

**SAFARI REPORT - DIJON 1000 - KNOCKHILL PLANS**

# AUTOSPORT

*Full report of dramatic Circuit of Ireland*





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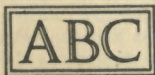
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## EDITORIAL

### Good prospect

This weekend at Silverstone the British Racing Drivers Club are promoting the 27th International Trophy non-championship Formula One meeting. This is the longest running and most famous of the non-championship events and this year promises to be very much a mini Grand Prix. The actual John Player GP will, of course be held at the same venue in July.

It is obviously due to the opportunity of racing on a GP circuit (to be used later in the year) that the entry is so good. There is at least one car from all the teams who compete regularly in F1 and British fans should be grateful of this opportunity to see the cars now before they trek off on the long European circuit. The situation will undoubtedly be very different when they return in July.

The future of non-championship meetings is, perhaps, a shade shaky at the moment due to the economics of running such a meeting. We in Britain are lucky to have three opportunities during the year of seeing the cream of motor racing action but, unless it is well supported by the public, these opportunities may not arise in the future.

The BRDC have done an excellent job in lining up a superb programme for this weekend; not only is the F1 race full with stars but the supporting events are also first class.

The meeting marks the return to Britain of non-international sports car for the first time since the demise of the RAC sports car championship in 1971. The BRDC have got a good representative field of 2-litre cars for this event, the majority of which are based in Britain. This is indeed a healthy sign and the race will undoubtedly be watched with interest. The only form of sports car racing in this country at the moment is down to the Clubmen's Super Sports Formula. They have done a remarkable job in filling the gap left by first the demise of the RAC championship, the failure of F100 and the dying out of sports GT racing. Clubmen's is essentially a club formula though, although they would certainly not disgrace themselves at any other level, and it would be nice to think that there would be enough support for the revival of the RAC championship in 2-litre form. One could add to this of course the fact that a golden opportunity was lost for the future of sports car racing when the FIA ineluctably threw out the recommendation for competitive 5-litre stock block sports cars. We have little doubt that if it had been made possible for manufacturers to produce these cars, this country could quite easily have staged its own national championship with a 5-litre and 2-litre class division. Such a class of racing would, we feel certain, have provided a much needed variety to the racing in this country. Of course in addition to the British races there are plenty on the continent for it to be attractive to competitors. The move by the FIA of virtually killing any hopes of a 5-litre sports car is going to be widely regretted for a long time.

Coming back to Silverstone this weekend it is indeed a pleasure to record that there will be an official visit by Royalty to the meeting when BDRS President in Chief, the Duke of Edinburgh, arrives on Sunday. He will of course be opening the new pits complex which have been described as the finest in the world.

### our cover picture

The Adrian Boyd/Frank Main Alpine jumps its way to fourth place on the tough and demanding Circuit of Ireland rally. Our report starts on page 30.

Photo: ESLE CRAWFORD



## Hill builds own cars

"An amicable" arrangement is one factor that both Lola Cars and Graham Hill Racing were anxious to point out from the onset late last week when the agreement was reached for Hill, from now onward, to build his own Grand Prix cars. Thus the twice ex-World Champion at last becomes a constructor in his own right and joins that famed list of drivers who have built, and raced, their own Grand Prix cars, namely Bruce McLaren, Jack Brabham, Dan Gurney and John Surtees.

The move was inevitable for although Graham Hill Racing have run the Lola chassis during the last season under their Embassy cigarette colours, it has always been envisaged that the team would eventually part with Lola and go their own way, providing the time was right. They now feel that the right opportunity has arisen.

During the 18 months that they've been associated with Lola Cars and Eric Broadley, Graham Hill Racing have enjoyed a pleasing relationship and through team manager Ray Brimble, would like to thank all the help they've received from the Huntingdon-based concern in that time. Graham Hill Racing were instrumental in bringing the Lola name back into Grand Prix racing and Formula 1 for the first time in over a decade.

The first inkling of a proposed split came with the team's latest Formula 1 car, dubbed the T371 by Brimble, and raced by Rolf Stommelen to such pleasing effect in both South Africa and at Brands a few weeks back. The car was in fact designed by

former UOP Shadow employee Andy Smallman under the blessing of Lola's Eric Broadley.

The new Smallman car will now revert to the name Hill and Stommelen's chassis will become GH1. The second chassis, which the team are currently preparing for Graham himself will be called the GH2 and much burning of the midnight oil should see Graham make a little piece of history yet again this weekend. The latest bodywork is still to be finished and isn't expected to appear on the "new" Hill until Spain later this month.

Graham Hill — own cars



Guy Edwards' new 2-litre Lola T390 in its sponsors colours.

## Edwards' latest sponsor

Guy Edwards has brought off yet another interesting sponsorship coup. This time CI Caravans will be sponsoring Guy in the European 2-litre sports car championship this year and the team will be running one of the latest Lola T390 sports cars with one of Brian Hart's own 2-litre alloy-blocked 420R engines.

The team will be entered under the banner of "CI Caravans Racing with Lola Cars" and marks a resumption between Edwards and Lola Cars, established when he drove the T290 and T292 sports cars under works

support for them in 1972 and 1973.

CI Caravans are based in Newmarket and are the only caravan makers with a full European marketing network under one banner. The racing team will carry CI Caravans corporate identity throughout their UK and European marketing areas and will be used as the lynch-pin of a sustained effort to present trailer caravanning to the car-owning audience.

The team, which will be managed by Pat Mackay, makes its debut at Silverstone this coming weekend.

● Dave Morgan or Alan Jones are due to drive an Atlantic Chevron at Silverstone this weekend under the Roger Chalk Racing banner. The car belongs in fact to American Bobby Brown who is unable to race it following the ban imposed on him last year by the RAC. It is expected that Morgan will drive the car as Jones is occupied with FI.

● Big rumours from the States suggest that AJ Foyt is building a F5000 version of his Coyote USAC chassis to run in the forthcoming North American SCCA series. The car will be powered by one of his own turbocharged Foyt Ford engines and it could well debut as early as the Mosport round in June, well after the Texan's Indy commitments of course.

## Depailler not Jody

"We don't normally take part in non-championship races," Ken Tyrrell told us when we spoke to him last week. He was confirming that Patrick Depailler would be driving the sole Elf Team Tyrrell entry in this weekend's *Daily Express* International Trophy at Silverstone and not Jody Scheckter.

Tyrrell told us that Depailler has never actually raced at Silverstone. In fact the Frenchman did take part in an F3 practice session in 1972 but his Alpine-Renault suffered engine problems and did not start. Tyrrell is naturally anxious that Patrick gets in some race miles on the circuit prior to the Grand Prix when it is held there later this year.

Depailler will be using his regular car although for this race, it has been brought up to the latest specification as used by Scheckter in practice for the South African Grand Prix, i.e., slanted side sads and a new style airbox, etc.

Like several of the other teams (notably Brabham, McLaren and Shadow), Tyrrell will be tyre testing for Goodyear at Zolder on Thursday (today) with two other cars for their regular drivers. Like the three other teams mentioned, all will bring back at least one car overnight to act as a spare for Silverstone. It just reflects the long hard struggle to remain on top in Grand Prix racing today.

## Shadow's VOWS

One reason why the UOP Shadow team have chosen Tom Pryce to drive their single Shadow DN5 Grand Prix car this weekend at Silverstone is that Jean-Pierre Jarier, their French team-leader who was originally down to drive, is getting married this coming Saturday.

At one stage, it was thought that Jarier would practice on the Friday, fly to Nice overnight to get married on the Saturday, and then fly back again for the race on Sunday. However, Pryce isn't committed at all this weekend (he got married last Saturday!) and so Don Nichols, the Shadow boss, felt it wiser to run the Race of Champions victor in the car once more.

## Warr at peace

John Player-Team Lotus manager Peter Warr, who was quite badly injured in a road accident a fortnight ago, is making a good recovery we're glad to say.

According to the specialists, he is a week ahead of progress and has been moved from Bury St Edmunds to a private wing in the Norfolk and Norwich Hospital which is near his home.

He expects to be back at work, in an administrative capacity, by the end of this week and would like to express his thanks to everyone who have shown concern over his unfortunate accident. Upon returning from a recent holiday in Greece, Lotus patron Colin Chapman and his wife Hazel, brought Peter a pair of bedroom slippers as a present . . . .

## Jones in Hesketh

After many months of waiting, punctuated by disappointment, Australian driver Alan Jones can at last look toward this weekend's *Daily Express* International Trophy with expectation for he makes his Formula 1 debut driving an ex-works Hesketh 308 Grand Prix and run under the Harry Stiller/Custom Made banner.

Stiller, a former race driver himself, telephoned in the middle of last week to tell us the news which came as a surprise. It had originally been thought that the team were looking for a sponsor so they could move from Formula Atlantic, which they more than left their mark in last year, into Formula 5000 with a brand new Lola T400.

The FI deal has in fact been brewing for a little while now although when Stiller spoke to us, he did say that Alan Jones had still to find out as Harry had been unable to contact him.

The car in fact is the 308 chassis which Hesketh have been advertising in *AUTOSPORT* recently and will be run by the works "certainly up until Spain" according to Hesketh Team manager Bubbles Horsley. Horsley added that the car would be kept separate from their own car but, rather like Mike Hailwood's Yardley McLaren last year, Jones' car would receive all the latest tweaks.

Former works Lotus F3 driver Bev Bond will remain with the team on the administration side, Stiller commenting that "as Formula 1 was something that Bev and I never had the opportunity to do when we were in racing, this is one way we can achieve that ambition at last."

Alan Jones — big chance



## No decision yet

Regarding the RAC inquest into the protests over the types of tyres used by the second and third placed F5000 Chevrons at Brands over Easter, no decision has yet been made as the RAC are looking further into the matter and await more information. However they would like to point out to competitors and entrants the F5000 tyre rulings which appeared in their last bulletin (no. 6).

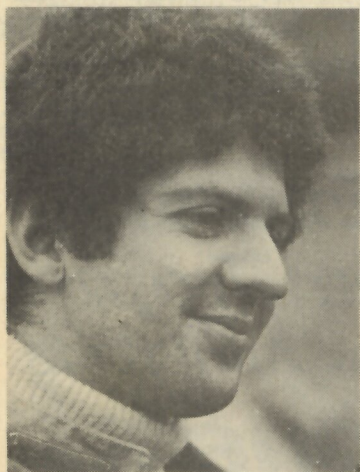


# Pit and Paddock

## Gitanes Ligier dilemmas?

There are stories from France suggesting that the Ligier sports cars team, which is sponsored by Gitanes, will not be contesting anymore sports car races until Le Mans. However, Jean-Pierre Aujoulet, on behalf of Gitanes, told us on Tuesday morning that this was not exactly true.

The team would be sending two cars to Monza and Spa but would miss the Enna-Pergusa race to prepare for Le Mans. There the team have high hopes of winning the event with their Ford DFV-powered coupes, even though it is not a championship round.



Jody Scheckter — sports cars

## Jody's turbo

There will soon be a pair of turbo-charged Alpine-Renault A442 sports cars contesting the World Championship of Makes according to reports from the Dijon sports car race held over the weekend.

Joining Gerard Larrousse and Jean-Pierre Jabouille in one of these incredible machines will be no less than Jody Scheckter and Patrick Depailler, the Elf Team Tyrrell Grand Prix stars. Depailler was present at Dijon talking to the Elf personnel who are very keen on the idea.

It is expected that both Scheckter and Depailler will have one of the new turbo cars for the remaining championship races after Monza, which is the next qualifying round on April 20. The car will be run under the same colours as the 2-litre Alpine-Renault of Lella Lombardi and Marie-Claude Beaumont.

## Drama at Stanley BRM

We've received a press release from Stanley-BRM which, we feel, has to be published in its entirety to be fully appreciated. It says: "Mr Louis T. Stanley, Chairman of Stanley-BRM Limited, has, as a result of an accident at his home, broken his left ankle.

"Mr Stanley has now left hospital and is convalescing at home in Trumpington, Cambridge."

Unfortunately this means that Louis won't be able to attend this weekend's Royal Occasion at Silverstone.

At the moment the team is suffering a little because the car is far too heavy to compete against the Alpine-Renault and Alfa-Romeo prototypes but, as Aujoulet said, they would be more than happy just to win Le Mans.

They will run two cars at the 24 Hour classic driven by Jean-Pierres Jarier and Beltoise plus Henri Pescarolo while the second car will be handled by Jean-Louis Lafosse, Francois Migault and Jose Dolhem, who is recovering from his recent neck injury and he hopes to compete at Spa on May 4.

## Purely Petty

He's done it again. Driving the STP Dodge, Richard Petty scored yet another Grand National NASCAR victory last Sunday when he won the Gwyn Stanley 400 at the North Wilkesboro track in North Carolina. Averaging 90,009 mph for the 400 laps around the 1/4ths of a mile circuit, Petty won by 3 laps after starting from 2nd place on the grid.

Surprisingly pole was taken by Darryl Waltrip, a young NASCAR driver who runs a well prepared Chevelle under his father's Terminal Transport company banner. It's his third season of NASCAR but problems in the actual event dropped him to 7th by the end, 11 laps down on Petty.

Second overall was Cale Yarborough's Junior Johnson Chevrolet Chevelle, 3 laps ahead of Buddy Baker (Ford Torino) and Dave Marcis (K&K Insurance Dodge). A further lap down were Lennie Pond and Benny Parsons, both in Chevilles.

The GN NASCAR points standings are now Petty (1212), Cecil Gordon, who finished 9th at Wilkesboro, (977), Parsons (947) and Marcis (900). Next round is the Rebel 500 at Darlington this weekend.

## Hanson's G1 Opel

Having been left out in the wilderness so far this season, Peter Hanson makes a return to the race tracks this weekend when he drives an Opel Commodore GS/E once again in the Southern Organs/RAC National Touring Car round.

The car is in fact the one that Hanson raced last year under Tony Fall's Dealer Opel Team banner and has, so far this season, been raced by Fall and Mike Woolley on occasions.

The Commodore has now been bought by Marshall-Wingfield who hope to race it in the remaining rounds of the series. The choice of Hanson as driver for the weekend is, at the moment, a one-off arrangement but, if all goes well, and a suitable sponsor is found, the partnership may well continue.

● The RAC have dropped the idea of continuing the case against any drivers following the contretemps at the chicane during the Thruxton F2 race over Easter.

## Le Mans entries announced

The Le Mans organisers have issued their full entry list for this year's 24 Hour race which, as you may well know, has undergone some policy changes during the last few months and subsequently has become dropped from the World Championship of Makes.

There are a total of 95 entries divided into five separate classes. Heading the list in the large 3-litre G5 class are a pair of Gulf-Mirages run by the works. So far just Derek Bell and Vern Schuppan have been nominated as drivers. Challenging them should be Alain de Cadenet's new Lola T392-Cosworth DFV for himself, Chris Craft, John Nicholson and Guy Edwards. Then there's the pair of Gitanes Ligiers and four of the latest refurbished Porsche 908/4s with their turbo engines, of which the Martini car for Herbert Muller/Gijs van Lennep must stand a good chance.

Looking further down the entry, in the 2-litre class there is an Alpine-Renault for Marie-Claude Beaumont/Lella Lombardi while the G4 GT category features the usual host of Porsche Carreras ranged against several Ferrari Daytonas, two of which are entered by NART.

● Following the problems encountered by Chuck Graemiger's Cheetah sports car team at Dijon over the weekend, it's doubtful whether the car will make its British debut in the hands of John Burton at Silverstone this weekend.

## Sutcliffe's RAM F5000

There will be a second Thursday's Disco/RAM F5000 entry at Silverstone this week. Alongside Dave Walker's John Macdonald/Mick Ralph prepared Chevron B28 will be a B24, last driven by Alan Jones at the final Brands meeting last year, which will be handled on this occasion by Andy Sutcliffe.

This will be Sutcliffe's first taste of F5000 and his first outing since he lost his Brian Lewis F2 drive in the middle of last year. Although, at the moment, this is only seen as a one off drive, Sutcliffe has been seen lurking around the F5000 scene this year and is known to be keen to get a permanent drive in the class. It is in fact a full circle for Sutcliffe and Macdonald who, some will remember, ran a company by the name of Compact Conversions in the late sixties when the two started racing.

Andy Sutcliffe — back again



## Foyt's 50th USAC win

A. J. Foyt drove his spare Coyote Ford to another dominating USAC Championship victory in last weekend's Trenton 200. This was Foyt's third win of the season as well as his 50th USAC Championship win and pushed him into a huge early season points lead over Steve Krisloff and Bobby Unser.



AJ Foyt — pacesetter

Due to extremely high winds, qualifying for this fifth race of the USAC series had to be abandoned so the grid positions were determined by lot. Tom Sneva (Penske McLaren M16C) and Mike Mosley (Sugariprune Eagle) were lucky enough to draw front row places and it was these two who led initially while

Foyt worked through from the fifth row. Foyt swept past Sneva on lap 20 and thereafter there wasn't much to it.

Through fuel stops and one brief yellow flag period, the Coyote led 100 of the 134 laps around the 1.5-mile circular circuit averaging 154.625 mph and very nearly lapping the second placed Gatorade McLaren M16D of Johnny Rutherford on the last lap.

Rutherford came through from seventh place on the grid to finish a handy 2nd despite being handicapped by a blackflagging offence for a minor oil leak. Mike Mosley held on for 3rd from Wally Dallenbach's Sinmast Eagle, both of them one lap behind while Tom Sneva took 5th from Steve Krisloff's Lodestar Eagle. Gordon Johncock dropped out from 2nd place midway through the race when his Sinmast Eagle blew its engine. Only 16 cars started this race and three or four of those were classic starting money specials.

In addition to Bobby Unser, A Unser and Mario Andretti (who of course are only doing the three 500-mile races), notable non-arrivals included the Cobre Tire team of "Pancho" Carter, Billy Vukovich and Lee Kunzman and the Ale Foods Eagle of Jimmy Caruthers.

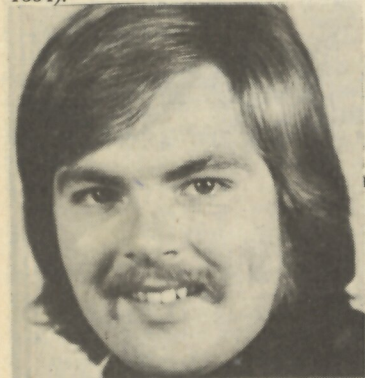
After five races, Foyt heads the table with 1,810 points followed by Krisloff (1,150), B. Unser (830) and Rutherford (780). The next round is Indianapolis.



## Rosberg's Kaimann dominates Ring FSV

Finland's Keijo Rosberg, this year's favourite for the European Formula Super Vee Gold Cup series, started off the way most people expected him to at the Nurburgring meeting which we reported briefly upon in last week's issue. The meeting was held over the Easter weekend on the North and South loops, a distance totalling 2.3kms, as heavy snow on the main circuit made it unusable.

Rosberg was driving a brand new Kaimann entered by the German Uwes Mode Racing team and running a Heidegger motor. He claimed pole position for the Gold Cup race after a total of eight qualifying heats, the short circuit only taking 15 starters. Supporting the Finn on the front row was Helmut Bross (Lola T354).



Keijo Rosberg — unbeatable?

Rosberg rushed off into the lead of the 35 lap race and was never challenged. Bross held second place for three laps before a bolt broke on

his gear linkage. He stopped out on the circuit, fixed it himself and restarted last, climbing back up to 7th by the end. Two other notables who were expected to feature but had to retire were Peter Scharmann (Toj Modus) with a broken throttle cable while Manfred Schurti failed to qualify the lead ATS Lola with engine problems.

After Bross' Lola dropped back, this left the other Finn Mikko Kozarowitzky in the second ATS Lola and Kennerth Persson (works Bosch Kaimann) in the next two positions which they held comfortably until the end, Kozarowitzky getting fastest lap at 66.6s (148.70 kph).

The battle for 4th place saw a great five car scrap which eventually sorted itself out in the order of Rudi Caprez (Royale RP16-Heidegger), Prince Leopold von Bayern (Uwes Mode Kaimann-Heidegger) and Lennart Sundahl (Bosch Kaimann). Then came Bross followed by the young Austrian driver Fritz Prandstratter having his first FSV race in a Bosch Kaimann. Like all the other Bosch cars, they suffered towards the end when team boss Kurt Bergmann miscalculated on their fuel consumption and they began to run short of petrol. Ninth was Friedhelm Vogt (Lola) folled by Bror Jaktlund (RPB Lin Jak).

The full European FSV Gold Cup calendar is April 27, Nurburgring, June 8; Anderstorp, June 15; Hameenlinna, August 3; Nurburgring, August 17; Osterreicherung, August 31; Silverstone; September 14; Zolder and September 28, Hockenheim.

## MacDonald wins

The Malaysia Grand Prix, the only international event on their local calendar, was held last Easter Sunday and it resulted in a fine win for John MacDonald of Hong Kong (not RAM!) driving his Camlex Brabham BT40. It came after a thrilling battle with the evergreen Albert Poon in his brand new Chevron B29.

Practice saw Poon in his freshly uncrated Chevron take the second slot alongside McDonald with New Zealander Graeme Lawrence next up and obviously struggling to find form with a 1600cc engine rather than his more familiar F5000 lump. He ended a troublesome practice period when a camshaft broke and he made hasty arrangements to hire Poon's back-up machine, a Brabham BT40.

Eleven cars finally came to the grid and under clear skies, Poon rushed into an immediate lead ahead of MacDonald. For the first 10 laps of the 50 lap (105 mile) race around the 2.1-mile Kuala Lumpur road circuit, the two cars were never more than 15 feet apart.

On lap 11, McDonald went to the front only to be retaken under braking two laps later. MacDonald continued to worry Poon but he couldn't get passed again until thirteen laps from the end, once again under braking.

But disaster struck on lap 39 when the leaders were baulked by "Mad Dog" Millan in his Chevron B20. Poon and MacDonald collided and the Chevron was out. MacDonald managed to restart his Brabham and thus cruised home an easy winner by over 27s from Lawrence. Millan was third, albeit 4 laps down while Poon had the consolation of fastest lap at 1m 22.1s (92.17 mph).

## US F5000 tests

Mario Andretti has been putting in some very very quick laps while testing recently at Riverside. Driving his last year's F5000 Vel's Parnelli Viceroy Lola T332 and not the new car, Mario pushed deep into his record at the California track and lapped consistently in the 1m 11s bracket. That's almost 1s quicker than he's achieved late last year and even then, that time was regarded as quick.

Also testing and giving the brand new Shadow F5000 car its first shakedown run was Jackie Oliver.

## Lloyd's new sponsor

Following his successful showing in Roger Heavens 2-litre Lola T294 at the Kyalami sports car race late last year, Richard Lloyd will be driving the car again at Silverstone this weekend sponsored by Ripolin World Famous paints.

According to Lloyd, who is known to many as the driver of the Simoniz/Think Automotive Chevrolet Camaro, the tie up with Ripolin in "one-off" deal but, if all goes according to plan, Lloyd hopes he will be able to continue in sports car racing on a more regular basis throughout the year.

Also running under the Roger Heavens banner will be Brazilia Pedro de Lamere in his updated March 74/5S sports car.

## Snobeck's FSV

At Nogaro in France on Easter Sunday, the opening round of this year's Formule Renault Europ series got underway. It resulted in a win for Danny Snobeck's Martini who completed the 25 laps just 7.5 clear of Alain Courderc's similar car. Jean Ragnotti, also in another Martini was third but the fastest lap went to Rene Arnoux (Martini) who after an early delay, came back well to finish 6th.

Initially placed 2nd and 3rd were Didier Pironi and Richard Dallest but they were disqualified for failing to comply with the wing regulations.

In a supporting sports car race Britain's Ian Grob scored an easy win in the KGV Chevron B31-Hart.

## Shell spectacular

The April 26 Shellsport 4000 saloo spectacular at Oulton Park will not be just a one-day meeting on April 26. Entries are currently looking very good and will close next Monday.

An increase in prize money has also been added; the leader of each lap of the final will receive £10 per lap and £100 will be paid for the fastest lap in both the heats and the final.

For further details on the meeting contact John Ellison (tel: Wilmslow 22333).

## F3 Ring news

Also racing with the FSVs at the Ring were the F3s which, as we told you last week, was won by Swede Conny Andersson in his new March-Toyota 753. However, we have subsequently found out further details.

There were two heats which were won by Andersson and a 42-year-old Italian by the name of Aleste Bodini in, would you believe, the ex-Cevert, Salvati Tecno powered by a Ford Nova t/c.

The final was run in two parts and the first part was won by this chap Bodini from Ernst Maring, creator of the Maco, Anders Olosson (GRD-Ford 373), Freddy Kottulinsky (Toj/Modus-BMW M2) and Andersson who had suffered a broken gearknob and the rear wing falling off.

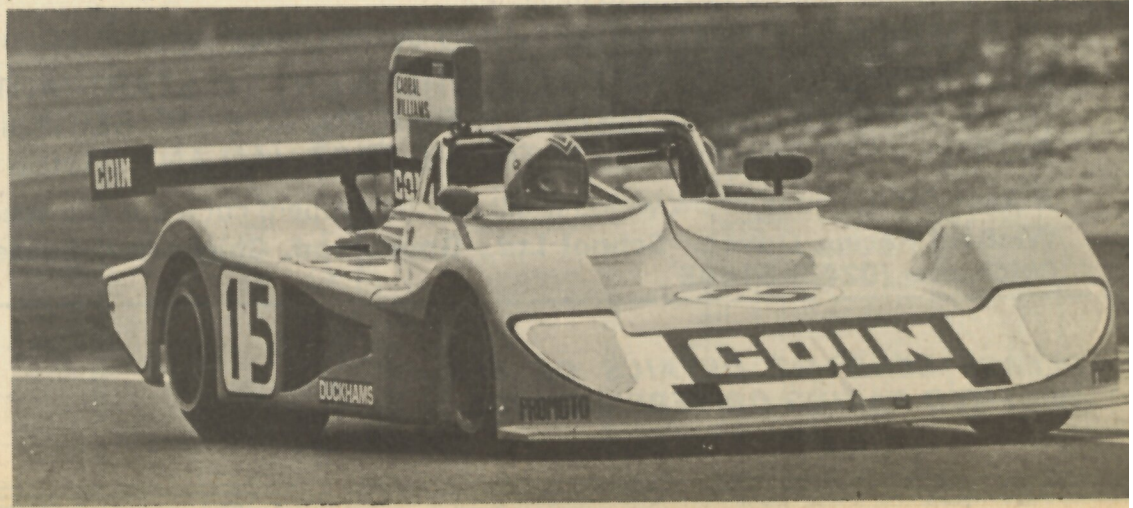
In the second part, Andersson led from start to finish with Bodini an initial second. But the Tecno suffered engine problems on the last lap and dropped to 4th allowing Maring's Maco-Nova Ford t/c and Gunnar Nordstrom's Toj/Modus-Toyota through. Kottulinsky was 7th after problems with the traffic.

And so the final overall result was Andersson by just 2s from Maring. Bodini was a further 3s down ahead of Nordstrom, Olosson and Ulf Svensson's Brabham BT41. Fastest lap went to Andersson at 45.1s (152.50 kph).

● American domiciled Swede Bertil Roos has been in the wars again. A few weeks after inverting his March 75B at Goodwood, a car which he will drive for the works in the Canadian Player's Atlantic series later this year, we hear that he made another misdemeanour last week as well.

● An urgent appeal from the Aintree Circuit Club who are running the F3 meeting on Saturday, April 19. They desperately need marshals so if anyone can oblige, please get in touch.

The new March 75S sportscar made its debut at Dijon last weekend driven by Mario Cabral and Peter Williams. The car failed to qualify.





# Pit and Paddock

## Gethin to race in Japan GP

Taking place on May 4 is the Japanese Grand Prix which will be held on the infamous banked Mount Fuji track for F2 cars. There are two entries going over from Britain to compete, both of them under the local March importer's colours. Drivers will be no less than Peter Gethin and Brian Henton and their cars will be powered by 2-litre Mitsubishi engines.

## BRIEFLY...

● A very delighted Samuri Motor Company told us on Monday that Win Percy's Southern Organs/RAC Production saloon championship-challenging Toyota Celica was found to be one hundred per cent legal when stripped and checked by Peter Jowitt and his team last week.

The Toyota, which has scored three class wins in its three starts this year, has now been fully sealed.

● Although Italian Giorgio Francia was busy racing his F2 Osella-BMW at Thruxton over Easter, a black F3 Maco appeared at the Nurburgring F3 race with Francia's name on it. The car however, was raced by former F3 ace Manfred Mohr but suffered engine problems and didn't feature.

● Making his European debut this weekend at Silverstone is South African Formula 1 Lotus driver Guy Turner who is entered in an Atlantic March. Also making a reappearance in Britain is reigning Canadian Player's Atlantic champion Bill Brack who will be racing his brand new Atlantic Chevron.

● The Mallory Park meeting, originally organised by the 750MC for this weekend, has been rescheduled for May 4.

● Pacesetter in last year's Canadian Player's Atlantic series, Tom Klausler, will be continuing to run a Lola in the series again this year, despite trying (albeit unsuccessfully) to organise a F5000 ride.

● Chris Wilds, wife of race driver Mike, presented her husband with their first child last Wednesday, a boy aptly named Michael.

● The book on Brands Hatch's 25 years as a race circuit can be obtained from the circuit for 65p, inclusive of postage and packing.

## Rosberg win at Aspern

Continuing his dominance from the Ring FSV race a week earlier, Keijo Rosberg mopped up the opening round the Castrol GTX series at the Aspern circuit near Vienna on Sunday. Driving his regular Modes Kaimann, Rosberg got onto pole after a shortened practice session. He led from start to finish over the 20 laps (52 kms) to win by over 13s, setting fastest lap in the process.

Second, in both practice and the race, was Mikko Kozarowitzky in his ATS Lola ahead of Peter Scharmann (Toj/Modus), Prince Leopold von Bayern (ATS Lola), Fritz Prandstatter (Bosch Kaimann) and Louis Christen (LCR).

A notable retirement was that of Kennerth Persson who collided with two slower cars soon after the start and retired his lead Bosch Kaimann. Manfred Trint in the third ATS Lola had the rear suspension break soon after practice started and he failed to qualify for the race.

● Although Brazilian Alex Ribeiro is entered in an Atlantic Chevron for Silverstone this weekend, we were told earlier in the week that it is unlikely to happen due to lack of time in getting the car ready. Ribeiro, who incidentally drives the works March F3 car, tried to organise a deal to run in one of Fred Opert's cars.

● An interesting trip is in the offing for those who go to Cadwell Park on April 20, where there's a qualifying round of the British FSV series. A fortunate few will be able to go around the circuit with top FSV driver John Morrison.

● Rolf Stommelen was not in an ex-works Capri at the Ring last weekend as we stated but Schnitzer BMW CSL coupe.

● American March importers Joe Grimaldi and Doug Shierson have confirmed that they will be running American ex-Formula Ford driver Vince Muzzin in the forthcoming Player's Canadian Atlantic series with a brand new March 75B powered by a George Mazzuro Ford BDA.

Muzzin's only Atlantic race was at Waterford Hills last year when he finished second to Tom Klausler.

