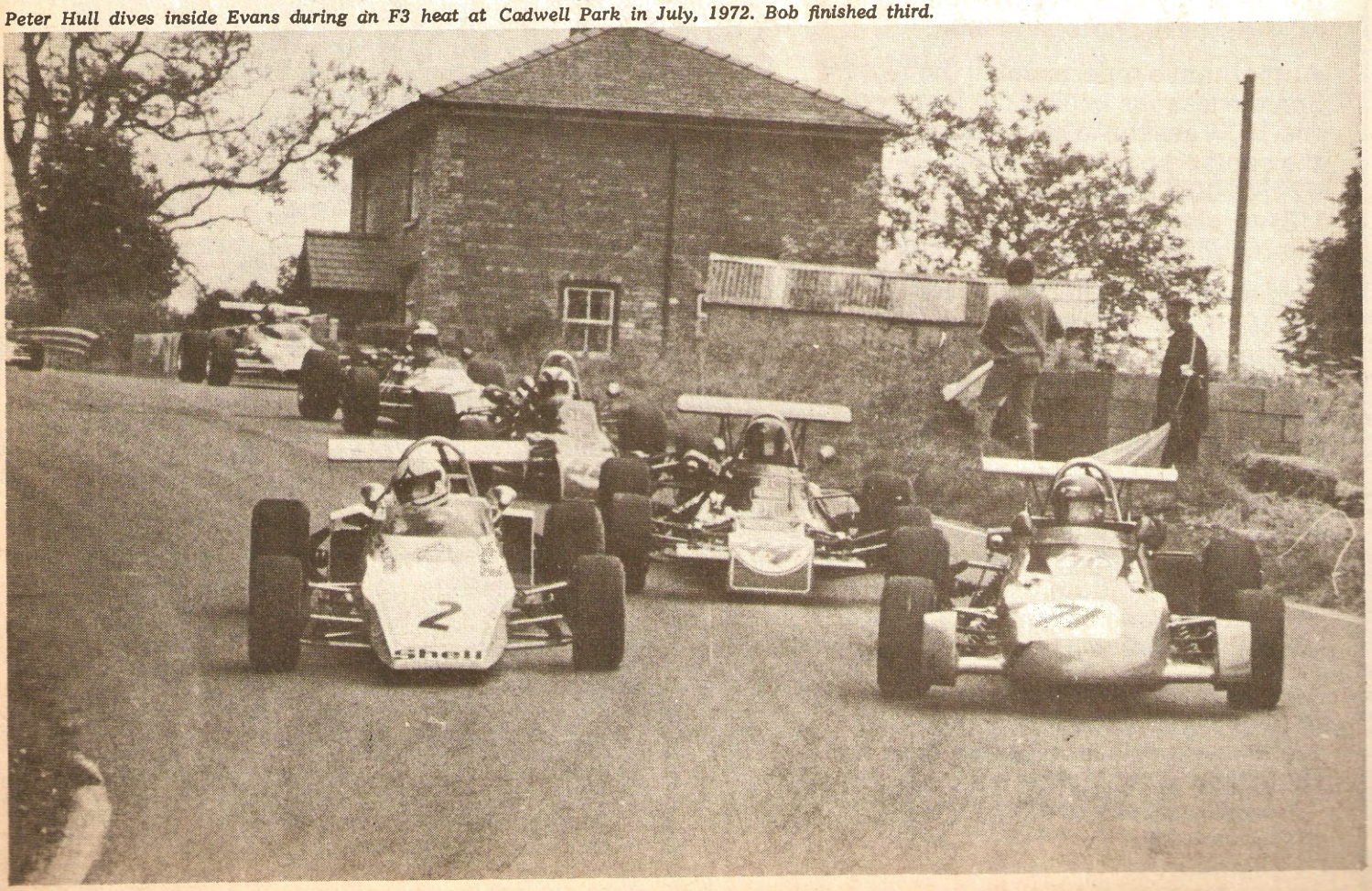
It was an extremely good year—I knew that, if I had a well sorted Lola, I could win the championship. I knew that. It had been drummed into me during 1973 that I had to go out and prove that I had the speed and then play it cool and try to win the championship in 1974. I knew that the way I was driving coupled with the rock steady Lola ought to see us through. I'm happy to say that it worked.

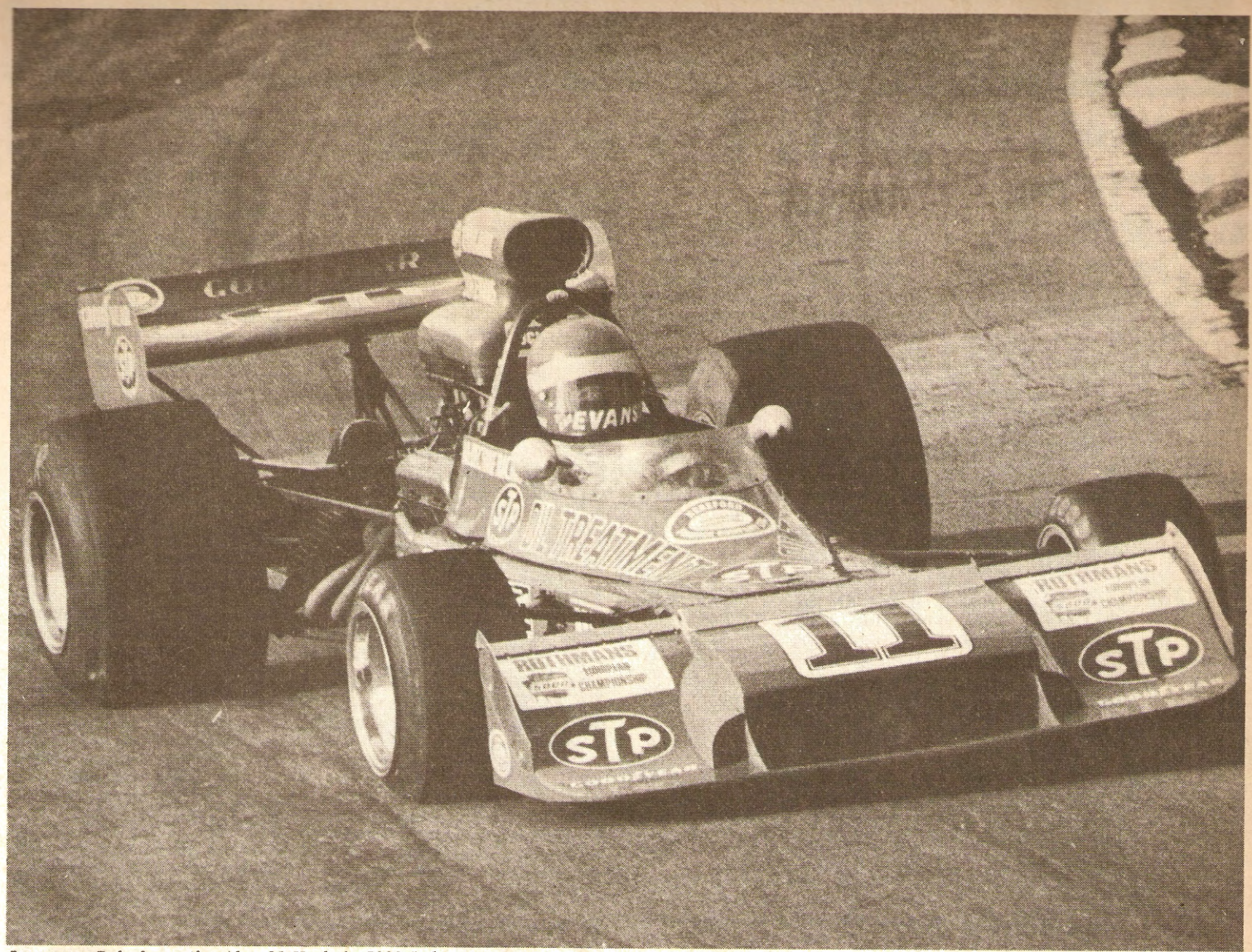
Do you think being with the McKechnie team made a difference?

It made an incredible difference. It's not just that they were such efficient people in doing their work, but the relationship I had with Alan McKechnie himself was a very close one If you look back at the first two years I was with Alan they were pretty disasterous.

1971 was totally disasterous and 1972 was, at best, consistent but certainly not a scorching success. Okay, we all know that it was basically down to the cars but results are

Peter Hull dives inside Evans during an F3 heat at Cadwell Park in July, 1972. Bob finished third.





Last year Bob drove the Alan McKechnie 5000 Lola with notable smoothness and determination to score four wins and several good places.

what count and I didn't get them. Yet, when I got the STP sponsorship, Alan was still prepared to stick his neck out. That is what I want to thank him for really, for sticking by me.

It was an incredible stroke of luck when I got into the Duckhams Lola that Alan Rollinson had driven and I went competitively—I went fast in fact. But it's one thing to be able to drive quickly at Silverstone and something else to be a reliable driver.

Has F5000 given you the right experience of differing circuits and driving conditions. In this formula you are more often than not on the same circuits that you have experienced already in F3 and FF.

I'd like to have seen F5000 go to more circuits like Zandvoort and so on. I was never happy about driving at Mallory Park or Snetterton although I won races there, so I can't really complain. I think it gave me more experience possibly than Formula 2 would have done, in handling a powerful car in difficult conditions.

I think if you are a racing driver you should be able to adapt to a circuit quickly; if you need a week's testing to learn a circuit then you're no good. I think if you can drive an F5000 car round Mallory Park then you should be able to drive it, within reason, round the Nurburgring.

F5000 has had a great deal of criticism, how do you see it now and in the future?

I don't know what is going to happen to it, but I hope it gets bigger and better. As I see it an up-and-coming British driver has only one way to go. He has to do Formula Ford for experience; he must do Formula 3 for good racing experience—the value I had was tremendous. He can then go Formula 2, if he can afford it. I couldn't afford it—I just couldn't get the sponsorship for it—so I had no other choice than to do F5000. I don't see why it can't stand on its own two feet and be a natural stepping stone to Formula 1.

You did two years in F3. . . .

One and a half actually, half of 1971 was spent in hospital with a broken neck.

. . . what sort of experience did that give you?

It was really tremendous. You just don't get that kind of racing in any other formula, when you have ten or fifteen cars that are within a tenth of a second of each other, as it was when I did it. You start racing against the people, trying to outwit them.

I don't think I could have done well in F5000 if I hadn't had that experience. I think I can look at the people I drove against in 1973 and 1974 in F5000 and split them into the people that I reckoned, who incidentally had done F3, and those that hadn't. There were exceptions of course, but generally those I worried about had F3 experience.

Do you think your driving style has changed at all from F3 to F5000, you seem to have more tiger. . . .

Yes I think it has although I'm not sure why. I think perhaps it was the confidence of the team saying, 'Okay Bob, there's your chance, good luck.' From that I thought that they obviously believed in me so, 'come on let's have a go.' A lot of it stems from their confidence and my knowing that I could do it.

What was your hardest race last year?

There were a lot that were hard, but holding off Brian Redman round the Brands Club circuit was very hard, so was Gethin at Zandvoort, particularly when I came second. The dice with Peter at Mallory was tough too and Mondello Park. They are the ones which are really notable.

You tested the Embassy Lola F1 car, what was that like?

I didn't really get a fair crack at the whip. Francois Migault drove the car before me and he is considerably shorter. I'm rather long in the leg, and I just didn't fit in it and therefore couldn't really drive it properly. It was an interesting exercise though. The car felt good in the times that I was doing, but they weren't really competitive. It didn't really compare with the F5000 car at all.

You drove the March-DFV sports car at Brands, I think your first competitive sports car drive, how do you feel about this sort of racing?

I really like the idea and I enjoyed that race. A lot of people say it's not really racing as you're only driving at eight tenths, I answer that by saying I find it more difficult to drive for four hours at eight tenths than to drive two hours flat out. But basically I enjoyed the experience although it's very demanding, especially in that car.

If you do sign for BRM next year will you want to do anything else or just F1?

I'd like to do something else, but it all depends on how Formula 1 turns out. I'd like to do some sports car racing because I think I need the European experience. I'd also like to do some other single seater racing if something came along but obviously I would have to concentrate on F1, if it materialises.

Do you have any particular strong views on circuit safety?

I've always been a great believer in catch fences, even when Armco was fashionable. I had a crash in my Formula Ford in Austria in 1970, I went off quite quickly for an FF, and hit some netting. I stopped very quickly with not much damage. In F3 two years later, at Paul Ricard, I had a shunt at the end of the pit straight, a similar sort of situation, and I was driving the car again within ten laps. I realised then that catch fencing was the way to go. Armco has cost Alan McKenchnie a lot of money one way or another.

And a broken neck for you. .

No, that was an earth bank actually.

Paul Martin plans a stage rallying event programme

A quick Irish driver with plans to rally this year in English forests is current Northern Ireland Rally Champion, Paul Martin. Although sponsorship has not yet been acquired Martin hopes to bring this Escort Twin Cam across for Castrol/AUTOSPORT special stage events and his first outing here may well be on the Mintex Dales (February 22).

Paul Martin won the '74 Northern Ireland Championship with consistently high results, winning two rounds, finishing second once, third once, fourth twice and fifth once on the seven events which counted (two dropped from nine-event total). Since last year Martin has been running his own business, preparing competition cars and general mechanical service work. His current rally car is a five-year-old Escort (still with the original shell) and fitted with his own-built 1800 cc all steel dry-sump Twin Cam with BRM head. A Rocket box is used with an Atlas axle and the car delivers 185 bhp reliably—not breaking once during the '74 championship season. Paul started rallying six years ago with an 850 Mini and graduated to a 998 Cooper before his first Escort, a 1300 GT. His present car was bought in Kent in January 1970, as a partially prepared rallycross car, and has been maintained by Martin since then—a good "long life" advertisement for his business. Martin declares his preference to be for forests. His only previous mainland rally appearance was on the '73 Burmah Rally.

● At the time of going to press a few places were still vacant on the entry for the Dukeries Motor Club's Ystra Rally this weekend. Anyone interested in entering this popular night road rally should contact Howard Wilcock at Nottingham 268587 as soon as possible. Marshals are also needed and should contact Bob Berry at Mansfield 28650 if they can help.

Monte fails to attract

As far as we could ascertain at the time of going to press, this year's Monte Carlo rally has rather less than 150 entries. It looks as though the general prevailing gloom has ensured that many are staying at home, although the long concentration route was meant to attract more private entrants. As previously stated, Lancia have three Stratos for Munari, Andruet and Pinto, with a Beta coupe for Ballestrieri. Pregliasco is still not fit to drive; he has broken a vertebrae in his neck following the accident on the Tour de Corse, and is at present wandering about with a neck brace firmly in place. Pinto will now be driving for Lancia throughout the year, and his Alfa drive will be taken up by Ballestrieri. Andruet will only be seen driving for Lancia on the Monte, the Tour de France, Giro d'Italia and the Tour de Corse; other events he will be doing for Alfa Romeo, and both him and Ballestrieri will be making their joint debuts probably in 16-valve Alfetta coupes on the Costa Brava rally in February. Alfa are rumoured to have a rear transverse engined car about to appear in prototype form with an alleged 290 bhp.

Fiat are back to have another go with four cars for Mikkola, Alen, Bachelli and Darniche. They will have the X1/9 homologated by April if all goes according to plan, so the car should be seen on the Portuguess rally, its first event as a G4 car. Renault Alpine have five cars competing: two A110s for Nicolas and Ragnotti; two A310s for Warmbold and Therier, and a R17 for Piot. Opel Euro Team have entered two Asconas for Walter Rohrl and Anders Kullang . . .and Polski Fiat have a massive six works cars entered.

As we closed for press, conditions were bone dry and looked set fair, but the 1975 Monte Carlo could well be one of the most difficult in the rally's long history. First there is the long concentration route with four stages at the end of it. Then there is a very long loop up to Vals-les-Bains and Grenoble, with nine tests and several difficult road sections. Then there is always the complementary test for the first 60 cars with a further nine tests, three of which use a narrow bumpy dirt road over the top of the Col de Brans, which can hardly fail to severely test any car's suspension. The programme of the rally is as follows: Wednesday, January 15 is the date of the start; Saturday, January 18, arrive Gap. Saturday 23.30, leave Gap for first four stages. Sunday 10.00, arrive Monaco. Monday 22.00, leave Monaco. Wednesday 10.30, arrive Monaco. Thursday 18.00, complementary test starts. Rally finishes Friday 06.00. Prize presentation is on Saturday at noon. Following John Davenport's unfortunate withdrawal owing to an illness in the family, Gerry Phillips has stepped in as Achim Warmbold's co-driver.

Avon forum

What should be a popular forum and film show is being held tomorrow (Friday 10) by Cheltenham Motor Club. Their Avon film show and forum will consist of Alan Blake of Avon, Andy Dawson and Dave Richards and Henry Liddon and Kevin Videan. Admission is free and there will be the usual bar facilities. Place is Priory Lawn, London Road, Cheltenham, for 8.30 pm.

Top-entry Arctic

Only three calendar weeks remain before the start of the Marlboro Arctic Rally. The Arctic Rally (Tunturi Rally) will be of 2000km length with 600km of special stages and the Junior Rally, run in conjunction with the main event, will cover the first eight of the 50 stages within its 300km route. Although the Marlboro Arctic Rally is a highly specialised event (with night temperatures as low as —40C) the rally captures the imagination of enthusiasts far and wide. In recent years the rally has enjoyed increasingly wide-ranging publicity and this year's event, the tenth Arctic Rally, has all the indications of being the best yet. Entries so far received include Timo Makinen, Hannu Mikkola, Markku Alen, Stig Blomqvist and Simo Lampinen, Jari Vilkas, Tapio Rainio (last year's winner) and Claus Russling. Of major interest to British enthusiasts will be the DOT Opel of Tony Pond/Mike Broad. Pond is no stranger to the snow driving conditions of the rally and co-driver Mike Broad has close ties with Finland. Pond will be leaving for Finland immediately after the Racing Car Show for Rovaneimi, Northern Finland where the rally will both start and finish.

Leyland ST Tour of Dean trials

The first big special stage rally of the year, the Tour of Dean (see preview elsewhere in Special Stage) boasts a number of highly significant entries, indicative that all seems to be more or less well at the top in rallying. The new IDEM Escort of Donald Heggie/George Dean, prepared by Broadspeed, will certainly take some of the limelight this weekend but perhaps the most interesting entries come from British Leyland. ST have entered their resident driver, Brian Culcheth, with a G2 205 bhp Dolomite Sprint specially as a shake-down prior to the first RAC Championship rounds. Brian Culcheth needs little re-aquaintance with the British forests but it will be interesting to see how well the newly formed team functions in the battle-front. For this rally ST have also entered a new Austin Allegro for Russell Brookes, another special entry taking advantage of the Dean's non-status. The car is a newly built example (not the 1750 which has lurked at Abingdon for the past few months) and is powered by an "A" series 1275 cc engine. The Allegro is group five with twin SU carburetters and cross-flow five-port head and is strictly a one-off development outing. Power output is in the region of 90 bhp. All eyes will undoubtedly be on Russell Brookes at start number 13.

Registration address

Castrol rally championship co-ordinator, Eric Silbermann, has asked us to point out to any would-be Castrol/AUTOSPORT competitors that registration forms for the forthcoming series are available from him at the following address: Clubs Dept, Burmah House, Pipers Way, Swindon, SN3 1RE.

IRDC winners

After their AGM at York during the RAC Rally the International Rally Drivers Club committee for this year consists of Brian Culcheth, chairman, with a committee of John Brundle, John Davenport, David Hardcastle, Neil Inigo-Jones, Nigel Raeburn, Mrs D. Rogers, Duncan Spence, Rodney Spokes, Jack Tordoff, Peter Warren, Richard Wooldridge and Tony McMahon.

One of the IRDC's functions is to compile reports on rallies offering a criticism to help organisers plan events best suited to competitors' needs. As an example the IRDC dossier on the Donegal International Rally included the comment that general organisation and paperwork was "excellent" while, on the debit side, there was poor crowd control in some areas, restart times were not informed to the competitors in a clear manner and the prize-giving suffered from a large number of noisy hecklers.

IRDC trophy winners were Will Sparrow, Jim Porter, Per-Inge Walfridsson, John Jensen and Dilys Rogers. The final scores in the Gough Trophy Competition (based on members' positions in the first 10 overall of all rounds of the RAC Rally Championship) shows Will Sparrow to have won from George Hill and Paul Faulkner. Co-drivers' points saw Jim Porter clearly ahead from Nigel Raeburn and Miss Frances Cobb. Membership of the IRDC is limited to current or past finishers of international status rallies (at minimum one) or to those who have "qualifications which are acceptable to the Club Committee." Cost is £2.10 per annum. Secretary: Martin Whale, 9 Common Close, Shrivenham, Swindon, Wiltshire.

Ford's '75 rally plans

Last week Ford held a press conference at which it was announced that European rallying will take pride of place in the company's 1975 competition schedule. At the same time there came the announcement of a new mobile rally school to cater for British enthusiasts, together with a Motormind motoring quiz. The two latter services will be run by the Ford Rally Sport Club. The Ford bonus scheme that has been so helpful in the past to private entrants remains largely unchanged. The bonus scale ranges from £1,000 to £100 and under, the latter is payable to the winners of selected national British racing and rally championships. £500 will go to the overall winner of the RAC Championship. Good news for the season is the instatement of a Ford "Rallyman of the Month" award. A panel of "experts" will look for "a man exhibiting the most skill and determination whether he is driving a works replica Escort RS 1600 or any other Ford car." Each of the 12 winners will receive a cheque for £50 and a Colibri Lighter Trophy. At the end of the season the winner of the Rallyman of the Year title will fly to Finland for snow and ice tuition under Timo Makinen.

The extensive rally programme will be taking in three international events in France, two in Belgium as well as the San Remo, 1,000 Lakes and British national and international events. For internationals, the drivers will be, as predicted, Roger Clark and Timo Makinen. Commenting on the decision to release Hannu Mikkola, Stuart Turner said "it was obviously agony to have to release a driver of Hannu Mikkola's stature. However, internationally, we think that Timo is marginally better known and he is one of the best development drivers in rallying. I sincerely hope that Hannu Mikkola has not had his last drive in a Ford."

On the home front Ford will continue to support the RAC British Championship through a works car for Clark to take in all the rounds. Clark will not necessarily have one of the new Escorts to start the season with. A Ford works loaned car will also contest all the rounds in the hands of '74 RAC rally champion Billy Coleman; sponsorship here comes as before from the enthusiastic Rally Sport dealers of the Northwest, Thomas Motors of Blackpool. With regard to the British plans, Mr Turner made the salient point that apart from Formula 1, rallying still attracts greater public interest than racing, "the crowds on the RAC were shattering." Going on to talk about the RAC Championship he commented, "at one time we were accused of pot hunting when we ran Roger on British events, but I think the improving standard of British rally drivers has justified our aproach in providing a standard for them to aim at. However although British drivers are getting better all the time let's not get too carried away. Roger fell back to 32nd on the RAC but he still managed to pull back to seventh overall, the best placed Briton on the event."

In the spring the Ford Rallysport Club will be opening a rally school at which pupils will be offered a full day's practical tuition from established rally stars. As well as direct driving tuition, it is planned to include brief instruction on vehicle preparation by Boreham technicians; the fee for a day's course will be in the region of £25 and applications will be restricted initially to Ford Rallye Sport Club members holding competition licences. The schoolroom will be a completely self-contained pantechnicon complete with air conditioning and seating for 20 students. "As well as helping people to improve their rally driving techniques, the school will also give us an opportunity of spotting new talent," said Mr Turner.

Commenting on the decision to allow contracted drivers to drive for other teams when not required by Ford, Turner said: "It is a way of getting free information on rallies we may want to do in the future. We shall certainly continue this policy."

This mean-looking projectile is what you will find if you go down to the woods in the coming months. Tony Pond will be driving it — something to which he is looking forward with ill-concealed relish.

Tour of Dean-latest

This Sunday the first special stage event of 1975 gets underway, and as a curtain raiser to the forthcoming season it promises to be a most absorbing contest. It is the third time that the Tour of Dean will have been run as a National, and although it does not directly contribute to any major championships, many people are using the rally as a most welcome test session prior to the approaching year's struggle. There are 16 stages totalling 75 miles, all of which are situated in the Royal Forest of Dean on the Welsh borders; thus by definition, the link sections will be very short which will no doubt please competitors.

Last time the event was run (in 1973) it was won by Mike Hibbert and Henry Liddon; and this year Henry starts at number one; only this time his driver is the affable and talented Pentti Airikkala, himself no stranger to British forests, in the C and S car. Other notable entries have been received from British Leyland, (Culcheth's Dolomite Sprint); Andy Dawson in a works Escort RS, (the second of his prize drives). Donald Heggie in his new Broadspeed IDEM Escort RS, and Russell Brookes in (no honestly!) ST's secret weapon, the G5 Allegro 1300. It will also be good to see the return of John Foden to the co-pilot's seat—this time with Castrol/AUTOSPORT winner, Tony Drummond.

The event starts from Howells Garage, Corporation Road, Newport, and the first car is due to leave there at 9.01, Sunday morning. The lunch halt is the Yat Garage 162/557183½, and the first car is due at the finish (the Gateway Motel, Newport) at 16.59 hrs. Interest shown in the event has been little short of sensational, so much so that there were 800 requests for regulations and 330 completed application forms, giving the seeding committee an interesting task, the results of which clearly led to a few disappointments. Being a capacity class event it came as no surprise that the majority of the entry (80 per cent) came into the "over 1600 cc" class; thus rejection rates here were proportionally higher.

Flagged away by the Mayor of Newport, the event is being run in a very compact area, so it becomes imperative that spectators comply with the instructions of marshals and avoid blocking roads. The organisers urge spectators to make use of the three car parks provided, which give access to 11 of the 16 stages, as these are in fact more convenient for watching, rather than merely putting the car in the bank and trekking into the forest. The three car parks are as follows, A: 162/561130—access to SS2 and 11;

Another bigger and better "Culcheth Job" on Sunday?

B: 162/623123—access to SS 8, 9, 10 and 14; C: 162/623109—access to SS 5, 6, 15 and 16. The top 20 entries are as follows: Airikkala/Liddon, Escort RS; 2, Fowkes/Harris, Escort RS; 3, Drummond/Foden, Escort RS; 4, Rockey/White, Escort RS; 5, Culcheth/Syer, Dolomite Sprint; 6, Dawson/Richards, Escort RS; 7, Heggie/Dean, Escort RS; 8, Batchelor/Carter, Escort RS; 9, Lepley/Holmes, Escort RS; 10, Chapman, Escort RS; 11, Terry Brown, Escort TC; 12, John Taylor; Escort RS; 13, Russell Brookes, Allegro; 14, Chris Beynon, Porsche Carrera; 15, Paul Appleby, Escort RS; 16, John Price, Alpine; 17, Mike Jackson, Escort RS; 18, Terry Kaby, Cooper S; 19, Brian Evans, Porsche Carrera; 20, David Thompson, Escort RS. Bob Chapman is not expected to turn up at the moment owing to a lack of car.

Alpine revisited

Adrian Boyd's Alpine is now residing outside his home and the engine, which is getting a new bottom end, is being sorted out for the Circuit of Galway by the capable hands of Tom McCurry who has had connections with Boyd in the past, working on his Minis, etc. The local Renault dealers are reportedly providing a service car for the event, so there is no lack of interest. However, Boyd's plans for the remainder of the year are anything but settled, and Galway will most likely be the deciding factor.

● Results of the BP-supported National Irish Rally Championship (the Eire equivalent of the Ulster Rally Championship) are now with us.

The events that go to make up this championship are a mixture of stages and navigation, sometimes during the same event. Results are as follows: Drivers—1, Sean Campbell (Escort RS); 2, Gerry Forde (Porsche Carrera); 3, John Farrell (Mexico); 4, Terence Donnelly (Cooper S); 5, Noel Smith (Porsche Carrera). Navigators—1, Paul Phelan; 2, Peter Scott; 3, Derek Smith; 4, Christy Farrell; 5, Ricky Foott. John and Christy Farrell won the G1 championship.

Not even Makinen could hold the flying Hannu Mikkola (seen here) in the early stages of rally. He started an undisputed number one.

BANDAMA RALLY

A triumph for Timo Makinen after Mikkola's retirement

By JOHN DAVENPORT Pictures by HENRY LIDDON

Peugeot's sensational Safari victories in the 1960s encouraged the French factory to take a much greater interest in competition and long distance rallies in particular. Through the auspices of their experimental department and under the technical direction of Jacques Menet, they have participated in Safaris, Moroccan rallies and the Rallye du Bandama with drivers like Ove Andersson, Hannu Mikkola and Timo Makinen. They have often led these events but an outright win had eluded them until the last weekend of 1974 when Timo Makinen and Henry Liddon won the Bandama for them in fine style at the wheel of an ex-Safari 504 injection.

The rally was a fight between the Peugeot and Datsun teams with the others playing a very secondary part. The Peugeots led right from the start with Hannu Mikkola and Jean Todt scorching off into a lead that only Makinen could come anywhere near. For a long time it was Peugeot 1-2-3 with Bernard Consten and Gerard Flocon third in the other works Peugeot, but then both Consten and Mikkola fell out with transmission problems. Makinen, fearing for the longevity of his own steed, stopped and had a very full service, and the Datsun of Edgar Herrmann and Hans Schuller passed into the lead, with the similar 180B of Harry Kallstrom and Claes Billstam in third place. Then Herrmann hit a cow and badly damaged his car so that he retired before the end of the rally, and Makinen sailed on to win. Peugeot took first place with private Peugeots finishing fourth and sixth, but the team prize went to Datsun who had cars in second, third and fifth places. Only six cars finished from the 50 starters.

Even rallyists are respectors of Christmas, and for this reason it proves difficult to get a big entry for the Bandama which starts on Boxing Day. This year, the Peugeot team had three works cars, all ex-Safari 504 Is for Mikkola, Makinen and Consten. The two Finns had slightly de-tuned Safari engines with about 165 bhp, while Consten had an even milder engine with 145 bhp. The Aseptogyl team had four 504s headed by Bob Neyret/Jacques Terramorsi in a very lightweight 504 with plastic doors, boot and bonnet, with Group 1 cars for Les Girls, Claudine Trautmann, Marianne Hoepfner and Christine Dacremont. Matched against them were four works Datsun 180 Bs for Herrmann, Kallstrom, Chasseuil and local driver, Mitri, who had done so well last year. Gitanes had two Alpines for Henri Pescarolo and Shekhar Mehta which were works built and supported, with a third private example in the hands of Jacques Henry. Heavy smokers, too, were the two Memphis-sponsored VW 1303 Ss for Richard Bochnicek and Dieter Quester. Chrysler France had two Simca 1100TIs, one of which was driven by Bernard Fiorentino,

Mikkola — unlucky retirement.

and the other by a local driver, Dugue. Arnaldo Cavallari, after sampling the Lancia Beta on this rally last year, was back this time with a Fulvia from the Jolly Club.

The total entry was finally 50 cars, which had to tackle a hill-climb-cum-circuit called the Djibi on Christmas Day to decide the starting order. Makinen went out in the morning and was 5 s faster than anyone else, but this was shattered in the afternoon by a very determined Mikkola who was just 5 s faster again. Kallstrom and Pescarolo were next

fastest followed by Bochnicek and Mehta.

PART ONE

The next day the rally started the first of its four parts. The first bit was quite easy despite the dust, but to Aboisso, Mikkola was the only car clean, and he went ahead of Makinen by 4 m. Next best on this section were Pescarolo and Kallstrom with 12 m of penalty, and then Consten on 14. Bochnicek spun and got stuck while Guy Chasseuil broke a steering arm on his Datsun and lost a lot of time getting it changed. Claudine Trautmann broke the alternator support on her Peugeot and went some time without lights, while all the Alpines were in trouble with the engines as the air filters were letting dust into them. There was quite a high rate of retirement in these early sections, with 12 cars going out despite the generous lateness allowance.

The rally passed again through Abidjan, the capital of the Ivory Coast, and the leaders stayed without penalty until a short 36 km section from Arrah to Gregbe, where Makinen was fastest with 19 m lost, compared with Mikkola who lost 20 m and finished the section on a puncture. He then had to repair the car and lost 9 m on the next section which the others cleaned. Now came the worst section of the first part of the rally. In one place there was a water hole in which many cars had got stuck during practice, so that the cautious ones, like Makinen and Herrmann took a longer deviation. Makinen lost 9 m here while Mikkola braved the hole and lost only 5 m but the best performance was that of Mitri's Datsun which lost 4 m. Mehta got stuck and was pulled out by a private Peugeot, losing 24 m in the process. Chasseuil was still having a rotten run and lost time with the petrol pump not working. The classification was Makinen from Mikkola by 2 m, with Consten 10 m behind the second Finn, and then Herrmann 13 m behind him.