## Laffite to make it three?

Frank Williams will be hoping that his Grand Prix driver Jacques Laffite can win the third round of the European F2 Championship at Hockenheim this weekend and build up an even bigger points lead (after winning the first two rounds) in his Elf Martini so that he might consider driving for Frank in the Spanish GP later this month after all. The reason is that Laffite has a prior F2 commitment over F1.

His fleet Martini should be well suited to the fast open stretches of the German circuit but so too should Jean-Pierre Jabouille's windcheating Elf 2J.

The works March-BMWs will again be three strong with Hans Stuck hoping for better luck than at Thruxton. Frenchman Michel Leclerc and Patrick Tambay have benefitted from some recent testing at Goodwood late last week which did see Leclerc spin backwards into the chicane at one stage. The works are naturally anxious to get back on terms with Laffite and have exclusively booked the circuit for extra practice on Tuesday earlier this week.

It is interesting to note that now the first two races are over, the agreement between the works and the customer cars as to equality no longer exists and consequently the works will be trying out a few little

tweaks. All the regular runners will be there including Thruxton sensations Brian Henton and Vittorio Brambilla while Masami Kuwashima, Hans Binder, Lele Serblin and the Osellas, to name but a few, will no doubt be out after the points.

One thing that is certain and that is Laffite will still head the table no matter what happens to him on Sunday, so large is his lead.

Michel Leclerc (left) and Jacques Laffite keeping ahead of the opposition.



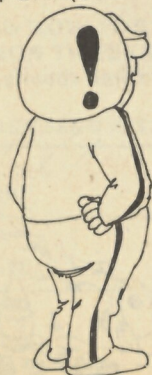
A sight at sports car races that we think will become a familiar sight in F1 soon — the Michelin racing division who service the French Alpine-Renaults and the Ligiers.



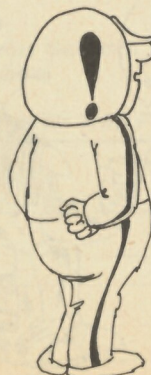
## CATCHPOLE

By Barry Foley

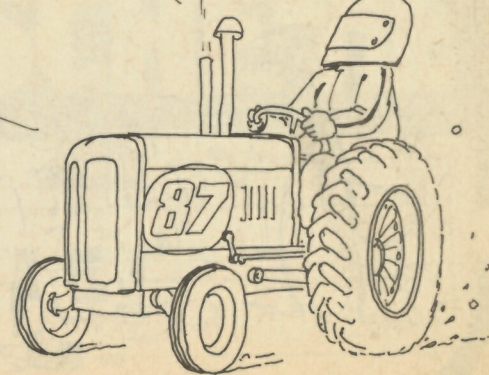
THE GREAT THING ABOUT LYDDEN HILL IS THAT UNIQUE CLUBBY ATMOSPHERE...



... NO MATTER WHAT HAPPENS, EVERYONE GETS A...



DRIVE.





## Modsports or bad sports?

I personally experienced the most inexplicable bad sportsmanship imaginable last weekend at Lydden. Having entered Mosports with the newly accepted Lotus 7 this season, and due to wet weather and some luck, I managed to pull off my first win in the Formula at Thruxton on March 2. Then I find that the likes of drivers with three times the horsepower and ten times the money (the Porsche Carrera having reputedly cost £22,000) are bemoaning their plight. They haven't got the guts to prove just how good or bad they really are. There is a whole season in front of you gentlemen, you have got at least 34 cars trying to beat me, how many thousands of horsepower and pounds that represents, heaven knows. But no, you have to run to Auntie RAC and moan that the car is too fast and not in the Blue Book (although it is common knowledge that it was to be accepted this year).

Unless you have any vested interest in my exclusion, surely there must be some of you man enough with your heavy bhp on a dry fast circuit to accept the challenge.

After all, once you were potty trained you had to face life on your own, why not now?

BROMLEY, KENT

DAVE BETTINSON

## Crombac defends

With the customary mail's delay, I have only just received your issue of March 20 with Chris Witty's interesting article, "Portuguese politics."

Chris is dead right to worry about the future of Formula 2, but I do not agree with him when he claims that the decision to allow racing engines in F2 was taken by: "... a group of elderly men influenced it seems by the evergrowing French involvement in motor racing. ..."

The coup, which was then perpetrated, was certainly helped by the French CSI representative, who had Renault's desire in the back of his mind, but the very same thoughts were in the mind of the British representatives who voted towards this new rule, along with the Italian delegation as well.

This year's AUTOSPORT — Veuve du Vernay competition attracted an even larger entry than last year, and your entry forms were still pouring in when the competition closed on April 1st. The entries showed a very high standard of wit, and the judges, suitably fortified with several bottles of Veuve de Vernay, spent some hours studying the entries before settling finally for the version reproduced below. Not only did it make them laugh, but it was particularly apt for the context of the cartoon.

Chris seems to ignore that at the time Cosworth were planning to build a V6 derivation of their immortal DFV, specifically for F2, hence the British support at CSI level. I seem to remember that I have been practically the only journalist to deplore this decision and was even taken to task by but my best friend John Bolster, in your very own AUTOSPORT. Since that, it is history that Cosworth have changed their mind, perhaps because they could not find somebody to "sponsor" the project.

Now, we are landed with this unfortunate decision, but the worst possible thing would be to change this rule at a time when people (including Brian Hart in your country) have been spending vast sums of money to prepare for it.

The economics of F2, especially from next season, are quite simple: the cars are just too expensive for the amount of cash which can be generated by the usual Formula 2 event.

The only way out is to waive the rule which limits the number of graded drivers at the start of each event. It is only their presence which will attract big crowds back to F2 (and we did have big crowds in F2 several years ago in France, precisely when the cream of F1 drivers were fighting it out against long, green-teethed new-comers).

Only about half — and I am generous — the number of people on the grid of a typical F2 event deserve their place in what should be the stepping stone for Formula 1. Let them go back into Formula 3, where they can race cheaper cars, and get the big aces back into F2, alongside with the people who are in F2 because it is on their way to the top, not because they can afford it!

Paris, France.

Jabby Crombac  
Editor Sport-Auto

(We agree with the final paragraph Jabby, but how about the French bringing back F3? — Ed.)

## Where they spin

With reference to Mr Andrews' letter in your March 27 issue, I feel — as a close observer of motor racing for nearly 20 years — that he is liable to have to change his opinions about Miss Galica. Far from her sponsors not being interested in

racing, I think they did very well to discover a driver of such obvious ability — irrespective of sex, appearance or parentage.

As to his comments regarding the location of spectator enclosures, it is an unfortunate fact that almost as many cars crash on the inside of circuits as on the outside — one of the most common places for this occurrence being the exit from medium-speed corners. There is also the ever-present problem of getting large numbers of spectators across the track, whether by tunnel or bridge. There are many circuits which do have public viewing areas in the infield — notably Kyalami and Watkins Glen — but the traffic jams which these engender after major events are far worse than anything normally experienced at British tracks.

London, SW10.

DAVID PHIPPS

## Emerson's okay

With reference to Mr Lander's letter (April 3) regarding Emerson's performances, I find it hard to believe he is, or was once a Fittipaldi fan.

Emerson achieved a third place at the RoC in 1974 after being dangerously baulked in atrocious conditions by a 5000 competitor (no wonder he's not over keen on them) and a second in the British GP, admittedly gained through Lauda's mishap, but Scheckter only won because of the same mishap so you can't hold that against him. If by "just circulating" you can achieve a World Championship it doesn't say a lot for the "real racing" drivers. As for this year's effort, first in the Argentine and second in Brazil isn't bad, and from 18th position on the grid to finish fifth with a car that was visibly a pig to handle at the RoC is quite good enough for me.

In closing let me add, as far as I'm aware, winning is the name of the game not producing the most spectacular drifts and nothing else, Emerson is a supreme tactician and driver and I for one proudly admit to being a fan of this brilliant Brazilian.

ASCOT, BERKS

MIKE DUNLOP

## Monaco trip—the winner

So congratulations to Keith Bentley of 9 Pamplin Court, Cherry Hinton, Cambridge, who will be flying to Monte Carlo with a companion of his choice on all-expenses-paid four-day Page Tours trip to the Monaco Grand Prix.

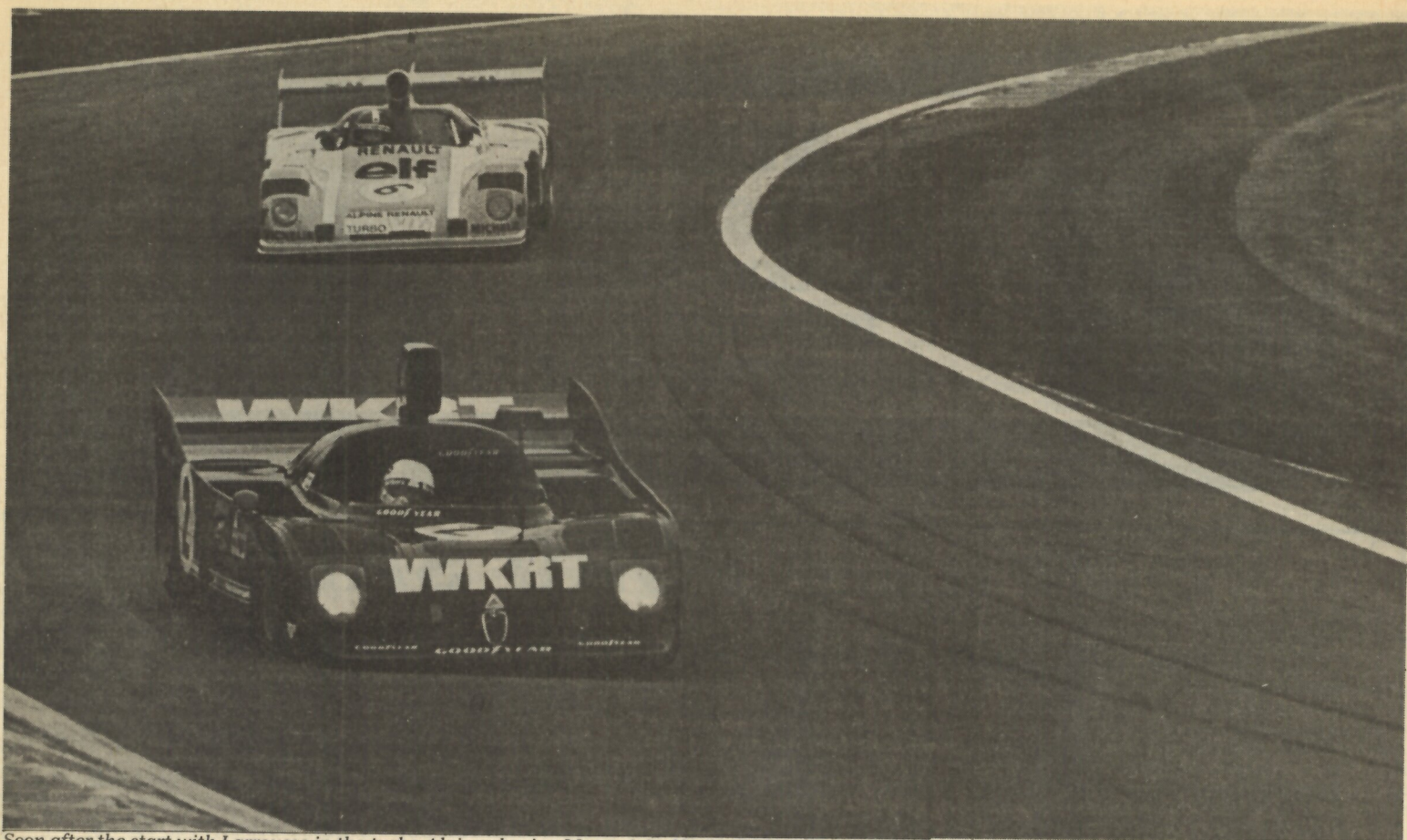
The five runners-up — R. G. Thacker of Sydenham, Christopher Marsh of Carmarthen, Stephen Booth of Dunstable, Neil Hesman of Pease Pottage and G. J. Foster of Oxford — have magnums of Veuve de Vernay on their way to them. And to Alan Shaw of Bradford-on-Avon goes a dishonourable mention: your caption made us laugh more than anyone's, but it was *much* too rude to print!

## CATCHPOLE

By Barry Foley







Soon after the start with Larrousse in the turbo Alpine chasing Merzario's winning Alfa.

## DIJON

# Alfa back on terms

Story and photos by JEFF HUTCHINSON

Round two of the Renault Alpine versus Alfa Romeo battle for this year's World Championship of Makes title went to Alfa-Romeo at Dijon, where Arturo Merzario/Jacques Laffite scored a hollow revenge over their defeat by the Alpine two weeks earlier.

It was indeed a hollow win for Willi Kauhsen's Alfa Romeo team, because the Alpine dropped out soon after the first hour of the race with a well cooked engine caused by a leaking water header tank. The winning Alfa took over the lead at this point and went ahead to a comfortable win, although for a time it was headed by its sister car driven by Derek Bell/Henri Pescarolo and who looked like heading home the Alfa-duo until a front wheel bearing had to be replaced. It cost them 20 laps, although a strong finish saw them salvage fourth place by the end.

Second place went to the turbo Porsche 908/3 or Reinhold Jost/Mario Casoni, which tailed the similar Martini backed car of Herbert Muller/Gijs van Lennep to within 20 laps of the finish only to be forced out with a broken engine.

After a dramatic race, the John Hine /Ian Grob Chevron-Hart B31 picked up a splendid third place overall and its second consecutive 2-litre class win, taking the lead from its main rivals Marie Claude Beaumont/Lella Limbardi when their Alpine-Renault blew up while holding a full lap lead over the Chevron.

Another trouble-free run saw John Fitzpatrick/Toine Hezemans score their second consecutive GT class win and fifth place overall behind the second Alfa, but ahead of the Jean-Pierre Jarier/Francois Migault Ligier which lost a certain third place with a fuel leak in the closing laps. Of the small 20 car field which started the race, only 11 were still running at the finish.

## ENTRY AND PRACTICE

As the transporters rolled in to France's small, but likeable Dijon-Prenois circuit during Thursday and Friday morning, the big question was whether or not there would be a race at all!

Mother Winter was still not yet sleeping and she threw snow, wind and never ending cold at those people stupid enough to try and motor race before the end of April. At one stage the track was under an inch of snow, but a brief break in the clouds and a momentary warming sun was enough to melt the white blanket and sway the organisers and team managers into actually holding the race, which was a snow flake away from being cancelled.

"It's on," was the cry which brought the long faced mechanics out from their warm lorry cabs and into the cold to unload the cars, only to be greeted by another raging blizzard a few minutes later. Again it cleared almost as quickly as it had come and by the time the first two hour practice session actually got under way the track was almost dry where snow had lain only a few minutes before.

Because of a rather tight budget for this race, the list of entries was looking decidedly thin, but

even these would have to be trimmed to just 22 cars which was all that could be safely fitted on to the 3.289 kms circuit.

The ten quickest 3-litre G5 cars, the first five 2-litre G5, five G4 and the best two Group 2 cars were to make up the grid which finally dropped to 20 cars after the only two G2 cars entered could not qualify within the necessary time limit.

Noteable non-arrivals were the Loos-Mirage, which he apparently tried to enter too late (like last Monday) and found no money left in the starting kitty, while the third turbo Porsche 908/3 for Leo Kinnunen was the subject of considerable dispute and, as a result, was a non-arrival.

It's Spanish owner had fallen out with Dr Dassenberger, who entered the 908 as a second Martini car at Mugello. He then was rumoured to have made arrangements with the Kremer team to run the car with Rolf Stommelen and A. N. Other, but, as the story goes, somebody spilled the beans to a Radio Luxembourg man and which proved to be the final straw for Heidrich. He promptly sold the car to a rich Spanish friend by the name of Julio Gargallo who actually had an entry along-side Kinnunen for this race, although it never materialised.

Naturally, the main interest was the latest stage in the developing battle between the all-French Alpine-Renault turbo of Gerard Larrousse/Jean Pierre Jabouille and the two Alfa-Romeos of Derek Bell/Henri Pescarolo and Arturo Merzario, who was paired with his F1 team-mate Jacques Laffite for this race.

The Alpine-Renault team had the choice of two cars, the Mugello winning chassis, which was the 2-litre chassis in '74 and a brand new A442 chassis built especially for the turbocharged V6 engine. Both chassis looked identical, but for a slight reshaping of the nose section to accommodate re-positioned oil radiators. In fact, there was a considerable difference. The new car was now equipped with a bigger 120 litre fuel tank and the centre chassis, semi-monocoque, section was considerably stiffer by some 30%. The overall weight of the new car was also considerably reduced, now down to 670 kilos instead of the 710 kilos of the old car.

Throughout practice it was Jean Pierre Jabouille driving the old car and Gerard Larrousse in the new chassis, Larrousse finally ending up the quickest with his pole winning time, although Jabouille was only one tenth of a second slower. It was just as well they had two cars running, for most of the Friday and Saturday sessions either one or other of them was at the back of the pits with engine trouble.

On Friday it was Jabouille in trouble when the belt driving the camshaft on the left bank of the V-engine jumped a tooth with the resultant drastic effect on the cam-shaft and valves.

On Saturday it was Larrousse's turn for problems for shortly after setting his pole winning time, practice came to an abrupt end when a connecting-rod broke. The Alpine men were quick to point out that it was a result of oil surge problems and attributed to the new oil tank system they had incorporated on the new car.

In comparison with their Mugello problems, the Alfa Romeo team, still running under Willi Kauhsen's name and showing no signs of any other sponsor, were a 100% improved.

On Friday, both cars were not running particularly fast because of engine troubles. Pescarolo's would not run on more than 11 cylinders, although those were enough for him to feel the improved handling after the rear wheel alignment was found to be well out after the Mugello race. Apparently each time the engine is changed the rear end geometry set-up can also easily change, something which Alfa Romeo never checked in the past, but which Kauhsen's men now insisted upon.

With fresh engines fitted in both cars for Saturday's practice, the cars were on full song and



soon chasing the Alpine for pole position. Bell and Merzario did all the driving on Saturday and during the final hour, when the slower traffic made it particularly difficult to get a complete clear lap, Bell matched the Alpine's fastest lap and looking very relaxed, while it was not long before Merzario got himself screwed up and set the same time. Although all three cars were sharing the same time it had looked much easier for the Alfa drivers, the Alpine looking very light at the back end and making much harder work of the slower corners on its Michelin tyres.

Bell found the Alfa's handling very good, on full tanks particularly, and when he tried a full tank test he lapped only a second slower than his best time.

Without the Mirage, it was the two Porsche turbos which filled the next two places on the grid, the Muller/van Lennep car 1.7 s faster than the Jost/Casoni and only 1.3s off the pace time. Both Porsches were in the same trim as before, Muller's car looking much softer than the other as it rolled on the corners and ground away the front spoiler under braking. "We have got it set up as hard as we can go at the moment," said van Lennep, "but what we really need is a test session which we have never had."

Next to Joest/Casoni on the third row was the Hine/Grob Chevron-Hart B31 which had come direct from winning a race at Nogaro in between the class win at Mugello two weeks earlier. Hine set a 1m 4.2s only 0.3 secs slower than the turbo-Porsche.

Making one of its irregular appearances at long distance events was the Swiss Gulf-backed Lola-Cosworth T282 of Heinz Schultess/Herve Bayard which ended up seventh quickest overall and the sixth fastest 3-litre with a best time of 1m 4.6 s.

One-tenth of a second slower than the Lola was the first of the two Gitanes-Ligier cars, Francois Migault setting the fastest time with the second car which he was sharing with Jean-Louis Lafosse. Splitting the two Ligiers was the second of the 2-litre cars to qualify, the Elf-backed Alpine-Renault of Lella Lombardi/Marie-Claude Beaumont, which Lombardi lapped in a respectable 1m 4.9s.

The second Ligier of Jean-Pierres Beltoise and Jarier completed the fifth row of the grid with a best of 1m 5.2s, its drivers not showing much enthusiasm at the thought of driving around as mid-field runners. Since the last race the cars had been stiffened up with new roll bars front and rear and the gearbox supporting plate, which broke twice at Mugello, was re-designed and now much stiffer.

The second Ligier still seemed to be having engine starting problems from cold despite the mechanics carefully warming all the engine oil before they put it in the car. For some reason the other car had no trouble, while both cars had no other serious problems beside their permanent weight disadvantage.

Third 2-litre qualifier was the neatly turned out ex-Martin Raymond Lola T292-Richardson BDA of John Sheldon and his new long-distance racing partner Australian Alan Jones. It was the first appearance of this new combination which is managed by the car's co-owner Stuart Chubb. Despite its less powerful engine, Jones was trying really hard and got the car in with a respectable 1m 5.6s. "If I get plenty of fillings over the next few weeks, I hope I can afford a new Hart engine," said John Sheldon, the quickest dentist in England.

Beside them on the grid with exactly the same time was the Pierre Du Norde-backed ROC Lola-Chrysler T292 of Laurent Ferrier/Xavier Lapeyre, the same car that they raced last year, but with new Alpine-type bodywork front and rear.

The final 2-litre car to qualify for the race was the Brazilian-driven Roger Heavens Lola T292-BDG entered for Pedro De Lamare/Antonio Prado which they did well to scrape in at 1m 6.1s, just ahead of first reserve Francois Servanin/Guy Frequelin with another ROC-Lola T292, but running last year's bodywork. They set the same time, but just a few minutes too late.

Completing the seventh row of the grid was the "standard" Porsche 908/3 of Jurgen Barth/Ernst Kraus, now running the turbo-style long tail, but otherwise the same as Mugello. The final 3-litre qualifier was a rather tatty, old-looking Lola T280 DFV of locals Michel Degoumois/Jean Belin which managed only 1m 10.6s on the Friday and did not appear at all on Saturday because of oil pump problems.

Habitual quickest Porsche Carrera and GT class driver John Fitzpatrick headed the GT entry with Toine Hezemans as co-driver in their Loos-entered car. Sharing the same time was the second



Marie-Claude Beaumont's Alpine prepares to pass the fifth placed Carrera of John Fitzpatrick.

Carrera of Claude Ballot-Lena/Bob Wollek, the latter setting the fastest time.

Next quickest of the five tail-end GT cars was the Claude Haldi/Roger Dorchy Carrera, the final two places on the grid being shared by two more Carreras: the Clemens Schickentanz/Hartwig Bertrams/Reine Wisell car and a new private car for American Jay Rulon-Miller who was sharing with a paying local Jacques Godard.

Amongst the unfortunate non-qualifiers were both the re-styled A1 Roy Racing new March 75SS being run by Alan Stubbs and Roy Johnson.

It was the first time both the new and smartly turned out BDG powered cars had run. Alan Stubbs was sharing one car with ex-F5000 man Colin Andrews, while the second car was being run for Mario Cabral/Peter Williams. The Stubbs/Andrews car was side-lined with a seized gearbox early on, while the second car was delayed with a burst fuel line.

The very nice-looking Cheetha G501, built by Swiss Chuck Graemiger, was also present and would have proved a strong contender with Chris Craft and Guy Edwards sharing the wheel, even though it was running not a very powerful BDA engine. They await a new Hart. Unfortunately, despite a lot of pre-race testing, the car suddenly developed a fuel pressure problem on the first day and neither driver had the chance for a quick lap. After a complete strip of the fuel system the problem was cured, but then when the car was started on Saturday a rag left under the rear body section got sucked into the injection trumpets and damaged a valve, so the team had no choice but to pack up and go home, both Craft and Edwards having done enough laps, however, to be very impressed with this attractive newcomer. Also in

fuel pressure trouble and non-qualified was the third ROC Lola entered for Jean-Pierre Jaussaud/Pierre Marie Painvin.

## RACE

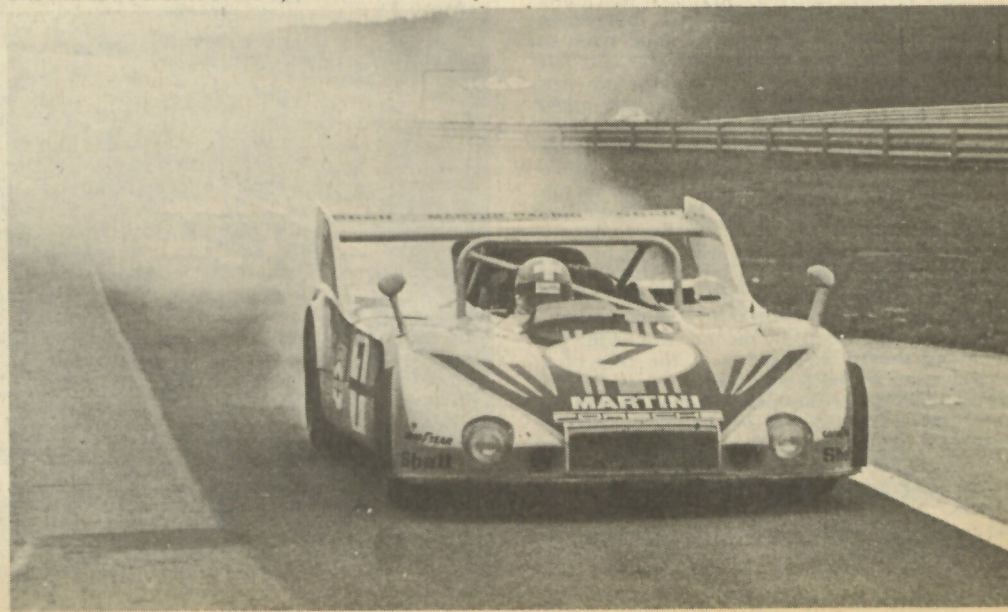
Despite more snow overnight, race day dawned sunny and clear, albeit freezing cold. As the cars lined up behind the Porsche pace car for the warming-up lap and the Indy type start, the Prado Lola T292 was in trouble and had to be push started. The reserve ROC car instantly took to the track making it a 21-car field until the organisers rather harshly black flagged the unlucky Heavens' car.

As the flag fell at the start, it was Merzario who rushed through into the lead sandwiching the Alpine between the second Alfa of Pescarolo. For the first couple of laps it looked like being a ding-dong battle for the lead, but at the end of the straight on lap 3 Jabouille dived alongside and braked later than Merzario, neatly putting the Renault-Alpine ahead, to the cheers of the crowd.

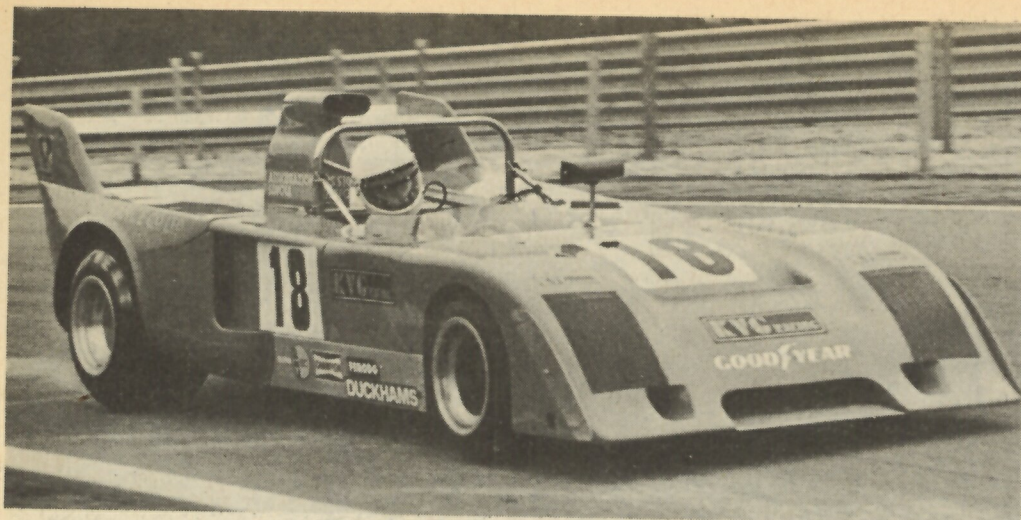
Merzario and "Pesca" hung on behind, but as soon as this leading trio started to lap the slower cars within half a dozen laps of the start, the situation got even more exciting. Being the lead car, Jabouille seemed to have a slight advantage, for he was slipping his way comfortably past slower cars leaving Merzario shaking his fist behind as he suddenly found the door shut tight ahead of him.

By lap 15 this gripping chase had reached the slower prototypes which became even more difficult to pass. At one heart-stopping moment the Alpine and Alfa rushed to the bottom of the "switch-back" Esses to find Schultess' Lola filling

The Martini Porsche 908/3 of Muller/van Lennep blew up near the end.







John Hine and Ian Grob drove a steady race to take third overall and 2-litre honours.

the middle of the road a good 20 mph slower. Jabouille shot to the left and scabbled up the outside of the hill, while Merzario shot to the right with no choice but to attack the steep curving uphill right-hander from the slippery rough tar run-off.

When it came to joining the track at the top of the hill there was no way he could get the heavy fast-moving Alfa to turn and rejoin the track, which by this time ran at right angles to his car.

The Alfa slewed around to a stop right across the track just in time to collect the tail of the Schulthess Lola which limped around to the pits and retirement with the wing and back corner well crumpled. Merzario's car was hardly marked and within moments he had hooked another gear and was off in the wake of his team-mate Pescarolo, who in the *melée* had slipped ahead, laughing into his Bellstar no doubt.

By this time the Alpine had breathing space, but the fiery Merzario was determined to catch it once more and soon went past Pescarolo, again cutting corners all the more in trying to close the gap. It was a show which had the crowd standing in their seats.

Behind all this Muller was holding a strong third well ahead of Joest in fourth place. Then came another big gap to Migault, who was getting the Ligier at all angles to hold off Hine, who tried for lap after lap to find a way ahead, which he finally managed to do.

Behind these, Jones was having a good battle with Beaumont for the 2-litre second position, while very early on Jarier pitted the second Ligier with a misfiring engine. After several more stops the fault was finally diagnosed to a suspected bent valve and the car was pushed away. Jarier switched to the Migault car at the first stops leaving Beltoise and Lafosse with nothing to do. The GT battle was another exciting dice between Fitzpatrick, Wollek and Schickentanz, but Wollek dropped back after nine laps when he was forced into the pits for a tyre change when a front wheel went out of balance. The Godard Porsche also dropped back soon after the start when the cut-out switch shorted out.

By the end of the first hour, it looked as though the battle between the Alfa and Alpine was going to be hard fought the whole race, but when Jabouille stopped at the pits to hand over to Larrousse an ominous puddle of water was left under the car and the engine temperature had climbed dangerously high. More water was added which let the two Alfas into a comfortable lead, but within a few laps the Alpine was back in the pits for good with smoke blowing out the engine which had well and truly cooked. A further search revealed a split water header tank which had caused all the trouble in the first place. Suddenly the race was over, for the two Alfas were holding more than a lap's lead over the Muller/van Lennep car and this was losing ground at the rate of almost a lap every 30 minutes.

Bell took the lead in the second Alfa at the pit stops and slowly increased it at the rate of a second a lap at the beginning of his stint, but towards the end of the second hour the leading Alfa's times started to slow. When Bell stopped he reported a terrible understeer, from which both cars were suffering, but he was more worried by an accompanying vibration on right-hand corners. "It was so bad I thought a wheel bearing had gone," said Bell as Pescarolo roared out of the pits, but the words had hardly left his lips before the car was back with Pesca pointing at the same front wheel. The mechanics changed wheels again

and the Frenchman tried another lap, only this time there was no doubt that Bell's suspicions had been correct, for as they took the wheel off an ominous plume of blue smoke rose slowly from the hub.

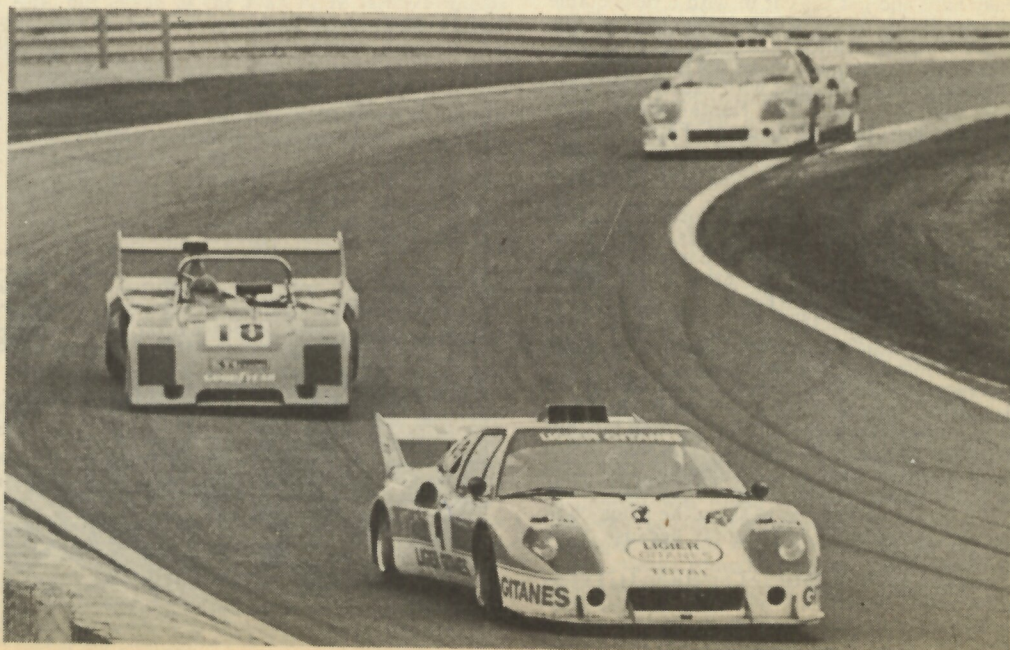
The mechanics set about changing the complete corner, which normally takes about 15 minutes, but when they had the new corner fitted and tried to fit the wheel it would not clear the brake caliper. A suspension mod had meant a slight modification to the caliper as well, only on this corner it had not been done. Off it all came again and a second, suitably modified corner was added. So it was 30 minutes before the car eventually took to the track albeit at the back of the field and with the task of "salvaging" as higher place as possible from the wreckage.

Merzario/Laffite could afford to cruise home to the finish, which is exactly what they did, even Merzario managing to slow his lap times to 1m 4s which was still as fast as the Muller/van Lennep Porsche. The 908 was dropping even further back at the pit stops after the air bottle packed up and the wheels had to be changed by a manual wheel wrench.

Despite this Casoni's lap times were not quick enough to allow the third placed Porsche to gain much ground, so it looked like the first three places had been fixed even before half distance.

At three-quarters distance the position was much the same, but then with less than fifteen minutes to go the Martini Porsche was out of the race with oil and smoke pouring from the engine after something had gone amiss in the valve department and punched a hole in the cam cover. Almost at the same time there was drama in the Ligier camp. All the pit crew rushed down the pit slip road as Francois Migault struggled to push the heavy Ligier to the pit area after it had died out on the track. The team watched helplessly unable to push until the car reached the first pit. When it finally got there it was rushed to their pit and a fuel leak repaired, plus various other pipes

Hine chases Migault early on while Jarier follows.



resecured after the alternator had dropped off somewhere around the circuit. The Ligier had been holding forth place, but after a ten minute stop it was back in sixth place.

The Joest/Casoni car had moved up to second spot, while now third was the Hine/Grob Chevron which also was due for a dramatic finish. They gave the 2-litre class lead to the Alpine soon after the first pit stop when Grob came in for an unscheduled stop to change what he thought was a flat tyre. In fact, it was no more than the very oily track which had fooled him into thinking something was amiss. By the end of his stint the two girls were just over a lap ahead and it looked like being a close finish as Hine rejoined for the finish and was closing on Marie Claude Beaumont at just over a second a lap with 70 laps to go.

The battle was resolved a few laps later however, for when the KVG car was just about to unlap itself, the Alpine blew up in a spectacular manner at the end of the straight, dropping so much oil that Pescarolo almost had a big accident as he tried to brake for the corner a split second later.

Hine thus took the 2-litre lead, but then within a dozen laps to go the car toured round for a couple of laps with the engine spluttering and barely running. The second Alfa, now back to fourth place and running strongly to the finish looked like snatching a last minute third place as Bell rapidly closed the ten lap lead of the dying Chevron. Suddenly, the dirt, or whatever there was blocking the fuel line of the Chevron cleared, and Hine made it to the finish with a safe nine laps to spare, the KVG team finally able to uncross their fingers and toes.

The Fitzpatrick/Hezemans GT winning car found themselves a surprised fifth overall after yet another trouble free run, picking up places as the faster cars all ran into problems. The Ligier got going for sixth place finishing just a lap behind the Loos car at the end.

The Jones/Sheldon Lola's good start was spoiled by silly troubles throughout the race, two stops to bleed a leaking brake system and another to replace a broken exhaust pipe dropping them down to twelfth place overall by the end.

Seventh spot went to the Schickentanz/Wisell/Bertrams Carrera which held the Loos car in sight until Bertrams took over and lost over a lap during his stint.

**1000 kms de Dijon  
Dijon-Prenois, France — April 6  
245 laps — 805.8 kms.  
World Championship of makes — round 3**

- 1, Arturo Merzario/Jacques Laffite (Alfa Romeo 33TT-12), 4 h 27 m 28.8 s, 192.5 kph;
- 2, Reinhold Joest/Mario Casoni (Porsche 908/3 turbo), 238 laps;
- 3, Ian Grob/John Hine (Chevron-Hart B31), 234 laps;
- 4, Derek Bell/Henri Pescarolo (Alfa Romeo 33TT-12), 225 laps;
- 5, Toine Hezemans/John Fitzpatrick (Porsche Carrera RSR), 220 laps;
- 6, Francois Migault/Jean-Pierre Jarier (Ligier-Ford DFV JS2), 219 laps;
- 7, Clemens Scheckentanz/Hartwig Bertrams/Reine Wisell (Porsche Carrera RSR), 217 laps; 8, Claude Ballot-Lena/Bob Wollek (Porsche Carrera RSR), 215 laps; 9, Herbert Muller/Gijs van Lennep (Porsche 908/3 Turbo), 215 laps; 10, Michel Degumois/Jean Belin (Lola-Ford DFV T280), 214 laps.

\* Class winners  
**Fastest lap:** Merzario, 1 m 1.5 secs, 192,527 kph.



# All your weekend sport

## SILVERSTONE

The question that everyone will be asking this coming weekend is can James Hunt do it again? After his spirited drive last year in the then brand new Hesketh Grand Prix car which saw him dominate the whole event, all of the Hesketh supporters will be surely rooting for James to score again on home ground. However this year's International Trophy, again supported by the *Daily Express*, sees one of the strongest fields ever assembled for a non-championship Formula 1 race. The answer is simple. The Grand Prix takes place at Silverstone later this year and, besides the circuit's adequate testing facilities, there is nothing quite like actual race practice.

When Hunt won last year's race, after a slow start following clutch failure on the line, he and his Hesketh wrote themselves into the record books by setting up the highest ever race average (133.58 mph) for a British circuit. Can this be improved upon we wonder? Well there's enough competition to force an electrifying pace over the 40 laps (117.08 miles) which is just under an hour's racing.

Besides the excellent entry received by the organising BRDC, Silverstone also marks the first official Royal visit to a motor race for 25 years when the club's President-in-Chief, HRH Prince Philip, Duke of Edinburgh, will open the circuit's new pits complex.

Heading the entry is the current World Champion Emerson Fittipaldi in his regular Texaco-Marlboro McLaren M23. He will also have a spare car on hand without the rising rate front suspension which, according to team manager Phil Kerr, is "similar to our Indy car." Here's hoping Emerson can improve upon his Brands performance which disheartened his fans somewhat.

Continuing the vogue agreed between the organisers and FICA, a single car has also been entered by Elf Team Tyrrell, this being for Patrick Depailler (see *Pit and Paddock*) and not Jody Scheckter.

John Player-Team Lotus however are running two Lotus 72s for the outright lap record holder Ronnie Peterson and Jacky Ickx, this being his regular car which has been rebuilt after Jim Crawford's testing shunt two weeks ago. The cars will run with their latest "cable" rear suspension and, in the absence of the injured Peter Warr, Ralph Bellamy has been drafted back into the F1 team.

Besides holding the outright record at 1m 17.5s (135.96 mph), in his JPS 72 Peterson has also recorded the fastest ever official time around the circuit at 1m 16.3s, set up in practice for the Grand Prix two years ago.

Martini-Brabham, who missed Brands, have two cars on hand for Carlos Reutemann, both being BT44Bs although one remains a spare while March Engineering are once again fielding a slightly modified 751 for their Italian lady driver Lella Lombardi.

After their threats following last year's Grand Prix at Brands, it's good to see Ferrari making a return to these shores with just a singleton scarlet machine for last season's pacesetter (and morale champion) Niki Lauda. This will be in one of the team's latest cars with the transversely mounted gearbox.



James Hunt (top left), Emerson Fittipaldi (top right), Tom Pryce (bottom left) and John Watson.



### 27TH DAILY EXPRESS INTERNATIONAL TROPHY

Marlboro Team Texaco	Emerson Fittipaldi	McLaren-Ford M23
Elf Team Tyrrell	Patrick Depailler	Tyrrell-Ford 007
John Player Team Lotus	Ronnie Peterson	Lotus-Ford 72E
John Player Team Lotus	Jacky Ickx	Lotus-Ford 72E
Martini Racing	Carlos Reutemann	Brabham-Ford BT44B
March Engineering	Lella Lombardi	March-Ford 751
Ferrari SpA SEFAC	Niki Lauda	Ferrari 312T
Stanley-BRM	Bob Evans	BRM P201
UOP Shadow	Tom Pryce	Shadow-Ford DN5
Team Surtees	John Watson	Surtees-Ford TS16
Frank Williams (Racing Cars)	Arturo Merzario	Williams-Ford FW03
Embassy Racing	Graham Hill	Hill-Ford GH1
Hesketh Racing	James Hunt	Hesketh-Ford 308
Vel's Parnelli Jones Racing	Mario Andretti	Parnelli-Ford VPJ4
Penske Racing	Mark Donohue	Penske-Ford PC1
Copersucar Fittipaldi	Wilson Fittipaldi	Fittipaldi-Ford RD1
Pinch Plant	John Nicholson	Lyncar-Ford 006
HB Alarm Systems/Team Ensign	Roelof Wunderink	Ensign-Ford N174
Safir Engineering	Tony Trimmer	Safir-Ford RS02/2
Custom Made/Harry Stiller Racing	Alan Jones	Hesketh-Ford 308



Mario Andretti (top left), Mark Donohue (top right), Jacky Ickx (bottom left) and Art Merzario.



It was a good filip for the Stanley-BRM team when new recruit Bob Evans finished the Race of Champions in the first six. The current European F5000 champion will once again be hoping for a good showing in the single BRM P201 entered, the car having slight changes to the nose-cone, airbox and rear suspension. The team are also hoping to have one of the latest (more powerful) V12 engines which the car badly needs.

Following his brilliant win at Brands, many will be hoping to see Tom Pryce try and repeat the win for the UOP Shadow team who are running just one DN5 for the Welshman (see *Pit and Paddock*). It will be interesting to see the performance of the car on the fast sweeps of Silverstone following the remarks made by designer Tony Southgate at Brands a few weeks ago.

Team Surtees have been putting in a lot of testing recently with John Watson and things are now beginning to go right for this team, this being underlined at Brands. Here's hoping Watson puts in another of his typically gritty drives which are at last beginning to get him the recognition he so richly deserves.

After his Brands disasters, Frank Williams is happy just to rely on the services of little Art Merzario to propel his car which, if things go to plan, might mean the last appearance for this ageing model as the team's new car may be ready for Spain at the end of the month. It'll be a rush but the Embassy team hope to have Graham Hill's new car (see *Pit and Paddock*) ready.

After Mark Donohue's European debut at Brands, it's the turn of Mario Andretti and the Vel's Parnelli Grand Prix team to make their European entry when "Superwop" graces the Northamptonshire circuit for the first time. The team will have two cars on hand for him to try, now running with the more conventional type of airbox. Donohue will also be there with the Penske but, unlike his fellow countryman, Mark has tested before at the circuit in an Indy Lola albeit some years back.

After a struggle so far this season, the irrepressible Copersucar-Fittipaldi team will once again be out to learn a little more about their car and as before, Wilson, elder brother of Emerson, will be driving.

Then of course there's Australian Alan Jones in the second Hesketh (see *Pit and Paddock*) entered by Harry Stiller. This will be Jones' first taste of F1 and sees him following in the footsteps of his father, the late Stan Jones.

Completing the entry are John Nicholson's Pinch Lyncar, Roelof Wunderink in the HB Bewaking Ensign (last year's car) and Tony Trimmer in the Safir which, under the guise of Token, made its debut at this race last year.

Last, but certainly not least, there's James Hunt in the lead Hesketh 308 and that's where we came in.

Formula 1 drivers will be battling for Fastest Lap prizes in the official practice sessions for the International Trophy Race on Friday, April 11 and Saturday, April 12. Fastest lap achieved on the Friday will win the driver, the £100 Daily Express Award and for the Fastest Lap established on the Saturday goes the £100 Sunday Express Award.



# All your weekend sport

## Formula 5000

As well as the main race there are no less than five supporting events at Silverstone, spread over Saturday and Sunday.

The biggest of the extra attractions is the fourth round of the Shellport European F5000 championship which takes place on Saturday afternoon.

Silverstone is the fastest circuit which these big single seaters take in during the course of the year. This race is particularly eagerly awaited by the drivers who are anxious to stretch the cars' legs after the early short circuit and slower races.

The biggest question posed by the F5000s at this meeting is, will the Ford V6 engine prove competitive on the fast circuit. This engine is virtually new to F5000 this year but has really made its mark on the short, twisty tracks so far. Its 3.4 litres don't provide anywhere near as much power as the 5-litre Chevrolets and, although the V6 is fitted into smaller, lighter chassis, it is doubtful whether this will compensate for out and out horsepower.

Current championship leader is David Purley in the Lec Refrigeration/Southern Organs V6-powered Chevron B30. He has a remarkable record so far this year - second, third and first. At the moment few people are giving the combination a chance at Silverstone, but they could be in for a big shock. The car is seemingly very reliable and its handling capabilities are infinitely superior to those of the big 5-litre engined cars. This could just make up for the supposed power deficiencies.

Of the 5-litre brigade Ian Ashley is probably the most likely to succeed. He won the opening round in his Richard Oaten/Shellport Lola T330 in convincing style. As a driver Ashley has matured immensely - a good showing here would do him an enormous amount of good. Lola, in fact, provide the majority of cars on the grid, although a good many of them are old models. The new T400 still has to show winning form. The car has been tested on fast circuits in France and America with very encouraging results and it seems highly probable that Silverstone could be the venue for a strong showing and its first win. If the

weather is right the T400s of Peter Gethin, Teddy Pilette and Richard Scott may well surprise a few people.

Strong runners in older cars should include the T332s of Vern Schuppan, Guy Edwards, Gordon Spice, Brian McGuire and Tom Belso's T330.

Although Chevron are not officially involved in F5000, their cars have proved to be extremely competitive in the early races. Dave Walker in the Thursdays/RAM B28 took fastest lap in the two Easter races and looks to be getting to grips with the Formula. The gritty Australian is sure to go well at Silverstone, a circuit he knows well. His team mate for this race will be former F2 pilot Andy Sutcliffe in an older B24 last used by Alan Jones. This will be Sutcliffe's first taste of F5000. Also in a B24 will be Tony Dean, who finished third at the Easter Brands race.

There are singleton entries from other manufacturers all of which should be competitive. The oldest of the cars is the Trojan T101 which will be handled by Damien Magee. He showed tremendous form at Brands taking pole position and leading the race initially - he certainly deserves a good placing just for the effort put in. Tom Walkinshaw gave the Modus-Ford V6 a good run at Brands - again if the engine is good enough the car will show well. The Adlards Brabham BT43 has shown promise on occasions and if all the RoC meeting problems have been sorted, joint lap record holder Brett Lunger should go well.

## Formula Atlantic

The John Player Formula Atlantic title chasers will be out for the fourth time on Sunday. On current form it would appear to be a Tony Brise benefit. He's really dominated the Formula in the works Modus this year and will surely not miss this chance of impressing the F1 men. His only likely challengers are Jim Crawford and Richard Morgan in their Chevron B29s although Canadian FA champion Bill Brack may just be able to compete on equal terms.

Other entries include regulars Peter Wardle, Ted Wentz, Matt Spitzley, Steve Choularton, Bobby Muir and Val Musetti.

## Touring Cars

The Southern Organs Touring car race will be run as one race and should provide a great spectacle with the big Camaros having a chance to really open up. Stuart Graham and Richard Lloyd are the really quick ones while Vince Woodman will not be far away. There are nine others entered including Lanfranchi's Hemicuda.

Tony Fall, Peter Hanson and Shaun Jackson in Opels take on the Capris of Holman Blackburn, Gordon Spice, Stuart Rolt and Bill Gubelmann in the next class although most of them will be hard pushed to preserve their dignity and keep in front of the Dolomites of Andy Rouse, Roger Bell and John Hine plus Barrie Williams' Mazda from the next class. The smallest class will see the Avengers of Bernard Unett and Jenny Birrell trying to regain their pride from Win Percy's Toyota.

## Sportscars

Two litre sports cars return to Britain after a couple of seasons for a well supported non-championship event. The field is wide open really although the respective works March and Lola of the experienced John Lepp and Guy Edwards should set the pace. Vern Schuppan, Martin Raymond, Alan Jones, John Burton (debuting the new Cheetah) Ian Grob and, dare we say it, Ian Bracey are among the strong entries also received.

## Formula Ford

The Brush Fusegear FF championship is proving to be extremely popular and enough entries have been received for two full 36-car heats and a final to be run. The two heats will be held on Saturday after the F5000 race. Regular Silverstone fans will remember the suicidal multi-car dices which this Formula has provided in the past and nothing suggests that this meeting will be any different. Picking a winner is really a hopeless task but any one of the following could take the honours: Jim Walsh, Geoff Lees, Matthew Argenti, Kenny Gray, John Murphy, Phil Dowsett, Glenn Eagling, Stuart Baird, Mike Blanchet and Jeremy Rossiter.

National Travel (South East) Ltd are operating an excursion to the International Trophy on Sunday, April 13th from Central and South London, departing East Croydon Coach Station, Dingwall Road at 7.45 am, Catford Coach Station, Rushey Green at 8.15 am, Victoria Coach Station (Bay 25) at 10.05 am and various points en route between Croydon and Victoria. Full details by 'phoning 01-698 4646.

British Rail are offering their MerryMaker service to Silverstone spectators for the International Trophy on Sunday April 13th. The service runs from London Euston at 9.18 am calling at Harrow and Watford Junction stations, to arrive at Northampton at 10.42 am from where coaches take spectators to the circuit. On the return journey the spectators travel from the circuit to meet the 19.50 train from Northampton which arrives at London Euston at 21.19. The fare for adults is £1.50 and £1.00 for Children.

## WISCOMBE PARK

This weekend sees one of the major non-championship hillclimb meetings of the year take place in the form of the Daily Mirror Climb of the Champions at Wiscombe Park on Saturday and Sunday.

The venue is near Sidmouth, Devon and the event, which has attracted over 190 entries, is being organised by the Aston Martin OC.

Saturday will be devoted to the pre- and post war Astons while Sunday will see all the regular RAC competitors getting some early practice for next month's championship event.

Climbing begins at 1 pm on Sunday.

● The date for the RAC Hillclimb championship event at Wiscombe Park is May 18, not as stated in the Blue Book.

## LYDDEN

The West Essex CC are in charge at Lydden this Sunday for a low cost formula meeting. Championship rounds of the 750 and 1300 Formulae are scheduled, plus saloons and modsports. If it's fine this is one of the most pleasant venues for club racing at its best. Racing starts at 2 pm.

## SNETTERTON

The enterprising TEAC club are running this Sunday's meeting at Snetterton, which features a couple of national championships. The well supported Tricentrol Clubmen's Supersports championship moves away from its Silverstone home for this occasion and all the usual well turned out and quick runners are entered. The VW GB Formula Vee championship also has more points on offer and, if recent races are anything to go by, this should be a good event too. A full programme of supporting events is also planned. Racing starts at 2 pm.

## LLANDOW

A number of major championship rounds are on the programme for the BARC (SW) Llandow meeting on Sunday. These include the BARC FF contenders (two heats and a final). Forward Trust special saloons, Low Cost Racing F4 and Britax production saloons.

Among the names entered are Tim Needell, Peter White, Tony Broster, Andy Holloway, Len Brammer, Dave Millington, Tony Stubbs, Jean-Pierre Aux, Jock Robertson and Derrick Brunt.

Other races cater for Libre car and Modsports. Racing starts at pm.

● The Scottish MRC are promoting their first meeting of the year at Ingliston on Sunday. Racing starts at 2 pm.

● The April 20 Brands Hatch 25-year anniversary meeting is to have a special nostalgia race sponsored by Kent Messenger, the county newspaper.

A specially designed Kent Messenger Trophy will be awarded to the winner of a seven-lap race for 500cc F3 and FJ single-seaters. A full entry has already been received and many famous names from the past will be present.

### SILVERSTONE TIMETABLE OF EVENTS OFFICIAL PRACTICE - FRIDAY, APRIL 11

Formula Atlantic Cars .....	09.00-09.45 am
Group 1 Touring Cars .....	10.00-10.45 am
Formula 1 Cars .....	11.00-12.00 am
Formula 1 Cars .....	01.00-02.00 pm
Formula 5000 Cars .....	02.15-03.45 pm
2-litre Sports Cars .....	04.00-04.45 pm
Formula Ford Cars - Heat 1 .....	05.00-05.30 pm
Formula Ford Cars - Heat 2 .....	05.45-06.15 pm

### OFFICIAL PRACTICE - SATURDAY, APRIL 12

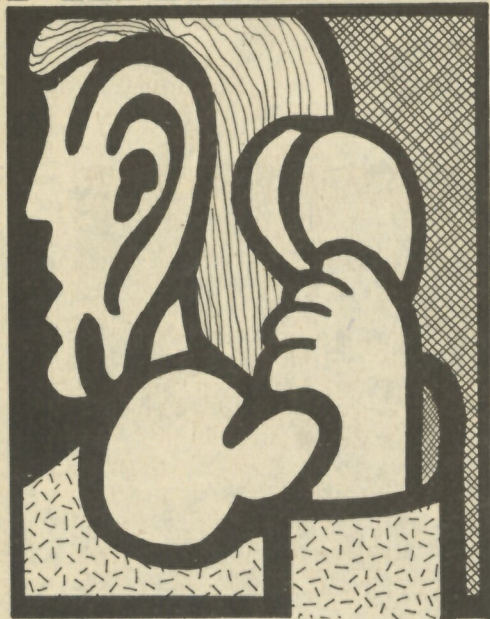
Formula 5000 Cars .....	09.00-09.45 am
Group 1 Touring Cars .....	10.00-10.45 am
Formula Atlantic Cars .....	11.00-11.45 am
Formula 1 Cars .....	12.45-02.15 pm
European Championship Formula 5000 race (25 laps) .....	02.40 pm
Brush Fusegear Formula Ford race - heat 1 (7 laps) .....	03.40 pm
Brush Fusegear Formula Ford race - heat 2 (7 laps) .....	04.15 pm
2-litre Sports Cars .....	04.50-05.50 pm

### PROGRAMME OF EVENTS - SUNDAY, APRIL 13

11.45 am Formula 1 untimed 1/2 hr practice .....	
12.35 pm Formula Atlantic race .....	20 laps
01.35 pm 2-litre Sports Car race .....	15 laps
02.45 pm Formula 1 race .....	40 laps
04.35 pm Group 1 Touring Car race .....	20 laps
05.30 pm Formula Ford Race - final .....	12 laps



# PRIVATE EAR



NICK BRITTAN

## From rags to riches?

Stuart Turner forced one of those rare benign smiles that make him look like Henry Kissinger. BMW's unflappable Jochen Neerpasch was showing signs of ruffled feathers as he sped towards London Airport looking for all the world like a fleeing Atilla the Hun.

He had come to Thruxton to see the now traditional BMW *uber alles* walk-over in Formula 2. But Brian Henton put the cat amongst the eagles with his Brian Hart-tweaked Ford BDA engine. It was only the singleton BMW engine in Laffite's winning Martini that stood between victory and a face full of egg for Jochen.

Henton's operation is the original shoe string job run on the smell of an oily rag and a promise. His car is owned by the Italian AGV helmet people and the rapid Ford engine is on loan from Stuart Turner and Peter Ashcroft at Boreham. It's the only one in existence and is one personally underwritten by Turner and Ashcroft.

The combined performance of an enigmatic and

*Suave, debonair Brian, with friend.*



determined Henton and the Ford engine sent Jochen scurrying back to his Bavarian horsepower factory instead of returning to his elegant holiday resort as he had planned. By Monday morning he was plotting to overthrow the *Fordreich* and avoid another egg in face job at the Hockenheim F2 championship race in a week's time.

Henton, who has the appearance of an unmade bed, may or maynot have a great future as a professional racing driver. But you've got to admire the gritty Derby man when he says things like, "I wanna be world champion."

Motor racing drivers are not generally required to have high educational standards, so it's reasonable to suppose that if Henton had read for a Doctorate in Modesty he would have failed.

## Tyed to see through

The car that wins on Sunday sells on Monday seems to be the axiom of today's small bore car constructors. Certainly people like Modus are beginning to feel the weight of customer enquiries after Tony Brise's string of impressive wins in Formula Atlantic. But do today's racing car buyers take it all too seriously? Basil Tye, Deputy Director of the RAC and one-time racer himself, recalled the purchase of his first 500 cc F3 car.

"It was an Alta and I went down to the factory one wet afternoon to fix up a test drive. I was offered a crash hat and ushered into the car and told to give it a spin up the Kingston by-pass. A parting shot of advice was, don't use top gear it's a bit too quick for these conditions."

Impressed by the car's performance and amazed by the man's trust Basil bought the car. "I suppose I could have driven off and never been seen again," said Basil, "except there was so much spray coming off the front wheels I couldn't see where I was going."

## Apes phased-out

The one line pen portrait of the aspiring ambitious formula 3 driver used to be a tunnel-visioned tame gorilla looking for a place to have his accident.

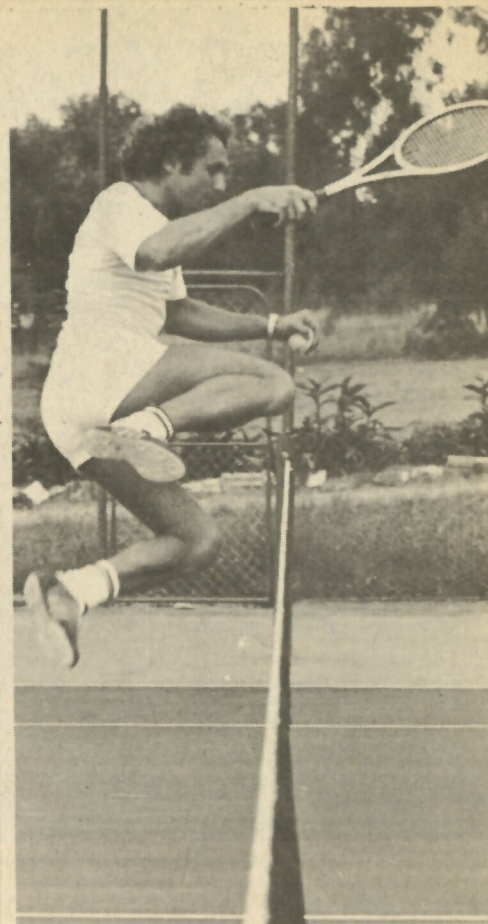
But times are changing. Certainly the current bunch of F3 heroes who appeared at Thruxton seemed to be less hooligan-like than their predecessors. Maybe they mature earlier these days; maybe it was the cold wind blowing up the back straight that took the edge off their imagination or maybe someone has invented a new Anti-Wheel Tangle Aerosol Spray.

That urbane titian-haired Cicero of motor racing Max Mosley had set the stage perfectly. He gathered a galaxy of top F1 managers with him at the chicane to watch the race — the lugubrious John Surtees, the loquacious Frank Williams, canny Ken Tyrrell, Penske's pensive Heinz Hofer — but not before he'd passed the word down the ranks that the world's great talent spotters were in attendance. "Used to be the guaranteed format for instant drama," smiled a disappointed Max. "When they knew the F1 managers were watching they'd do the most amazing things. In the old Bev Bond days I've seen 'em come into the chicane at Monaco like a high speed line of sex crazed rabbits."

But the F1 men were denied the spectacle of watching wishbones intertwine through a curtain of shredded fibre glass. It was left to the more experienced (?) formula 2 men to provide the car copulating spectacle of the afternoon.

## BRDC rule the air

What sort of club is the BRDC? A dozen paragraphs could not begin to explain it as adequately and eloquently as one short question posed at their recent Annual General Meeting. Under the heading of Any Other Business, The Hon Patrick Lindsay asked the question, "Could something not be done to improve the landing facilities for members' private planes at Silverstone meetings." Say no more.



*Light relief: grand slam from Mass.*

## Scheckter is LTA

### approved—official

Let it now be settled once and for all. Jody Scheckter's balls are dead standard regulation size as approved by the LTA. The what? The LTA; the Lawn Tennis Association. Or at least they were over the Easter weekend when he joined the World Championship Tennis circus in Monte Carlo. The really serious men like Arthur Ashe, Tom Okker, Bob Hewitt, Frew McMillan, Orantes and Bjorn Borg were there to do their highly professional thing. Aces from the black tarmac in the form of Emerson, Jody, James Hunt, Regazzoni and Jochen Mass were there to provide a little light relief.

James Hunt emerged the victor in the semi serious racing mens singles tourney. According to Jody, "He's better than the rest of us. In fact he's so good he looks like a bad professional."

But it was the ProAm doubles that bought the big laughs from the large and attentive crowd at the swanky Sporting Club. Jody was teamed with Tom Okker, the Dutch ace and Emerson with Ashe. "Neither of them actually disgraced themselves," reported Marlboro's John Hogan. "But you couldn't actually describe any of their strokes as being classical."