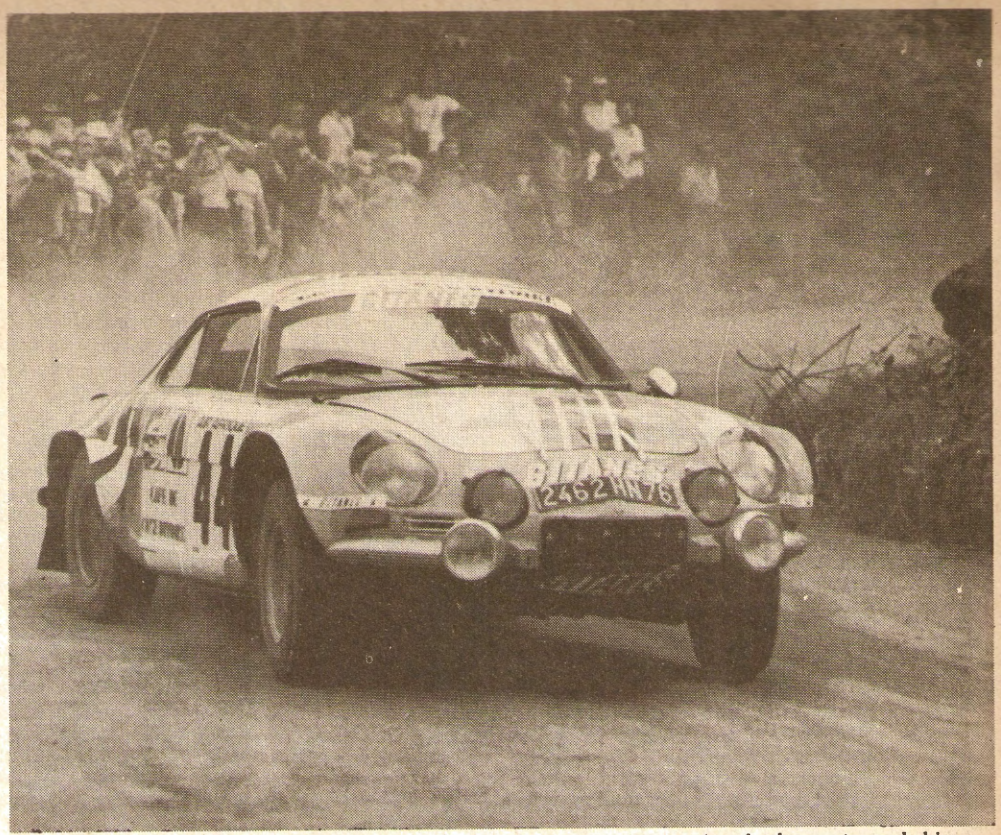
PART TWO

In the second part of the rally, only the first section was at all difficult, and here Mikkola took back the lead from Makinen, but only by the few seconds that he had been faster at Djibi. Pescarolo got lost and dropped 23 minutes, and then on the next long section he had first his suspension break, and then the engine expired and he was out. The next section was 800 km long as the section through the National Park of Komoe had been cancelled at the request of the Government, and at one place the cars were held for an hour with only the drivers allowed to work on them, so that they didn't have too much time in hand. As it was it looked as if one could have cleaned the section by well over an hour as Makinen had to stop for an hour at Dabakala with the Peugeot service, put out a fire and repair the damage and still made it on time. Fiorentino had to change his Simca's engine mounts and lost 29 minutes, while Bochnicek retired with a blown engine. Touroul lost the gearbox oil from his Porsche but got through by pumping it in from the cabin. Only 24 cars were still running and Mikkola led by 6 s from teammate Makinen with Consten 13 m behind, and Hermann 14 m behind that again.

PART THREE

The third part of the rally saw major changes. The first part was in the night, and the dust made it hell for anyone who wanted to pass. Mikkola was well out in front but then just short of Odienne his clutch shattered and he was out, shortly to be followed by Consten whose gearbox broke. Mitri had taken a 150 km wrong slot with his Datsun, but now Herrmann and Kallstrom were pressing hard behind Makinen, who was naturally worried about the state of his car. Thus before starting the fourth and last part of the rally, he had it worked on for an hour and forty minutes which cost him one hour and four minutes at the next time control. Mehta, Mitri and Hoepfner had all succumbed to mechanical problems, and the big Finn felt sure that the Datsuns would have their troubles too. He was right, but for Herrmann who now led the rally, it was not mechanical but a collision with a cow that broke his radiator and caused him to retire with a cooked engine. Kallstrom too was unlucky as he took a wrong turning on a diversion round a missing bridge and lost 36 m circling round and passing twice through the same passage control. He had also lost time changing his alternator when the studs for the mounting had sheared off in the block. So it was Chasseuil who was now to take second place behind the winning Peugeot, after having so much trouble in the early sections. Datsun clinched the team prize when Peugeot lost Assef from fourth place after rolling the 504 as a result of suspension failure. Final retirement was Fiorentino whose poor little Simca gave up the ghost on literally the last section into the finish in Abijan.

With only six finishers, the Bandama has proved once again that it is one of the major endurance rallies in the world, and later this year when it will run one week before Christmas, it may prove to be as popular as the classic Safari.



Henri Pescarolo went well until navigational, suspension and engine bothers stopped him.

RESULTS

1, Makinen/Liddon (Peugeot 504 inj), 11 h 50 m; 2, Chasseuil/Jaubert (Datsun 180 B), 12 h 41 m; 3, Kallstrom/Billstam (Datsun 180B), 12 h 58 m; 4, Breuns/Orlo (Peugeot 504 inj), 15 h 01 m, Group 1 winners; 5, Gregoire/Guerin (Datsun 240Z), 15 h 44 m; 6, Ly/Giaoudi (Peugeot 504 inj), 114 m 127 m.

It is easy to understand why suspension breakages occur on this rough endurance test.

"It's got to be F5000"

ALAN JONES talks to IAN PHILLIPS

"I never got to the stage when I wanted to race cars as an ambition, I didn't ever think about it, I just thought it would be natural that I would, just part of growing up." This was the reason given by 28-year-old Australian Alan Jones for his chosen profession being motor racing. It's been a hard road for the mild mannered man from Melbourne whom, it seems, is now on the brink of a breakthrough in a sport that has literally been his whole life.

"My father, Stan Jones, started racing in 1946, the year I was born. I've been going to race meetings for as long as I can remember. I went everywhere with him round Australia —hence the reason for it being a fairly natural thing for me to do. I've never really known anything but cars and racing.

After spending as little time as possible at Xavier College Jones quit his academic studies at the age of 16. "I hated it and I had to get out so that I could get a driving licence; it's a funny system in Australia. In my state of Victoria you had to be 18, in New South Wales 17 and in South Australia 16. I established an address in South Australia and got my licence, this meant I could get a competition licence and there I was in racing."

The first car Alan raced was a repossessed 1000 cc Mini. "It cost £250 but the Old Man spent nearly £1000 on doing it up; that shocked him. I went racing in club events with it; I thought I was the World Champion already—at the first corner I ever negotiated with the Mini I spun. I was still 16 when I won the Victoria Hillclimb Championship. I must admit it was a very fast car.

"I had a pretty unfair advantage the following year when I borrowed my father's 2.2 Cooper Climax—everyone else was in home specials—and I won a few races."

Then disaster struck the Jones family when Stan's Holden dealership went the same way as Burmah and British Leyland have recently. "He was selling up to 300 cars a month and had a very big stock. Then came a credit squeeze. That put paid to my racing until 1969."

In 1967 Alan arrived in England and bought a Dormobile. He met up with fellow Australian, Brian McGuire, who would later be a business and racing partner, and together they followed the Grand Prix circus around Europe just as spectators. After a further three months in England Alan returned to Australia.

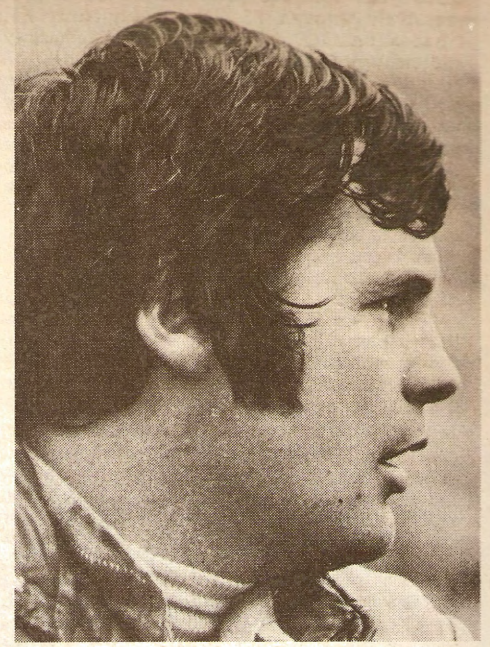
"I still wanted to go racing and I reckoned there were two ways of going about it. I could either stay at home and with a bit of luck be Australian champion and then come to England, where I would have to start again, or I could come to England, earn some money and then go racing. It sounds a typical Antipodean bullshit story—every Australian or New Zealander who ever came over here to race only had £50—I had £75 in my pocket, my wife Bev lent me £25 to buy a Minivan and Brian McGuire and I started buying and selling Minivans through *Exchange and Mart* so that we could go racing. The first car we bought was a brand new FF Merlyn and a very old and tatty VW truck. We went down to Brands where the record was about 56 s. I got in it and, wow, I thought I was really flying, no trouble at all. I came in all chuffed and said, "What about that then. 'Fine,' they said, 'you've got down to 62 s.'

"I didn't really want to do FF though, I wanted something with power—an ego trip really. I bought a new Lotus 41 twin cam from Bob Howlings, which I thought I could use to learn the circuits and get to know the right people, then ship it back to Australia 16 months later with no import duty, flog it for a profit and come back for F3. After various problems with the car I got it going quite well and then disaster struck." A mix-up with an FF going into Paddock at Brands saw the 41 written off and Alan in hospital with a broken leg.

During his lay-off Alan continued his car trading and saved enough to buy a bent Brabham BT28 from New Zealander Alan McCully. "My father had been ill and came over to England; he knew Ron Tauranac and arranged for the bits to put the car right which I did with Jim Hardman at P&Ms. I did the last couple of 1-litre F3 races in England before going to the Brazilian F. races. My own engine was a real bitza start-line special and Jim said not to use so I bought a supposed Holbay screamer from Brendan McInerney. I was so far off the pace at Interlagos it was unreal, I was right at the back of the grid. The screamer was a disaster and eventually blew up.

"When we got to Puerto Allegre I had to use the bitza and suddenly I started passing people. At the last race I was equal third quickest, on the first day of practice, with Dave Walker in the Gold Leaf Lotus. Peter Warr came up and measured the wing saying it was 1000th of an inch too wide which made the old man chase him away with his walking stick. With the wing trimmed I was third quickest next day in front of Walker. Dave passed me at the start but suddenly I was running with the Fittipaldis, Fritz Jordan, Salvati and the rest. They just weren't names any more, they were humans like me. I thought I could make it."

On his return from Australia Alan embarked on the first of three years in F3. "It wasn't three full seasons though. In '71 the cars came back late from Brazil and then had to be updated. In '72 the BT38 was late



and the team folded after five races. It was July before I raced again and did maybe twelve races with a GRD; 1973 was the first time I did a full season."

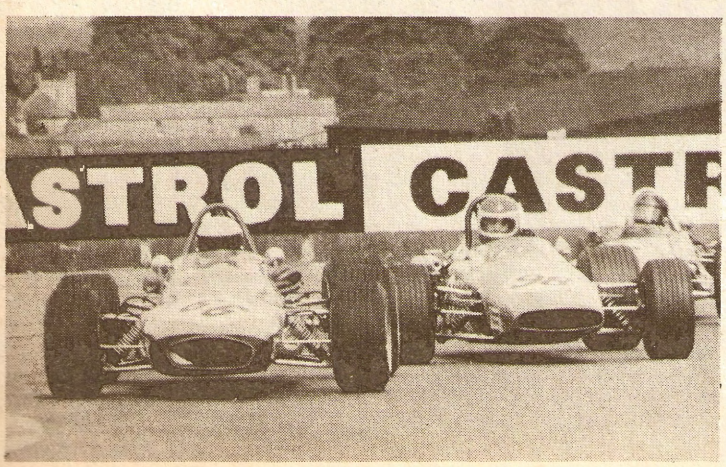
Jones, McGuire and McCully formed AIRO (Australian International Racing Organisation) in 1971 to run their BT28s with Vegantune twin cams (the first people to use them). "AIRO was a big mistake; we wanted to attract a sponsor but everyone thought we were backed by the Australian government, or we were all multi-millionaires." Alan had a win at Castle Combe and a number of good

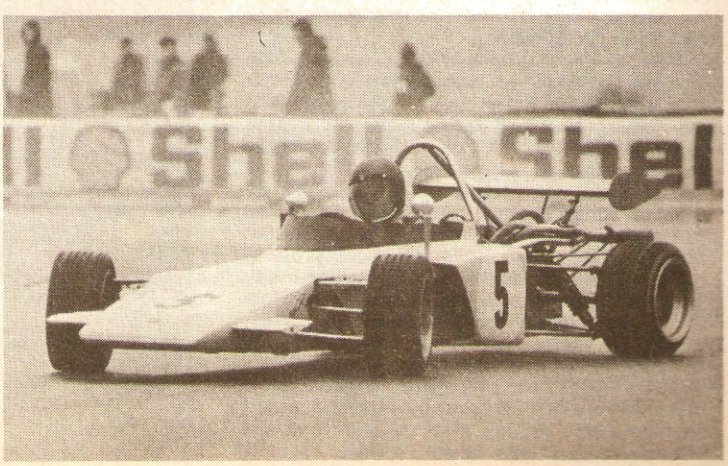
"I had a three-year contract with DART to go progressively through F3, F2 and hopefully F1"

races and lap records. With backing from Larry Sevitt of Tiran Auto "Another big mistake," three new BT38s and the Brabham F1 tranporter were acquired. "It looked good. What Sevitt wasn't going to do was nobody's business. Really it was terrible, we had no money and there was a lot of back stabbing and animosity." Although Alan had some good races the team succumbed to its perilous state and folded.

It was not until the British GP in July when Alan re-appeared with a loaned GRD chassis, loaned Vegantune engine and Multiglide colour scheme. "All I had to do was insure the car and pay the mechanic. It went well and at the end of the year I was up with Williamson and Brise. Obviously this im-

Two years at the Thruxton chicane: in 1971 Jones battles with an AIRO team-mate in the Brabham (left). Crossed-up in GRD in 1972 (right).





pressed Mike Warner and for 1973 I had a three year contract with DART to go progressively through F3, F2 and hopefully F1. I had a retainer, 40 per cent of prize money and no worries except a few bills from the previous year. It started well with one car, me, Gordon Huckle and mechanic Wally Hodgkiss. I won a few races and then the political problems started. A big transporter came then another driver, 1000 chiefs and two Indians. Mike will admit it was a mistake and the politics ruined it all. When we got back to one car and a small team I won three races and got back into the lead of the Players champions. At the last race I only had to finish fifth to win. I blew my best engine in practice and the one we had for the race just never worked and got progressively worse. I finished sixth and with the double points scoring I lost the championship. Double points are ridiculous, totally stupid."

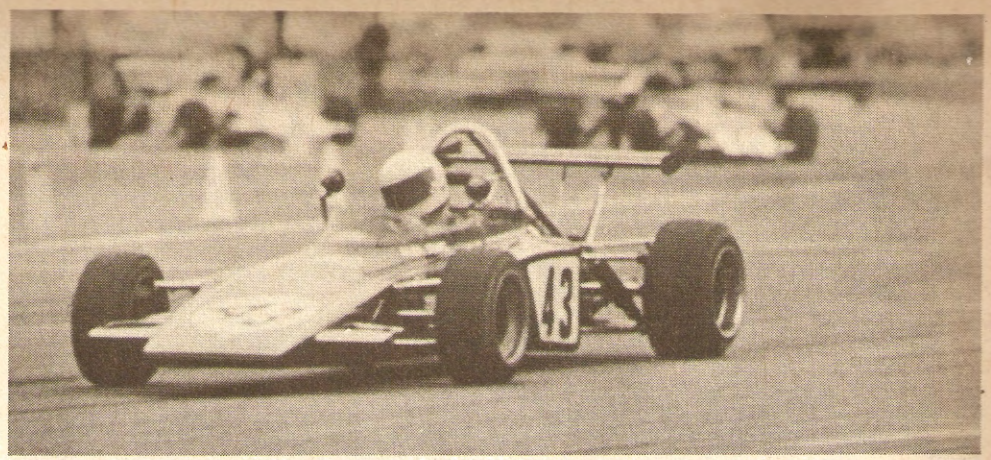
At the beginning of 1974 came the fuel crisis and Alan was determined to get out of F3, then came problems. "In January Denys Dobbie quit and then an F2/F5000 deal I'd got fell through. I'd got nothing and came close to going back home. I pestered everyone for a drive and it was Harry Stiller who put me in touch with Mike Sullivan, who had an Atlantic March he wanted to run. I was led to believe on the 'phone it was a 73B but when I saw it I found a 712. I tested it at Snetterton and it was very dangerous. We took it to March who suggested we didn't use it, but we took it to Silverstone for the Martini meeting. I was on the second row and thanks to Brise, Scott, Bond and Morgan having trouble I won. That made Harry sick because he recommended me for the drive and Bev Bond, in his car, had been on pole. We then went to Oulton Park and it was really bad and I said I'd rather not drive it. I knew I'd been lucky at Silverstone and had to have a competitive car. It's very difficult when you're 11,000 miles from home, you cannot afford to mess about. I can't hop into my Datsun and go and see Aunty in Kent. I'm married and want to get on. That's why I'm sometimes very serious, I want to get into F1, I've got nowhere to go if I've got a problem, so I cannot afford to make mistakes."