It was a one set match which Emerson and Arthur Ashe won 6-3. Jody and Pam were persuaded to drown their sorrows that evening at the fashionable Jimmys Disco, a notorious haunt frequented by famous people like Liz Taylor, David Niven and Jackie Stewart.

The frivolities went on until four in the morning at which point Jody retired seeking sponsorship from Alka Seltzer saying, "I haven't been up after midnight since I was 16, I haven't been dancing since I was 18 and I haven't been boozing since I was 19. Tonight I did the lot and it was so good I may even try it all again sometime." The return of the fun-loving Grand Prix driver?

### Quote of the week

**Ken Tyrrell:** describing Ronnie Peterson's somewhat less than precision drive at Thruxton: "Clipping kerbs in the corners is one thing, but Ronnie was clipping kerbs going up the straight."





The Andersson/Hertz "tortoise" Peugeot 504 kicks up some dust on the way to winning.

## SAFARI RALLY

# A classic win for Peugeot

By JOHN DAVENPORT Photos by COLIN TAYLOR PRODUCTIONS

The Twenty-third East African Safari was not only a classic Safari but it was also a classic rally. The level of interest generated throughout its five days and 3,500 miles was the highest for many years and the number of changes in the lead could almost make one believe that Brian Rix wrote the script. It was a classic confrontation between the hare (Lancia Stratos) and the tortoise (Peugeot 504) with a few rabbits (Colt Lancers and Datsun 710s) thrown in to keep the audience occupied and conceal the final result until the very finish line itself. The route had looked easy on paper but Gunnar Haggbom had not worked for a year in vain and, despite excellent dry weather for most of the first four days, the crews found that it was tougher than ever without resorting to ridiculously rough roads. It was quite hard on the crews themselves who had little respite from their long-distance drive. But the severity of the route and time schedule was compensated by the sinous nature of its plan which made servicing very much easier for the mechanics on whom the rally cars depend. It is no accident that at the end of this incredibly fast, exhausting event, the winners stepped out from a 100% conventional saloon car which is famed in the rally world as having the longest travel suspension of any car. That this Peugeot 504 should also be crewed by two of the quietest, calmest and most respected of rally crews: Ove Andersson and Arne Hertz is also no coincidence as their fortitude while choking in the dust of faster cars for four nights also contributed very much to their win.

However, the interest was not created solely by the Peugeot and if it had not been for the incredible Lancia Stratos the interest in the rally would have been much less. It is true to say that nothing quite like these cars had ever been seen in Nairobi before and certainly not with the serious intention of doing the East African Safari. A lot of testing had gone on under the supervision of Mike Parkes with Sandro Munari doing the driving and all this work had resulted in a very competitive rally car even by the vigorous standards of East Africa. Poor Munari and Lofty Drews had no serious mechanical defect with their car during the rally but every other kind of outrageous fortune was heaped upon them largely in the form of punctures of which they had at least nine. Bjorn Waldegaard and Hans Thorselius in the other works Stratos had a few punctures and mechanical trouble as well but despite this managed to lead the rally several times and were in contention for the outright win right to the final flag. A third Stratos was lent to Vic Preston Junior who had more than his share of problems but confirmed without doubt his ability to drive small, fast rally cars as quickly as the Europeans. It would only hint at the truth to say that he deserved better than eleventh position overall. The Lancia Betas were not a great success and suffered many suspension problems which had evolved since the test sessions. Neither car finished but this is hardly surprising as the Lancia service effort largely ignored them during the second part of the rally to concentrate on trying to win with the Stratos.

Of course, Peugeot started with more than one car but it lost two of its most highly favoured pilots in the first night with the accident of Hannu Mikkola/Jean Todt and the mechanical failure of Timo Makinen/Henry Liddon's engine. Both the other cars, however, ran virtually without problem, suffering only punctured tyres and worn out brake pads, and this consistency resulted in Andersson's win and the fifth place of Bert Shankland/Chris Bates. The other French manufacturer, Renault, was by no means so fortunate as their problems which started before the rally dogged them throughout and all four of their works cars, two Alpine A110s and two Renault R17 TS retired, though Jean-Francois Piot/Jean De Alexandris did keep their hopes alive until within a few hours of the finish when they retired while lying fourth overall in one of the R17 TS. The privately entered Alpine A 110 of Bob Neyret/Jacques Terramorsi laboured steadily through the event and though the two veteran French drivers suffered the most terrible privations in its hot, dusty interior, they did finally bring it to the finish to be amongst the fourteen finishers.

The Safari Committee had hoped for only seven at the finish so one could say that they were only fifty per cent effective but in fact the retirement rate was quite high — any higher and it might have been impossible to persuade a single private entry to do the event in 1976. The private entrants distinguished themselves on this hard rally, especially John Hellier/Kanti Shah who drove their Datsun 160 B into seventh place, Frank Tundo/Anton Levitan who came ninth overall

with a Datsun 710 and Jim Noon/Jim Heather-Hayes who were twelfth in a Colt Galant. The incredible Mr and Mrs Prem Choda made it into tenth place with their Colt Lancer to show that the ladies can take their place with the men and also help to take the team prize for Joginder's Rally Team of Colts. Indeed, small engined Japanese cars were the favourite choice of most private entrants and they easily outnumbered all the other types of car at the start and at the finish. The officially supported Datsuns did not do so well at all with Harry Kallstrom retiring his Violet not long after the start with a shorn valve train and Hans Schuller never really getting into top gear — metaphorically speaking — with his D. T. Dobie Datsun 260Z and retiring after a maelstrom of troubles. Only Zully Remtulla and Nizar Jivani survived from the Datsun "works" starters, bringing their Datsun 710 home in sixth place after rolling it.

In many ways, the Safari exceeded its hopes for this year. The route and timing were excellent and gave no cause for grouches. The start and finish venue in Nairobi's new Conference Centre were a raving success with the crowd and the journalists which is a pretty rare combination. The event itself was newsworthy and interesting and provided plenty of interest for the journalists and film crews out covering the rally. The works crews were happy with a straightforward, nicely laid out event and so too were the majority of private owners who could manage with fewer service crews than in the past and certainly fewer than if the long northern loops had been maintained in the route. The only sources of anguish were the increased amount of stone-throwing most of which seems to have been politically inspired in this protest minded age, and the rather short lateness time which caused a lot of people competing in slower cars to be time-barred while their cars were still mobile. It is difficult to find and lay out an event which is suitable for works driver and private entrant, local driver and overseas driver, fast car and slow car, but this Safari seemed to have managed that task better than most.

## ENTRY

With the withdrawal of Fiat from the Safari, three drivers were left without cars but, having been promised by the Italians that they should drive, they were amalgamated into the Lancia team by using practice cars as rally cars and sending out one new car. This meant that the Lancia two-car effort became the Lancia five-car effort. Joining Sandro Munari and Lofty Drews in a Stratos were Bjorn Waldegaard and Hans Thorselius in a second new car. This Swedish pair have been so close to winning the Safari for about four years that it would have been almost cruel



not to let them have a chance of driving a competitive car. They had hoped to drive a Porsche once again but sponsorship from Camel cigarettes fell through and they decided to take up an offer from Fiat to drive a 124 Spyder which eventually turned out to be a Stratos. The Stratos test car which had done so many miles in East Africa was re-furbished and sprayed all white in contrast to the other two who were in Lancia Alitalia livery of white and green, and then lent to Vic Preston Junior who drove in the event with John Lyall. All these cars had been very specially prepared for the Safari and the most immediately obvious things about them were the cow-catchers in the front and the spare wheel carrier at the rear. Both these frameworks of tubing were mounted onto main chassis members but could be easily removed by pulling out enormous split pins which secured them to their mounts. The cow-catcher was designed to protect the lights and the fragile fibreglass front while the rear frame was to be used for pushing, pulling and also carried the second spare wheel high above the engine. Nestling underneath it was a vast air filter whose box was formed from fibreglass to make sure that the V6 engine got only air and no dust. A wing looking more like an external roll cage was fitted to the two works cars just above the rear portion of the cabin and this not only helped to stabilize the cars at high speed but kept clean air flowing over the top and depressed the swirls of dust behind the main spoiler on the rear of the bodywork. Stowage of tools and equipment was possible in the luggage carrier up behind the engine over the exhausts which is where Waldegaard put his jack, winch, shovel and rope but Lofty Drews elected to carry his winch behind his seat and regretted it bitterly when the ridge rubbed large holes in his back which at one point in the rally virtually needed doctor's attention. All three cars had an extra seventh spotlight on the passengers door. One thing which had received a lot of attention with the Stratos was the tyres that it should use and it was finally decided that it should run mainly on 14 inch diameter wheels fitted with 185 HR 14 in front and 205/70 HR 14 at the rear. If the weather was wet then they would change to 15 inch wheels and run with 155 HR 15 on the front and 165 HR 15 on the rear. The problem was to get a high profile tyre to use in the dry so as to save as much of the shock as possible from reaching the suspension. In order to carry this out, the 14 inch tyres were fitted to rims that were, if anything, a trifle too small so that the sidewall of the tyre ballooned slightly instead of being a fairly straight continuation of the rim. The consequence was that the sidewall was laid open to punctures and this was one thing that slowed the Stratos more than anything; poor Munari even seemed to get them on tarmac.

Completing the Lancia line-up were two Beta Coupes to be driven by regular man, Shekhar Mehta with Mike Doughty and by ex-patriate Fiat drivers, Robin Ulyate and Ivan Smith. The Ulyate



*A quick stop for the grimy, third placed, Bjorn Waldegaard.*

car was the one that Mehta had done most of his recceing with but, like the Preston Stratos, it was re-furbished and likely to do well as Mehta had only had one rear suspension failure with the car throughout his whole recce. Considering the very small mileage that both Preston and Ulyate had done in their unfamiliar mounts, both are to be praised for their excellent handling of them during the rally itself.

On paper, the biggest threat to the Lancias were the Renault team which had come with four cars, three for European drivers and one for a local crew. The local men were Kenya Rally Champion, Jack Simonian teamed with Peter Huth who were to drive a Renault R17 TS as were Renault's regular drivers Jean-Francois Piot and Jean De Alexandris. To supplement the two saloon cars, there were also two Alpine A 110s for the crews that had driven such cars last year on the Safari and already have an impressive record with the little cars on other events, namely Jean-Luc Therier/Michel Vial and Jean-Pierre Nicolas / Vincent Laverne. However, firstly the recce and rally cars got lost during their sea voyage from France and then Nicolas and Laverne had an accident during training and hit a VW full of

French tourists. The result was a written off Alpine, a strained neck for Nicolas and a broken bone in his foot for Laverne. Both are back to full health now but it was decided that they were not in any condition to do one of the world's toughest rallies so team manager Jacques Cheinisse went looking for someone who had already done their recce to compete as a private entrant and would be only too willing to have a drive in a works car. He found young Robert Collinge, son of famous Safari lady driver, Gerry Davies, who had been planning to do the rally with Robert Combes in a Datsun 160J. They jumped at the offer and so Renault started the rally with two local crews and two from their homeland. In addition, Bob Neyret and Jacques Terramorsi had brought their ex-works Alpine from France while Rob Glen, the wildlife sculptor, and Willem van Dyk had both acquired ex-factory cars during the year and were entered with them.

Datsun's Safari effort was a pale shadow of its former self but they did have three sort-of-works-prepared cars entered through the local agents, D. T. Dobie. The best of these was a Datsun 710 or Violet as we know it, prepared for Zully Remtulla and Nizar Jivani from Tanzania.

*The surviving Zully Remtulla/Nizar Jivana Datsun, taped and bandaged after their roll.*





Harry Kallstrom and Sture Bostrom were supposed to have an equal car but discovered that Remtulla was using their rally car for his recce which upset them somewhat. When Kallstrom tried the car, he felt that the engine, a s.o.h.c. 1800, was not pulling at all well and was probably near the end of its life. He asked if the Japanese could provide him with something better so they flew a brand new sixteen valve engine out from Japan for him and fitted it to the car. The third member of this team was Hans Schuller who has won the Safari twice in the past co-driving with Edgar Herrmann in Datsuns but on this occasion he was teamed up with Dieter Steinmann in a 260Z as Herrmann was driving something else. Certainly the Datsun results of the past have influenced sales tremendously in Africa and they are by far the most popular rally car among the private entrants. Peter Shiyukah of the Kenya Rally Drivers Club that has done so much to promote rally driving amongst the Africans was at the wheel of a Datsun for the second year running.

Peugeot had reduced the size of their team from last year and concentrated their resources on providing four Group 2 cars all of the same specification for their regular three European crews plus the ever-faithful, ever-consistent Bert Shankland and Chris Bates. The overseas crews were Bandama winners, Timo Makinen and Henry Liddon plus Hannu Mikkola/Jean Todt and Ove Andersson/Arne Hertz. Both the Finns did complete recce of the route but Andersson, whose principal occupation is running the Toyota Europe rally team, only arrived a few days before the start and did the sections to Mombasa and in the Aberdare Mountains only. The rest of the route had been recce'd by Arne Hertz in the company of Liz Nystrom's brother, Klas, while Andersson was hard at work in Europe trying to get his Corollas ready for another attack on the Portuguese Rally. The Peugeot 504 injection cars were much the same as before though now the engines were tuned to give slightly less power — about 168 bhp — and were felt to be ultra-reliable after their performance in the Bandama Rally. The suspension was now felt to be up to anything and Jacques Meynet, their chief mechanic, expressed the hope that during the rally they did not plan on changing anything. There were quite a few detail changes from last year, among the most interesting being the filler caps which were spring loaded and only needed the petrol funnels to be engaged to open them. This meant that the Peugeots could accept over 90 litres of petrol in something just over a minute which was a big improvement over last year. All the cars had the system of running with two alternators, the second one fitting in where the air-conditioning unit would be on 504s exported to the States. In fact, all the electrical systems were duplicated and if anything failed, the mere pressing of a switch was sufficient to bring another system into operation. For example, the ignition was electronic but alongside it was a perfectly conventional system that could be switched in. Not only did this give a reserve in case of something failing but it also meant that the



Lights ablaze, the Safari veterans Bill Fritschy/Peter Moon press-on with the Chipstead's Porsche.

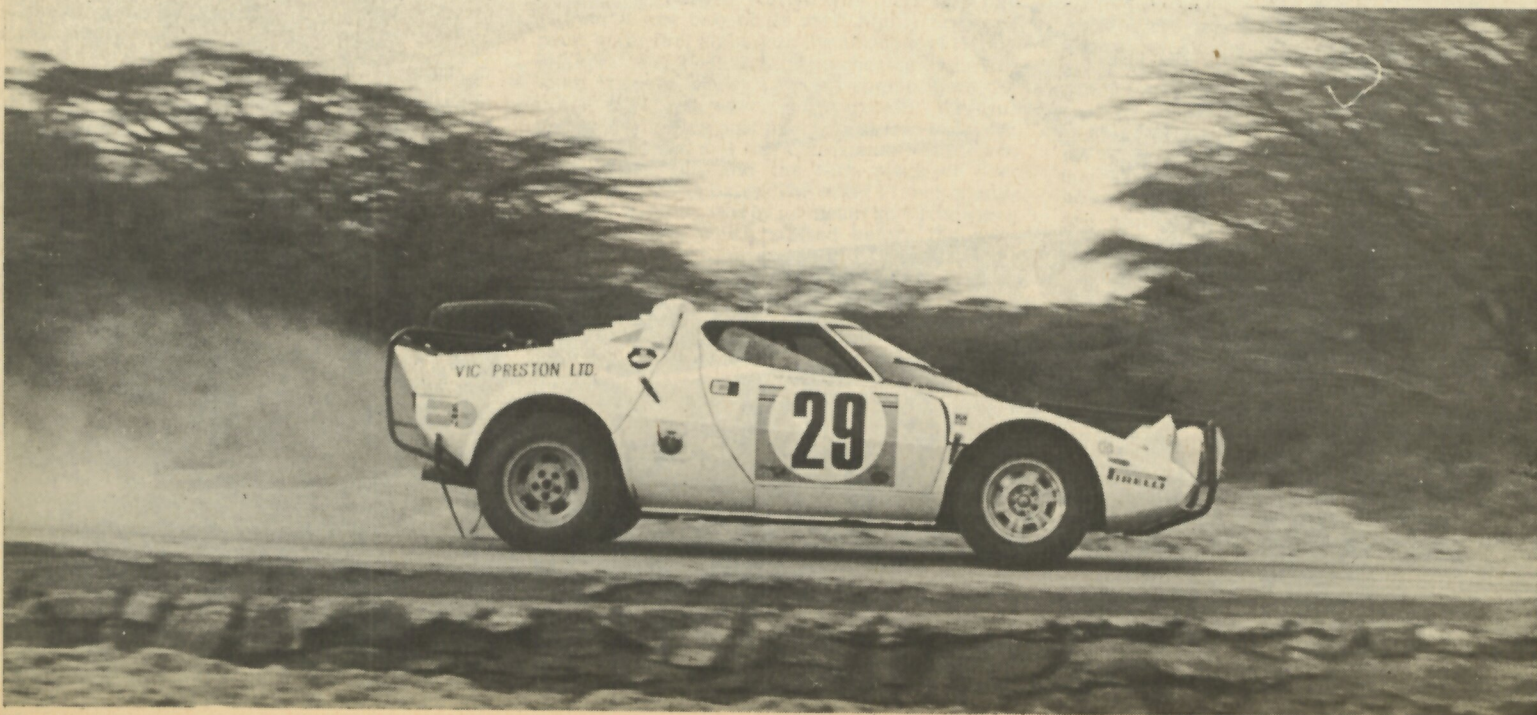
driver could do quite a bit of diagnostic work while still on the move if a misfire occurred and he wanted to find what was causing it.

The most powerful of the Japanese teams was without doubt Mitsubishi. They had astounded everyone by winning the Safari last year with what was a very low key operation and now they were back to, hopefully, repeat the experience. Their works cars were entered by Joginder's Rally Team and officially there were three of them though help and influence spread wider than that in practice. Naturally, Joginder Singh was driving one of them with David Doig as co-driver as it was they who had won last year. Joginder's brother Davinder Singh was in another with Roger Barnard while Colt's Anglo-Australian connection, Adrew Cowan, was in the third car with John Mitchell. This was Cowan's first attempt at the Safari but he had plenty of experience with the Colt Lancer in Southern Hemisphere rallies. Assimilated in the team but entered under their own name were the very popular husband and wife team of Prem and Pauru Choda also in a Group 2 Colt Lancer powered by the same incredible 1600cc single camshaft engine that was

in the works cars. Mitsubishi have every right to be proud of this power unit but on the stocks in Japan they have another two litre twin cam which is destined for the Lancer and is already enviously sought by Formula Two teams.

Sounding out the African conditions for a possible assault next year were the German team of Opel who had sent down a single Ascona Group 2 for Edgar Herrmann and Rauno Aaltonen to drive. The recce had been done in an Opel Rekord de luxe with Aaltonen and Herrmann alternating with the driving while Willy Pitz, Opel's regular co-driver for Smolej in Germany, wrote down the notes. The car was an ex-Rohrl Monte practice car with a full Irmscher engine and Jochen Berger was down there at the time of the rally taking a holiday and seeing how things went. Part of their service network was being run by a certain Jergen Barth who seems unable to resist the attraction of the Safari since he first started to come down as Porsche team manager several years ago. He was hoping to come back with such a team this year but it was not to be so he contented himself with servicing for the Opel and for Bill Fritschy/Peter Moon who drove one of the Porsches from last

Vic Preston Jnr. managed to drag his troubled Stratos to the finish, setting quick times when the car was functioning well.





year's rally, still entered under the Chipstead of Kensington banner. A strange vehicle for East Africa was the lone Moskvitch entered by Aziz Tejpar for himself and Natu Vadgama. Tejpar is the "Mr Fixit" of East African Airways, the main sponsors of the rally, and is responsible for getting most of the foreign entrants out to East Africa for the rally. His car was prepared by Satra Motors and was one of the few to be entered in Group 1. Long gone are the days when the Safari was run for Group 1 cars and Group 1 only.

## RALLY

In all, seventy-nine cars came under the starter's flag at the Conference Centre on Thursday afternoon at four o'clock which was not the largest entry that the Safari has ever had but was very commendable under the present austere circumstances of the commercial world. There had been a few panics including Timo Makinen's Peugeot which had burnt out its fan clutch on the way to the *parc fermé* and had to be spirited off to have it changed. Then Remtulla's Datsun 710 refused point blank to start on the ramp and had to be pushed off much to the amusement of the crowd and the relief of the photographers who always look for something different to illustrate the front pages of the daily newspapers. From Nairobi, the route was to go out round the back of the Athi Plains for the first really difficult section to Sultan Hamud back on the main Mombasa road. It then went into the hills for two difficult sections before Kitui and the long run down to Kibwesi and the main road once more. The Taita Hills preceded a sandy run up to Malindi before the rally turned back for breakfast at Mombasa. The Shimba Hills to the south were then to be followed by the Taitas again in the opposite direction before a last assault on the Kitui-Machakos hills before the rally arrived back on Friday evening for a twelve hour halt in Nairobi.

Light showers were the forecast from the aeroplanes flying overhead as Makinen's Peugeot left Kaijiado for Sultan Hamud but they were soon over and the dust started to roll from the wheels of the cars. Munari had soon passed his team mate, Mehta, and was pressing hard on Makinen for the lead on the road. He lost no time at Sultan Hamud and neither did Waldegaard in the other Stratos or Mikkola in the Peugeot. Makinen prudently took two minutes penalty and stayed ahead on the road. Behind him Munari had a puncture just after Kalii while Mikkola made one of the earliest exits from the rally when he crashed and practically wrote off his 504. It happened when he had practically caught Mehta who had just been passed by Joginder and one of them pulled out of a service point a hundred yards or so in front of him. To start with the dust was not too bad as there was a strong side wind clearing it from the road which was very fast but then, on a tightening right-hander, the wind dropped and the dust swirled round blocking Mikkola's vision entirely. To try and save the situation, he threw the car sideways but the rear wing and wheel hit a bank and, still doing more than seventy miles an hour, it flipped end over end. The car was wrecked but the occupants virtually unhurt except where they had cut their legs crawling out of the inverted car over the broken glass from the windows.

Waldegaard was fastest on these sections and was soon the clear leader of the rally though the Flying Sikh, Joginder, was only an incredible five minutes behind the Stratos even after the Taita Hills. Further back, Hans Schuller was in trouble with the Datsun 260Z with the rear shock absorbers gone and the first of his electrical troubles starting to show. Herrmann was also having trouble with the Opel electrics and at one point had to limp along with just one light as the alternator was not charging sufficiently to supply the lot. The trouble was eventually traced to a faulty fan belt which had a concealed self-elasticating fault in it but this took two days to find and was eventually only found by accident. They were one of several cars to have rocks thrown at them in the Taita Hills and Herrmann sat back in the co-driver's seat with his feet on the windscreen to keep it in place until the service could attend to it properly.

Just beyond Mikkola's demise, Junior Preston discovered that John Lyall had dropped the all-important scrutineering card in the control area and they had no choice but to go back for it which was not only a hazardous experience but also one that cost the Stratos over ten minutes in time penalties. Robert Collinge was finding his feet very well in the unfamiliar Alpine but then going to Kitui he hit a tree stump and deranged the famous *fusee* that has long been the bane of all Alpine drivers. He lost fifty minutes limping into



Helping Mitsubishi take the team prize were Prem Choda and Mrs Pauru Choda (10th).

Kitui and a further fifty-six to Kibwesi having it repaired. The Datsun Violet of Kallstrom came to a halt some seventeen kilometres before Kitui with expensive sounding engine noises. Kallstrom carried out a brief inspection and decided that it was the valve gear that had let go as it had done before in South Africa and Sweden. He got a lift to the service in Kitui, commandeered the service car and returned post-haste to the comforts of Nairobi. Mehta and Ulyate were finding that the new Bilstein suspension was not a patch on the ones their Betas has used in practice and were beginning to suspect that something was wrong with the specification. Mehta lost twenty-seven minutes at Kokotoni before Malindi having them changed at the front as his car was becoming undriveable but Ulyate soldiered on keeping himself well up with the leaders and impressing

everyone with a fine drive.

The retirements were beginning to mount up. The schedule was generally pretty easy but savagely timing on the Kalii section and again just before Malindi meant that even the leaders were running over an hour behind schedule so that the back runners were getting very near their maximum lateness. For example, without having a single problem, Tejpar was within four minutes of being excluded at Mombasa control in the Moskvitch and there were many others in the same boat. To prevent there being a debacle, the organiser decided to extend the lateness by however much the leading car was running late. Even then, the leisurely breakfast halt at the Oceanic Hotel turned into a fast blurr for most drivers who checked in, got scrutineered, swallowed a cup of coffee and then were due out again almost at once.

Ill-luck for last year's winner. Joginder Singh retired while leading the rally.







Jean-Francois Piot took his Renault R17 TS to a challenging position before retiring.

For some it was no problem. Makinen and Liddon were standing at the side of the road into Malindi ruefully surveying a large hole in the side of their Peugeot's cylinder block and examining the pieces that they had picked up from the sump guard. It looked as if one of the big end nuts had become loose and gradually unscrewed itself until the connecting rod had let go in the biggest possible way. Makinen said that there was no loss of oil pressure before the incident but that he had been hearing a noise for about ten minutes previously which could have been the loosening bolt hitting the side of the crankcase. The most incredible thing was that the engine still had oil pressure after losing that big end and when filled up with oil to the level of the hole would still turn over and run with pressure showing on the gauge. In similar straits a short distance up the road were Therier and Vial whose Alpine engine had just seized solid. There seemed to be no reason for this as the water and oil were at normal temperatures but this was one of the most sandy sections of the whole rally and it seems more than likely that a certain amount of that insidious substance had found its way into the motor. In any case they were out and soon to be joined by Collinge whose Alpine stopped with no clutch just after Mombasa. Again it was the sand that had ruined it but it was a shame to lose the two works Alpines so early in the game.

Back with the leaders, it was now Waldegaard who led on the road and on points as Munari had suffered two more punctures in the Malindi area. He had also tried the somewhat dangerous experiment of running without his rear carrying cage and the second spare wheel in order to reduce the load on the rear suspension. His second puncture cost him eight minutes at Tezo as the original spare wheel is by no means so easy to get out as the external second spare as the front cage has to be removed before the bonnet can be lifted. Behind Waldegaard came Joginder who was flying along in the Stratos's dust looking for the slightest slip to get by. Piot was also fuming along in Junior's dust and in a desperate attempt to get past he decided to check in at a control early and incur the double penalty. Sadly for him the ruse misfired as the next part was damped by a shower and Junior powered past to restore the status quo almost immediately. Andersson was suffering from an engine which seemed to be misfiring and fluffing so at Mombasa they changed his fuel filters and spark plugs which cured it. Even with the self-sealing Peugeot filling system, it seemed that dust was getting into the petrol tank

somehow and changing of fuel filters — of which there were three — became a regular thing on the cars of Andersson and Shankland.

As the cars headed back for Nairobi on the Friday morning, the pace did not slacken and the retirements continued. The Moskvitch went out with a broken head gasket while Jack Simonian fell out with the R17 TS when the gearbox broke the internal supports for the drive shafts and he was left with what one might call a fully floating transmission. Waldegaard had already run into problems the first night when his fan belt stretched probably due to having to run so many of those powerful Carello lights on the Stratos for such a long time. Anyway, he had run out of adjustments on the alternator mounting and lost some sixteen minutes getting a new belt fitted.

This was no problem for Fritschy whose Porsche had to be run with all the lights on in daylight just to stop the battery boiling dry. But for Waldegaard the problem had no such easy solution and just before he reached Nairobi on the Friday evening, the fan belt went again and he had to crawl along with Thorselius showing the way with a hand torch. This cost them the lead and also led to a bit of problem when they had to get push-started by a Jeep which bent their rear cage while giving them a friendly shove. At this point then the situation on points looked like this: 1, Joginder, 185 minutes; 2, Waldegaard, 197 minutes; 3, Andersson, 227 minutes; 4, Remtulla, 268 minutes; 5, Cowan, 270 minutes; 6, Ulyate, 281 minutes.

In the time allowed going into Nairobi and in the time pinched going out again the next morning, a lot of work was done on the 30 cars still running.

Hans Schuller's Datsun 260Z succumbed with a hotch-potch of mechanical problems.







Harry Kallstrom retried his Datsun Violet soon after the start with valve trouble.

Jim Noon had gone off the road in the Machakos Hills just before Nairobi when he was using someone else's rather dubious notes and he now lost 48 minutes going out to finish repairs in the Sembi workshops. Davinder had just about everything changed on his Colt and he was determined to start the second half with virtually a new car but Joginder and Cowan just had things checked over and changed tyres. Both Piot and Waldegaard had been originally docked a lot of points for being early: Waldegaard's was just a case of a seven being mistaken for a one and was soon put right, while Piot had to explain that he had in fact checked early at one control but that he should only be penalised there and not at all subsequent controls. Waldegaard took 13 minutes working on his car going out the second morning feeling sure that with the alternator problem solved, he would soon make up the time difference between him and the leader. What he didn't know was that this was to be his day for punctures and he had four of them so that Joginder was able to keep him at a distance throughout the day and into the night.

Munari was now keen to force the pace and get himself back amongst the leaders and though Andersson soon passed Joginder on the road when the Colt suffered a puncture, Munari was close behind and soon swept past to be first on the road

when the Peugeot ran into trouble with its clutch. The problem was the slave cylinder which had lost its circlip and had to be changed costing Andersson 42 minutes in a section which Munari cleaned. It would have been quicker but when they went to re-start the car it would not have any of it. No amount of pushing would get it to turn over let alone fire which was rather strange as it had been perfectly all right coming in to the service point. Andersson himself eventually found the problem which was a loose bolt from the repair that was jamming the flywheel teeth and when that had been removed he was off once again with the car running sweetly. Aaltonen and Herrmann were now in the middle of their biggest problems which centred round the electrical installations in the Opel. It persistently misfired and then refused to start so they changed the HT coil for a low tension one and then tried changing the battery all to no avail. The problem was finally traced to the points which had been badly burned. Then they stopped again with the condenser hanging off which took more time to find and fix so that they were running in the dark into Kisumu on the shores of Lake Victoria where the leaders had been at tea time. There they found that the chassis was badly cracked and decided to retire.

Bill Fritschy and Peter Moon also retired at Kisumu after losing much time driving with no

brakes and replacing brake pipes and calipers in an attempt to stop the leaks from the system. They were nearly out of time in Kisumu and when they realised that they would have to drive all the way to Kitale before getting another new caliper and some brakes, they decided not to waste their time and went back to Nairobi. Hans Schuller also retired here with his Datsun which had got progressively worse and had finally tried the patience of even the talented German who can normally be relied upon to bring a car through to the finish one way or another. Also in trouble was Andrew Cowan who had cannoned into a tree placed in the road by a friendly native just over the top of a blind crest and he staggered into Songhor to have a steering arm changed having driven something like ten miles with one of them broken and the car steering only on one wheel. Then Remtulla lost over an hour at Chepsir after he had overturned his Datsun trying to avoid a lady pedestrian though he was less likely to refer to her as a lady after he had seen the damage. Andersson had a recurrence of clutch trouble just before Kisumu and stopped 13 minutes to have the slave cylinder changed again and the circlip tied on in such a way that it could not come off.

Piot, Munari and Joginder were now all running together on the road and were setting a very hot pace which was carrying Joginder further into the lead as Waldegaard sat back behind them but he was speeding up and in the new loop in the very high — over 10,000 feet — Cherangani Mountains he set easily the fastest time so that in Kitale he was third on the road and only 11 minutes behind Joginder on penalties. Poor Robin Ulyate was in trouble here with his Beta which suffered suspension failure and a body crack opened up in the front of the windscreen that it was possible to see the road through. He lost a lot of time, well over an hour, welding and fettling it as did Mehta who took all new front suspension at Kitale ready for the loop through Tot and the Kerio Valley that was reputed to be the car killer of this year's Safari. Neither of the Betas was quite getting the service that they needed as they were being sacrificed to make sure that the Stratos got the very best service and in any case it would seem that the suspension units were still not sorted as Mehta's only lasted ten kilometres into the next section before they went soft again.

The Kerio Valley was not the killer that it was made out to be and only the leader disappeared in that tough part. What happened was that the valve spring rotated as the engine worked so that its rough upper edge gradually wore away the retaining washer above it until that failed and the valve dropped into the cylinder. It caused quite a lot of damage and cracked the head amongst other things but Joginder and Doig did eventually manage to drive it out on three cylinders though they were time barred by the time that they did so. Doig bemoaned the fact that if it had happened anywhere else than in this notoriously inaccessible section, he and Joginder would have somehow been able to reach a service crew and get the thing fixed in time to continue. Anyway, this was a problem which they had experienced before with this engine and had told Mitsubishi who claimed to have rectified it. To be sure that the other car finished, they were stopped that night and the washers changed on Davinder and Cowan's car. When they were changed it was found that they too were on the point of going and it was probably only the fact that Joginder had done a thousand miles of running in with his car before the rally and used a few more revolutions on the engine during the event that had caused his to go that bit earlier.

If the Kerio Valley was not a killer it certainly softened up the cars who needed a lot of work when they arrived at Nakuru the next morning. Waldegaard in particular needed a new sump as the other was leaking as well as new suspension. This whole job took rather a long time as it was very difficult to get the sump guard off and instead of being stopped just half an hour, it lost him exactly an hour at the next control. When the job was finished, he decided to run without the sump guard as it would give him more ground clearance but almost at once he was stopped again with a broken throttle cable which cost another few minutes of his lead. He was now only 11 minutes ahead of Andersson who was 17 ahead of Munari with Cowan, the nearest challenger, an hour further back. The rally thus turned into a real struggle between the two Stratos and the lone Peugeot.

The rally was held two hours at Kitale and four at Nakuru to try and give the crews some rest and allow it to catch up with itself which was a good intention but had the bad effect of putting the

This Citroen amply demonstrates the dust problem encountered on this year's predominantly dry rally.





rally into the Aberdares at night and stone throwing and barriers on the road were all too common. As an example of the rest available at Nakuru, the first car was due in on time at 08.45 hours and Munari actually got there at 10.06 hotly pursued by Waldegaard who had just passed Andersson who was changing his rear brake pads. The last car got in at 16.31 and was sent out again at 17.01 where the first car had left at 14.00 hours.

Jim Noon changed a differential in his Colt at Nakuru but was later to lose the windscreen in a stoning incident in the Aberdares and had to drive to the finish without one. Many of the other private owners were too sleepy and lost time leaving late after catching up on their sleep. The most unfortunate man round here was Junior

quently, Lofty Drews hitched a lift leaving the stricken Stratos to limp in as best it could and went ahead to get some wheels which he brought back in Simonian's private Datsun. The whole episode cost him 40 minutes and dropped him back almost an hour behind Andersson who had his own troubles with a couple of punctures as had Bert Shankland. The second of the Peugeots had also had misfiring leaving Nakuru which had been instantly cured by changing a single wet sparking plug. Back with Lancias, Waldegaard had three punctures and also lost his fan belt tension for the umpteenth time which cost him a total of about 40 minutes so that at the Safari Club Andersson, much to his surprise, found himself 18 minutes in the lead from Waldegaard with Munari and then

coming the other way and removed half the side of the Stratos which eventually lost its complete rear portion. This blew open and rather than lose time fixing it, Munari and Drews attacked it with the jack and wheel brace to sever it from the rest of the car. Shankland commented that he came into a village and saw the place littered with fibreglass and bits of pipe. The tail piece was replaced with a new one just before the finish in Nairobi or Drew would be getting the reputation of always finishing with half a car as he did with Mehta in the winning Datsun in 1973. Behind him, Andersson was convinced that his rear axle was about to break as the differential had started to whine and it seemed as if ploughing through all the mud might prove too much for it. The whine never got any worse and the Peugeot mechanics did nothing more than check its oil level, feel its temperature and send him off with the reassurance that it must be the guard for the differential touching it and making the noise as the two things moved independently of one another.

Waldegaard was now pressing hard and had forced his way past poor Piot who was stopped on an upgrade with the rear wheels clogged with mud and the clutch burnt out trying to pull the R17TS along with only the front wheels turning. The lone private Alpine of Neyret and Terramorsi was still running though they had both suffered severe de-hydration during the hot part of the event and reckoned to have drunk 25 gallons of water between them to keep going. Also the oil temperature had risen to such a point that Neyret had burnt his foot on the oil pipe under his right foot and in Nairobi was found to be suffering from third degree burns and blistering such that to walk was painful. Then Waldegaard stopped with the fan belt to the water pump gone and he had to borrow a spare from Junior Preston who came along a few minutes afterwards as he had run out of spares. Despite this stop, Preston was quickest on the section two minutes quicker than Munari and was really driving the Stratos in fine style in an "everything or bust" finish. Andersson who learnt of Waldegaard's misfortune, stopped for ten minutes to have the mud removed from under his rear wings as he had incurred a puncture due to the rubbing and then carried on to keep Munari at a safe 40 minutes distance.

The sagas were not over for the Stratos however, for on the very last difficult section, both Waldegaard and Preston ran into trouble with their gearboxes. The Swede was almost out of the section when his refused to select gears and he tried calling the Lancia aeroplane but he was in a valley and could not reach it. He limped to the top of the rise and caught it just as it was about to land at Nairobi and it pulled back up and got some mechanics on their way to him. They dropped the sump and unjammed the selectors which had been bent against the sump and he carried on to the finish, albeit a further hour late but still in third place overall. Poor Junior was less lucky as he had lost the clutch which was now locked solid and then the car would not select any gear. He had to take the sump off and get the mechanics to jam it in second gear with which he drove to the finish having lost the best part of two and a half hours. He just missed getting into the first ten as Prem Choda beat him by three minutes which was a typical end to a disappointing Safari for the young Kenyan driver. To add to his troubles, his father had fallen from a Lancia truck at the Safari Club and hit his head and spine which necessitated him being taken to hospital the day after the rally.

Andersson could hardly believe that he had won when his car arrived at the ramp in Nairobi's Conference Centre. Munari had got there 13 minutes earlier having had a new back fitted to his car and there was still some degree of uncertainty about Waldegaard the only sure thing being that he had not passed the Peugeot on the road. All the same it had been a very exciting finish to a super rally and though it was a disappointing rally for Lancia who still lead the World Rally Championship by miles, and for Renault Alpine who had every right to expect greater things after all their hard work and bitter experiences last year, at least Peugeot could say that after three years of trying, their works cars and drivers had finally vindicated themselves in one of the toughest events in the calendar.

#### 1975 SAFARI RALLY

1. O. Andersson/A. Herty (Peugeot 504), 11 hrs 58 s; 2. S. Munari/T. Drews (Lancia Stratos), 12 hrs 36 s; 3. B. Waldegaard/H. Thorselius (Lancia Stratos), 13 hrs 57 s; 4. A. Cowen/J. Mitchell (Colt Lancer), 14 hrs 31 s; 5. B. Shankland/C. Bates (Peugeot 504), 15 hrs 1 s; 6. Z. Remtulla/N. Javani (Datsun 710) 16 hrs 34 s; 7. John Hellier/Kanti Shah (Datsun 160B) 18 hrs 12 s; 8. Davindi Singh/Roger Barnard (Colt Lancer) 19 hrs 5 s; 9. Frank Lindo/Anton Leviton (Datsun 710) 19 hrs 15 s; 10. Prem Choda/Mrs Pauru Choda (Colt Lancer) 23 hrs 1s.



*Strange animal? Munari's sorry-looking Stratos after avoiding a wandering local.*

Preston who broke a stub axle just before Nakuru and lost half an hour having it changed by the Lancia mechanics and then broke the other one going away from the Subukia control one hour out from Nakuru. His father was up in a service plane with Mike Carr-Hartley and flew to a rendezvous with Mike Parkes to get a spare and then landed just beside the Stratos with a mechanic to carry out the repair. The whole incident only cost him 50 minutes which shows what can be done with radios and planes in daylight.

That night was to be a rest halt in the Mount Kenya Safari Club where Lancia confidently expected to be leading and still have all five of their cars running but it was not to be and one tragedy after another struck at them. Mehta had the front suspension of his Beta come completely out and jam under the wing so that he and Mike Dougty had to labour for an hour to get it back in again so that they were timebarred at Nyeri as was Ulyate whose car was now virtually in two halves. Then Munari had elected to run once again with a single spare wheel and had two punctures near Nyeri so that, in the absence of service, he had to run 30 kilometres or so up the tarmac on a rim. It was a great shame that he could not communicate with the Lancia service by radio but all their aeroplanes were down on the ground at that time awaiting his arrival at the Safari Club. Conse-

Cowan about an hour behind him. It was clear that if all went well, he could just hold that lead to the finish.

### FINAL ACT

The night was rainy and damp but to make sure that no dust problems would engulf his last runners, Gunnar Haggbom decided to start the cars at three minute intervals which gave a very interesting situation. Waldegaard left the re-start just eighteen minutes after Andersson so that if he caught him and passed it would be into the lead not only on the road but on points as well. The roads were truly mucky and the Meru to Embu was passable but only just as a few photographers found out who got stuck in there and only just made it back to be at the finish. Davinder and Cowan took 16 and 41 minutes respectively checking over their cars and sorting out the valve retainers before leaving for the day's work on Monday morning. Waldegaard was really flying and was fastest on the Meru-Embu stretch two minutes ahead of Munari and three faster than Junior and six faster than Andersson on whom he had now caught nine of the 18 minutes but the mud was wearing away at his brake caliper and in Embu he had to lose seven minutes changing it and dropped back once more.

Munari now headed Andersson on the road which was very providential for the Peugeot crew as Munari nearly had a head on with a local driver





Cool and disciplined, Billy Coleman won the "Circuit" after pacing himself over the five days with superb judgement.

## **CIRCUIT OF IRELAND**

# Coleman's electric Circuit

By **PETER NEWTON**

Photographs by **ESLER CRAWFORD**

The professional touch is a hard won quality in rallying, manifesting itself after years of experience, determination and disappointment. There are few who acquire the status of a 'professional' in the game, but Billy Coleman graphically illustrated the style over Easter weekend when he won the war of attrition on the Benson and Hedges Circuit of Ireland. He badly wanted to win this one and he accomplished it with a cool and disciplined performance that had more than a touch of inevitability about it. While others fell by the wayside around him, he timed his move to the head of the field without ever seriously extending himself, and proceeded around Ireland pursued by the cries of his many supporters, only once seriously challenged.

That this should come from Will Sparrow in the G2 DTV Magnum is perhaps surprising in view of an entry list boasting a Lancia Stratos and Porsche Carreras, but the story of this event, toughened up considerably since last year as the organisers had intended, was one of retirements, and Will himself became a pedestrian on Sunday after a characteristically memorable drive that must have provided a great morale boost to DTV's G2 efforts. Dessie McCartney, always in the top five, could never really get on terms with the various leaders, hampered as he was by persistent braking problems, and at the last, was all but caught by a determined Brian Evans, who after a fine performance here last year, overcame many bothers to finish a strong third.

This year's Circuit was, as usual, the scenario of several superb individual performances that came to nought. Two which did not however, came from Adrian Boyd and Russell Brookes. Adrian, driving a standard (no really!) R16 TS engined Alpine, was, without commercial pressures and obligations or mechanical failure to dog his progress, little short of sensational, and it was a heart-warming sight to see the little blue car flitting through the lanes and passes in such inimitable spirited style. With this performance, he put broad smiles back on the faces of his countless supporters, not to mention his own. Russell was his usual ebullient self. The tougher the contest, the better he likes it, and yet again he demonstrated how it should be done in G1, while coping with a multitude of troubles that would have sidelined all but the most determined; putting red faces on many of those behind him, and capping one of his finest performances by setting fastest time on the last of the 61 special stages.

With 15 minutes of road lateness and a ten second penalty for every minute late, there was not too much margin for error or servicing, a factor which, on paper at any rate, favoured the Porsches, whose train-like reliability has time and again been proved. Unlike the modern G2 car which requires constant cossetting to keep it happy, there is normally very little to play with on the Porsche. Servicing regulations were also of a very stringent nature, so that Malcolm Neill and his highly efficient organisational entourage were looking forward to some very taxing rallying. This is to be Malcolm's last year as Clerk of the Course (unless the combined efforts of all his team have the desired effect) and he has reluctantly decided to stand down from his year-long 'after hours' job owing to pressure of business.

Since he has taken over the reins, he has watched the rally grow in stature to its present highly respected level. This year the event was graced with the presence of that other charismatic figure of rally organisation, Mauri Lindell, who took time off from his duties with the 1000 Lakes, to act in an official capacity as Circuit CSI inspector; the organisers hoping to upgrade the rally's international status further next year.

One imagines that he did not come away disappointed, for as usual planning was meticulous and everything ran smoothly. One stage was cancelled owing to the non-appearance of the necessary number of marshalls (they appeared to be all out watching on the Tim Healey pass), and another due to wrist watch timing but in general there were no problems, be-

sides a certain indifference to road opening on behalf of some marshalls and spectators, a factor which was somewhat disquieting for the results team, or "bin men" as it was decided to christen them this year. (Apparently last year's "Streakers" was frowned upon by higher authority).

The 61 stages bore witness to the work that the organisers have put into the event since last year, for there were several testing new miles as well as many of the old classics. In all there were 18 new stages ranging from the spectacular scenery of Turners Rock (second stage of the Sunday run) and the desolation of Cullenagh Lake, to the sweeping bends of Old Kildimo and Ballynalough. Competitors had a real treat in store right the way through the event, particularly on Sunday, for though there was no Sleah Head on the agenda to greet them, many of the classics were waiting, including Molls Gap (a certain kill-or-cure for hangovers), the unbelievable 'amphitheatre' of the Tim Healey pass and the breathtaking scenery of Cods Head and Ardroom; all of which must have provided excellent views for student co-drivers new to the splendour of the Allihies peninsula.

The average stage length was just under nine miles so there was plenty of time to 'get in the groove', and the infamous Sally Gap, tackled in the early hours of Tuesday morning, had been lengthened to a staggering 29 miles. It is perhaps worth bearing in mind that with only seven stages left to cover on Tuesday morning after five hard competitive days, crews still had to complete a similar stage mileage to that of an average British national event before getting to Larne — food for thought.

Last year the rally was held under the constant cloud of political strife; however this year the main threats to the event were not of a violent extremist nature, but rather of an agricultural one, as the farmers were planning a demonstration which would have involved the blocking of stages with tractors and farm machinery. In addition the fishermen were alleged to be poised to blockade the ports. The former threat was thankfully averted and the latter did not affect the arrival of crews so all was well at the start. After setting off from the Manor House Hotel, Enniskillen, last year, this year's venue for the 'off' was the Showground at Ballymena, a situation which met with a mixed reception, but one which at least provided a very impressive auditorium for the massed ranks of kaleidoscopic rally cars which



were fanned out around. Undoubtedly, the star of this particular show was car number 1, the striking black and white Lancia Stratos of the Chequered Flag, driven by Cahal Curley/Austin Frazer.

All remaining memories of the previous year's 'Indian summer' were rapidly dispelled on the morning of Friday. After days of bitter weather, the air temperature was rather more reminiscent of Siberia than of temperate latitudes, and between short spells of hesitant watery sunshine, fierce snowstorms swept the hills, which were already very icy from previous days' treatments. Scrutineering was totally without incident and 120 starters began to make ready for departure which was scheduled for 13.00. As the minutes clicked away and crews began appearing to man the silent cars, so the temperature began to rise and it was confidently predicted by the pundits that the snow, of which there had been at one time that day something in the region of 1½ inches, was disappearing quickly, and was now only seriously affecting the first stage, Orra Lodge, a high, exposed moorland road.

The Porsche Carrera has been the car to beat in Irish tarmac rallying for some time now so it came as something of a surprise to see only two such examples in the top ten, Dessie McCartney/Terry Harryman at seven, and David Agnew/Robert Harkness at nine. At one of course, and making its rally debut, was the beautifully turned out Chequered Flag Stratos for last year's winner, Cahal Curley/Austin Frazer. After prolonged testing and a recent influx of hand-cut racers from Pirelli, the crew were happy with the handling of the car, and comprehensive service arrangements would ensure its well being. This was only the second time that we have ever seen a competition Stratos in the UK and predictably it created something of a minor sensation.

Second off the ramp was the first of Boreham's three car 'works' team, 000 96M, the ex-Roger Clark Escort driven by RAC rally champion, Billy Coleman, and co-driven on this occasion by Paul Phelan. Both Tony Mason and Peter Ashcroft were in attendence to see their charges, and Tony had earlier negotiated sponsorship for the team from the Sunday World, one of Dublin's prominent newspapers. The reason that this had been necessary was that at number four, a surprise last minute entry, were the familiar faces of Roger Clark and Jim Porter in an "experimental" car fitted with a brand new Brian Hart motor. Ford were apparently anxious to learn more about how to set up their cars for tarmac, especially with the new model in mind, so, after a break of five years, the hat trick winner of the circuit was back.

Sandwiched between these two Fords was the lightweight BMW of Brian Nelson/Drexel Gillespie. Last minute hold-ups with the new ex-works 16 valve car, including the non-appearance of the special Castrol oil that the factory insist must be used with the complex engine (apparently frothing occurs with any other type resulting in con-rod failure) meant that Brian was in his own car as usual. He was not too unhappy about this however as he would have had little or no chance to carry out any testing of the ex-works 16-valver, which should by now have arrived in Ireland, and will almost certainly be making its debut in Donegal.

After a splendid result on last year's Manx (his first event using racers on tarmac) it was unfortunate that Tony Pond and DOT were unable to make the journey to Ballymena. The cost for the whole operation was apparently prohibitive; but at six came the third member of the Ford team, Nigel Rokeby, with the experienced Peter Scott to show him the way. Nigel was running in the colours of his new sponsors (Gateway Supermarkets — "we're in the pink") taking something of a gamble as he did not actually know at that stage either whether the season's projected deal was on, or whether he would get any financial assistance for doing the event. Happily things have turned out well for him. The first of the Porsche Carreras came next, driven by a smiling Dessie McCartney and Terry Harryman. Behind them in the ex-Geoff Sheppard Alpine A110 were Adrian Boyd and Frank Main. Adrian was in a jovial relaxed mood, and though he had only one spare set of wheels (he had had them on order from the factory in Dieppe since January) he was in irrepressible humour. The car was as last seen in Galway earlier in the year. Its engine is, besides the induction and exhaust, absolutely standard Renault 16, so not even the cognoscenti were prepared for what was to come. Behind them were David Agnew/Robert Harkness in their Porsche Carrera, while at 10 was the G2 (and therefore 1600cc) 16-valve Chrysler Avenger of Colin Malkin/Paul White, who despite



Cruel luck for hard-trying Will Sparrow who retired the DTV Magnum with no oil pressure.

their perennial horsepower disadvantage, were expected to go well.

Will Sparrow/Ron Crellin, making their second outing the DTV G2 Magnum, were next up, followed by the Pye TV entered Carrera of Brian Evans/Roger Roderick-Jones, who went so well here last year. Adrian's brother, Derek, has now bought the ex-Ford (France) racer that Adrian drove into fourth place after so many problems last year; it has been completely rebuilt with a new David Wood engine, but was still running under the R. E. Hamilton banner with service provided by Robert Taylor et al.

Other fancied runners in the top twenty included Sean Campbell/Brendon McConville in the Northern Excavators/Lindsay cars Escort RS at 15. Sean had been having trouble with the oil scavange pump and the gearbox but had sorted these, only to be afflicted by a misfire in the upper rev range. He confidently predicted that he wasn't going to be hampered by the latter in the snowy conditions however! A pensive George Hill followed, with regular partner Phil Short in the G2 Blyndenstone-engined Martins Magnum. He had 12 tyres from Goodyear, but had cut five of them for the snow, expecting the worst. As Marek Gierowski has now sold his Carrera, there was only Harold Morley's short-wave-radio-equipped version remaining to complete the top twenty.

The G1 contingent had sadly lost the Mazda RX3 of Ronnie McCartney/Ron Neely. In testing prior to the event something had apparently broken on a straight piece of road, and the car had attacked every bit of countryside in sight. When it all came to rest, the floor plan was allegedly keeping the four wheels off the ground. However

there was still a wealth of competition provided here by Russell Brookes/John Brown, in the Andrews Heat/Birmingham Post RS2000 having what will probably prove to be their last outing in G1; Robin Eyre Maunsell/Neil Wilson in the Chrysler Avenger, and Ian Gemmell/Frew Bryden in the Machonochies of Kilmarnock example; while at 33 was the DTV G1 entry for Paul Falkner and Monty Peters, the pair making their first excursion on to Irish soil.

The Continentals were quite thick on the ground and most well known of them was John Haugland in the Dealer Team Skoda entered, 120S. Scandinavia was particularly well represented, and as 'after hours' events proved, they certainly enjoyed themselves.

Talk at the start was naturally all tyres, and the scene was reminiscent of some GP starts as all eyes glanced skywards to catch the latest visual assessment of the fickle weather conditions. Most were putting on a brave face although there was clearly some apprehension, and Dessie McCartney summed up the mood neatly when he laughingly declared that "slow tyres are the answer".

The first series of stages were clearly going to be very interesting as Cahal Curley led away towards the North Antrim coastline. In fact although there was some quantity of snow at Orra Lodge, (the first 10 miles were well covered) the worst problem encountered here was with the access road, which quickly became hopelessly blocked as herds of spectators, having seen the first few cars through the stage, returned to their vehicles and attempted to depart against the rally traffic. 'Perm' times were the order of the day here while everything was cleared up. Not surprisingly most

Ill-fated Stratos of the Chequered Flag provided a promise of things to come while it lasted.







After a brilliant run, Nigel Rockey was side-lined with a blown engine.

were taking it gingerly here but there were casualties nonetheless as Gregg O'Gorman rolled his Alpine, and Willie Crawford, really keen after his long lay-off, while his car was rebuilt, had the newly assembled motor let go; a sickening disappointment after months of preparation. Willie reckoned that he caught it in time to save some of the expensive Broadspeed bits, but it will need a reground crank at the very least; so with oil appearing in large quantities out of the crankcase breather, he set himself a new task, namely enjoying himself, and was subsequently to be seen in Killarney night spots at very late hours, as well as in Larne at the finish, vowing to return to take Ireland by storm.

Indeed the first few stages provided a retirement rate which decimated the front runners to an unprecedented degree, and shock news quickly filtered through that the Stratos had gone with a dropped valve leading to a holed piston on the road section after stage 3. After a cautious start, Cahal had found the handling of the car to be first class, and despite severe bottoming on the wild yumps of Torr Head, had set fastest time there. On the next stage he was equal fastest with Clark, and all looked set for a battle of the giants. Sadly this was not to be, and the equipe retreated towards Derry to nurse thier disappointment. Despite the shortest possible of debuts, the team are now far from downhearted, and are looking forward to the Welsh.

Friday was turning into a beautiful evening, and as the order settled down for a hard night of rallying, Nigel Rockey forged his way to the head of the field, chased by Dessie McCartney who was experiencing the first touches of a rally-long problem with an "inconsistent brake pedal".

The competition was certainly fierce right through the field, and George Hill, having his first

taste of Irish tarmac rallying, was heard to remark with a wry grin that "its f. . . . . quick over here isn't it!" The engine oil seals were giving trouble but he was handily placed in eighth position, and thoroughly enjoying himself. Billy Coleman, just out of the top ten, was not at all happy about the tyres and service he was having to make do with, running both the second and third stages on knobblies and losing a lot of time in the process. As the sun set over the hills, Roger Clark began reeling in Rockey. The latter, driving well within himself, was quite content to let this happen for the present, and a fascinating night's competition began.

Down the field there was excitement too, as the Irvine Tannahill/Trevor Fleming Mini rolled spectacularly on Glendun, nearly collecting a police car that was parked near the bridge, Bengt Lungstrom, driving a smart G2 Toyota Celica GT with Fred Gallagher, bent a steering arm on a yump over Torr Head. They tried to straighten it with the help of a friendly farmer's welding gear, but went OTL and reserved their remaining energies for Killarney's extra-terrestrial activities, and of course the Sunday run. Meanwhile Michael Neubauer, a German journalist, and co-pilot in a Porsche 911S driven by Werna Thoma, rang up the Lough Key 20-minute halt, trying to sell the car. After having an accident on the first night last year and spending most of the weekend in hospital, he reportedly nearly joined the trawlers fishing off Torr Head this year . . . "Ve go up in air after a yump, ze car go round and round and zen . .

BOOM!" Undeterred, Michael swears he will be back next year to break the Friday jinx. Meanwhile Harold Morley was reliably reported to have been two-wheeling his Porsche Carrera.

Lough Key was bitterly cold and if the locally grown venison stew was good, there was certainly



Not Vauxhall's rally—George Hill on the 1st day.

Adrian Boyd and Frank Main aviated their low-powered Alpine A110 to an incredible 4th place.







One of the "men of the event" — Brian Evans set top times between bothers slowing his Porsche.

very little time to savour it as the 'rest' halt embraced just twenty minutes. Marshalling here was a trying process, for though the cold could be staved off by suitable applications of Irish Comfort, the marauding swarms of eager spectators could not be dissuaded from over-running each car as it came and went.

At this point in time Nigel Rockey led by just under two minutes from a still agitated Billy Coleman, who had made great strides forward despite handicaps over the previous six stages. David Agnew in third place, held a tenuous lead over a charging Will Sparrow, who was pulling up fast after a spectacular spin on Orra Lodge. Dessie McCartney had dropped back to sixth behind Brian Evans, and the former was now on level par with George Hill, who had stopped to change an anti-roll bar but was nevertheless going very well indeed.

What had happened? Where was Roger? Clark had been wondering about the nationality of his car, finally coming to the conclusion that "its Danish you know". He had several reservations about the handling, but it was not this that let him down, in the end it was the engine, which blew a head gasket after 11 stages.

Meanwhile Rockey was being inexorably caught by Coleman. An 'O' ring to the carburet-

tors had blown and the engine was sounding very flat indeed, yet still he clung onto his slender lead. Will Sparrow had lost his service crew over the early part of the evening and had in consequence to run three stages on bald rear racers, the DTV Bedford Blitz having itself become a mechanical casualty. Meanwhile both Brian Evans and Sean Campbell had lost time over Syonfin with spins in the same place... it was certainly tough at the top. Both Russell Brooke and Adrian Boyd were already in the top ten. With eight stages still to cover before the breakfast halt at Ennis, John Haugland had gone OTL with the gear lever stuck in third gear (it took three hours to free it) after numerous overheating bothers. The crew were to return on Sunday to take top honours on the Sunday run.

Soon after leaving Lough Key, Nigel Rockey felt his engine begin to die. He had earlier felt it hesitate just as Clark had moved over to let him by on Altagowlan. He thought at first it was a simple manifold blow, but gradually the car got slower and slower, eventually hardly being able to get off the line without a push. He at last sadly called it a day after breakfast, having been passed on a stage. The manifold had gone between nos. two and three cylinders, and there was no compression on these two. He will now need a new block and cylinder head at the least. An unfortunate end to a fine drive which impressed the Ford camp greatly and was also the first time he had ever led an international event.

These pre-breakfast stages saw Billy Coleman attain the lead he was never to lose; his new challenger however was Will Sparrow, who at Ennis was just 2½ minutes behind, and beginning to close on the leader. Saturday dawned cold but clear and after breakfast the rally route wound its way towards Killarney via six further stages including four classics: Gallows Hill, Sugar Hill, Desmonds Grave, and Lough Caragh; the latter normally used on the Sunday run.

These stages were the scene of more carnage, principal of which was a horrendous accident which befell Brian Nelson/Drexel Gillespie on Sugar Hill. Despite a lack of power Brian had been going superbly and was lying eighth. He had just changed up to fifth at about 90mph over some vicious bumps when the car got out of shape and performed a series of end-over-end rolls that reduced the Brendan McInerney prepared BMV to a few scraps of glassfibre and a roll cage. Both men were lucky to escape with their lives let alone without a scratch.

Other notable casualties in this section were Sean Campbell who called it a day at Ennis. After changing a disc and suffering two punctures, he could stand the agonising noises from the back of the car no longer. Gerry Buckley too had to give up the struggle in the ex-Billy Coleman RS. He had been coping manfully with chronic handling problems from the start. Simply put, the car would not steer, and self-adjusted its toe-out after virtually every stage, pirouetting about the road in a decidedly hairy fashion. A head gasket finally blew on Desmonds Grave, but Gerry won't be driving this chassis again, having given himself two many frights for comfort.

Russell Brookes was having an eventful night. He had been trying "different cures" almost from the start for continual overheating including replacing the radiator, waterpump, fan and head gasket, the latter as a result of it. He was still losing water at a tremendous rate however, yet was setting times in G1 that prompted Monty

Eyre-Maunsell beat his critics — the car broke without going "off."





Peters to remark that "he's not even in the same week as we are!" Colin Malkin retired on stage 19, Hollymount. He had been suffering low oil pressure and gearbox ailments for some time previously, but it was a piston failure which finally ground another fine drive to a halt. Meanwhile Robin Eyre Maunsell had had a couple of minor offs, but was still going strongly in 15th position.

By the time the weary crews staggered into the haven of Killarney soon after one o'clock, it was clear that the night had taken a grim toll of the entries. Billy Coleman led by less than two minutes from Will Sparrow, with the three Porsches of Evans, Agnew and McCartney occupying the next three places respectively. Comfortably in sixth, despite a disconnected throttle cable on Glenwilliam, necessitating driving three-quarters of the eight mile stage on the key, was a relaxed George Hill, who was really getting into the swing of Irish rallying. Noel Smith's Carrera was next up after a fraught night grappling with shock absorbers, while only 19 seconds behind him was the incredible Brookes.

The Sunday dawned wet and bleak with leaden clouds hurrying in from the Western approaches, but someone upstairs seemed to be watching the breathtaking stages as well because as the day wore on, so the weather improved, and by the time the cars tackled Tim Healey, there was pleasant sunshine to greet them. Most drivers had gone to ground on the Saturday, but a jubilant Adrian Boyd found time to regale those in the Great Southern with some accounts of his adventures. A mile from the finish of Sugar Hill he had had a giant 80 mph spin in a tightening lefthander, but had managed to miss all the scenery and carried on. Frank Main had been impressed with the "Boyder's" progress over Lake Caragh, a stage they both enjoyed immensely. Besides slight oil leaks and too much bumpsteer owing to the short suspension travel of the car, your man was very happy . . . A: "the engine cost me £300!" F: we reckon we could blow up ten of them for the price of a good BDA!" A: "working on the same theory I've been going a lot better since the rev counter stopped working!"