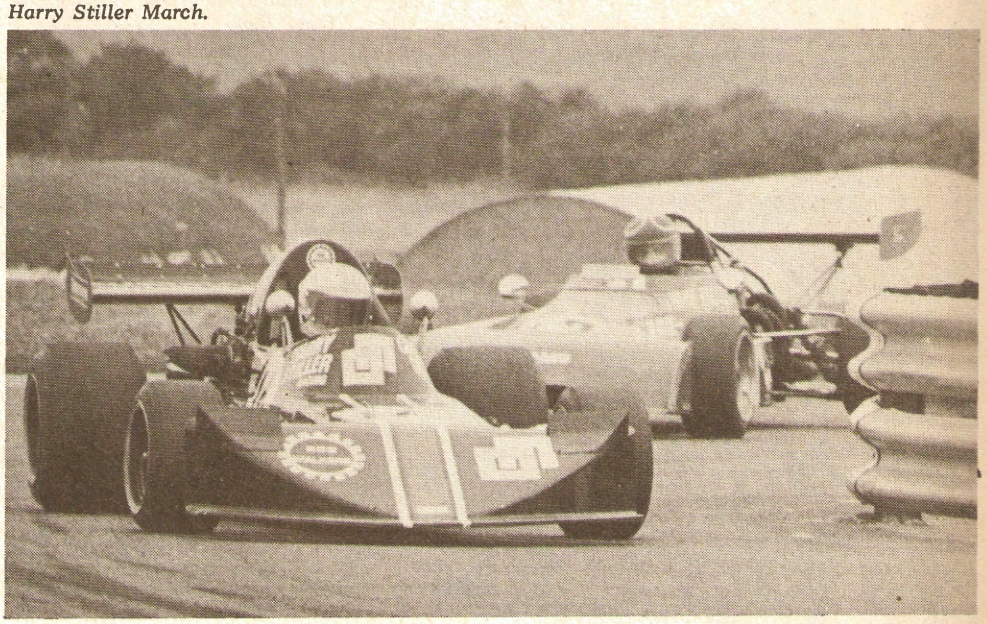
After the Oulton problem Jones had a test drive in Harry Stiller's March and lapped consistently under the lap record. Regular driver Bev Bond retired from the cockpit to become team manager and the new combination clicked. A number of wins followed and Alan led the last 10 races of the year but suffered small mechanical failures which kept him out of the final championship placings but he'd made his mark. Next year Alan will be doing F5000 with Stiller in a new Lola.

"It was noticeable in Atlantic that the people who had done F3 were always able to pull something extra out of the bag when things got close"

"With Harry's team you've got the best of both worlds. It is small, neat and compact organisation, well organised and with all new equipment. It's very happy and there's no politics. Harry only stopped racing a few years ago and Bev just five months ago. We can all get together and discuss problems because they both know what's going on. It saves so much time and is the only way to work. We're all very happy and our team is as good as any works team. I'm very lucky and couldn't wish to drive for anyone better.

"The GRD set-up was one of the best organised teams, I never wanted for anything, but after three months the politics got ridiculous and wrecked it. Also I honestly believe the car was not as good as the March, mainly because the politics hampered development.





The double points system robbed Jones of the F3 Players series in 1973. He's seen above in the DART GRD at Silverstone. Below, leading arch Atlantic rival Dave Morgan in the Harry Stiller March.

"I really enjoyed Formula Atlantic but it was made easy for me by my F3 experience. It taught me not to worry about politics and protests but most of all it taught me racecraft and tricks with setting-up the car. If you're running in a bunch of 20 or 30 cars all of the same performance you've got to really work at finding an advantage. If you wanted to get on you really had to suss out all the little tricks. If you didn't you got nowhere, it was so close.

"It was noticeable in Atlantic that the people who had done F3 were always able to pull something extra out of the bag when things got close. Those that hadn't were just as quick but had nothing up their sleeve. Because of the poor prize money in 1974, F3 has become very expensive, but it's still a bloody good formula. I'd like to see just one common formula, called F3; it's unnecessary to have both. They are both good formulae and to pitch them together would give the right blend.

"I enjoyed the single F5000 race I did at the end of last year and am really looking forward to 1975. Sponsors get a lot of mileage out of F5000 in England, although I think a driver gets more from F2. Our main sponsors, Custom Made Double Glazing and the Rob Walker Group are only interested in England and basically if I can win races for them in England it will do them good. If I won for them in F2 in the South of France, the enthusiasts would read about it in AUTOSPORT but not the general public. From the sponsor's point of view it's got to be F5000. Harry's such an enthusiast though, he'd race anything at the North Pole.

"From a driver's point of view I think F2 is the way to go. If you win in F2 you beat F1 drivers and that's what the right people notice. It gives you a real goal to aim for. I've got no qualms about doing F5000, though, in fact I'm really looking forward to it. Surely F1 entrants must realise that a driver who can punt a 500 bhp single seater round a matter of a second or two off F1 times and keep it out of the fences, must be able to drive an F1 car. I don't think the formula really matters, actually, if you can be consistently quick somebody will notice you.

"If someone offered me an F1 tomorrow I'd probably take it, whatever the car. It seems to me that if somebody wants an F1 driver he'll look in his own backyard first. He will try and get somebody who's already in it, before looking to other formulae. It's important to get into F1 and just do what you can with the equipment you've got.

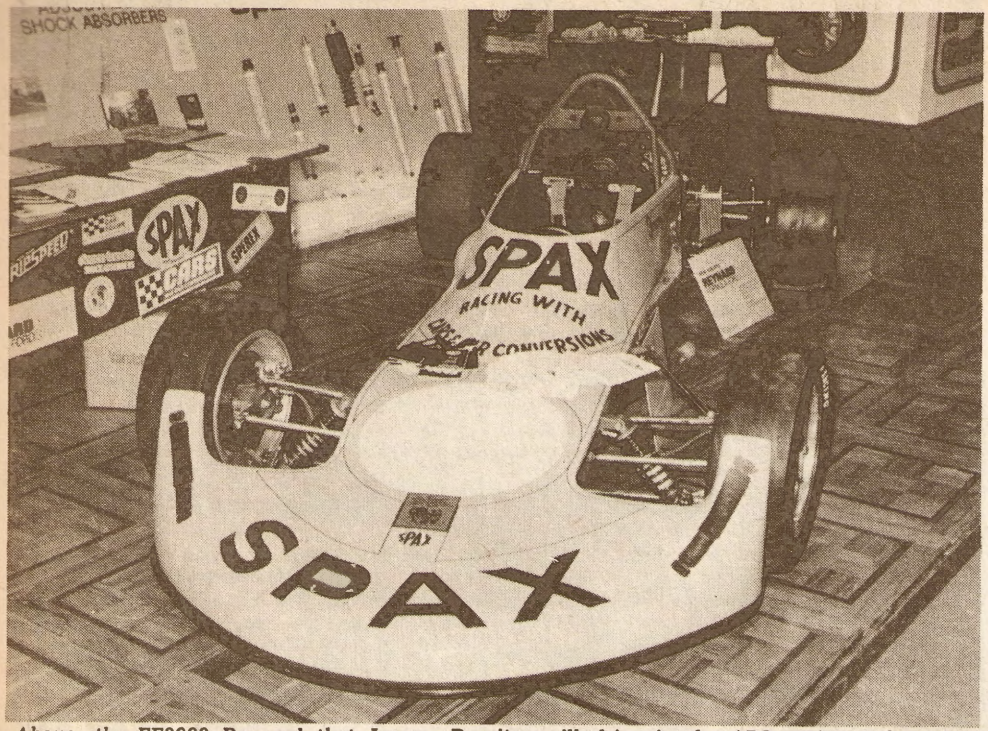
"I've always stuck with single seaters because F1 is my ultimate aim. I drove Stuart Chubb's Chevron B21 at Brands and one saloon race in a Shellsport Mexico, which I really enjoyed. I'm worried about saloons in case I learn bad habits. I hope to do some sports car racing next year for two reasons. One to race in Europe and find out how they go about it and, secondly, to be in touch with an engine where you've really got to keep it screaming. The F5000 V8s will pull from nothing in any gear, with 2-litre and 3-litre engines you've got to keep the revs up.

"I've done a lot of testing for March over the winter which has been really good. Robin Herd and Ray Wardell really do it properly. They keep you fully informed all the time and I've learned a hell of a lot and also I've kept my hand in over the winter. I hope I will be able to do a deal to race something for them next year, they're really in control and in the formulae they do they have the best cars.

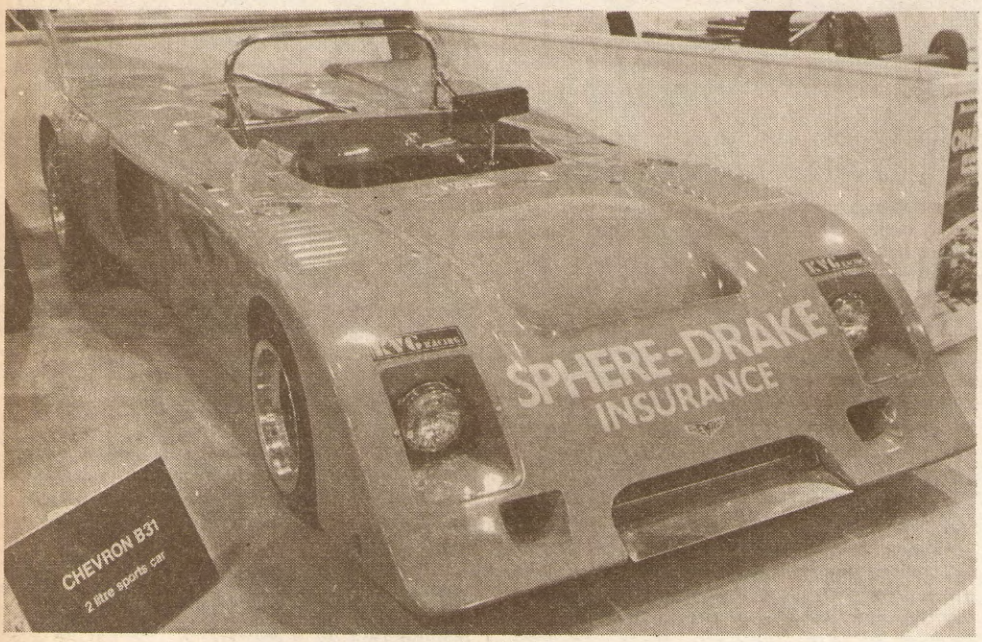
"F5000 is my main aim, though. I'd say my chances have got to be good because of the team, but it'll be difficult. There are a lot of good experienced F5000 drivers with new cars, it'll be a big challenge."

Speedshow '75—a review

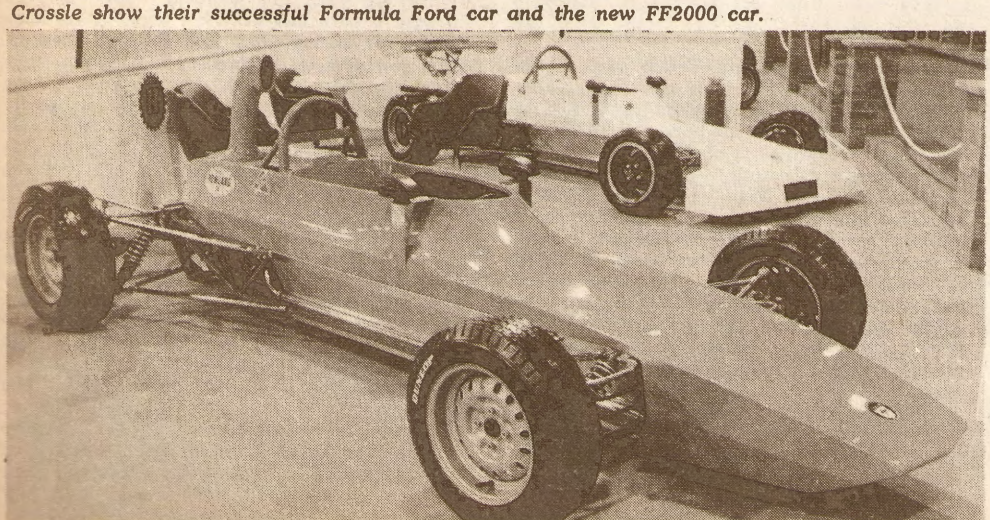
Photographs by DAVID WINTER



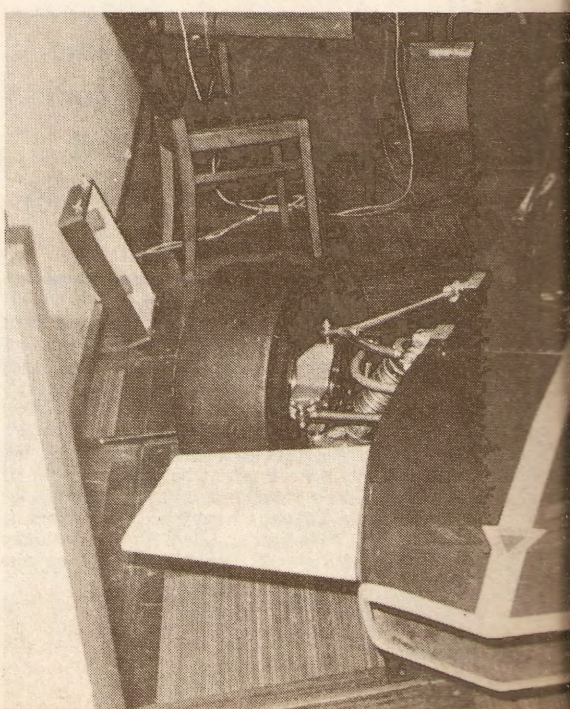
Above, the FF2000 Reynard that Jeremy Rossiter will drive in the APG series. Below, Ian Grob's new Chevron B31 with similar rear suspension to the F2 B29, and powered by Hart.



Crossle show their successful Formula Ford car and the new FF2000 car.



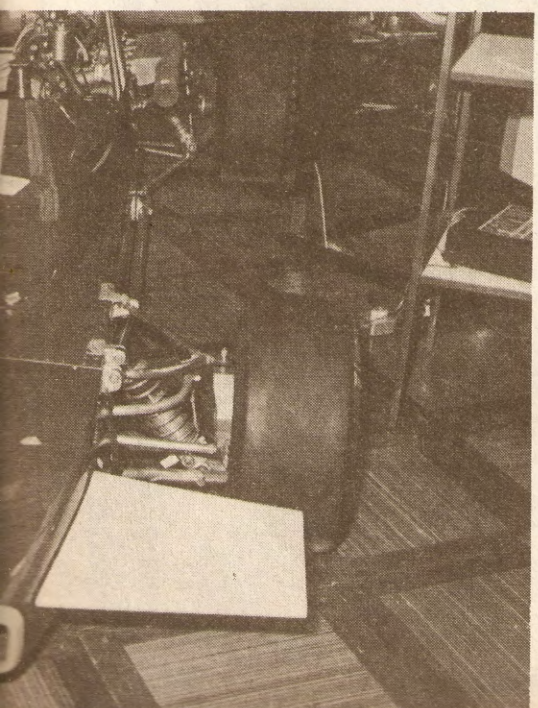
Attracting a lot of interest is Richard Petty's NASC the Token Formula One car, which he also designe

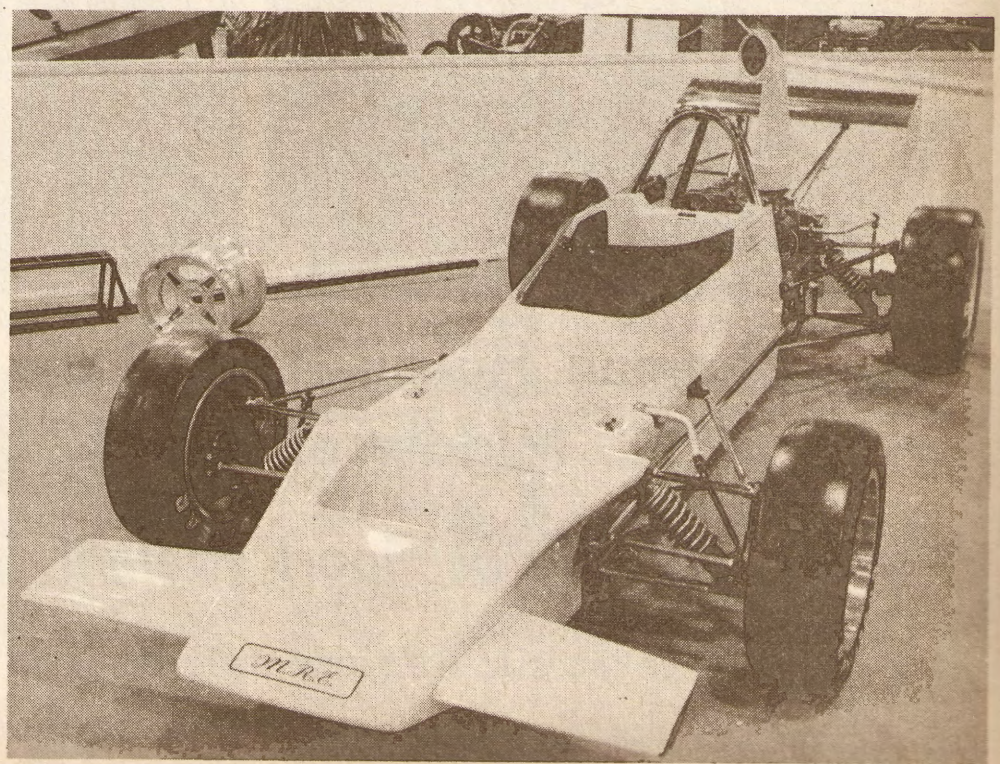


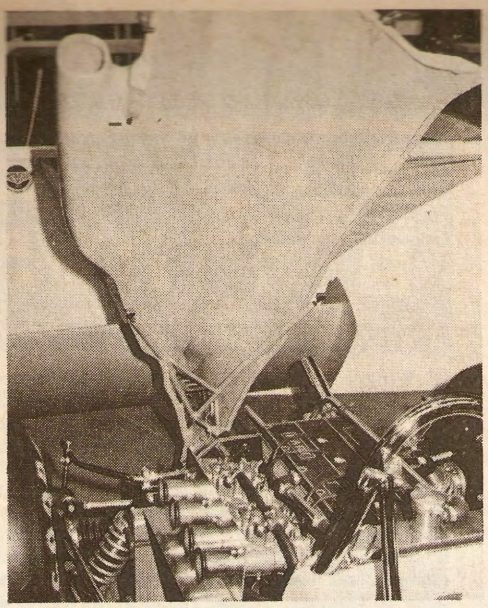
A go-faster Marina dominates British Leyland's Special Tuning stand.