Partly due to the early weather conditions (Molls Gap at 06.30 was no place for the faint-hearted or the sore-headed) and partly due to the permanence of everyone's ills, a mere handful of crews came out for the Sunday run. First casualty of the day was Roger Cree, who had the differential of his Mini seize just half-a-mile into Moll, pitching him off the road in a semi-permanent fashion.

And so it continued; a day of unforgettable memories, of disappointments and jubilation, staggering scenery and stirring stage miles. Lungstrom modified the nearside rear of his Toyota after attempting to avoid two cars on the stop line of a stage which had its flying finish too close . . . a philosophical David Agnew stopped on Cods Head with an 'exploded' front strut . . . He was joined a moment later by Robin Eyre Maunsell whose driveshaft broke just down the road.

Will Sparrow, catching Coleman, retired on Mount Prospect with a sheared oil pump drive, a fault which necessitates removal of the inlet manifold to rectify. Noel Smith had a giant accident on Castle Donovan; he lost it, and apparently over-corrected; the Porsche got a bit of grip and shot into space, hitting the ground three times on its 75 foot orbit into a wall, which it despatched and carried on down a bank. Co-driver Ian Turkington's belts apparently broke, and he will be in hospital for a week with chest injuries. Noel missed his first Circuit finish for many years to go and see him. Russell Brookes had an axle shaft break off in the differential, smashing it to fragments. Having changed it he arrived at a control 17 minutes late . . . but two minutes of 'perm' time saved him by the closest possible margin. He was now using a gallon of water every ten to fifteen miles, something which continued all the way to the finish. How did he like the road timing? "... fabulous isn't it?" Definitely a rhetorical question. In catching Derek Boyd on Ardgroon, George Hill, who had been driving superbly all day, got a bit carried away in his excitement and assaulted a wall; losing five minutes but not his position. Ardgroon provided an amazing finale to a superlative day with its unique blend of deceptive brows, dips and tighteners . . . you knew you had really done some work after finishing this one.

Roughy River caused competitors perhaps the worst bother of the day, and provided what should have been the award of a 'CDM' or similar distinction for effort to Tommy Tennant in the ex-Eyre Maunsell Avenger 1500. He reached the control at the end of the stage clattering along on

the wheel rim. Other damage to his car included a bent rear axle, bent track rods, steering and bodywork, but after a few minutes frantic repairs including borrowing a wheel from a lady spectator, he lurched on to Killmakilloge, burning tyres against the body on the way; only to stop soon after the start of Tim Healey with a severed fuel line. Perhaps it was as well.

Lurking rocks on Roughy River put paid to many competitors' rally including Herbie Bosence/Billy Skelton whose BMW finished with both front wheels awry; and there were punctures galore. Killarney that evening was as always bursting to the seams, and the legendary carousing carried on far into the Monday morning.

After a leisurely 14.00 hours start on Monday, the survivors took in eight stages on their way to the supper halt at Kilkenny. Derek Boyd finally finished a frustrating rally on one of them, Moan Vaun, when the steering wheel came off in his hands as he was braking from 90 to 30 mph for a corner and the Escort finished up perched on the bank. He had never really been in the hunt, finding trouble from the word go when he collected a maximum on Glendun, after a punctured front tyre and tube wrapped itself around the disc and bearing, bringing everything to a halt. He also had a slight off here, bending the steering geometry. Thereafter he was plagued with persistent problems surrounding the Watts linkage which in the end required a co-driver/welder to keep in one piece, something that Robert Taylor didn't have.

Thirteen and a half miles into Gortnagane, pulling 6,000 rpm in third, the crankshaft snapped on the Martins Magnum. George, who at the time was lying a strong fourth, looked certain for a top three placing, such was the assured style of his driving. The break appeared to be around No 1 cylinder as the crank pulley was angled drunkenly at 35 degrees to the vertical. The belt of course came off, immediately ruining all the valves and turning the engine into scrap. This unit had already done the Dales, and many were surprised that it had lasted so long. George however thoroughly enjoyed himself; he had been in the top ten right from the word 'go', and deserved better reward for such a hard and consistent drive. He will be back.

During the afternoon Brian Evans broke a clutch cable and had to be content with a slackening of pace; and Ian Gemmell solved his gearbox problems by a simple change of lever. He was having a great run and was quietly confident of a good result. The order at supper thus was Coleman, leading by a comfortable seven minutes from Dessie McCartney, who in turn had two minutes over Brian Evans. Adrian Boyd was fourth a further twelve minutes behind, and he had five minutes over Harold Morley, whose 'waiting game' appeared to have payed handsome dividends. Brookes however — "bubbling away nicely" — was just 14 seconds behind him. Morley had had his tyres pinched in Killarney but had now managed to find some more. There was just the final night and 150 stage miles to go! Boyd had

had the header tank come away from the GRP, but it would take much more than that to quench his spirits.

It was a hard cold night, and as the rally wound north so the cold deepened. For song writer turned rallydriver, Phil Coulter, however it was all over on Flagmount, as an anti roll bar in the ex-Russell Brookes RS 2000 broke, pitching him into a wall. The crew had been having fabulous fun and "surprised ourselves" favourably.

Stages were slippery with hoar frost that night, and poor Joe Pat O'Kane came to grief on one of the most treacherous of them all, Great Freffans, when on the first corner, the Carrera darted on and found itself a Carrera-sized hole to lie in. Roy Sloan, his co-driver was quite badly cut and had to have medical attention.

As the rally neared Dublin so the number of spectators increased despite the freezing conditions. The sight of the lights of Dublin from the top of Sally Gap was just another incomparable bonus to sightseers and co-drivers.

Brian Evans had had his clutch fixed and now embarked on a fervent chase of McCartney. He may well have succeeded had not a puncture four stages from home cost him two whole minutes.

As the grey light of dawn crept over the landscape, the faces of the crews matched the drab colours of the sky . . . it had been a hard night. Somewhere in the early hours of Tuesday the DTV service barge again cried enough and the inmates found themselves outside an Army post clutching sub-machine guns behind a Saladin . . . the rally was well and truly back in the North. Paul Faulkner/Monty Peters finished 10th, with even more respect for Will Sparrow than they already had, and looking forward to a return to Ireland.

Coleman had done it without a hint of mechanical trouble. The clutch was bled just once on Saturday night, and he had only given Paul Phelan two moments, both on stage 10, Altagowlan, just after they had changed on to dry racers. It was as convincing a victory as it was undisputed. The Circuit had been as enjoyable as it had been unpredictable, and even a prominent 'Bin Man' was heard to utter an oath on the Tuesday morning air: "if it wasn't for the competitors, you could really get to enjoy this event!" The festivities, restored to Larne after a brief sojourn in Newcastle last year, were a fitting finale to a fine event. Only 11 months to go . . .

#### Benson and Hedges Circuit of Ireland 28th March-1st April 1975

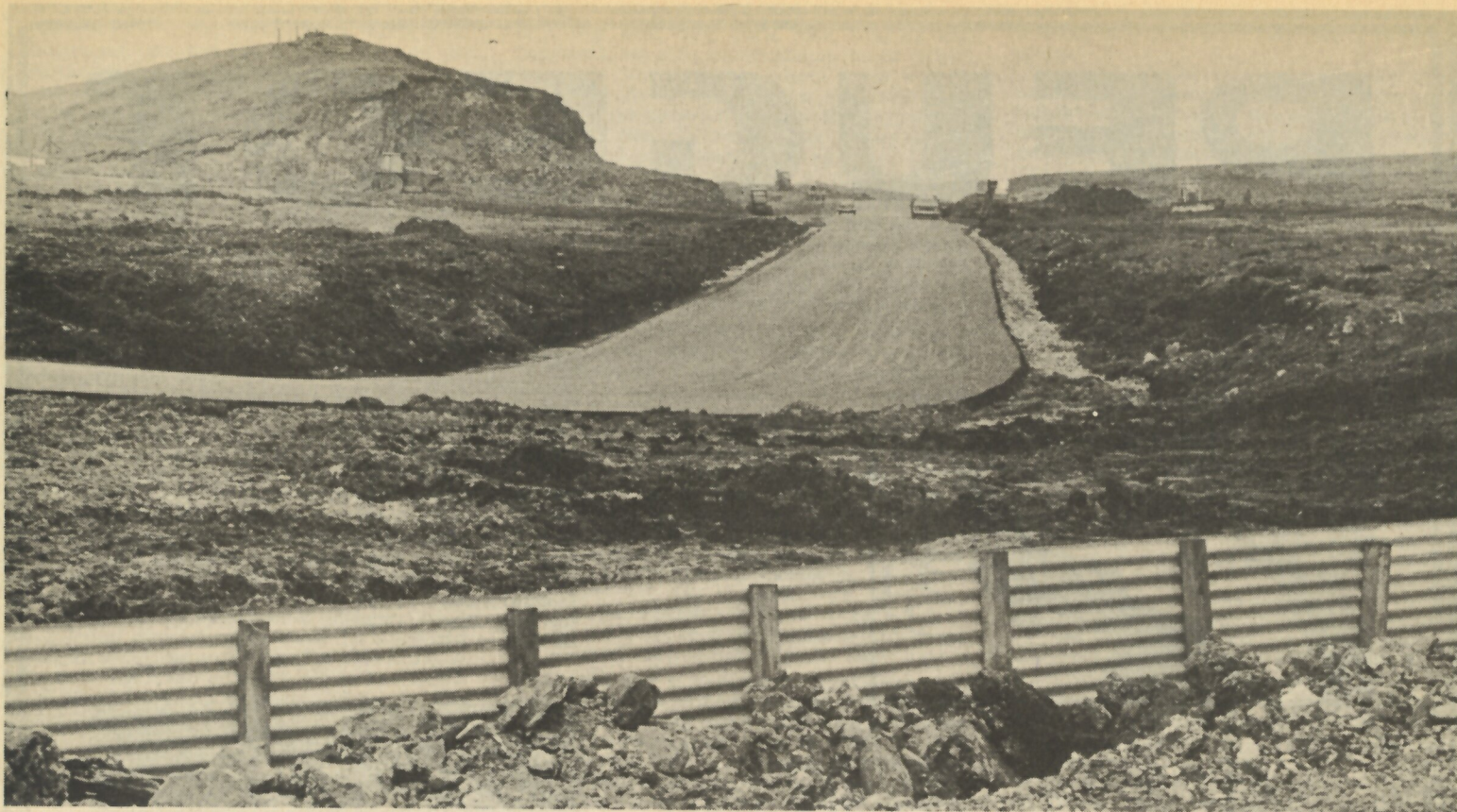
1. Billy Coleman/Paul Phelan (Escort RS) 591.36;
  2. Dessie McCartney/Terry Harryman (Porsche Carrera) 596.04;
  3. Brian Evans/Roger Roderick-Jones (Porsche Carrera) 599.52;
  4. Adrian Boyd/Frank Main (Alpine A110) 615.56;
  5. Russell Brookes/John Brown (RS 2000) 617.09;
  6. Harold Morley/Rupert Saunders (Porsche Carrera) 617.22;
  7. Brendan Fagan/Kenny Johnston (Escort RS) 650.34;
  8. Ian Gemmell/Frew Bryden (Avenger) 652.03;
  9. Charlie Gunn/Harry McEvoy (RS 2000) 653.09;
  10. Paul Faulkner/Monty Peters (Vauxhall Magnum) 655.0.
- Group 1 Russell Brookes/John Brown  
Ian Gemmell/Frew Bryden  
Charlie Gunn/Harry McEvoy

(SPECIAL STAGE TIMES APPEAR IN "Special stage").

Russell Brookes drove such an impressive rally he has been voted Ford "Rallyman of the Month."







A blustery over-cast sky does not flatter Knockhill. Pictured here, part of the (when photographed) partially completed track and run-off verging.

# Knockhill: Scotland's chance for a big-time motor racing circuit

By IAN SADLER

Photographs by PETER NEWTON

The name of Knockhill is one that should become familiar to a large cross-section of motor sport participants in seasons to come. It doesn't sound very much like a motor racing track but that is what it is; and a very significant new name it should turn out to be. Driving up the winding road towards Knockhill there isn't, yet, very much to see, apart from the attractive climb into the hills. You can tell that there is something going on, perhaps the Forestry Commission or the Water Board, but once inside the perimeter fence you are left with no doubt that Knockhill is an embryo race track: Caterpillars squeaking on their tracks, rollers, dumpers, mud everywhere and a smooth black ribbon of asphalt. From the portable cabins, the temporary headquarters, you can shelter from the bitter March wind and study most of the "National" designated circuit taking form. The track is laid and a super-smooth layer has, just this week, been completed. As Knockhill's chairman and managing director, Denys Dobbie, said during our visit: "Most of the work here has been in getting the ground ready — it is only now beginning to look like a race track."

Knockhill began in 1972 with the 750 Motor Club of Dundee and an oil company sponsor getting together to plan a little track, principally a rallycross circuit. Things proceeded shakily at first but since Denys Dobbie took hold of the reins, late last year, the Knockhill plans have been entirely revised and now — with an expenditure of more than £300,000 — the circuit is fast taking shape. Knockhill is not to be anything resembling its low-key beginnings. Now, it is a highly significant, totally new, venture for British motor racing: a custom-built "complex" from scratch.

Denys Dobbie could be described as an "arch enthusiast." A wealthy man, Dobbie has been a part of the racing scene for a number of years, starting with his own team of two Chevron B16 sports cars for Graham Birrell and John Miles. The DART (Dobbie Automobile Racing Team) cars for '72 were B19s. Since then Dobbie has had an association with the Rondel team and was director of GRD for a year, with cars (F3 and 2 litre sports) for Alan Jones and Dave Walker. Dobbie's links with racing have been of a successful and substantially respected nature and now, with Knockhill, Denys Dobbie is taking his involvement to much higher stakes and the rewards can only be tentative for the next few seasons — that

is, until you find out about the rest of the complex.

Knockhill's plans encompass a five-year programme, the first phase of which is to establish the circuit for car and motor cycle racing and put the rallycross track into full activity. Both of these facilities are on target for this year; the rallycross circuit already in operation (and well sorted since their first "mudbath" meeting — see *Sports Extra*. Just last week Basil Tye gave the 1.35 mile national circuit the RAC's blessing, with very little additional work to be required before the first action.

## Safety first

Being a fresh design from the outset Knockhill has safety paramount, the entire track having a substantial run-off area with layers of catch fencing and Armco in all the strategic places. Notable features include a generously sized and properly surfaced paddock and a large and easily controlled pits area with a substantial slip road onto and off the track. Of the track itself, the crux of the operation — the layout appears to be both imaginative and exciting. For that number-one requirement — spectators, Knockhill can boast a natural amphitheatre with its "in the hills"

location and there appear to be several prime vantage points, either for watching almost all of the circuit at a single view, or for nestling, safely, close-in to the corners. Either way, there are no blind spots for the public.

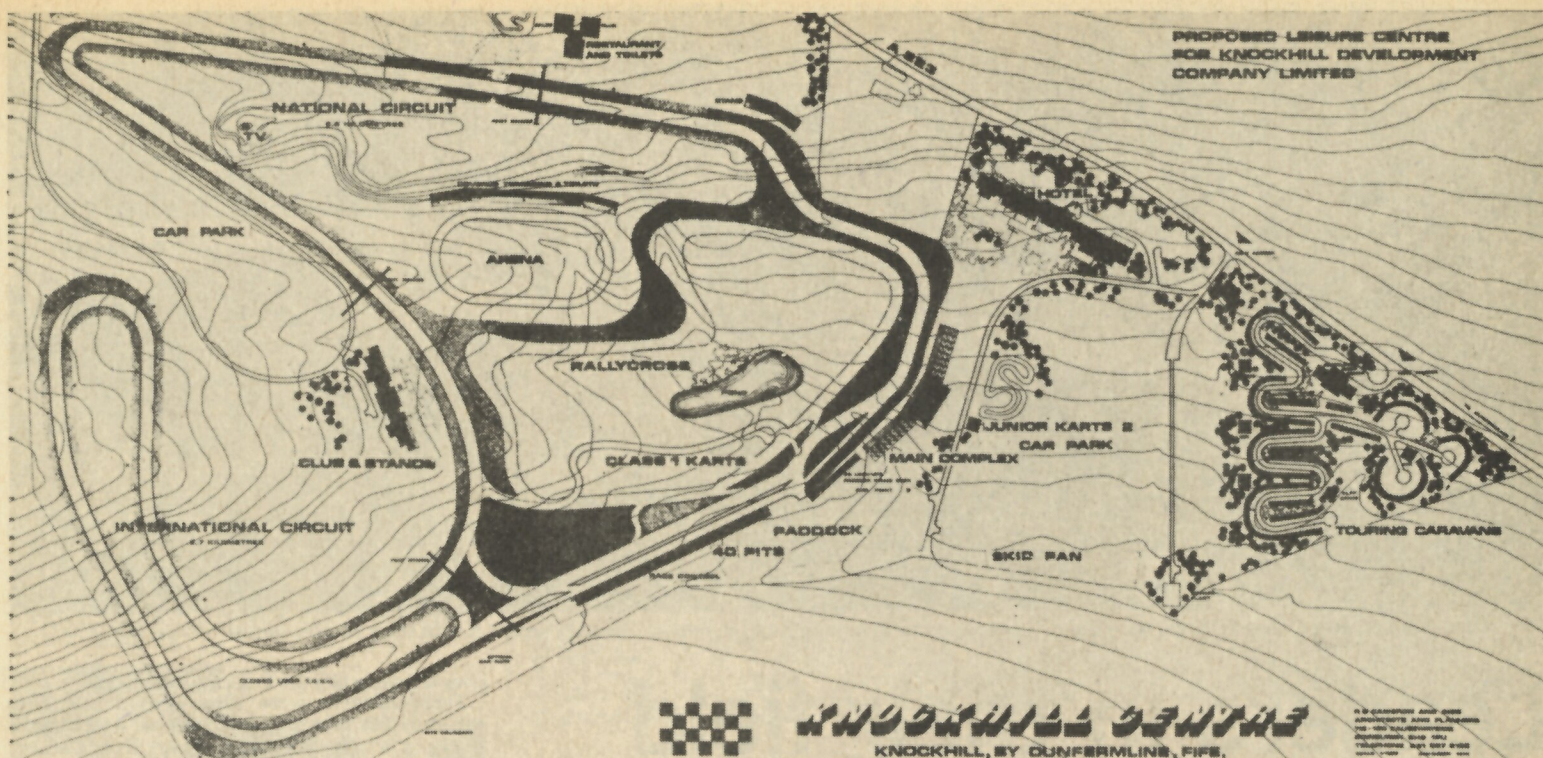
The excitement will come from the competitors just as soon as racing speeds are attained. Touring around in a saloon, dodging in and out of the plant, little imagination is needed to envisage where the action will be. There are several stretches where driving talent will bring quick laps, and anything less would have the driver on quite the wrong line and heading for the boondocks. It is definitely a



Knockhill's dynamo — chairman and managing director Denys Dobbie.

driver's circuit. Indeed, at a couple of places, Timo Makinen would feel almost "at home," with a fast left-right over a rising and blind crest, where the car will make a transition from positive down G to very, very light within the space of an eye-blink. There is also a hairpin which must have been considered the circuit designer's secret weapon. Slowing from a high speed on a slightly tightening radius curve, the dog-leg right looms much tighter





than it looks and without the benefit of much assisting camber either. This corner is one of the sections quite rightly ear-marked for triple catch-fence.

The programme at Knockhill is for much more than just providing Scotland with another tiddler circuit to complement Ingliston. The nine metres wide track will allow all forms of motor racing up to Formula 2 and plans are in gear for an extension to 3.7 km for a truly international circuit. The current 20 pits will increase to 40 and nothing less than a Scottish Grand Prix is the ultimate aim. The 2.1 km track will be finished in the near future and national status meetings will be held later this year. Knockhill will also be fully suited to motor cycles and a series of dates for this year includes an international trophy weekend and a super-bike championship. Scrambles and trials facilities will also be made available. The permanent rallycross circuit is already in operation and this will be used in conjunction with other loose and tar tracks for a rally drivers' school. The facility will be sharing classrooms with a racing drivers' school.

Not being forgotten, Karts will also enjoy the circuit and the UK National Championships are scheduled to take place at Knockhill. For 1976 there will also be a twistier 800 metre track for Class 1 Karts, the location entirely in view from

programme. These include the following priorities: Motor Racing to F2 level, mid-1975 (international F2, 1976); Racing drivers school, skidpan, rallycross, Kart racing on car circuit, 1975. Motor Racing up to F1 International, mid-'79. Scrambling, trials, motor cycle racing, 1975. Picnic Area and caravan site, 1975. Leisure pursuits mid-1978; hotel and function suite, mid-'78.

As can be read into the above, Knockhill is planned to be a very major circuit for future British motor racing. Once all the sundry building and enlargement is completed, the Knockhill complex could well become the venue for the first ever International Scottish Grand Prix.

The fervour and enthusiasm with which plans are being executed bodes well for this dream circuit to come true.

## The location

At the moment Knockhill could be described as "on the bleak side"; however, the hilly nature of the location should allow a "good" day to be enjoyed to the full; a bad day will be more enduring for spectators, though, as more satellite facilities are constructed, less so. Access is easy with the M90 motorway from Edinburgh, just four miles distant. Time from Turnhouse Airport should be around 30 minutes. The nearest large town is Dunfermline, a few miles south of the location, though by mid-'78 Knockhill should be largely self-sufficient.

*The action already takes place here — a view of the revised and fast rallycross course.*



**"We want Knockhill on the international map—nothing short of this will suffice"—Denys Dobbie**

the main racing grandstands. Furthering the diverse programme will be a multi-purpose arena (within a natural terraced amphitheatre) which will house a 400 metre circuit for speedway and stock cars. Trotting, show jumping and other activities and festivals will be catered for as the calendar allows.

Under the broad heading of "leisure" is where Knockhill should accelerate beyond any defined motor sport limits. Encompassed in the five-year programme are plans, to be franchised out, for a whole spectrum of leisure facilities. Knockhill will eventually boast a leisure and entertainments' centre to be constructed adjoining the racing circuit grandstands. There will be a central development featuring a sports hall, swimming pool, sauna, squash and multi-purpose halls. A 200-bedroom international class hotel will be built on the northern slopes, all of the building kept to a two-storey height. Complementing the hotel will be a country club, destined for the Western hillside, with dancing, dining and cabaret plus limited luxury accommodation, providing a base for those wishing to fish, shoot and enjoy golf as well as serving the centre.

Knockhill have published expected commencement dates for their wide-ranging and ambitious





Alpine-Renault were champions last year with their 2-litre sportscar driven by Alain Serpaggi. Can they repeat it with their turbo-charged version this year?

# Leaders in their field

**DOUG NYE visits La Societe des Automobiles ALPINE-RENAULT.**

When Matra won the Formula 1 and sports car World Championships, the vigorous French motor racing revival seemed complete. Their rise to fame had been meteoric, initially using Ford engines to make their name and give their aggressive management the lever to extract a six-million Franc (about £800,000) Gaullist government loan. This coup must have been a terrific blow to their older-established brethren at Automobiles Alpine, in Dieppe. Jean Redele's company had been always the bridesmaid, never the bride, since Matra had risen from the ashes of Rene Bonnet's failed racing team. So Alpine took to rallying, won the World Rally Championship, then shone in Formula 3, dabbled promisingly with Formula 2 and last season totally dominated the 2-litre European sports car Championship. With influential backing from the nationalised Regie Renault, this year sees Alpine taking on the World Championship of Makes, whose regulations have been 'adjusted' in a manner perfectly suited to Alpine-Renault's plans for a turbo-charged version of their brilliant 2-litre *barquettes*. Despite fierce political opposition from the English-speaking racing world, the French team seem a certainty to take the World title in Matra's wake. If luck runs with them, and they do so, it will be an empty victory against largely private opposition, but irrespective of the politics involved, La Societe des Automobiles Alpine-Renault have put in much high-quality work which really deserves better competition...

The politics bubbled murkily to the surface late last year. The CSI held an advisory meeting in Zurich to consider ways of injecting life into a largely moribund competition. The Association of Competition Car Manufacturers, led by Derek Ongaro of Lola, suggested 3-litre racing/5-litre stock block rules, which would allow existing hardware to be used, would minimise cost inflation, and would be attractive World-wide.

The CSI had appointed Georges Martin,

designer of the Matra V12, to their technical committee to help examine these proposals, but both Matra and Alpine-Renault objected to the stock-block idea, claiming that such units would cost \$30,000 and develop 625bhp. Nobody else would have a chance... they said.

American, British and Porsche interests said "cobblers", or words to that effect, pointing out that the Chevy V8 has been in development longer than most 3-litre racing units and neither costs nor

gives anything like the French bloc's claim.

Turbochargers were discussed, and it was generally felt that they had jiggered any kind of racing in which they had been allowed. CanAm, Interserie and USAC racing costs had all sky-rocketed upon their introduction and nobody - save the furtive French - wanted anything to do with them.

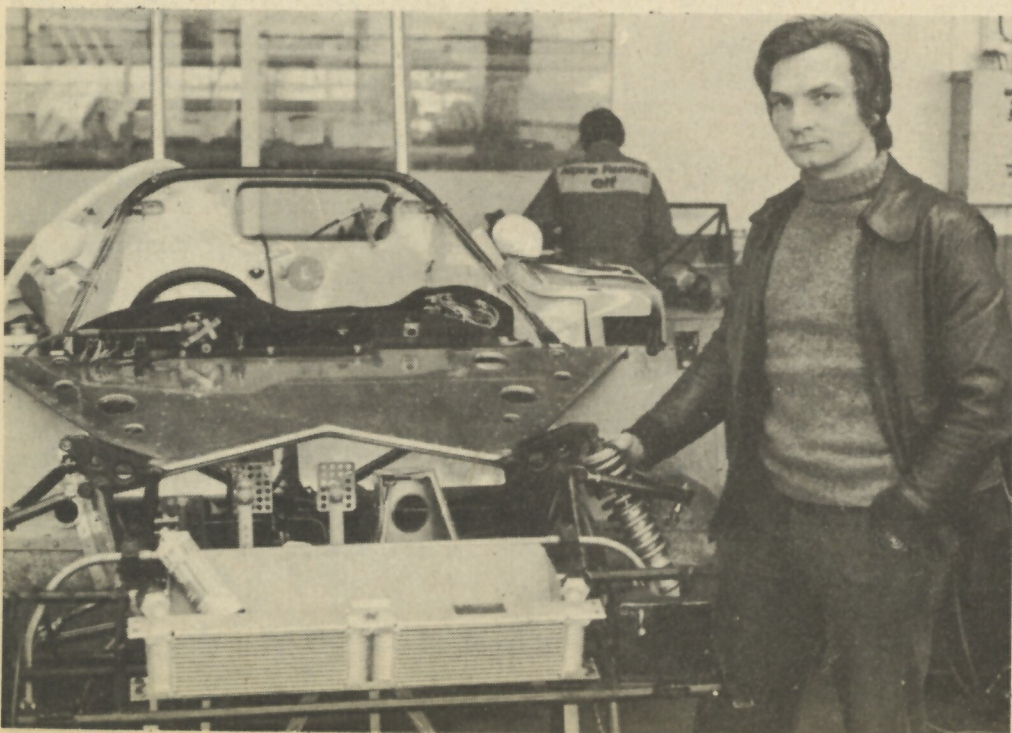
Finally, a 700kg blanket weight limit had been suggested, but Matra and Alpine both wanted 5-litre cars to carry about 200kg excess, while British interests talked of equivalency formulae. A vote went 11-4 against turbochargers I am told (Matra voting against), and most people left Zurich confident that a World sports car Formula was on the way.

A few weeks later the CSI pulled the pin, and watched with interest as their bombshell exploded. Three-litre normally aspirated racing engines were to be allowed, with heavier 5-litre stock-block engines cars, but turbochargers were to be permitted on a 1.4 division factor. Whereas the Formula 1 supercharger regulation has a factor of 2.0, allowing only 1½-litre units to be blown, this 1.4 factor allowed sports cars to pack boosted-induction engines of up to 2143cc, against 3000cc for atmospheric induction racers! Within a few days Alpine announced they had a turbocharged version of their European Championship *barquette* ready to run, and it was obvious that the few 3-litre racing engine outfits left in the game would have no chance of meeting them on equal terms, and that 5-litre stock-block cars would be even further out of court. The ACCM, with whole-hearted backing from American interests, is pledged to fight the decision, but there's not much they can do now that the season is upon us. The CSI have thrown away an opportunity to promote big fields for the last open-car World Championship of Makes, and it is obvious that the French-speaking bureaucrats care more for national glory than for the attraction of a lively and truly International competition...

But look up the other end of the tube for a moment. It would appear that Renault - a proper manufacturer - has had an elbow stuck squarely in the CSI's ribs. Where were the major non-French manufacturers? Should the CSI pay as much heed to the specialists such as Lola, Chevron, even Porsche? Would the story have been different had British Leyland been in there with an interest as close as is Renault's in Alpine? Is it a sad fact of life that our representatives to the CSI are just makeweights because they don't have a vast commercial, production car giant standing at their shoulder, playing the heavy...?

Irrespective of the political shennanagins, a quiet walk around Alpine's spacious and modern works at Dieppe leaves me profoundly impressed. Their competition department is a vast, glass-walled hall running the complete length of their factory. At one end are three production engine test cells, and the reception area where the racing and rally engines arrive ready-prepared by Renault-Gordini, from their Viry Chatillon works near Paris. Almost twenty rally/race *berlinettes* are parked along one side: an A220 3-litre coupe from Le Mans stands there; here are two R17s being prepared for the Safari; here are the *barquettes*, stripped out, gleaming body panels stacked to the ceiling. Make no mistake, all

Alpine designer and former race driver André de Cortanze stands by one of his highly successful V6-engined 2-litre sportscars.





Alpine's cars are worthy of better opposition than they may meet, and after years of playing second fiddle to their more youthful rivals at Matra, Alpine-Renault are coming into their own, and as far as possible it is in an all-French programme... and how long is it since national colours meant anything in British motor racing?

Jean Redele built his first Alpine special at his father's Dieppe Renault dealership in 1952. He chose the name of the Coupe des Alpes because it smacked of heroic competition, and in 1956 the glass-fibre-bodied, Renault 4CV-based Alpine went into production. In 1961 the first *Berlinette Tour de France* model appeared, and the recipe of a massive steel backbone chassis, carrying Renault engine and gearbox in the tail, and clad in that striking, quite nicely-made fibre shell is unchanged today. In 1971 a new A310 2+2 model was released, and this is built in its entirety at Dieppe where A110 *Berlinettes* are assembled from shells moulded in another works at Thiron-Gardais. They have another parts factory at La Loupe, and current production in France stands at four A110's and two 310s each day. Automobiles Alpine made a deal with Regie Renault in 1965 for distribution services, and for many years their *Berlinettes* have been built under licence in Brazil, Mexico, Spain and Bulgaria. Redele still holds a major share in his company, but in recent years it has become much more closely Renault-controlled.