Above, Barry Lee's Hot Rod Escort is on Castrol's stand. Below, MRE enter the FF2000 scene with this car.

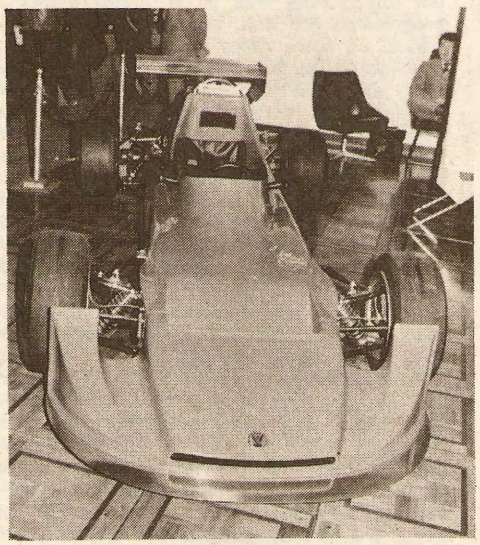
mouth. Below, Ray Jessop's Delta F3 has shades of



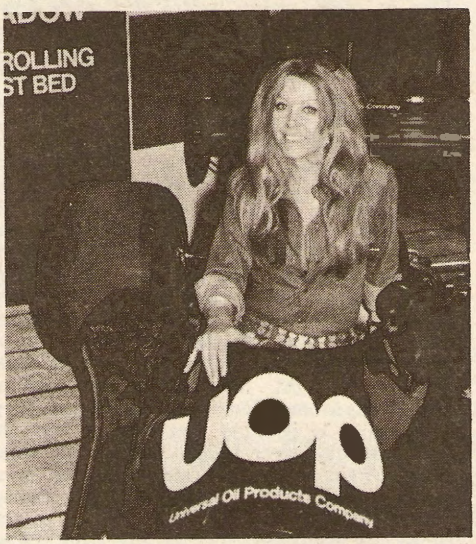




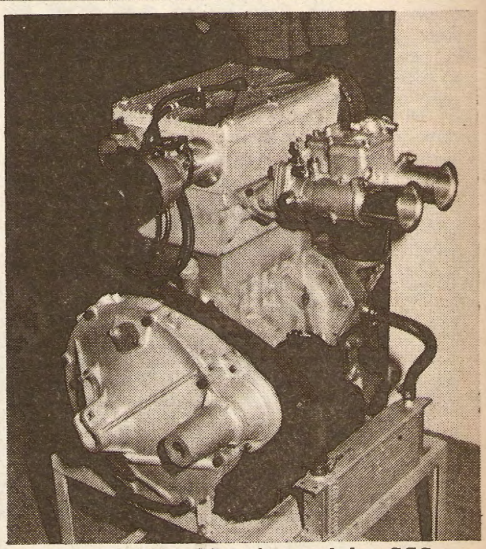
The all new Chevron B29 F2/Atlantic to be raced by Hector Rebaque for Fred Opert features a lifting rear body section.



The GRD 375, production starts again soon.

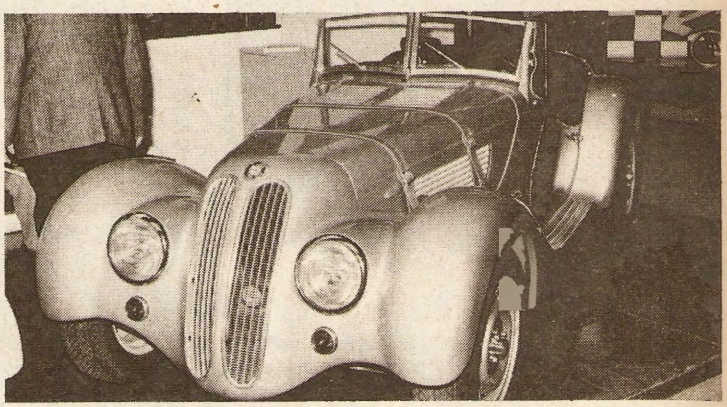


Ingrid Pitt, horror movie queen in a Shadow.

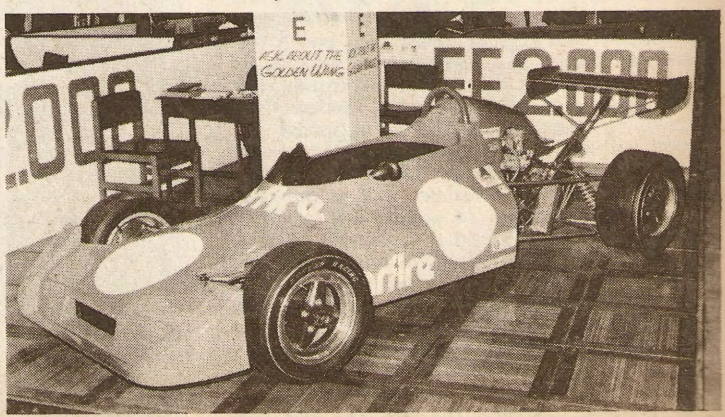


A chopped Mini BDA featured by CCC.

David Clarke's Ferrari P4 well shined by Autobrite. Below, AUTOSPORT *customers, Ray Cunningham of Shell and Ken Tyrrell.*



Above, the Swiss BMW 328 replica built by Sbarro. Below, world debut for the FF2000 Starfire.



Ian Walker Limited: diversity and integrity

by PETER NEWTON

The luxury of the press demonstrator seems to be on the point of extinction in some quarters and among the tuning firms it is an extravagance that evidently does not appear to pay off. However, some companies maintain more than the mandatory modicum of trust required for a business transaction to take place—for the idea of journalists rushing about in a privately owned and personalised car is not every proud owners idea of bliss. That though is precisely what happened recently when Ian Walker invited us to the wilds of North Finchley to chat about the state of his game and play around in one of his customer's cars. Good behaviour, as is so often the unfortunate case these days, was very much the order of the day.

The boss. . . . .

Like wine tasters and successful racing drivers, Ian Walker has managed to make a thriving business out of what essentially started out as just another of his hobbies. He is one of those fortunate people who is able to make a good living out of something he really enjoys—engineering. He is a virtuoso character though and there are plenty of episodes during his life that bear witness to that—from sitting hunched in the frozen rear gun turret of a Lancaster over wartime Germany, to managing a successful model kit company and running a professional racing team. Most of the things that he has turned his hands to have come out well in the end, and they have revolved around his two lifelong passions; cars and aeroplanes.

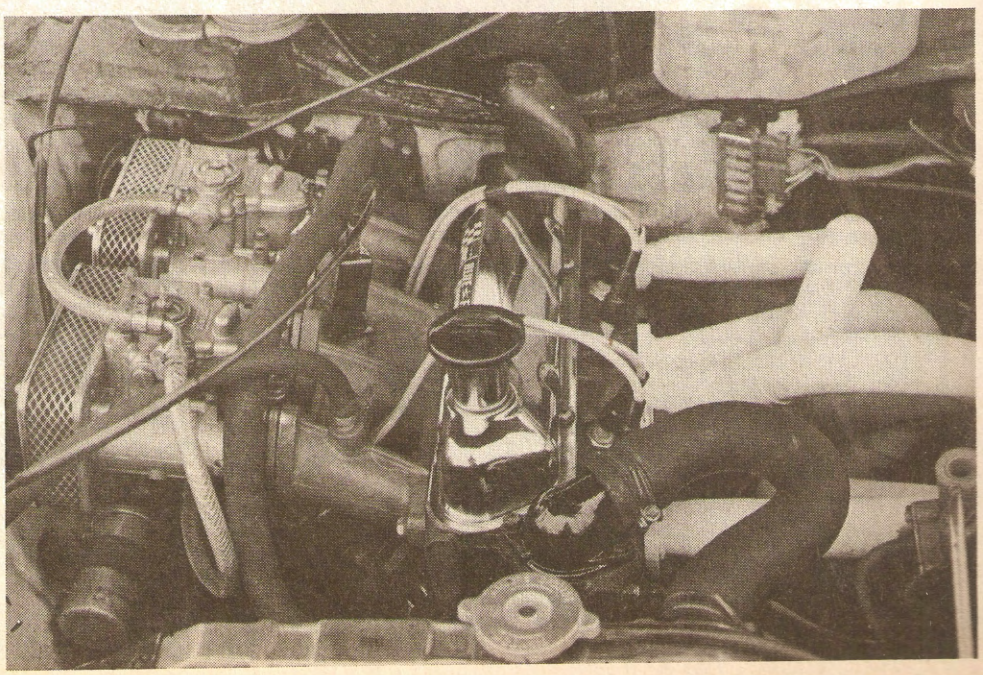
At a very early age Walker got himself inextricably involved in motor sport. It was different in those days, as far as racing was concerned, you just went along and did it; a challenge he could not resist. Not content with filling out the grids by day, he was also charging around the countryside by night as an aspiring rallyman. His first car was one of the orginal Ford Anglias, the start of an association with that manufacturer which is still predominant today. (As indeed are his links with Lotus through friendship with Colin Chapman).

Showing not a little skill as well as boundless enthusiasm, he rose to the dizzy heights of Ford works rally driver while running two cars (a GT and a Formula Junior) on the track. Then disaster struck . . . he got married, started a family, and the racing cars were turned into photographic memories. Like so many others before and since however, there was no escaping the sport into which he had put so much. A chance trip to Goodwood, on the eve of his retirement from the sport to test the latest Lotus FJ cars resulted in a meeting with two up-and-coming drivers whose talents he was very impressed with . . . a certain young Australian called Paul Hawkins and an Englishman, Mike Spence. There was nothing else to do but start a racing team. Whatever he approaches Walker brings a simple maxim with him: "do the job properly," the racing team was no exception, for despite very modest means early on, the Walker team endeavoured from the start to run the show professionally from PR, paperwork, and appearance right through to preparation. The Ford Motor Company liked what they saw and it is possible that Walker was the first individual ever to get sponsorship from them. They built up a team of four cars, sportscars and Formula Juniors, four racing mechanics and two transporters . . . the show was well and truly on the road. Close ties with Lotus meant that the latter's drivers would often put in an appearance at the wheel of the smart Walker cars; so it was not unusual to see someone like Peter Arundell alongside the usual team members, who by this time included Mr Frank Gardner to boot. The team met with both success and tragedy, and it was finally a death which led to Walker pulling out. It happened to be around mid-season at the time, and he did not just have himself to consider, but his team personnel in addition. There was no way that his mechanics were going to walk into another job in mid-season . . . largely to give them work until such a time as they could find other more desirable employment, a tuning shop opened. By the time spring came round again there was a healthy business to manage, whose responsibilities could not be ignored or cast to one side. Ian Walker was in the motor trade at last.

Selling cars was originally a facet of this, but engineering was a far more interesting progression for him, and the car trade was wound up some three years ago in order to concentrate on the former more fully. Reputations are hard won and easily lost in this business, and with strong sporting connotations, a record of integrity, and valuable track success to live up to, Walker became determined to do a really good job. The business itself is run as two separate entities under one roof, for in addition to the modified cylinder heads, camshafts, manifolds etc which the firm sell over the counter (they are all machined to IWR's specific requirements on the premises) the standard engine reconditioning side and the performance engine marketing are kept entirely separate.

Ian Walker takes up the story: "The engine and the conversion sides of the business have been developed through engine reconditioning. About two and a half years ago I decided that the conversion business was doomed by international legislation; so I decided to employ what machinery and skills we already had in the engine reconditioning business, and extend the equipment necessary to get into it fully. Now we are totally equipped to do every process on either a standard reconditioned engine or a racing engine for that matter," (except the chemical processes; and a mysterious American addition lurking under polythene in the back yard will shortly take care of this).

The 1760 cc stage 2 IWR Ford crossflow engine is a very impressive sight.



"Having got into this successfully, and having a conversion business as well, it was natural to amalgamate the two to produce a performance reconditioned engine side. As I see it, the complete package in an engine is a better buy for the customers as well as better business for us. We produce and build our reconditioned engines (performance or standard) to stock; someone can come in and buy our bits and put them on himself, but usually there is some engineering to be done as well, and certainly there ought to be some balancing (the company balance to tolerances of 0.05 of a gram) and while it is in bits he ought to check the bores and the bearings, the crankshaft etc; so why not save a large amount of money, buy a unit off the shelf and he can have it installed in a day if he wants to, instead of having his car off the road for two or three weeks by the other method." Now there is an off-the-shelf service for exchange Lotus Ford twin cam engines and the company are looking at BDAs and Pinto ohc units as well.

Walker is one of those people who never sits still for long. He appears to have a knack of moving on to new pastures at precisely the right time, and the wheel has now come a full circle for, tucked away in a modest little back room is his current pride and joy, a supersports Clubman engine which has been developed over the past six months and is running on the test bed. Initial power figures have been most encouraging, and the engine will be finding its way into a Clubman's car this year; perhaps the forerunner of a welcome Walker return to racing as an engine builder. It is a market that Walker feels is very secure and one which will continue to grow as road modification work trails off (this is reportedly doing anything but that at the moment, currently accounting for 90 per cent of the performance turnover). The Clubmans project is a cautious one at present and the philosophy behind it typifies the enterprising brain that has made the business what it is today. It is all really a question of "irons in the fire," and there is no chance that the boss would let this project, however excited he may be about it, affect the rest of the operation.

One cannot fail to be impressed by the standard and comprehensive nature of the machinery that the company possess; in fact it is hard to imagine from the outside where all that expensive material goes to in such a comparatively small premises. Inside are some of the best American and Italian precision engineering machines that money can buy; and that is the best in the world. The company are completely self-contained, and they are able to handle large orders on a production line basis. They in fact do a lot of work for British Leyland ST, and plenty of the Mini cylinder heads sold through Abingdon were and are machined and modified in Finchley. They run a trade machining service as well, carrying out work for many garages in North London such as boring, balancing cam grinding etc. On top of this the company are now manufacturing their own tappet followers and gasket sets, all this and van sales as well means that IWR are comprehensively covered across the board and intend to become more so.

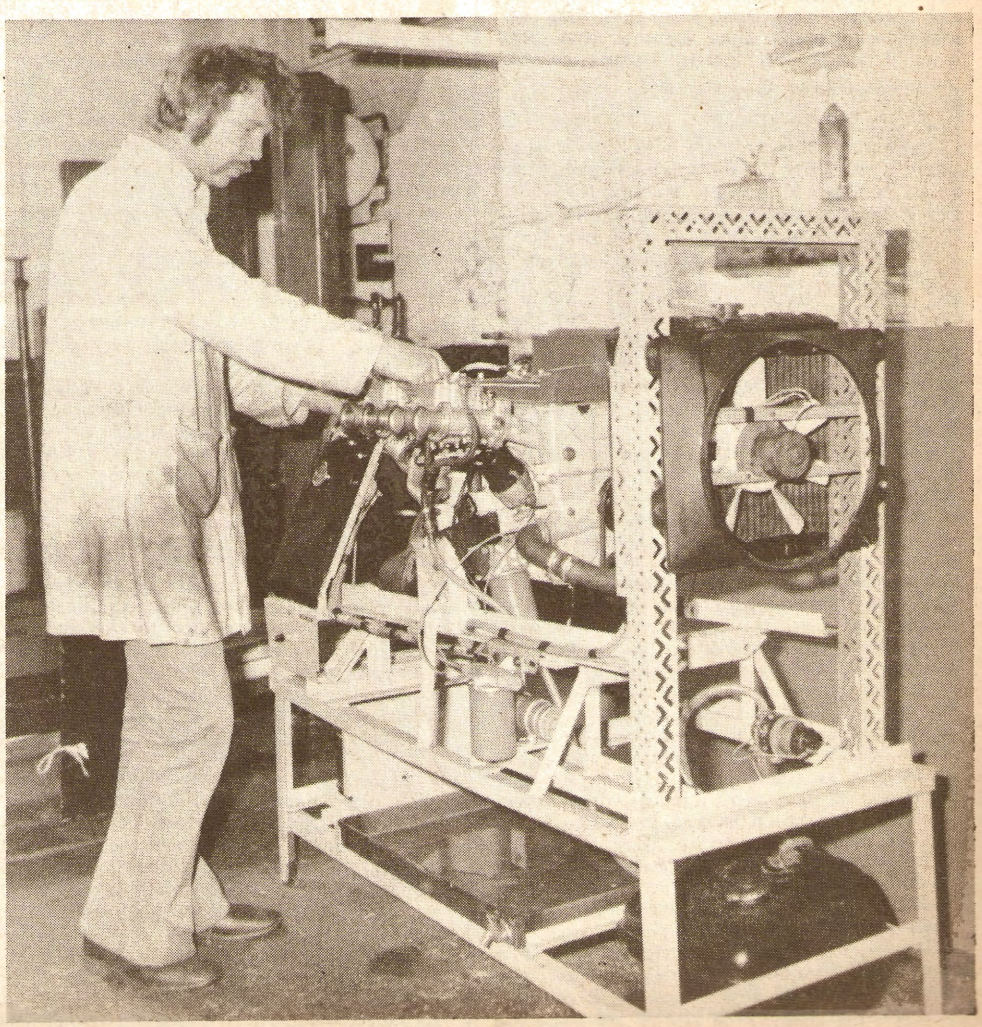
To attempt to list the work that Walkers will undertake on Ford engines would seemingly fill a telephone directory, as they will sell you almost anything from a modified cylinder head to a full race or rally engine. However the car which was kindly lent for a couple of days to get an idea of a typical Walker modified engine was a very pleasant experience. The car, as previously intimated, was a client's Mexico. It is most certainly not our place to make any judgments on the car itself, the situation being as it was; the engine provided the interest. The conversion carried out on the crossflow engine was a fairly comprehensive job involving an increase in capacity to 1761cc employing stepped liners in conjunction with high compression forged pistons which have machined cut-outs to suit the Walker stage 2 cylinder head, and what is described as a road/rally camshaft, a comparatively mild device for use on the road. Twin 40 DCOE Webers are fitted on a special inlet manifold and the exhaust gases depart through a very impressive piece of plumbing on the opposite side. Rockers are lightened and balanced and steel rocker pillars are fitted. The bottom end is beefed up using a tuftrided crankshaft and connecting rods, and the engine is of course 'blue printed' to stringent IWR specifications. Perhaps the single most impressive feature of the unit is not the ferocious acceleration or the formidable low speed torque and tractability, but the smoothness of the idle. At tickover the engine is inaudible and there is no trace of harshness.