A trio of A210s at Le Mans in 1966.

They have a brochure which states "At Alpine-Renault, competition is a true vocation which steers the company chairman as much as the most modest worker". This is absolutely true. In 1963 Alpine ran a three car team at Le Mans, but this tragic debut saw Bino Heinz killed in the fastest entry, while the other two both retired.

Redele admired British racing car design, and hired Len Terry to produce the spaceframe A210 racing coupe, which used 1000, 1300 and 1500cc Renault engines to good effect in the small-car classes. Marcel Hubert styled their slippery, aerodynamic bodies, which were both pretty and supremely effective, and in 1964 Redele bought an F2/F3 chassis design from Ron Tauranac. It was so Brabham-inspired that the cars were dubbed 'Brabalpines', but the determination the use Renault-Gordini engines doomed any hope of real success, although one took the French F3 Championship in 1965.

At the Paris 1000kms in 1967 a beefed-up A211 coupe appeared, powered by a new 2996cc Gordini V8 engine. At Monza in 1968 the new A220 coupe appeared, tailor-made for the 3-litre unit, but it suffered troubles in this race while Patrick Depailler and André de Cortanze drove the A211 prototype home in third place; the 3-litre's best finish of the season.

Depailler and Cevert had done quite well in modified F3 Alpines, and in 1968 Patrick became their number one driver, while the rally cars began to punch home their message at long last in Internationals. That same season saw one of the



The nimble A110 Berlinette dominated the World Rally Championship for Makes in 1973.

310bhp V8s – the design was twenty years out of date – dropped into a suitably enlarged single-seater chassis. They played around with it, but there was no way they could emulate the whizz-kids at Matra and go into Formula 1.

After Le Mans in 1969 (where the 3-litres failed dismally, and Serpaggi/Ethuin's 1-litre A210 salvaged some honour by winning the Index of Performance), Regie Renault cried enough, and stopped Alpine circuit racing. Renault's competitions had been in Alpine's hands for a year, Redele having delegated management to Jacques Cheinisse, a former rally driver in his own right. He gathered together three or four young engineers and formed an extensive team of about 60 people, divided 30-30 to racing and rallying. Concentration on rallying in 1970 led to the World Championship victories with the A110s in 1971 and 1973 with drivers like Ove Andersson, Andruet, Therier, Darniche and Nicolas. In the meantime, Formule France Alpine monoplace cars had been put into production, and for 1971 circuit racing was resumed.

A new order was in control. Richard Bouleau, chassis designer in the 'sixties, concentrated on production work, while Renault-Gordini – whose pure racing engines had always been less effective than their tuned production units for rallying – saw Amedee Gordini himself retire and engineers Castin and Dudot take over major responsibility. The ageing 'Sorcerer' had enjoyed a good run, but now he left his name to younger men with more modern ideas.

Alpine had their own coming man. Andre de Cortanze, son of a Le Mans race organiser, holder of an engineering degree from the *Institut National des Sciences Appliquees* at Lyon. He had worked at Ferrari ("on ve Dino... was vairy complicated...") and with Citroen before joining Alpine where he drove as a test engineer. He competed in six Le Mans 24-Hour events for them, best placing being eighth with Jean Vinatier in 1968. Then he decided "...I would rather be a good engineer than a...bad drivair," and became Alpine's chief of racing development. Chinese is now rally manager, while Jean Terramorsi is Renault competitions manager with Alpine.

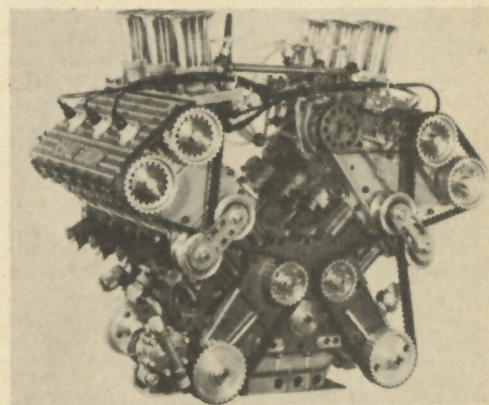
For 1971 the trendily, tough-looking De Cortanze produced a new A361 tub-frame F3 car. He concentrated the fuel between the driver's seat and the engine bay, and Depailler and Jabouille had quite a good year with the new R16TS-based F3 engine. The striking Alpines with their Hubert bodyshapes were 1-2 at Ricard before the French GP and Depailler won at Brands Hatch only to be disqualified for passing under a yellow flag. De Cortanze grins ruefully at the memory: "It was fair – Patrick was going so fast he could not help passing ve uvver car! But he was French Champion..."

For the '72 season a new A364 F3 chassis was developed, and a more beefy A367 for Formula 2. This was to carry a Ford engine, and was built for the Elf oil consortium. The Regie could not have their name linked with a competitive manufacturer, so the car became the prototype Elf 2 – the Alpine that never was...

"It was not a vair good car", muses its designer, "...good in shape you understand, vairy, vairy fast, second at Ockenheim first time out... but it was terrible to drive. It wandered on the straight, the brakes were bad, and it was hard to set-up. The F3 had a longer wheelbase and smaller track than the 361, and was quite good. Michel Leclere won us the French Championship again... we were all learning."

John Coombs ran the Elf 2, while Depailler won the important F3 race at Monaco. De Cortanze certainly was learning, as were his assistants in the drawing office, Andre Renut and Jacques Bornic, both good and experienced mechanics. This combination of academic theory, driving knowledge and practical nous was beginning to produce really good competition cars.

In 1973 the rally team's return to World Championship form and Francois Cevert's good win at Pau in the much-improved Elf 2 gave Renault a terrific promotional boost, and De Cortanze considers that the revised F2 was "...a very good car, but Patrick – the regular driver – always had bad luck with it. Good practice times and good starts, but the Brian Hart engine would fail with unlucky things. It was a good engine, but unlucky."



Alpine's potent 2-litre Renault V6 engine.

Then the Regie gave the nod to a 2-litre sports car programme for the European Championship. It was to use Castin's new iron block V6 racing engine, and the prototype A440 car was very much an Elf 2 with the same suspension, same wheelbase, same rear track, slightly wider front track, and the same wheels and brakes. Marcel Hubert developed a very pretty body shape, working as usual with one-fifth scale prototype models and then using Renault's wind tunnel for full-size tests.

"It wasn't too bad", says the modest De Cortanze, "Jabouille drove it first time at Arras and won. Then we built a second car, stronger torsionally, which promised much. We used it for a race test programme but we 'ad a lot of problems wiv the cam drive belts breaking or being thrown. At Imola, Jabouille had a belt break while leading.



We had electrical and fuel system problems too, but the engine inside was very good, very powerful – it was always these ancillaries failing."

This frustrating season saw Alpine withdraw before the end of the European series, and the Dieppe engineers settled down to develop an improved chassis for suitably-modified Renault-Gordini engines.

Engineers Castin and Dudot solved the drive belt problems on their handsome and potent V6, while De Cortanze, Renut and Bornic developed the lighter, shorter A441 chassis to carry the engine as a stressed member. The block casting had to be altered accordingly, and a Hewland FGA400 transaxle replaced the prototype's FT200.

Renault's directive was clear, and left no room for manoeuvre; "If you contest the European Championship in 1974, you must win it. The Regie cannot be associated again with failure". Alpine won it, with Alain Serpaggi taking the drivers' title, and Gerard Larrousse winning most of the races.

To create some competitive impetus, Alpine's management wisely created two *Barquette* teams; the works outfit managed by Francois Delfosse, and the Swiss Archambeaud equipe. De Cortanze

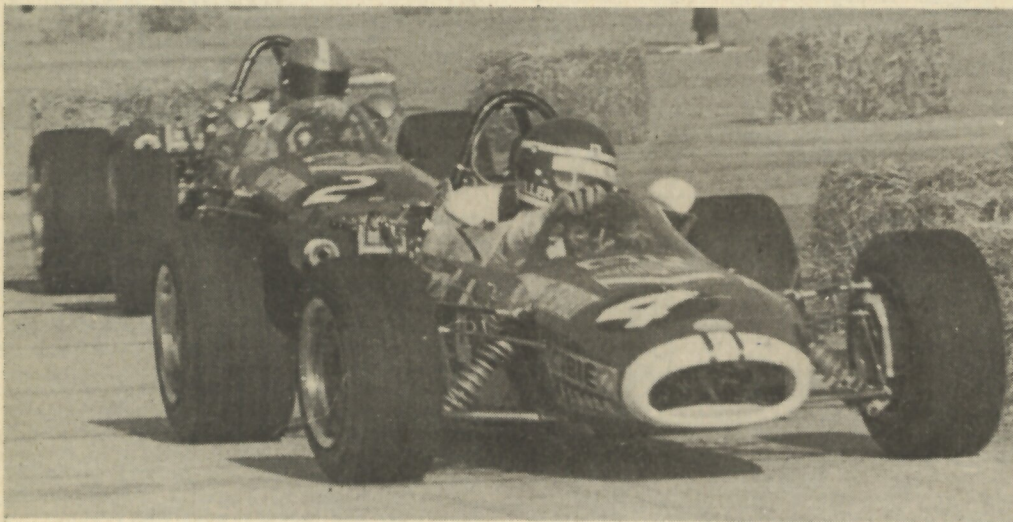
around the foot-box, and the 100-litre Superflexit FT3 fuel tank mounted crosswise, behind the cockpit. Suspension is contemporary, with lower rear parallelograms, outboard Koni coil-spring/dampers all round and Lockheed four-piston brakes using 20mm thick, vented discs, outboard at the front and inboard at the rear. Wheels are by Alpine, 10 x 13 fronts and 15 x 13 rears. Chassis dimensions include a wheelbase of 91-inches; front track, 56-inches; rear track, 56½-inches; body width, 74-inches, and overall length, 126-inches. Weight is quoted as 1,268lbs (575kg), distributed 452lbs front and 815lbs rear.

Now, for this year's World Championship of Makes, De Cortanze has lengthened the wheelbase by 40mm, to accommodate 120-litres of fuel to keep the turbocharged engine supplied. More extensive panelling has been built-in around the cockpit to form a kind of Ferrari-style tube-framed monocoque; the object being a massive increase in strength. André says it is about 70 per cent stiffer than standard.

Meanwhile, Gordini have taken their potent Renault-Elf V6, starting work early last year and producing the prototype turbocharged Type CHS unit last July. An American Garrett AiResearch



Alpine's most recent success was with their turbo Renault V6 powered sportscar at Mugello.



Halcyon days of F3 in 1971 with Patrick Depailler leading Jean-Pierre Jabouille at Montlhéry.

says with obvious satisfaction; "Wiv the competition between the two teams the car progressed very quick. We had a tyre problem, running Firestone and Goodyear, and we tried seven different suspensions to cure it. At ve end of the season the car was vair good indeed..."

Meanwhile, in Formula 2, the Elf deal had produced Alpine A367 chassis with Schnitzer-BMW engines in suitably altered rear ends. Again two teams were used, managed by MM DeChaunac and Guerin, and using Jabouille, Patrick Tambay, Leclerc and Serpaggi as drivers. Jabouille, Alpine's ace, won at Hockenheim and Tambay at Nogaro, and the cars were generally quite competitive, again proving their aerodynamics very effectively.

But it has been the Elf-supported, striking A441 *Barquettes* which have put Alpine squarely on the map and which look like bringing them – at last – to full stature as a force to be reckoned with. Last September the A441C was offered for sale, as a unit, neither engine nor chassis being available individually. Price was quoted as 240,000 Francs, and a brief run-down of the car is as follows.

The 90-degree V6, 24-valve Type CHI B engine has dimensions of 86mm x 57.3mm, displacing 1997cc. Compression ratio is 11.4:1, unit weight is 135kg (minus starter motor) and power output is quoted as 285-290bhp at 9,800rpm. The nitrided steel crankshaft, machined from the solid, runs in four main bearings, and carries steel rods with forged aluminium pistons. Heads are in aluminium alloy, with inlet valves inclined at 10° to the cylinder axis, exhausts at 11.3°. Inlet ports are forked, while each exhaust valve has, in the words of the spec sheet, "a separate channel".

A three-pinion geartrain drives from the crankshaft to toothed belt pulleys which power the camshafts. Two centrifugal water pumps service three cylinders each, while single pressure and scavenge pumps on one side of the unit operate dry-sump lubrication. Lucas electronic fuel injection is used, with the metering unit belt-driven from the front of the left-hand inlet camshaft. Distributor drive is also belt-powered, from the rear of the right-hand inlet camshaft.

This unit squats in the stern of a very nicely-made tubular space-frame, welded-up from 25 CD 45 steel, with stressed Dural sheet panelling

turbocharger is used, and initially the 1997cc capacity is unchanged, and it is unlikely to be enlarged towards the 2143cc limit unless pure 2-litres seem insufficient. With a boost of about "0.8 baro", the unit gives 490bhp at between 9,900rpm and 10,400rpm. Of course, some work on the pressure relief screw can make nonsense of these figures, and over 500bhp is virtually assured for short duration.

To compensate for the unit's vast potency and moderate overrun effect, De Cortanze has

*The vast area of space within Alpine's competition department in Dieppe.*



adopted 27mm thick front brake discs and 25mm rears. Track adjustments have been made, the bodywork is slightly slimmer, its rear end has been lengthened to accommodate the longer wheelbase and has also been tidied-up, while a Hewland TL200 Mk 2 transaxle has been adopted to handle those extra horses.

Team manager Francois Delfosse has taken the prototype V6 Turbo testing at Ricard every month since December. Jabouille and Larrousse have been driving, and the dapper, moustachioed Delfosse says that; "We have covered about 3,500kms overall, doing 1200kms in the last session alone without trouble. The drivers have taken some time to adapt their driving to the turbo throttle lag, but they compensate for it with experience. We will all be learning as the season starts, but we hope we will be good in what races we are doing..."

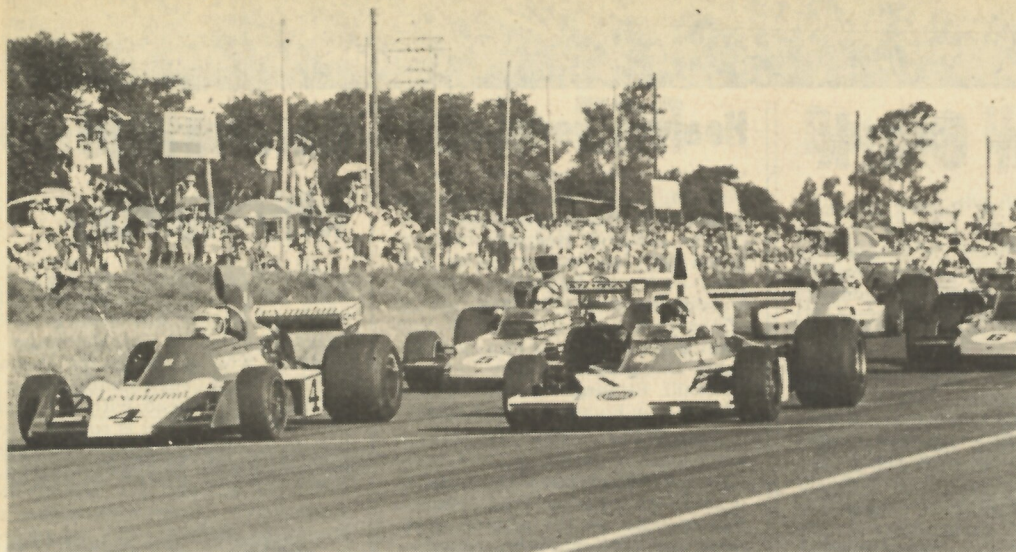
Michelin tyres are being used on an exclusive contract, so the transmission is the only non-French major component on the car. De Cortanze says that the steel-corded French tyres are still too heavy by modern standards, and they demand extremely hard suspension to heat them up to working temperatures; certainly the progressively-wound springs of the *Barquette* look better suited to the SNCF than to a racing car. Andre believes that Michelin will be fully competitive come mid-season.

So Jabouille and Larrousse will be running the V6 Turbos in the World Championship of Makes, while Elf's Swiss subsidiary will be entering their latest Elf 2-BMWs in Formula 2 events. The Ladies Lombardi and Beaumont will run a normal 2-litre A441 in an Elf promotional exercise, and meanwhile "Deep philosophical discussions" are going on between the Regie and the Alpine executives. They intend clearly to run their 2-litre V6 in F2 races in 1976, so stepping out from behind the 'Elf 2' smokescreen, and they are talking of Formula 1 for '77. Unfortunately somebody at Elf leaked Castin's ideas for a W93-litre engine, based on the V6 with an extra bank standing vertically within the vee. As the leak gained publicity so M. Dreyfus, Renault's chief executive, seems to have hit the roof and turned off the money tap, for in this time of recession Renault could not be seen investing money in such luxuries.

It is doubtful if any metal has been cut on this project, but Renault and Alpine are asking themselves "Can we go into F1? If we can, is it right that we should go into F1 against the tiny teams such as Brabham, Lotus, Tyrrell...? Will the public think we are using a sledgehammer to crack a nut, or will we go into history as the company which shattered nine years of Ford domination in Grand Prix racing? Should we go in as Alpine-Renault, or should we have the experts such as Tyrrell, already having an Elf tie, use our chassis and/or our engines? What shall we do...?"

As yet, they obviously don't know any answers, but wouldn't it be good for poor old Britain if we had a major manufacturer who had the drive to think this way, and to manufacture such opportunities. As for Alpine-Renault and the World Championship of Makes – it smells, but they've worked hard for it. Good luck to them!





Ian Scheckter (left) on pole position alongside Dave Charlton with Eddie Keizan and Guy Tunmer on the second row.

ROY HESKETH

## Scheckter by an inch

Strangely following just one week after the Welkom race, the third round of the South African F1 championship took place at Roy Hesketh on Easter Sunday. It was once again Ian Scheckter that screamed into the lead with his usual lightning start. After five laps it appeared that the race might generate into a procession as Scheckter pulled away and Dave Charlton gave way to Eddie Keizan and the field behind them began to spread out. This was not to be, however, as Charlton recovered from whatever was troubling him and retook Keizan, and then moved in on Scheckter, who he was to hound mercilessly to the finish in what must rate as one of the finest races witnessed in the country in modern times. The gap after 40 laps was officially given as 0.3s.

The championship points position also changed dramatically with the results of this event. Championship leader Guy Tunmer failed to finish and so moved down to third spot, behind Scheckter and Charlton, who were previously joint third. Mike Domingo, who had previously been placed second, also failed to finish and now moves down to sixth spot.

Once again the programme boasted an entry of 12 cars although these were not all the same names as at Welkom the week before.

Dave Charlton's McLaren was exactly as raced at Welkom and he seemed quite happy with it saying that everything was at last as it should be and he did not see the need for any development.

Ian Scheckter's Lexington Racing Tyrrell 007 had been further improved by the fitting of the correct front springs which now matched the coil sprung rear suspension. Ian was not slow in expressing his delight in the improvement which the new set up had made to the car. Scheckter had complained of lack of speed down the straight at Welkom and, after much head scratching, it had been decided that perhaps the new fuel injection system was not compatible with the old exhaust system and so a back to back test was done. The results proved just this and so the old injection system was fitted for the race.

Team Gunston had their two Lotus 72Es entered for Eddie Keizan and Guy Tunmer. Other than the fitting of the new Cosworth intake system and matching exhaust system to Keizan's car the cars were as they appeared at Welkom. Team Domingo had their Brabham BT33 and Surtees TS9 entered for brothers Mike and Joe, both cars being unchanged from Welkom.

Three cars were entered in the F2 class for this event, one of them being the Lexington Racing spare car for Scheckter/Klomfass. The other Lexington Racing Chevron B25 being the regular car of Roy Klomfass. The rear wing of this car had been moved slightly further forward to bring it into line with current F2 regulations. The motor used was once again the 2 litre Cosworth FVD this time equipped with an ignition system code named RITA. The third entry in the class was the South Coast Motors Chevron of Tony Martin, as

usual equipped with 2 litre Hart BDA, without a re-located wing.

The F5000 class received its largest degree of support so far this year with three cars being entered. These were the McLaren M10Bs of Nolly Limberis and Boet Pelser and a Surtees TS8 owned and driven by Dave Hart.

The circuit is an interesting one which winds up hill and down dale on the very edges of suburban Pietermaritzburg. Although interesting it is also very narrow and very dangerous in parts, there being almost a complete lack of safety devices even at the most diabolically dangerous sections. Up until this meeting the only protection offered to pit crews in the pit road was a rather faded painted yellow line which neither pit crews nor drivers were supposed to cross. Fortunately the NMSU were persuaded that the area was dangerous and erected an Armco barrier in place of the yellow line before some person was seriously injured. Other improvements amounted to the erection of one row of catch fencing at Quarry corner, at the end of the straight, where the ground drops away down the reasonably gentle hillside.

Sunday dawned with a bright blue sky and a very hot sun shining down on the circuit. The official timed session for the F1 cars, after two days of unofficial training, was to take place between 10.45 and 11.30am, virtually the hottest part of the day. As the cars were wheeled out onto the apron a very nervous looking Jan van Baalen of Goodyear could be seen pacing up and down wondering whether the tyres would hold out under the extreme heat. Practice got under way on time and one of the first out was Ian Scheckter who wanted to try out some new rubber before setting up a time. This was not to be, however, as he spun after completing only two quick laps and could not get going again, he thus had to sit and watch as the others practised. Eddie Keizan's practice came to an equally abrupt halt when the fuel pressure relief valve packed in. Tony Martin after tracing a misfire was circulating at times almost a second quicker than he had ever achieved before on this, his home circuit.

Charlton meanwhile was circulating in his normal cool way, with the rest of the field going about setting up as best times they could manage. As practice ended a very upset Ian Scheckter was heard complaining about the diabolical handling of his Tyrrell, he could not understand what had gone wrong with the car as his times were down over half a second on those set up in the unofficial sessions. To add to his troubles the only tyres which he had tried were last year's and the only ones available were those on the car plus one which apparently just did not work. Of those on the car that did work the right hand rear did not have enough rubber on it to last the race. He therefore had to choose between running new untried rubber all round (Goodyear as used by works teams at the SA GP) or using rubber which he knew. But one of the four would not be as good

as the other three affecting the handling of the car. Scheckter chose to take a gamble on the tried and tested rubber rather than the new. At the same time the wheel alignment was checked and it was found that the rear end had almost ¼ of an inch toe out which had accounted for the bad handling during official practice. However, when the official grid was announced, it was a very surprised Scheckter who found himself on pole only one tenth of a second quicker than Dave Charlton.

The remaining starters lined up in the order Keizan (1:2.6), Tunmer (1:2.8), Martin (1:4.3), Klomfass (1:4.9), M. Domingo (1:5.5), J. Domingo (1:7.1) and Limberis (1:10.3).

As the flag fell it was Ian Scheckter who displayed the best judgement and got away quickest, but next to him on the inside was a very determined Dave Charlton, normally a very cautious starter but on this occasion a very determined one, with great plumes of white smoke rising off wildly spinning wheels. Behind the leaders the rest of the field got away to a clean start and so they steamed down to Quarry corner. After one lap it was Scheckter in front from Charlton, Keizan, Tunmer, Martin, Klomfass, Joe Domingo and Limberis. Mike Domingo had blown the engine of his Brabham going up Beacon Hill for the first time. Tony Martin called at his pit on the second lap to have a gearshift problem sorted out, rejoining the race a little over a lap later.

Meanwhile the race had settled down with the three front runners in very close company. On lap five Keizan found a way past Charlton as they entered Quarry corner. Charlton seemed to drop back a bit after this incident but the gap never went much above 0.5s. Scheckter had opened a gap of two seconds over Keizan by this stage and seemed ready to walk the race in grand style. On lap nine Limberis was lapped for the first time and Charlton seemed closer to Keizan. Guy Tunmer pulled into the pits on lap 10 with a very rough sounding motor. Mechanics thinking they had solved the problem sent him out again only to see another Gunston Cosworth motor disintegrate a couple of hundred yards down the straight.

While all this was happening Charlton had got by Keizan at Quarry on lap 11 in a rather hairy movement which had the crowd on their toes as wheels touched in the braking area. He then proceeded to reel in Scheckter and on lap 14 only a second separated the flying pair. Keizan had dropped back a little and was now 3.5s behind Charlton. As Scheckter exited Angels Angle for the 16th time Charlton was right up his exhausts and the fun was on.

For 24 laps the crowd was treated to a fine display of what motor racing is all about. These wide motor cars sliding about on a narrow circuit often with rear tyres touching the dirt as the cars entered the straight through Angels Angle in a cloud of dust. All too often Charlton looked as if he might make it through some minute gap, but, although he dummed often, Charlton just did not have the brakes to outdo the Lexington Tyrrell at the end of the straight.

With six laps to go Roy Klomfass ran into trouble when the oil filter bowl "O" ring blew and started spewing oil all over the circuit. Although he could see the smoke generated by this fault, Klomfass was unaware of the severity of it.

As the leaders came up through the sweep for the last time Ian Scheckter's heart must have missed a beat for there in front was a backmarker, who, if he made the wrong move, could have robbed Scheckter of his hard-earned victory. Fortunately the backmarker was aware of the leader's presence and moved over to let them through. And so to the flag which signalled victory for Ian Scheckter after what he termed as his hardest race ever. Scheckter had crossed the line only inches ahead of Charlton and it must have been very difficult to separate the race times attributed to the two after this exciting race. Officially the gap was given as 0.3s. Third several seconds behind was Eddie Keizan, this being his first finish this year, despite late gear selection trouble.

ALLAN TRIM

Natal Mercury 100  
Roy Hesketh — March 29  
South African F1 series — round 3

1. Ian Scheckter (Tyrrell-Cosworth Ford DFV 007);
2. Dave Charlton (McLaren-Cosworth Ford DFV M23);
3. Eddie Keizan (Lotus-Cosworth Ford DFV 72E);
4. Tony Martin (Chevron-Hart Ford BDA B25);
5. Joe Domingo (Surtees-Cosworth Ford DFV TS9);
6. Nolly Limberis (McLaren-Chevrolet M10B).

Championship positions — after 3 rounds: 1. I. Scheckter, 20 pts. 2. D. Charlton, 18; 3. G. Tunmer, 16; 4. T. Martin, 14; 5. R. Klomfass, 12; 6. M. Domingo, 11; 7. N. Limberis, 10; 8. E. Keizan and J. Domingo, 6 pts.



## All eyes will be on Clark

This Saturday (April 12) it is the turn of Scotland to host the RAC rally championship when the Aberdeen and District MC run the Granite City rally. The event is also a counter in the Gaelic/The Scotsman rally championship. Despite the withdrawal of the rally's previous sponsor, coupled with an increased forest levy, on paper at least, the event looks very exciting. Start and finish of the rally are the Skean Dhu Hotel (Dyce airport), Aberdeen, at 09.01 and 16.33 respectively. The route includes two specific spectator stages at Fintray House Hillclimb, these being the first and last of the 17 special stages. The top 20 of the 110 entries are as follows: 1, Roger Clark/Jim Porter (RS 1800 Mk 2 Escort); 2, Billy Coleman/John Davenport (RS 1800 Mk 2 Escort); 3, Tony Pond/Mike Broad (Opel Ascona); 4, Nigel Rockey/Ron Channon (Escort RS); 5, Will Sparrow/Ron Crellin (Vauxhall Magnum); 6, Paul Faulkner/Monty Peters (Vauxhall Magnum G1); 7, George Hill/Phil Short (Vauxhall Magnum); 8, Andrew Cowan/Hugh McNeill (Vauxhall Magnum); 9, Tony Fowkes/Bryan Harris (Escort RS); 10, Brian Culcheth/Johnstone Syer (Dolomite Sprint); 11, Colin Malkin/Paul White (Chrysler Avenger 2-litre); 12, Piggy Thompson/Mike Greasley (Escort RS); 13, Bill Taylor/Ian McIver (Escort RS); 14, Donald Heggie/George Dean (Escort RS); 15, Charles/Alec Samson

(Escort RS); 16, Russell Brookes/John Brown (Escort RS); 17, Alan Arneill/John McNichol (Escort RS); 18, Jim Macrae/David Brown (Escort RS); 19, Robin Eyre Maunsell/Neil Wilson (Chrysler Avenger G1); 20, Alistair Findlay/David McHarg (Escort RS).

The following stage information gives the expected arrival time of the first car at a 40 mph average and the stage start map references. SS1, Fintray, 09.08, 40/85401645; 2, Bennachie, 09.31, 40/66152020; 3, Gartly, 09.59, 39/58253350; 4, Clashindarroch 1, 10.17, 39/44352800; 5, Clashindarroch 2, 10.26, 39/49253205; 6, Bin, 10.53, 30/459434; 7, Ballochwood, 11.00, 30/462460; Lunch halt - Mansfield House, Keith - 11.12. 8, Speymouth, 13.25, 30/37455440; 9, Teindland, 13.43, 29/273516; 10, Lossiemouth, 14.01, 29/255670; 11, Whiteash, 14.25, 30/38805630; 12, Ballochwood 2, 14.41, 30/45854940; 13, Bin 2, 14.54, 30/489442; 14, Clashindarroch 3, 15.11, 39/472338; 15, Gartly 2, 15.35, 39/53053290; 16, Bennachie 2, 16.01, 40/697213; 17, Fintray 2, 16.26, 40/84301660.

Both the first and last stages are sponsored by SMT, and the second Bennachie stage is to be sponsored by Lawrence Motors of Kemnay.

It is snowing very hard in Aberdeen at the time of going to press, and the snow is presently lying thick in the forests, so it all promises to be "very interesting". This could be the first snowy Granite City since 1968.

## Heatway revived

With the most impressive total of 3750km of special stages emblazoned on the front cover, a pamphlet for the 1975 NZ Heatway International Rally has been produced. The event, last won by Hannu Mikkola and Jim Porter in 1973, was a victim of the fuel scare last year. If you want a copy of the leaflet write to John Davenport at PO Box 14, Colehill, Birmingham B46 1AT, or phone John Foden on 0675 62824.

The 3750km stage mile total is encompassed within a total route figure of 5100km and stages total 41 - so there are some long competitive sections on the agenda. Although not a World-Makes round - that title was likely for last year as a back-up event until the cancellation - the Heatway will be run with FIA scrutiny for possible inclusion in 1976. It forms one of the three events making up the South Pacific championship, along with Australia's Southern Cross and the Safari Rally of New Caledonia. In an effort to create more international publicity than before, journalists are to be invited from Britain, Europe and the other Pacific championship countries.

Scheduled for July 5th to 12th, the Heatway will start in Auckland and will comprise a series of loops with six sleep cycles interspersed. For the first four days the rally will return to bases in the centre and north before wending its way down to the Wellington finish. Entries will be accepted for a total of 150 cars.