There is something about driving behind Ford pushrod engines which has never been recaptured with the new generation Pinto units, and this IWR example imparts an exhilaration which is difficult to put into words. It is an instant starter (in the time-honoured Weber fashion) and it bursts into life with an eagerness that comes as something of a shock after months' drab motoring boredom. A shove of right foot produces a deep gutteral roar (very irresponsible in these days of motoring self-righteousness) which gathers in intensity as 3000 rpm drifts by, and rises to an adrenalin-making howl as the tachometer plummets past 5000 rpm, heading for a target which must surely be somewhere in the region of the pedal box . . . grab another gear and a surreptitious scour of the horizon . . . has the 'evil eye' noticed that indiscretion, or can I do it again? The sheer instant response means that the steering wheel, while not exactly becoming redundant, takes on a role of lesser responsibility in steering the car. An engine for road use? The customer certainly has a sense of humour. We felt it would make a fine clubman's rally unit; and as a mobile testimony to the work of IWR it is unsurpassed. It is noisy and antisocial—we loved it.

This particular conversion of course is only one permutation among the assembled host, and if you wanted something that really went (unlike this one which dragged my overweight self in the company of a '49' shell to 60 mph in about 7.5 seconds) Ian Walker would be delighted to fix it up; all you have to do is tell him what you want to use it for. The whole job can be completed in a day and it sure beats the psychiatrist's couch.

For a man with two great passions, cars and aeroplanes, Ian Walker has not done too badly. Deciding to go for his PPL, it took him just one hour to convince his instructor that he was ready to fly solo (one of his colleagues in 100 squadron taught him how to fly Lancasters so the Cessna 150 did not represent too much of a problem); he ran his own air taxi service while he was also running the racing team; he has been a racing driver and motor trader . . . and now he is on the brink of a return to the sport with a car in the old Walker colours of yellow and green . . . this time as an engine builder. Time does not stand still and Ian Walker seems determined to cram as much in during a day as most of us envisage in a week. There is a conversion kit lurking in the darkness under the table in his office. It is a bolt-on overhead camshaft substitute for Ford pushrod engines . . . "must look into that next week," he says with a smile.

Meticulous attention to detail—here a Twin Cam unit is run up on the test bed.



PROFILE: PAUL FAULKNER
C/AUTOSPORT RUNNER-UP DRIVER
MONTY PETERS—WINNING CO-DRIVER
BY IAN SADLER

The Dynamic Duo

Paul Faulkner.

Monty Peters.

When you think of Timo Makinen you think of Paul Easter. Tony Fall rhymes with Mike Wood. A similar autonomic mind process occurs whenever the names Paul Faulkner or Monty Peters are mentioned. Paul Faulkner's name conjures the image of a smartly turned-out young married man, wealthy, perhaps even flamboyant. A highly skilled driver who is in the sport for his own pleasure and enjoys rallying with an admirable style. Paul has always got the time for a chat or, if a suitable moment occurs, time to ride a bicycle through the lobby of an hotel; a fairly unpredictable character without being moody before, after, or during an event. Monty Peters is the alter ego. He is a very unpredictable character, almost a cad. Monty runs on spontaneity and his mind is often several steps ahead of his jokes. He is planning the next one minutes before the previous concoction has exploded. Between them, they make dangerous, honest and extremely stimulating company. An essential piece of the rallying jigsaw. Faulkner and Peters never take life too seriously for long and that is directly proportionate to the conversation we have recorded on these pages. Ten questions was their limit. . . .

You are both best known as a team, did you start that way or separately?

PF: We started in motor sport at the same time, Monty going with one member of Southsea MC and myself with another member. We clued-up together in about 1965, I think, and started doing twelve car rallies and gradually progressed from that. The only season we haven't done together was 1972 when I went with Martin Holmes on the *Motoring News/Cars and Car Conversions* thing.

MP: And I wrote off a lot of Escorts—I went driving, very unsuccessfully. When Paul teamed up with Martin a local garageman asked if I would like to drive a fully prepared Escort he was building. He built it up and we went rallying. The first event with the car was a thing called the Isle of Wight Stages—which his Lordship here also did. On the first stage we took eight seconds off him, the second stage we lost a half shaft and on the third stage we wrote it off. It was like that for the rest of the year. I decided it was more sensible to sit in the other seat—it was safer, so that was that.

PF: We did do one or two rallies together in '72, the RAC and the Welsh and a couple of smaller stage rallies.

MP: Apart from that season, when Paul did all the *MN* events with Martin Holmes we've been together.

You started with 12 car rallies—which way did your interests turn after that, stage or roads?

PF: Both together really. In '65 I had a Cortina GT and by '66 we were doing both stage rallies and road events. Of course, a lot of the time the rallies were mixed-up anyway; something like the Isle of Wight Stages which had both selectives and special stages. In fact there were very few daylight stage rallies as such in those days, apart from the internationals. The day stage rallies as we know them today were something quite unusual. I think we basically intended to do both sorts of rallies.

MP: We started with twelve car events then progressed to night restricted road rallies followed by things like the South West Safari and The Tempest, which were the mixture of selectives and stages. In those days our attitude was "let's go," if we were not doing anything else, and we would wake up in the morning sometimes and think it far too nice a day to go messing about with the car, and go out on the boat instead. By the end of '68 we decided to take things a little more seriously and we went from one extreme to the other and entered the Gulf—last car on the entry. We lasted three-quarters of the way, then tackled the RAC, after which we decided to do road events and have a crack at the *Motoring News* series which, then, was the sort of thing to do. It was worthwhile.

PF: The Gulf was a real marathon; it was really tough. We lost our service crew for 16 hours at one point. By the start of the second night we were beginning to get a bit weary and we hadn't seen our service crew since morning. I remember after a quick stop for a meal we drove off up the road to get to another stage, it was quite a narrow road with a ditch on the left. Along came a car the other way, it didn't move over and pushed us into the ditch. We got out and I said "Thank Christ that's over!" With that, a silly beggar came along and towed us out. We carried on until the next night.

MP: The first time we did the RAC we drove the stages so slowly. A, we wanted to do internationals and, B, we wanted to finish—that was the thing. We drove so slowly over the stages we had to go like hell on the road to keep-up.

PF: Monty was actually going to sleep on the stages. He used to put the seat down and dose-off. I would get to the end of a stage and have to wake him up and tell him some guy was at the window who wants to put a time on the card. We would then find our next time control was 30 miles away and have something like 20 minutes to do it. We soon learnt the error of our ways.

Things must have become quite a bit more hectic after that with MN road rallies—do you remember any particularly difficult moments?

PF: Without a doubt. I remember the second rally I did with Martin Holmes, in late '71, the Torbay; it was a very foggy night and we were going over the top of Dartmoor. It was a good quality A or B road. Martin had the maps open and it was the first time I had driven in fog with him. He was leaning over the map saying "It's absolutely straight, absolutely straight." We were doing about 80 mph. All of a sudden there was a herd of cows across the road and as luck would have it we went through a gap that was eighteen inches narrower than the Escort. We wrote-off two wings and the headlights. Thank heavens there was that gap there. Definitely the worst memory—that and Martin Holmes being sick through the intercom. Looking back on the *Motoring News* events; by Christ they were dangerous.

MP: It was fabulous fun—we both got real satisfaction. We did the tail end of '71, about three of four events, and we thought the people who were winning *MN* events were the kings—which they were—and I suppose they still are today to some people. I feel that a lot of the flavour has gone out of it, it's not what it was, but I don't mean to sound blasé about it. We enjoyed them. It's great for both crew members, with a stage rally you are the proverbial sack of potatoes.

You still have a fair amount to do . . .

PF: I wouldn't agree that the co-driver is a sack of potatoes. A driver can sweat his bollocks off and perhaps gain five or ten seconds whereas a co-driver can misread a watch and lose him a minute just like that.

MP: I think that what you need in a co-driver is somebody who understands rallying and the problems and doesn't let anything slip. I've got a bit of a grump against co-drivers at the moment—people who are wandering around thinking they are God Almighty. Really they're not.

PF: There's nothing particularly clever in being a good co-driver, you've just got to be thorough. You do need a flair to read a map well, to get your head down and keep reading for eight hours. But to be a good co-driver you must always be thorough. There's one thing I think Monty and I have going for us which I would think the majority of other teams haven't got. I've got a lot of faith in his driving. Unlike a lot of other drivers, I don't mind being driven by him.

MP: ? ! ?

PF: I think it works very well. I know a lot of other drivers who don't like being driven by their respective co-drivers.

Yes that must be quite a problem on long rallies to some crews . . .

MP: A thing that surprises me—if you cast your mind back to the very snowy RAC—'71, I think—the number of drivers who

drove that event the whole way round, just because there was snow! The co-drivers just couldn't drive. That is not a co-driver. He is a chap who should be able to take over at any time and make a fairly good job of what he has got to do with the car. So many co-drivers just won't drive, or can't drive.

PF: The only time many of them drive is when you're sitting on the motorway at 50 mph and waiting for a junction number to come up. That year with the snow, Monty did quite a bit of driving, and I could get some sleep.

MP: That is unfortunately something we lack in this country. I would have loved to have done something like the Rome-Liege-Rome, real long distance events—real rallies. That's when a crew is a crew. Even with the RAC Rally you don't need to have the same sort of understanding. It is not so necessary.

You mentioned road rallies and the amount of satisfaction—are you quite happy, say, with this last season?

MP: To be honest . . . No. It's difficult—we have a problem in this country, with the geography of the place, and we are restricted to, in the majority, just one day events. I would like to see a bit more variety. If we are talking about the Castrol/AUTOSPORT series, A, what I would like to see is a standardisation of regs, road books, timing. B, as far as finding one's way about, I would like to see more variation, I'd like to see it made a bit more difficult. Personally, I get satisfaction from sitting next to somebody who knows what he is doing and I thoroughly enjoy it. But, I suppose, complete satisfaction—the answer would be no, because I come to the end of an event and say—ok—I've read and checked the times—but what else?

How do you feel about pace-notes?

MP: I thoroughly enjoy it—it is much more of a team effort. I don't like that actual job of recceing but there is nothing more satisfying than, say, when we went over to the 1000 Lakes. We had fabulous notes and with me getting it right and Paul getting it right it was great stuff—really exhilarating. When you shout "flat" over one of those brows the adrenalin is really going. This is what we don't have over here, it is a little bit repetitive. We can't really do anything about it. I'm against pace notes in some respects. I think we should, perhaps, drive blind.

Paul, are you looking forward to next year's driving. You have driven your own Escort all season before the Datsun RAC Rally drive. Next year you will be driving for a manufacturer. . . .

PF: Well, when Datsun asked me to do the RAC I was obviously very, very pleased and it wasn't until we got nearer the event that I started to get butterflies about it. It wasn't a question of me taking my own motor car and doing my own thing. It was a question of me going out and driving someone else's motor car, at their expense, and doing what they wanted me to do. If I was unable to do what they wanted I would be letting them and the team down. This put a completely different light on it when it came to doing the actual event. In fact, Tony Pond said to me earlier in the year "It's all right for you driving your own car—you don't understand the pressures"—and I didn't. Having driven somebody else's car I now see the pressure—it makes a lot of difference.

We had a different philosophy towards this year. During '73, when we did all the RAC events, with one or two exceptions, I had the attitude that I was going to go out and blow everyone off. On several events we would be going quite well—second or third—obviously with Roger leading, and either I would put the bloody thing off the road or something would break and we ended up with a really dismal year without any good results. I think fourth place on the Burmah being the only reasonable result and the only points on the championship that we had decided to have a go at. It was a dismal year. At the beginning of this year I said, what ever else I wanted to do—I wanted to win the Castrol/AUTOSPORT championship. I reckoned you only had to finish in the first four or five on every event to stand a very good chance of winning it. That was my attitude from the beginning of the year. I wasn't going to go out and break any records. I was going to go out and finish—and that's what we've done virtually the whole year. None of my performances have been startling but we have got the car to finish and we have finished second in the championship. My prediction at the beginning of the year wasn't too far out.

MP: Butting in for a minute, going back to a question of confidence, the year that Paul won the Tour of Dean he was driving extremely well then, probably as well as he has ever driven. He went out to do the Welsh, and seriously believed he could win it. We went out and did the Dean stages first and went balls-out, in and out of ditches, catching people up. After Eppynt we were lying third—great stuff—then we put it off the road. For the rest of the year it was disastrous—he lost all his confidence. Last year we built the confidence up and this year, by approaching it from a different angle we have built the confidence to have a real go next year. This is an important thing a lot of people don't consider—that a driver has really got to believe in himself.

It must have been a good boost—to be asked to drive the RAC Datsun?

PF: Yes, it was fabulous. The whole thing—feeling that you are being paid to drive someone else's car. Being given the car, doing forums, being asked what you want done to it. The whole scene is fabulous—until you come to it and think "Oh Christ— I daren't put this thing off the road!" It's a terrible thing to admit, but during the first 24 hours on the RAC I was thinking that if one of the others puts it off the road—at least it would take the pressure off me. A terrible thing to admit; to have at the back of your mind.

It all augurs well for next year with the Vauxhall. How do you think you will enjoy driving a group one car?

PF: Well, I think if you put that question to me before the RAC I would have turned round and said no—I don't want to drive a group one car. But the Datsun had about 150 bhp and although on the longer stages, on the uphill bits, we thought it wouldn't pull its finger out, when all is said and done I found the rally to be just as enjoyable and just as good to drive . . .

Immaculate as ever, the 4-3 FOR Escort RS during an exuberant moment on the Castrol 75. The car has become a popular and familiar sight.

by John Bolster

Both sizes of car (1100 and 1500 cc) corner well and the steering is light, particularly when fitted with radial-ply tyres.

VW Golf: economy in style

When Sir Alec Issigonis first combined a transverse engine and front-wheel drive, he really started something! The latest recruit to this configuration on the British market is the Volkswagen Golf, though it has been on sale in Germany for five months and is already the best-selling car there.

The basis of the Golf is a semi-estate body shell with two or four doors, styled by Giorgio Guigiaro and profiled in the wind tunnel for minimum drag. The front suspension is of MacPherson type, with constant-velocity driveshafts and hub-mounted disc brakes. The geometry is of the Audi type, with outside scrub radius, and the steering is by rack and pinion.

At the rear, the wheel bearings are on trailing arms with coil springs and telescopic dampers, the brake drums being on the hubs. These trailing arms are united by a T-section member which acts both as a brace for lateral rigidity and as an anti-roll torsion bar. The petrol tank is mounted above and ahead of the rear suspension pivots, which is regarded as a safe area.

There are two alternative engines, the well-known 1500, already used in the Passat and Audi 80, and an entirely new 1100. Both units have belt-driven overhead camshafts, operating the valves through piston-type tappets in the case of the 1500 and rockers in the smaller unit. Power outputs are 70 bhp and 50 bhp respectively, the engines running on two-star petrol and tuned for the highest possible fuel economy.

In England, only the four-door body is supplied with the 1500 engine. The 1100 has no brake servo normally, though this is an optional extra and standard with the bigger engine, the brakes having diagonal circuits in both cases. The 1100 has 145 x 13 cross-ply tyres on 4½J rims, the 5J rims of the 1500 carrying 155 SR 13 steel-backed radials; light-alloy wheels are an optional extra. When the larger engine is specified, it is mounted leaning backwards at an angle of 15 degrees, the 1100 tilting forwards at a similar angle to preserve a comparable weight distribution with the lighter unit.

The transmission is arranged in what is generally called the Fiat system. The all-indirect gearbox is mounted in-line with the engine, the layshaft carrying the pinion of the helical spur-gear final drive. The driveshaft to the right front hub passes behind the engine and parallel with the crankshaft.

The body has crisp, modern styling, as befits the maestro who designed it. There is a good all-round view and the interior is attractive, with effective heating and ventilation. The driving position is comfortable, though I did not sink into the seat as perhaps I would when the car had had more use. The pedals might be better arranged but they are not as bad as those of the Beetle, with which only Houdini could do a proper heel-and-toe.

On the road, the level of mechanical noise is quite remarkably low in both sizes of Golf. It is surprising that the 1500 unit gives an

Two-door 1100 cc Golf "L"—only the four-door body is supplied with the 1500 cc engine.

The body has crisp styling as befits the maestro who designed it.

effortless performance right up to maximum speed, though it is somewhat noisy in the Passat when pressed. It is quite easy to reach an indicated 100 mph with this model, the car remaining smooth and quiet. The 1100 is no noisier and though it does not perhaps have the lively performance of lighter-bodied cars, like the Fiat 128, it gets along very well. An 87 mph maximum is claimed for this version, with 99 mph for the larger car.

Cross-ply tyres are fitted as standard to the 1100 and I was agreeably impressed with their cornering power, which was not noticeably less than that of the radials on the more powerful car. However, on some typical country roads in the Cotswolds, I found the road roar transmitted into the body by the cross-plies quite unacceptable, the radials being far better in this respect. Again, I found the servo-assisted brakes of the 1500 to be very effective but those of the 1100 had no assistance, calling for great strength on the pedal; I would class them as dangerous for a woman driver. The cheapest version has drum-type front brakes in Germany, a much better solution which should be made available here, for drums are cheaper to maintain than discs and need no servo.

Both sizes of car corner well and the steering is light, particularly with the radial-ply tyres. Like the Passat, these cars have the unconventional Audi steering geometry, which gives an unusual response at the steering wheel, though one soon forgets this. The Golf, like the Passat, needs a little more conscious holding on its course than do some cars, but the effect is comparatively slight and certain advantages are claimed for the system, though they may not be apparent in normal use. With only two occupants and no luggage, the suspension is fairly hard.

There are, in effect, six versions of the Golf. First there is the basic 1100, both with two and four doors, and these two cars are available with special equipment, indicated by the letter L. The 1500 always has four doors, as previously indicated, and is called S in basic form or LS with all extras fitted. Prices range from £1,294 for the Golf 2-door to £1,654 for the Golf LS. In addition, automatic transmission may be specified, with the 1500 engine only, at an extra charge of £116.53.

The Golf is a good-looking car for which outstanding fuel economy is claimed — I shall be able to check this when I get my road test car. Though I have only had one intensive morning's driving in these cars, I can see that they will appeal to many prospective purchasers. Volkswagen now have a remarkably full range of front-drive, overhead-camshaft cars, which is to be augmented by a smaller car on similar lines for the Mini market. In due course, a new 2-litre VW will be produced, completing one of the most competitive ranges of cars to be found anywhere.

Cars Tested: Volkswagen Golf saloon, prices—1100 2-door, £1,294; 4-door, £1,410; L 2-door, £1,448; L 4-door, £1,517; 1500 S, £1,546; LS, £1,654; all including car tax and VAT.

Engines: 69.5 x 72 mm (1093 cc); compression ratio 8 to 1; 50 bhp at 6000 rpm. 76.5 x 80 mm (1471 cc); compression ratio 8.2 to 1; 70 bhp at 5800 rpm. Belt-driven overhead camshaft; single downdraught carburetter.

Transmission: Single dry plate clutch; four-speed synchromesh gearbox with central remote control, ratios: 1100 — 0.96, 1.35, 2.05 and 3.45 to 1; 1500 — 0.97, 1.37, 1.96 and 3.45 to 1. Helical spur gear final drive, ratios: 1100 — 4.57 to 1; 1500 — 3.90 to 1.

Chassis: Combined steel body and chassis; MacPherson front suspension; rack and pinion steering; trailing arm rear suspension with coil springs and T-member in torsion; disc front and drum rear brakes; 1500 — servo-assisted. Bolt-on disc wheels; fitted 1100 — 145x13 cross-ply, 1500 — 155 SR 13 steel-backed radial-ply tyres.

Equipment: 12 volt lighting and starting; speedometer; heating, demisting and ventilation system; windscreen wipers and washers; flashing direction indicators; fuel gauges. **L and SL** — clock; temperature gauge; reversing lights.

Dimensions: Wheelbase, 7 ft 10½ in; track, 4 ft 6¾ in/4 ft 5 in; overall length, 12 ft 2in; width, 5 ft 3½ in; Weights, 1,653 to 1,830 lb.

Performance: 1100—Maximum speed, 87 mph; acceleration, 0.62 mph 16.5 s. 1500 — Maximum speed, 99 mph; acceleration, 0-62 mph; 12.5 s. 1500 **Automatic**—Maximum speed, 97 mph; acceleration, 0-62 mph 14.0 s.

Fuel consumption: 1100—35.2 mpg; 1500—33.2 mpg. **1500 Automatic** — 31.3 mpg. (Maker's figures.)

The Versatile Guigiaro styled Golf employs tailgate operated by a gas-filled strut.

Any view shows a tidy lack of adornment.

Cockpit Cameo

Mick Hill — Superloon tamer

Although many people would say that Doc Merfield's Fraud Cortina was the first Super Saloon in this country, one would be hard-pushed to find anyone who has supported that Formula's movement for as long as Mick Hill. For the past four seasons, Mick has raced a Capri-bodied saloon with either 5.0 or 6.0 power in special saloon car classes, and rightly, last year won the Superloon championship with his Tricentrol backing. Mick's plans for 1975 are not yet finalised, but they are certain to be very exciting, with a new manufacturer involved and, naturally, in Super Saloons.

Mick's career began in 1966 at the age of 22 with Minis and a Lotus 7, but "I didn't have much joy and the Super Seven cost too much to tune. Then I got married and sold the Seven. My wife thought I was giving up racing. I set about building a garage and bought the Richard Scantlebury Jaguar-engined Anglia in 1967 — and that's where it all starts really. I had a trial run in it up the street before buying it, and off we went in 1968. In that first year we discovered a problem. It consumed nine differentials during the season, so towards the end of the year we changed to a Jaguar axle which stopped the diff consumption. Then the scrutineers failed the car at the last meeting.

"So we started to build a new car with a new shell, incorporating new ideas. We rehoused the Jaguar axle with coil springs, Watts axle, rose-jointed front suspension, the engine lowered because we chopped the sump off, which all led to lots of stability. That was in the winter of '68.

"Starting again in 1969, we got our first taste of success leading Richard Longman at Snetterton before the welding gave way on the back axle while we were dicing." But the first win came at Thruxton in 1970 after more development when Mick had a battle royal with John Watts, ending up side by side at the chicane. "We were usually second to David Howes during that season, but winning made me sit down and think about how to win," says Mick.

"In the winter of 1970, we sat down and decided to construct a Capri. It was the right shape and we needed a car with equal V8 power to the others. We came across Sid Taylor's written-off Lola T70, Mk 3B and bought the engine out of that for £450. After six months' hard graft, the car went out and won its first race, then the next 11 on the trot. We did 40 races, had 31 wins, and retired three times." Some record.

When Mick refers to "we," it's not the usual "Royal we" employed by so many drivers, but the "team we." Since leaving school, Mick has been employed by the Post Office, and early in his racing career, received the help of Dave Steeples, a colleague who has helped him ever since, and had a great deal to do with building this original Capri. Exclamations of "It'll be reet" emerged often from the Hill race headquarters at Draycott in Derbyshire, and as has already been mentioned, when the time came, it was. In 1971 it helped to gain a Triplex special saloons class win.

For 1972, Mick became involved with the Luton Motors Group, Lumo, and at the same time, Group One came into being. Stuart Turner gave both Dave Brodie and Dave Matthews a 3.0 Capri each for the series, but he didn't give one to Mick Hill. "So I got on to him and he told me that he didn't have one, but he'd come back to me. Well, he did, with the ex-Yvette Fontaine Capri, and told me to come and pick it up. We nipped over there immediately before he changed his mind, and on the way home, called on Brian Courtenay of Lumo. After a couple of gin and tonics, we agreed to paint the car in Lumo's colours for engine, wheels and brake parts. Then we thought, why not a two-car Capri team with the V8, too? At that time, Tricentrol were buying out Lumo, so both had Lumo colours, then slowly that became Lumo/Tricentrol and then the Tricentrol Capri. The Group One scene doesn't bear talking about. We did 34 races, had two write-offs, seconds and thirds. Then BMW decided they wanted to win, and then Ford decided they wanted to win . . ."

Mick let the G1 season slide in disappointment and disgust, while Teddy Savoury had a couple of rent-a-drives in the Capri Superloon. Mick, too, had success in the Superloon Capri, winning the Hepolite Glacier saloon championship and taking a total of 20 wins with the Boss Capri, retiring only twice.

For 1973, Mick was commissioned to drive the new Capri by Tricentrol, this one with a 6-litre mill. Late in 1973, the car went out for the first time at Silverstone and won its first race with the first sub-minute lap for a saloon, and it has now won 18 races. Mick won the Esso Uniflo saloon car championship in 1973 and also Silverstone's Driver of the Year award. The old car went to Tony Strawson who expects to use it to even better effect this year.

Tricentrol again backed Mick's efforts in 1974 with the added incentive of a special series to go for, which he ultimately won. The year netted 10 wins, two of them particularly memorable, versus John Turner at Thruxton, and in the second, he lopped off 3 s from the lap record. It's certainly a race to remember. As well as the Superloon series, he won his class in the Forward Trust special saloon championship, and had a very memorable trip to the Nürburgring. Mick had had this great idea about the 'Ring, and despite the Schnitzer team being wary about the car's capabilities on the track, he qualified second in class and 26th overall. He went round the track with such notables as Scheckter and Gardner and had quite a fair idea of the track by race day.

It dawned wet, but none of the 70-car grid was changing to wets until the clerk of the course inspected the track and allowed them time to change. At the start, Mick found himself leading several 2.0 Chevrons with cars going off everywhere. By lap one, he'd caught and passed the Schnitzer BMW, and on lap two was just overtaking Dave Walker's Toj when the front wheels lifted at 175 mph. "It went one way and then the other, so I accelerated and it somehow stopped. However, the engine overrevved and when I was 16th overall, the crank broke in six places."

For the future, Mick is naturally staying with Superloons. He's very involved in them politically, too, but laments the situation where so often there are non-starters. Initial acceptance by the RAC was a problem, but they've overcome that and now have the regs for 1975. Furthermore, Mick would like to feel that not so many drivers sacrificed safety for speed.

His own plans have been somewhat upset, in that he no longer has Tricentrol's money behind him, although he hopes to rejoin them in 1976. He praises their Superloon support, adding: "They're the best sponsors a championship could have." He wants to sell the Capri as any reader of our classifieds will know, but he doesn't want to sell it and miss the British Grand Prix event. He was hoping to buy the Vauxhall Ventora, raced by Gerry Marshall, but has been unsuccessful. Mick, then, is tying up a deal with a sponsor and a different make of car, to produce a Super Saloon for the coming season, although when it would actually take to the tracks may be taken as a matter of speculation. Come what may, though, Mick Hill will be seen on the tracks again next, closely contesting the title for the Formula of racing which he has so avidly supported for some years now.

BOB CONSTANDUROS

Mick Hill's Capri is hounded by John Turner's Skoda during one of those epic Thruxton races.

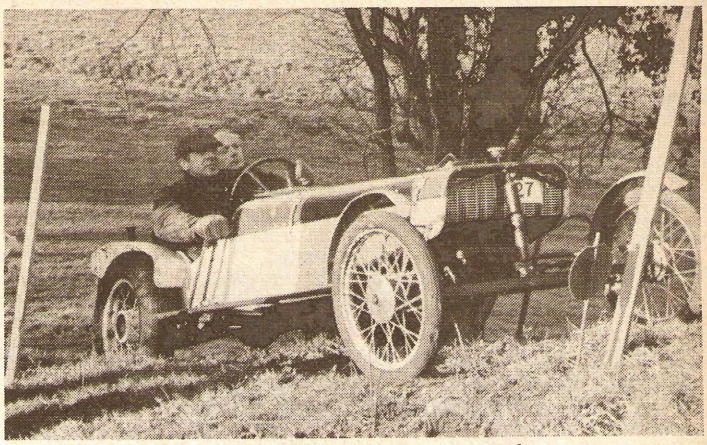
FF racing with Dunlop

The Formula Ford tyre regulations were all but officially confirmed by the RAC's racing committee last week in favour of the Dunlop Intermediate racing tyre CR65 in 462 compound.

The RAC, with the help of Avon and Dunlop have tested various road and race tyres in various compounds, at Brands Hatch, Snetterton, Oulton Park and Goodwood, Syd Fox doing the driving. It was during testing that the harder 462 compound was decided upon, for although it was slightly slower, it provided a better wear rate. The Intermediate should provide as good wear as the Torino, and at £68 per set of four tyres, it will be as cheap for the FF competitor in championship races, and probably cheaper for the club racer.

Times round various circuits on the Dunlop Intermediate dropped by around 0.7 s to 1 s at Goodwood over the Torino, and 0.5 s quicker at Brands Hatch. To identify the compound over its stickier companions, each tyre will be marked: Mk 4, and this will be the only tyre eligible for FF. Sizes are 450 mm x 13 and 525 mm x 13, so competitors need make no modifications to their cars whatsoever.

Provided no problems appear in 1975 concerning the new tyre choice, there seems little reason to change to another tyre during the coming years.



Lol Hurt drove into sixth place despite a stomach upset.

Fack loses, Pearce wins

John Fack was coming through superbly at Sunday's Warco Cup sporting trial run by the Peterborough MC at the Warren, Careby, Northants, when petrol starvation suddenly intervened in his last round, with the result that he dropped to third place behind Jack Pearce's Kincraft and the ever consistent Laurie Brown's Aberties.

Round one saw John Benson (Jabs) and Brown leading with 9 pts lost, and Fack's Impunity and Norman Manser, in the new Trisman, just 1 pt in arrears. Leading the Kincrafts appropriately enough was Jack Pearce on 11.

Round two saw Ray Hatton come through with only five lost, but neither Brown nor Benson were going to lose ground, both losing 7 pts. Fack maintained third, 3 pts behind, and then Pearce.

Round three saw three clean rounds from Reg Allen (Kincraft), Tony Harrison (Kincraft), and Lol Hurt, suffering from a stomach upset. But Fack seemed to be leading also with a clear, when with just one section to go, the car was nearing the 10 marker and the engine cut. Pearce then took the main award, from Brown by 1 pt, and then Fack. Benson dropped right back on the last round with 22 pts lost which landed him in seventh.

1, J. Pearce (1.6 Kincraft-Renault), 26 pts; 2, L. Brown (1.3 Aberties-BMC), 27; 3, John Fack (1.0 Impunity-Chrysler), 29; 4, T. Harrison (1.5 Kincraft-Renault), 34; 5, R. Hatton (1.1 Harford-Ford), 37; 6, L. Hurt (1.1 BMC Special), 37.

Mr and Mrs Hill victors

The Hill family from South Wales, Keith and Jane, were the stars of last weekend's annual Vintage SCC Measham Trophy Rally run by the club's Midland centre. Keith won the event outright in his Alvis Silver Eagle of 1930 vintage while Jane completed the course without loss of marks in her 1930 AJS to take the Jeddere-Fisher Cup for best in the class for vintage tourers.

Hill, a previous winner of the trophy, dropped 10 marks on the 225 mile route in south Shropshire and the Welsh border country and he finished just two minutes better off than Tony Jones in his 1923 Vauxhall 30/98. Joint second in this class, for vintage sports cars, were Cameron Millar (1928 Lea Francis) and Roger McDonald (1930 Alvis 12/50).

In the class for post vintage thoroughbreds, Anthony Costigan took his 1938 BMW round the route unpenalised with S. Price (1935 Austin Seven) second and C. R. Newton (1932 Fraser Nash) third. On the shorter course for vintage tourers, their route was 50 miles less than the other two classes, Mrs Hill stormed away throughout and left R. J. R. Sevier, in his 1930 Sunbeam second but on 290 marks while Ronnie Barker (1930 Model 'A' Ford) was third.

Overall: K. M. Hill (Alvis Silver Eagle), 10 marks lost.
Class winners: T. Jones (Vauxhall 30/98), 30 marks; A. P. Costigan (BMW), 0 marks; Mrs J. Hill (AJS), 0 marks.

Sports/GT get five races

The BARC have announced a five-round SportChallenge series for Sports GT cars this season. There will be just two classes, up to, and over 1650 cc and Clubmans sports cars will also be eligible to race in the races.

Although prize money and dates are yet to be finalised, the first race of the SportChallenge, which will not count as a championship, will be on March 2, at Thruxton. Prize money in each class at the meeting will be on the basis: 1, £25; 2, £15; 3, £10. Further details will be announced when available.

● Gerry Taylor, who has campaigned the Swish Racing Anglia for some years now with Swish Curtain Tracks sponsorship, recently took delivery of a Phil Marks-built 1.0 BDA for the Anglia. Initial testing seems to be going well, although the first session was pretty much a washout and the engine seems reluctant to start.

Noble's debut

Virtual newcomer to prod trials, Mike Noble from Cambridge won the club's production car trial in handsome style last Sunday. Competing in an Imp belonging to Bob Last, Noble dropped only 61 marks on the 24 sections at Houghton Conquest near Bedford, to take home the Hallen Trophy.

Noble can thank an outstanding second half for his win for he dropped only seven marks on 12 sections and he finished 17 marks up on the rest of the class including Bob Last who was third on 79 marks one down on Keith Turner's VW.

Sue Halkyard and Glyn Jackson engaged in their usual tight struggle in Class 2. Jackson led by a single mark at lunch in his Anglia van but Miss Halkyard (Austin Seven) got the better of him by seven marks at the close. Frank Martin's Mini Estate was an easy winner of Class 1 from Hugh Preston's Cooper.

Overall: M. Noble (Imp), 61 marks lost.
Class winners: F. Martin (Mini Estate), 107; Miss S. Halkyard (Austin Seven), 79; K. Turner (VW), 78.

Allens keep it in the family

Dennis and Reg Allen, in their separate Kincrafts, finished only two marks apart in first and second places on the SUNBAC New Year's Day Trial in the Chipping Campden area. Dennis finished on 96 marks after three rounds of eight sections and Formula 3/Formula Atlantic driver Tony Brise, Reg Allen's son-in-law, kept the awards in the family by placing third in his Renault engined Cannon on 99 marks.

Dennis Allen collected the Archie Langley Memorial Trophy becoming the first holder of the new trophy. Jack Pearce and Ron Kemp both retired their Kincrafts.

1, D. Allen (Kincraft), 96 marks; 2, R. Allen (Kincraft), 98; 3, A. Brise (Cannon), 99; 4, T. Harrison (Kincraft), 101.

● Midland FF star Derek Lawrence has received offers of two drives in the new FF2000 championship sponsored by APG. He will be testing both cars within the next few weeks, before making a final decision.

BMC 1-2

BMC Specials in the hands of Ken Underwood and John Southern, took first and second on the Cumberland SCC Sporting Trial at Armathwaite, near Penrith last Sunday. Underwood did the 24 sections with the loss of 51 marks to beat Southern by 16 marks. Ken Burns, running an Imp engine in a National Trials Formula car, was third on 96 marks. The event was the first of seven rounds for the Frank Dias Trophy Championship and also the first round of the Cumbria Motor Sport Field Championship.

Ford shun rallycross

Ford's continuation in the European Rallycross series seems to be in doubt at the moment. Stuart Turner said last week that the series had got to sort out all its problems before they would consider it. There will however be a £250 bonus for the winner of the series if he is using a Ford car.

Clubman's for Frizzie

Geoff Friswell, who won 14 Clubman's races out of the 19 he started in 1972, will be returning to the Formula in 1975 with a works U2, "which doesn't mean much after buying it myself." After two years in Formula Atlantic, Friswell was faced with retirement due to lack of money, but once the works U2 idea was mooted, "I was dead keen on it." He will also be running a U2 spares service, with his truck loaded with a number of spares available to any U2 customers. Friswell will be contesting 37 meetings in the MCD and BARC series, plus others where he can fit them in, acting as a rep/agent.

In rejoining the Formula, Friswell brings back an engine builder for whom there is a great reputation: Brian Hart. Hart built Friswell's Atlantic engine, and is looking forward to the Clubman's challenge.

Friswell will be campaigning a Mk 16, the solid axle model. "It's a bit cheaper going down to the breaker's yard for a Riley 1.5 axle, than going to Hewlands for parts," noted Friswell.

Geoff Friswell — Supersports.

For the second consecutive year, Jackie Thomas has won both the Irish Castrol National Autocross championship and the Duckhams Munster championship in his 2.0 BMW-powered Special.

Mazda takes the Dams

Thanks to quicker times on the two selectives, Graham Denton and Ian Humphrey scored a 10 s win last weekend on the Sheffield and Hallamshire MC's Rally of the Dams, on a 200-mile route in Derbyshire. In their Mazda RX2 they dropped 35 m 15 s to beat Mike Hutchinson and Eric Cowcill in their Escort RS2000. Hutchinson and Cowcill had, in fact, less time penalties on the road sections.

Only 15 s separated the next three crews. Steve Webster/John Chadwick (Magnum) finished on 36 m 35 s, 7 s better than Geoff Whittaker/Geoff Hignett (Escort TC), while Tony Shute/Steve Wright (Magnum), were fifth on 36 m 50 s. Tom Wilson/Peter Wheeldon (Mexico) dropped 40 m 19 s to be sixth.

The semi-experts class went to R. Parker/D. Whickham (Hunter) on 47 m 9 s and the best novices were B. Kinsey/J. Truman (Mexico) on 55 m 37 s.

Classics in for 1975

Thoroughbred and Classic Cars magazine is to continue to back the Classic Car Championship in 1975, with an eight-round series.

The Championship is for cars complying to the Historic Sports Car Club's G2. Basically this covers sports, sports-racers and GTs from 1960-64 provided that not more than 500 were built or imported to the UK and that the model was raced internationally; individual cars with an international history that comply in other respects will also be accepted. The provisional list of dates, which includes three internationals, are: March 22, Silverstone; March 31, Thruxton; May 10, Donington Park; May 26, Oulton Park; July 27, Snetterton; August 9, Oulton Park; August 30, Silverstone; September 14, Thruxton.

Ridley and Kirk's awards

Top dogs in the Kirkby Lonsdale MC Victor Ludorum rally series are Peter Kirk who walked away with the driver's section and John Ridley in the navigator's table. Kirk had three wins and a second and third in the eight events to count to score 11 points, some 29 more than Stuart McClure who rallied with Ridley.

These two had an exceptional year considering they were novices in 1973. Second navigator was Mal Capstick and the leading novices were John Parkinson and Vladimir Vaclavick who were third and fourth in their respective categories.

● Running the works Dulon FF1600 car this year will be John Stevens backed by Ronnie Scott's Club.

Cozy Powell (standing) and Neville Knight pose with their Mazda that they'll campaign in Club G1 events.

U2-BDA for Libra

The BDA-engined U2 pictured in *Sports Extra* last week, will be campaigned in *libre* events in 1975 by both Frank Sytner and Richard Mallock. Sytner, however, will continue his Supersports programme in a U2 in the A class belonging to Peter Evans, who will also be driving the car on occasions. Joining them in a U2 will be Caldwell Smythe, forsaking his Gryphon in search of the elusive.

Arthur Mallock will again be contesting the B class, naturally in a car of his own manufacture.

Gath moves up

This year's F1300 champion, Tim Gath, will be going into the Super Sports A class for 1975 with his U2 Mk 14, following in the steps of 1972 champion Peter Cooke.

His engine has been sold to Brian Cocks, who's been doing his own sort of development recently on the Elva. Rumour hath it that Cocks is now onto his fourth body on the Elva, as he has rebodied it in an effort to reduce weight. However, all has not gone well with the new open wheeled set-up, hence the new bodies.

Trisman and Cannon debut

Two new cars appeared at the Warco Cup sporting trial run by the Peterborough Motor Club last Sunday. Norman Manser appeared in a Trisman, another replica from the successful range of cars designed by the Warr/Evans/Pardoe combine three years ago.

The sometime contributor to these pages, Colin Taylor, turned up in a new Cannon, a natural progression from the mind of Mike Cannon. Both cars were powered by the well tried BMC 1300 cc unit.

Southham's Trophy

One of the trophies won by the late Peter Collins—believed to be for a win in the *Daily Express* Tourist Trophy in the mid 1950's—has been presented to Barry Southham, first winner of the Dudsbury CC off-the-road championship. Southham, a carpenter, drove an Imp to take the award in his first season of motor sport. He finished with 51 points, just one ahead of several on 50 points.

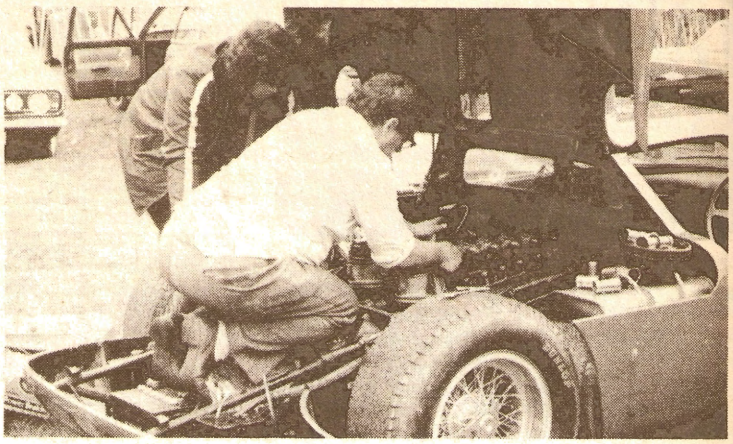
Harrison goes Supersports

Ken Harrison, the Sidcup constructor, whose cars have formerly been seen in Formula Ford and SuperVee, is constructing a Supersports Clubman's car for the Dover dentist, Peter Cooke. It will be Harrison's first Supersports car, and will utilise "a number of features not used on Supersports cars before, although they have been seen on other Formula cars."

Cooke was F1300 champion in 1972, and has campaigned his updated U2 Mk 11 for the past two years with some success in Clubmans. The U2 has been broken up but the engine is retained for the new car, while the chassis has gone to Martin White.

Cooke said of his new car, which is currently under construction, that it would be a bit of a gamble, and that he might spend the whole season testing. But if the chassis is a success, it is hoped to run a series on a production basis. Cooke hopes to start testing soon, and will contest the MCD and Tricentrol series.

Cooke isn't the only driver to change marques for the coming season. Both Davies, Vernon and John, are rumoured to be going for other established manufacturers, the former with an engine from a new tuner to the Formula.



Winner of the final JCB photographic prize of 1974 was Robin Eley Jones with this paddock shot of work on a Ferrari 250LM.

BRSCC centre keeps going

It appears that our story regarding the BRSCC East Anglian Centre gave the impression that the centre was defunct, which is far from true. A number of the senior members of the race organising team have been retired and are to be replaced with new recruits from the East Anglian Centre itself, other BRSCC centres and HQ. For the first few meetings at Snetterton, a programme, incidentally, which is the most ambitious yet for the club, meetings will be administered from HQ with Peter Browning as Clerk of the Course, and Ann Bradshaw as Secretary of the Meeting.

The Centre's well known marshalling team will continue to give support during 1975 in their current format, and with all this in mind, local BRSCC competitors should have no fears for the future. We apologise to those who may have been distressed at the thought of the loss of their local centre.

Whitehouse 1 s ahead

Chris Whitehouse scored a 1 s victory on the W'ton & South Staffs CC New Year Autotest at Codsall, near Wolverhampton. But the star of the day was Graham Ball in an automatic Ventora who scored a fine class win defeating a TR6 by 22 s.

Whitehouse drove his Mini to victory in 209.0 s for the six tests while Jim Mackay (Mini) took the class on 210.0 s and was also awarded the best novice cup. The other class winner was Scott Edmonds in his 850 Mini who beat John Trevetchick (Mini) by 1 s and his wife, Jane, collected the ladies award.

Overall: C. Whitehouse (Mini), 209.0 s. **Class winners**: J. Mackay (Mini), 210.0 s; G. Ball (Vauxhall Ventora), 255.0 s; S. Edmonds (Mini), 239:0 s. **Ladies**: Mrs J. Edmonds (Mini), 279.0 s.

Gray by one-tenth

Peter Cox saw in the New Year in grand style when he won the Sporting Owner Drivers Club autotest at Flitwick, but the best battle was between the first two in Class 1 who finished a mere tenth of a second apart.

Cox, in his Sprite, did the 12 tests in 332.5 s to beat an entry of 39 by some 12 s. The nail-biting finish was between John Gray (Mini) and John Poynter (Mini pick-up). Gray had a four second advantage at halfway but Poynter made a great bid to take the class in the afternoon, failing by a whisker. Frank Martin (Mini), had been in contention early on but he burst a tyre in the second half and was a distant third.

Class 2 went to Robbie Philpott's 1600 Escort who beat Garry Fryer's Mexico by a couple of seconds and Phil Tate (Avenger) had a comfortable win in Class 3. Last class winner Paul Couzens (Midget) had to fight off the Fairthorpe Electron Minor of John Heseltine which he did by just 1.8 s.

Overall: P. Cox (Sprite), 332.5 s. **Class winners**: J. Gray (Mini), 348.1 s; R. Philpott (Escort), 342.9 s; P. Tate (Avenger), 383.5 s; P. Couzens (Midget), 361.9 s. **Ladies**: Mrs Shirley Knight (Morris 1800), 441.5 s.

St Bruno Mark 2

Barry Foley, our hard working cartoonist, is yet another Clubman's Supersports driver to be going for something new in 1975. He's currently constructing a new St Bruno with 31 different chassis changes with new suspension, fuller bodywork and a rear radiator.

Foley is also bringing a new engine tuner to the Formula, his engine being built by Norvic. He'll be keeping the old St Bruno (Mk 1), so as to conduct comparison tests. The new car will once again be sponsored by St Bruno, the tobacco with which Barry packs his pipe.

White's back

Making his return to competitions shortly will be Chevron Sales director Grahame White. His Cannon trials car, which has lain idle for a couple of years is being refurbished and Grahame expects to make his comeback towards the end of the month. He will be concentrating on Duckhams and RAC events in the South of England.

More trials interest

Charles Lashford, mechanic to Midland hillclimber Tony Griffiths, (he looks after the Brabham F1 car), has built a trials car with a Ford 1500 GT unit and unit and gave the car an airing on the SUNBAC New Year's Day Trial but without much success. It is rumoured Tony himself might appear in sporting trials and another man who has been spectating recently is fellow hillclimber Roy Lane.

Hawke's sales

Customers for Hawke's latest Formula Ford car, the DL12, include stock car driver Derek Warwick. Other customers include Rick Morris, who has driven a Hawke DL11 this year, and Jim Walsh, the much fancied Silverstone ace, who drove a Van Diemen last year to good effect, sponsored by the family chain of jewellery shops.

On the engine side this year, Hawke are virtually insisting that their customers should use Scholar engines.

Fack frolics

The trialling Fack family, John, Julian and Jeremy played musical driving seats at the Warco Cup trial following Julian's attempt at hang gliding, with the resultant score: Mother Earth 1, Fack's Arm 0.

Jeremy then took over Impunity II, while John had the earlier car Impunity. As is chronicled in the report, John did very well until petrol problems intervened, while Jeremy, having his first go in Impunity II, took the novice award.

Briefly . . .

● Rob Roy Racing/DJ Bond will also be acting as official agents for Royale during 1975, offering a comprehensive service at the circuits, as well as facilities for handling new car sales and spare parts from their premises in Surbiton.

● Titan Cars Limited has been placed in the hands of the Official Receiver as a direct result of court action taken by one of the company's shareholders, Eric Thomas.

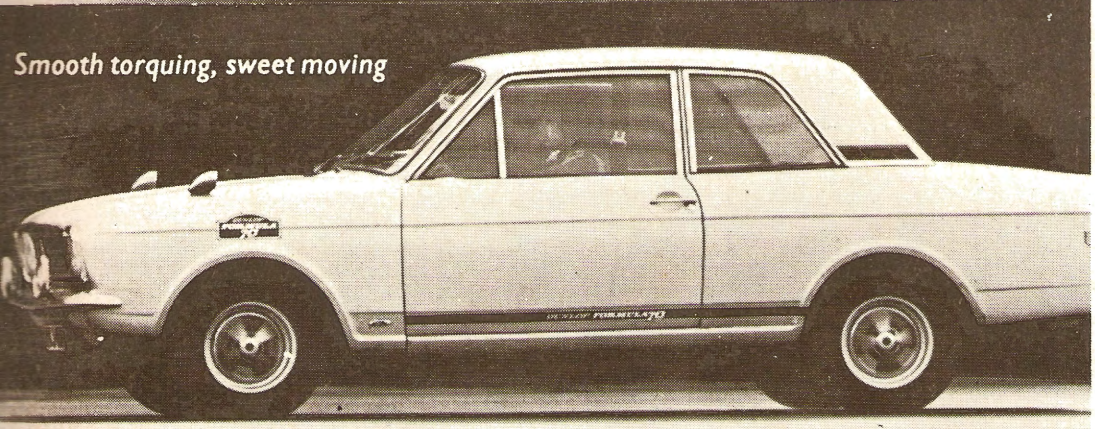
The company's managing director, Roy Thomas, states however that a new company to supply and service Titan cars and engines will shortly be formed.

Meanwhile all enquiries regarding Titan cars and engines should be sent direct to Roy Thomas at the Harley Works, Paxton Hill, St Neots, Hunts PE19 4RA. Tel: Huntingdon 74402.

● Syd Fox will be the driver of the works Hawke FF2000 car backed by R. A. McKinstry this year and there is talk of him doing F5000.

● The new RAC Motor Sport Regulations book is now available from the Motor Sport Division, 31 Belgrave Square, London SW1X 8QH.

● Scottish Formula *Libre* exponent Ian McLaren has replaced his ex-Rondel Motul with the works development Chevron B26 2-litre sports car chassis.



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