## Gateway go with Rockey

After two months of tense negotiations, Ron Channon has got himself and Nigel Rockey a sponsor... the latter are of course Gateway Supermarkets, who at the fourth board meeting called to discuss the matter, decided to go ahead with the deal last Friday. The deal is reported to involve a sum of £5,000 for all the remaining RAC rounds this year, and there is allegedly a back-up to cope with the expenses of Gateway's promotion. If the figures are to be believed and there is every indication that they should be, it seems that Gateway have themselves a very good deal indeed, and have succeeded in pulling off something of a promotional coup as they have almost certainly got themselves into the winners circle. Don Lamb, managing director of Gateway, is himself renowned for demon deals as he in fact assumed control of Pink Stamps recently for just £1...

Ron Channon has been working hard at the sponsorship angle for some months now, and this is the fourth big organisation that he has succeeded in arousing interest with. He has in the recent past approached Access who took three board meetings to decide not to go ahead: Sony, who took two; and Lloyds Bank. Jimmy Gilbert, formerly a director with Pink Stamps and now responsible for Gateway's promotional activities, is seemingly very happy with the venture and there is a distinct possibility that Gateway will be putting up some prize money for this weekend's Granite City. Rockey will do the Granite with YEV in its present colours of white with pink sign writing, but for the Welsh the car will be resprayed pink and Ron hopes that the car will have white signwriting on black stripes... either way no one is going to miss it in the forests!

## Learn to drive just like Rauno

Following the great interest shown in Rauno Aaltonen's rally school at the Nurburgring, there are to be English speaking courses this month for the first time. In the past four years, more than 200 drivers have passed through the school and the seminar sessions are now being organised for the 16th and 17th time. The Nurburgring seems to offer ideal rally terrain, boasting sand and gravel sections, forest roads, and naturally, tarmac. Rauno instructs every driver personally from inside the car, so of course numbers are limited and a 'competitor-type' atmosphere is encouraged. It is stressed that the three day courses are no holiday in the Eiffel mountains, but involve much hard work, including physical training in the early morning (07.00), and work continues throughout the day to the late evening with lectures practical driving experience, etc. The course finishes on the third day after lunch, so that the exhausted students can return home the same day. The price includes full board for three days and further information can be obtained from Gerhard Haerle Sport Promotion, D7383 Neuhausen/F-Stuttgart, Rosenweg 26. Telephone number is (07158)-8351.

The course costs in the region of £150 and a typical day's schedule is expected to go something like this: 07.00, early morning sport (!); 08.00, breakfast; 08.30, theory and practical training; 13.00, lunch; 14.00, rally training; 19.00, evening meal; 20.00, theory and night training. Seminar no. 17 is the next English speaking session and it runs from the 15th to the 18th of April.

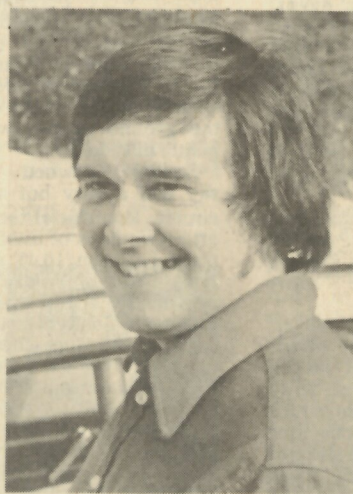
## Ford award to Brookes

Russell Brookes emerged as winner of the "Ford Rallyman of the Month" title at the journalist panel's last sitting. Russell narrowly took the vote, becoming the first "established" driver to do so, for his Circuit of Ireland drive. As can be assimilated from our report of that Easter classic (beginning on page 30 of this issue) Russell Brookes produced possibly his best ever G1 Escort RS2000 drive, not only surviving many associated over-heating bothers, and going within an ace of OTL, but, undeterred, forcing his ailing Andrews Heat Birmingham Post car through to fifth place ahead of Morley's Porsche Carrera; a giantkiller performance of the first order.

The journalists' meeting with Ford, usually held on the last Wednesday of each month, was deliberately put-back by a few days for the March award, especially in order to have any such "Circuit" drives in the melting pot for consideration.

Brookes will of course, be out in the field, weather permitting, again this weekend on the Granite City Rally. The Scottish event will not only mark the debut of Roger Clark's new Mk2 Escort; it is also expected to be Russell's first regular G2 event.

● Andrew Butt, from Bristol has now gone back to driving after co-driving for Bob Chapman on several events last year. Sponsorship comes from A and B Autospares (Stroud) Gloucestershire and plans include the Triple C and ASWMC stage championships. The car is an ex-Nigel Rockey Mexico in standard form.



Boost for Brookes' G1 magic.

Although his new style Escort, with sponsorship from The Birmingham Post and the Andrews Group of companies, is not yet ready, Ford will be coming to the rescue and supplying '96M. This hard working car, fresh from the Circuit of Ireland with Billy Coleman, will no doubt be put to further good use by the flying Rover engineer.

● Users of the useful International Rally Drivers Club Directory, a list of which also appears in their yearbook, are reminded (if a member) that to ensure inclusion in the 1975/76 publication, an application should immediately be dispatched to Rodney Spokes, 24 Chacombe Road, Middleton Cheney, Banbury, Oxon OX17 2QU.

## Southern Cross

Ford works driver\* Timo Makinen has been enticed to travel to Australia in the autumn to compete in the Southern Cross Rally. Makinen's car is likely to be one from this country, to be looked after by Ford Australia. Andrew Cowan, who has done much to promote this event with international recognition, will again be heading the Mitsubishi Colt Lancer line-up. Other Japanese manufacturers, all with a firm foothold in the lucrative Australian market, will include a sizeable contingent from Datsun, headed by Harry Kallstrom and a number of fwd Subarus.

General Motors Holden have been hard at work developing cars, with which to achieve a competitive status with the dominating Japanese makes, and they may well be appearing with a large-engined version of their newly released Holden Gemini. A rally version of the L34 Torana has also been developed. The Total Oil Southern Cross International Rally will start from Sydney on Wednesday, October 8th and finish in Port Macquarie on Sunday the 12th.

● The final of the Castrol quiz has changed its venue at the last minute from Cardiff to the West Monmouth Old Boys Club at Pontypool.



## Special stage

### Coleman — 3rd in ECR

After the Circuit of Ireland, (round nine of the European Rally championship) the points situation is as follows: 1 Maurizio Verini 200; 2 Simo Lampinen 120; 3 Billy Coleman 85; 4 Stig Blomqvist 80; 5 Jari Vilkas 68; 6 Kyosti Hamalainen 60. Thus while Coleman is at present lying third in the ECR he also has a commanding lead in the RAC cham-

pionship. He now has 20 points, while second place is shared equally between Russell Brookes, Dessie McCartney, and Nigel Rockey with nine points. Fifth equal are Brian Evans and Bob Bean with eight points. Despite Coleman's fine showing in the ECR to date, Ford have no plans to enter him in future important ECR rounds.

### Dunham Haines support Kaby

Terry Kaby, that rapid Mini driver, has got a sponsor. They are Dunham Haines of Luton the Rover/Triumph and ST dealers, who are anxious to promote tuning goodies for Minis and other ST bits. Two days ago they held a BL open day there and Terry's car was on show. He is currently leading the BTRDA Gold Star championship, and will be contesting this and the Triple championship throughout the year. The deal is of a strictly financial nature. He recently finished 12th on the Chieftain over Easter, a pleasing result indeed for a Mini in such diabolical conditions.

● A sprint meeting run last weekend at Aghadowey by the North Ulster CC provided some shocks in the G1 class, for Richard St John Young, fresh from his dynamic exploits as a "binny" on the Circuit of Ireland, decided to subject the ex-Malcolm Neill Capri (Thunderbird 1) to further indignities. The new rear spring, fitted after the Circuit, was obviously very non-standard, for the beast charged away with overall G1 honours, while Mr Young maintained that the throttle had stuck open. Second in G1 was Jim Murray, former world F2 Stock Car champion, and the day's winner was Hugh McMaster in a very quick Mini.

● Kleber and Goodyear were not able to bring over too many tyres for the Circuit at Easter, so John Horton and the Dunlop van did some good business — that is until he had a puncture on Molls Gap...

### Border Uniflo

This weekend the Welsh Border Uniflo rally will be taking to the roads of Wales. It is a counter of the MN/BTRDA Silver Star series and the start is scheduled for 11.00 pm on April 12 from New Smithfield, Shrewsbury Road, Oswestry. Programmes will be available at the start where there will be plenty of room to park. Programmes will contain all relevant spectator information, and at one particular viewing venue there will be a PA and commentator, who will be in radio contact with the previous control.

Top ten starters are as follows: 1, Frank Pierson/TBN (Escort RS); 2, Mick Briant/John McKerrell (RS 2000); 3, Kevin Videan/Peter Valentine (Datsun 240Z); 4, Les Watkin/Colin Francis (Escort RS); 5, Ted Cowell/Julian Chitty (RS 2000); 6, Cyril Bolton/Dave Stephenson (Mini); 7, Doughty Roe/Peter Forrester (Escort TC); 8, Bill Gwynne/Terry Thorp (Escort RS); 9, Don Kettleborough/Mik Soanes (Allegro 1750); 10, Geoff Burkett/Dave Orrick (Opel Ascona). Two other interesting entries include Colin Mackman, Avenger, and at No 47, Nigel Raeburn will be sitting with Geoff Grundy in a Saab 99.

● The Victoria Sporting Club must have been suitably encouraged by events over Easter for although their men did not set the Circuit alight (he could hardly have been expected to with a standard engine and inexperienced team). They were classified as finishers (35th overall) and coped cheerfully with a multitude of problems in getting to the finish in the ex-Clarke and Simpson RS. A throttle return spring broke on Monday afternoon and they had to drive virtually the whole of one very long stage on the key. The engine fitted for the rally was a virtually standard RS fitted with a hotter cam "which makes it go slower," poorly matched chokes, and a rather ill-chosen ratio of 4.1 in the differential which made getting off the line decidedly difficult. They could not get the right kind of pads for the brakes and finished the event with the pads held into the calipers by wire, DTV eventually helped them out with a throttle spring. With a more suitable mechanical combination things could develop well.

● St Mellons Garage of Cardiff recently announced that in conjunction with Barratt Homes of Aberdeen they are to sponsor a 175 bhp Volvo 142S in the Western Mail International Welsh on May 9th to be driven by David Gillanders/Allan Phillips and entered by the Telford AC.

## Rally drivers take 'vans' into the forests—and win

The rally drivers vanquished the 'van exponents in the Caravan rally held last week. Colin Grewer/Alan Greenwood won the event in their venerable Volvo 123 GT, dragging an Elddis Caravan behind them and entered by H. Fawcett. In second place were Andrew Dawson/David Richards (Triumph 2500 TC/CI Sprint) entered by Ian Mantle and third were Colin Malkin/John Foden (Hunter GLS/Fleetwood), entered by Frank Panter. The rally started at 06.00 last Thursday and as the route was given out at 04.00 everyone was groping around in the dark for long periods of time.

From Silverstone the route headed west, taking in mostly airfield stages and including Castle Combe and Doddington Park, where the favourite to win the event, Tony Pearlfield, went off. (Tony takes his caravanning seriously; he has a 2.5 litre Consul engine with Broadspeed bits fitted in a Capri to take advantage of special classes, and the car has a giant airofoil on the roof to deflect the air over the caravan behind. The whole outfit is alleged to be indecently fast).

After a rough and narrow stage at Cirencester, the crews returned to Silverstone. Violent blizzards were the order of the evening and Colin Grewer got lost on one stage, as the arrows had been blown down. He lost three minutes here. By the end of the first night, Russell Close was leading in a BMW. The restart was at 06.00 on Friday and competitors were greeted by a one inch covering of snow over the landscape. The first stages that morning were in Bedfordshire and conditions were such that Dawson sent for some snow tyres from Kleber. Malkin was also on knobbles while Grewer had been on Hakkas throughout the entire

event.

Jim Porter was the route consultant for the rally and after plenty of stages in the fens, the rally did three stages in Thetford forest, which has not been used for rallying for many years. It is hoped that the forest, which is army land, may be used on this year's RAC. These stages themselves were fast and smooth and should provide competitors with an interesting new addition to the route.

Russell Close had condenser failure on the BMW while making his way back to Silverstone on the Friday evening while he was leading by two minutes. On the Saturday morning there were driving tests on Silverstone circuit, and Dawson managed to force his way into second place here. In the afternoon, there was caravan racing, separate from the two previous days' activities and it was an expensive afternoon for Colin Grewer, who broke the crankshaft on the Volvo and then ran the bearings on Malkin's Hunter after the latter had lent it to him. The event was a great success though everyone appears to have caught pneumonia. But some thoughts raised would seem to indicate that just as it is perhaps unfair on the rally people to be asked to do driving tests, so it is unfair on the caravan people to be asked to do stages. Further, the regulations were apparently rather vague on vehicle registrations, so that some people turned up with G5 rally cars, and others, such as Malkin and Dawson, turned up with absolutely standard road cars. It would perhaps be a good idea to limit the cars to G1 specification only, since at present there is little attention to the cars at scrutineering; much more is paid to the caravan itself.



Safari Rally: Jubilant victors Arne Hertz and Ove Andersson provided another Scandinavian win in Africa. Their Peugeot ran faultlessly throughout.





## Donegal—on the air waves with Luxembourg?

It seems that the Circuit of Donegal this year will set a new precedent in rally history, as Radio Luxembourg are reliably reported to be part-sponsoring the event and will be sending over their resident DJ, Kid Jensen, to overlord the series of Donegal discos. This news would seem to make sense as Derek McMahon, "Mr Donegal," is the Shell distributor to the area, so there is an obvious link through Shellsport and thence to Luxembourg. It is not known at present whether Luxembourg will be supporting individual drivers for the event, but Phil Coulter seems the obvious choice.

● Nigel Rockey has now resolved a quandary in which he was placed regarding sponsorship. He had made the opening moves of a very lucrative deal with a Hong-Kong co-driver for the Scottish when he heard that the Gateway deal was definitely on. The problem was that Gateway wanted exclusive exposure, and he would have jeopardised their offer by accepting a "one-off" however tempting, on the Scottish. Having spent the weekend thinking it over, Nigel has gone for a Gateway season.

● In the forthcoming Jamaican Rally, Chris Slater will be seen driving the ex-Phil Cooper G2 Mini which has mysteriously found its way there.

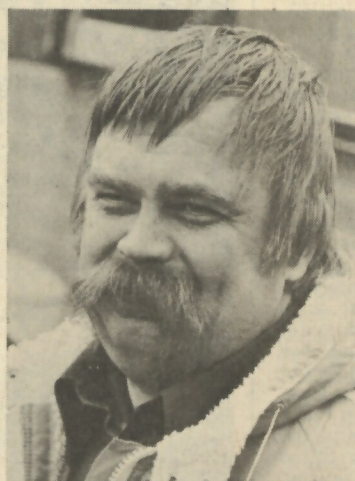
## BTRDA positions

The current BTRDA Gold Star positions after two rounds are as follows: Terry Brown 27 points from two events; David Stokes 26 from two events; Terry Kaby 16 from two events; Frank Pierson 14 from one event. The co-drivers' section is led by Ed Morgan, 29 points from two events; J. Andrews 28/2; and B. Rainbow 22/2.

● Reg Mullenger is back. After an enforced lay-off due to non-availability of parts for his 1800 BDA engine of his Escort Reg Mullenger is soon to embark on a full programme of Special Stage Rallies for the rest of 1975 with the backing of the very enthusiastic Norfolk Ford dealers, 'Castle Street Garage (Thetford) Ltd. This is not Castle Street's first venture into rallying for they backed another local driver, Keith Pettitt, in a number of events last season in an ex-World Cup Rally Escort TC owned by them. However they are better known for their involvement with the very successful Snetterton Winter Rallycross series last winter. Not surprisingly, therefore, the deal with Mullenger involves him taking in a few local autocross events as well as whatever the rallycross front has to offer at Snetterton in the autumn.

Mullenger's familiar Escort will be out in the white and blue Castle Street colours and will again be fitted with a 2-litre all-alloy BDA mill currently being built up by Roy Gladwin and giving 240 bhp. Along with navigator Tony Thorne, Mullenger will concentrate on both Castrol/AUTOSPORT and CCC series, starting with the "Tavern."

## Lindell OKs the Circuit



1000 Lakes organiser — Mauri Lindell. Higher status for Circuit.

Following Mauri Lindell's CSI observance of the Circuit of Ireland at Easter, he is reportedly going to recommend that the rally be uprated to co-efficient four, which is in itself a great tribute to the work of Malcolm Neill and his organisational team, and will doubtless prove to be another great stride in the development of the rally.

● We are happy to report that Ian Turkington, Noel Smith's co-driver on the Circuit, who was injured when Noel's Porsche Carrera assaulted a wall on Castle Donovan, has now been discharged from hospital and although still under observation, is reported to be well on the mend.

● Another Carrera accident, this time involving Joe Pat O'Kane's car, did not damage the Porsche badly, and it was still driveable. However, the recovery team had to "unbuild" a wall to extract the car. Peter Sloan, his co-driver, who was cut above the eye in the accident, in fact sustained his injury getting out of the car after it had dived into the ditch on the first corner of the Great Freffans stage.

● The problem that afflicted John Tansey in Galway earlier in the year, returned to halt the progress of his 3-litre Carrera on the Circuit. The plate that takes the drive on one side of the gearbox gave up. The gearbox he uses is the same as the one used on the Martini racing Porsche and despite the fact that John was on to the factory after the first breakage, it seems that Porsche have not found a cure for rally application as yet.

## Circuit of Ireland

### SPECIAL STAGE TIMES

#### SS1 Orra Lodge

1, N. Rockey 7.26; 2, D. Boyd 7.28; 3, R. Clark 7.33; 4, D. Agnew 7.36; 5, G. Hill 7.37; 6, D. McCartney/S. Campbell 7.41.

#### SS2 Toor Head

1, C. Curley 9.10; 2, D. McCartney 10.43; 3, N. Rockey 10.44; 4, D. Boyd 10.52; 5, R. Clark 10.53; 6, W. Sparrow 11.05.

#### SS3 Glenmaun

1, C. Curley/R. Clark 8.57; 3, N. Rockey 9.01; 4, D. McCartney 9.05; 5, W. Sparrow 9.08; 6, D. Agnew 9.17.

#### SS4 Managher

1, R. Clark 4.23; 2, D. Boyd 4.31; 3, D. McCartney 4.32; 4, D. Agnew 4.33; 5, N. Rockey/W. Sparrow 4.34.

#### SS5 Barnes Gap

1, R. Clark 8.45; 2, B. Coleman 8.53; 3, W. Sparrow 8.56; 4, N. Rockey 8.57; 5, B. Evans 9.01; 6, D. Agnew/D. Boyd 9.04.

#### SS6 Syonnn

1, R. Clark 4.55; 2, D. McCartney 4.56; 3, B. Coleman/N. Rockey 4.59; 5, D. Agnew 5.01; 6, W. Sparrow 5.02.

#### SS7 Poorhouse

1, R. Clark 13.10; 2, B. Coleman 13.29; 3, N. Rockey 13.35; 4, W. Sparrow 13.42; 5, D. Agnew 13.45; 6, D. McCartney 13.46.

#### SS8 Dawn of Hope

1, N. Rockey 6.08; 2, B. Coleman 6.11; 3, N. Smith 6.23; 4, D. Agnew 6.25; 5, R. Brookes 6.26; 6, W. Sparrow 6.28.

#### SS9 Drumkeeran

1, N. Rockey 10.25; 2, B. Coleman 10.27; 3, R. Clark 10.34; 4, D. Agnew 10.47; 5, W. Sparrow 10.51; 6, D. McCartney/A. Boyd 11.03.

#### SS10 Altagowlan

1, D. Agnew 9.28; 2, N. Rockey/W. Sparrow 9.30; 4, R. Clark 9.39; 5, B. Evans 9.43; 6, B. Coleman 9.44.

#### SS11 Lough Na Lieb

1, B. Coleman 12.05; 2, N. Rockey 12.07; 3, W. Sparrow 12.17; 4, C. Malkin 12.22; 5, D. Agnew/B. Evans 12.23.

#### SS12 Carrowcory

1, B. Coleman 6.06; 2, M. O'Connell 6.15; 3, G. Hill 6.16; 4, D. Agnew/B. Evans 6.17; 6, N. Rockey 6.18.

#### SS13 Hillstreet Lakes

1, B. Evans 6.10; 2, D. Agnew 6.11; 3, N. Rockey/W. Sparrow 6.12; 5, C. Malkin/G. Hill 6.15.

#### SS14 Garrownskeagh

1, B. Coleman 7.25; 2, D. Agnew/B. Evans 7.26; 4, W. Sparrow 7.27; 5, N. Rockey/G. Hill 7.29.

#### SS15 Bracknagh

1, B. Coleman 5.16; 2, D. McCartney/B. Evans 6.14; 4, W. Sparrow 6.18; 6, N. Smith 6.21.

#### SS16 Toberdan

1, W. Sparrow 9.38; 2, D. McCartney 9.39; 3, B. Coleman 9.40; 4, N. Smith 9.42; 5, G. Hill 9.47; 6, N. Rockey/B. Evans 9.50.

#### SS17 Carrowreagh

1, W. Sparrow 11.11; 2, B. Coleman 11.14; 3, G. Hill 11.15; 4, B. Evans 11.16; 5, D. McCartney 11.19; 6, C. Malkin/S. Campbell 11.25.

#### SS18 Lough Rea

1, W. Sparrow 14.02; 2, B. Coleman 14.13; 3, S. Campbell 14.18; 4, G. Hill 14.19; 5, D. Agnew 14.20; 6, D. McCartney 14.22.

#### SS19 Hollymount

1, B. Coleman 6.39; 2, W. Sparrow 6.46; 3, B. Evans 6.48; 4, D. McCartney 6.52; 5, S. Campbell/G. Hill 6.58.

#### SS20 Lough Cutra

1, B. Coleman 12.22; 2, B. Evans 12.28; 3, W. Sparrow 12.36; 4, D. McCartney 12.52; 5, N. Smith 12.54; 6, G. Hill 13.05.

#### SS21 Galloway Hill

1, W. Sparrow 9.41; 2, D. McCartney 9.57; 3, B. Coleman 10.04; 4, B. Evans 10.05; 5, D. Agnew 10.11; 6, A. Boyd 10.16.

#### SS22 Old Kildimo

1, D. McCartney 7.28; 2, W. Sparrow 7.32; 3, D. Agnew 7.37; 4, B. Coleman 7.39; 5, B. Evans 7.42; 6, G. Hill 7.52.

#### SS23 Glenwilliam

1, D. McCartney 7.59; 2, W. Sparrow 8.00; 3, B. Evans 8.03; 4, D. Agnew 8.04; 5, B. Coleman 8.05; 6, A. Boyd 8.20.

#### SS24 Sugar Hill

1, B. Coleman 9.26; 2, D. McCartney 9.31; 3, W. Sparrow 9.40; 4, B. Evans 9.41; 5, D. Agnew 9.50; 6, G. Hill 9.55.

#### SS25 Demonds Grave

1, B. Coleman 11.02; 2, W. Sparrow 11.17; 3, D. McCartney 11.18; 4, D. Agnew 11.20; 5, B. Evans 11.36; 6, G. Hill 11.38.

#### SS26 Lough Caragh

1, B. Coleman 13.11; 2, W. Sparrow/B. Evans 13.22; 4, D. McCartney 13.29; 5, D. Agnew 13.50; 6, A. Boyd 13.53.

#### SS27 Molls Gap

1, B. Coleman 12.28; 2, W. Sparrow 12.41; 3, B. Evans 12.46; 4, D. McCartney 12.50; 5, D. Agnew 13.01; 6, G. Hill 13.24.

#### SS28 Turner's Rock

1, W. Sparrow 5.30; 2, B. Coleman 5.39; 3, D. McCartney/B. Evans 5.42; 5, D. Agnew 5.47; 6, H. Morley/R. Brookes 5.58.

#### SS29 Castle Donovan

1, W. Sparrow 12.22; 2, B. Coleman 12.37; 3, G. Hill 12.47; 4, D. Agnew 12.49; 5, D. McCartney 12.50; 6, R. Brookes 13.06.

#### SS31 Mount Prospect

1, B. Coleman 14.42; 2, G. Hill 14.50; 3, D. McCartney 15.05; 4, A. Boyd/B. Evans 15.05; 6, D. Boyd/J. P. O'Kane 15.19.

#### SS32 Borlin

1, B. Coleman 9.47; 2, G. Hill 10.12; 3, A. Boyd 10.13; 4, D. McCartney 10.14; 5, D. Boyd 10.21; 6, B. Evans 10.23.

#### SS33 Roughy River

1, B. Coleman 8.25; 2, G. Hill 8.28; 3, B. Evans 8.40; 4, D. McCartney 8.41; 5, D. Agnew 8.44; 6, R. Brookes 8.47.

#### SS34 Killmakilloge

1, B. Coleman 6.29; 2, G. Hill 6.35; 3, A. Boyd 6.36; 4, B. Evans 6.42; 5, D. Boyd 6.42; 6, D. McCartney 6.47.

#### SS35 'Auto Ireland' Tim Healey Pass

1, B. Coleman 7.52; 2, A. Boyd 7.55; 3, B. Evans 7.57; 4, G. Hill 8.04; 5, D. Agnew 8.10; 6, D. McCartney 8.15.

#### SS36 Knockura

1, G. Hill 5.42; 2, B. Evans 5.43; 3, D. Agnew 5.47; 4, D. McCartney 5.50; 5, A. Boyd 5.52; 6, D. Boyd 5.56.

#### SS37 Coda Head

1, D. McCartney 11.10; 2, A. Boyd 11.22; 3, B. Coleman 11.27; 4, G. Hill 11.34; 5, D. Macauley 11.37; 6, B. Evans 11.41.

#### SS38 Ardroom

1, B. Evans 14.41; 2, D. McCartney 14.42; 3, A. Boyd 14.51; 4, B. Coleman 14.53; 5, J. Stewart 15.23; 6, R. Brookes 15.27.

#### SS39 Gartnagane

1, D. McCartney 16.31; 2, B. Coleman 16.21; 3, B. Evans 16.37; 4, H. Morley 16.43; 5, D. Boyd 16.58; 6, A. Boyd 17.05.

#### SS40 Freragh River

1, B. Coleman 6.59; 2, D. McCartney 7.16; 3, H. Morley 7.24; 4, J. P. O'Kane 7.28; 5, B. Evans 7.31; 6, D. Boyd 7.33.

#### SS41 Knockanebane

1, B. Coleman 6.32; 2, D. McCartney 6.53; 3, J. P. O'Kane 6.54; 4, H. Morley 7.00; 5, A. Boyd/B. Evans 7.01.

#### SS42 Aherlow

1, B. Coleman/D. McCartney 7.15; 3, A. Boyd 7.23; 4, H. Morley 7.30; 5, B. Evans/J. P. O'Kane 7.33.

#### SS43 Moanvaun

1, A. Boyd 20.55; 2, B. Coleman 21.08; 3, B. Evans 21.26; 4, D. McCartney 21.29; 5, R. Brookes 21.35; 6, H. Morley 21.50.

#### SS44 Hollyfort

1, R. Brookes 9.56; 2, D. McCartney 10.01; 3, B. Evans 10.06; 4, B. Coleman 10.07; 5, H. Morley 10.08; 6, A. Boyd 10.13.

#### SS45 Killahycross

1, D. McCartney 7.17; 2, B. Evans 7.25; 3, B. Coleman 7.32; 4, H. Morley 7.33; 5, A. Boyd/R. Brookes 7.52.

#### SS46 Annaga

1, B. Evans 7.46; 2, B. Coleman 7.53; 3, D. McCartney 7.55; 4, R. Brookes 8.09; 5, J. P. O'Kane 8.12; 6, H. Morley 8.13.

#### SS47 Flagmount

1, B. Coleman 19.11; 2, B. Evans 19.16; 3, D. McCartney 19.21; 4, H. Morley 19.48; 5, R. Brookes 19.54; 6, J. P. O'Kane 20.25.

#### SS48 Old Leighlin

1, D. McCartney/B. Evans 10.45; 3, B. Coleman 10.47; 4, H. Morley 10.58; 5, R. Brookes 11.03; 6, K. Johnston 11.18.

#### SS49 Aghavanna

1, D. McCartney 17.49; 2, B. Evans 17.57; 3, B. Coleman 18.17; 4, H. Morley 18.32; 5, R. Brookes 18.43; 6, A. Boyd 19.27.

#### SS50 Sally Gap

1, B. Evans 28.05; 2, B. Coleman 28.30; 3, D. McCartney 28.32; 4, H. Morley 29.00; 5, R. Brookes 29.12; 6, A. Boyd 29.28.

#### SS51 Great rerrans

1, B. Evans 7.15; 2, B. Coleman 7.21; 3, R. Brookes 7.23; 4, D. McCartney 7.26; 5, H. Morley 7.41; 6, D. Nutt 7.48.

#### SS52 Muft

1, R. Brookes 9.43; 2, B. Coleman/H. Morley 9.50; 4, D. McCartney 10.04; 5, A. Boyd 10.23; 6, B. Evans/V. Jensen 10.36.

#### SS53 Babylon Hill

1, R. Brookes 12.52; 2, H. Morley 13.04; 3, B. Evans 13.10; 4, A. Boyd 13.15; 5, I. Gemmell 13.23; 6, D. McCartney 13.27.

#### SS54 Miltown

1, B. Evans 8.08; 2, H. Morley 8.15; 3, D. McCartney 8.16; 4, R. Brookes 8.18; 5, A. Boyd 8.19; 6, B. Coleman 8.32.

#### SS55 Ballycloy

1, D. McCartney 8.35; 2, B. Evans 8.36; 3, R. Brookes 8.47; 4, H. Morley 8.48; 5, B. Coleman 8.56; 6, A. Boyd 9.00.

#### SS56 Annahughish

1, D. McCartney/B. Evans 7.25; 3, R. Brookes 7.37; 4, H. Morley 7.40; 5, A. Boyd 7.41; 6, B. Coleman 7.52.

#### SS57 Hamilton's Folly

1, B. Evans 7.48; 2, B. Coleman/D. McCartney 7.56; 4, H. Morley/R. Brookes 7.58; 6, A. Boyd 8.02.

#### SS58 Lough Agghy

1, D. McCartney/R. Brookes 12.06; 3, B. Coleman 12.21; 4, H. Morley 12.28; 5, A. Boyd 12.36; 6, I. Gemmell 12.52.

#### SS59 Nutt's Corner

1, D. McCartney/H. Morley 0.53; 3, B. Evans/R. Brookes 0.54; 5, B. Coleman 0.56; 6, D. Fitzgerald/K. Shields 0.57.

#### SS60 Ballynalough

1, R. Brookes 4.42; 2, H. Morley 4.44; 3, A. Boyd 4.46; 4, B. Evans 4.54; 5, D. McCartney 4.58; 6, B. Coleman 5.01.



# New car

## "Hardy perennial"

### BMW 2002 in L trim

That hardy perennial, the BMW 2002, has come up again for testing. I have long ago lost count of the number of versions I have tried, but recently a more luxurious model has been introduced, colloquially known as the "Mini-Limo" and distinguished by the letter L. I have been critical in the past of the rather spartan interior treatment of four-cylinder BMWs, so I was offered this more lavishly appointed vehicle for my comments.

The Mini-Limo can be obtained with a carburettor engine or, for more money, a fuel-injection unit. Externally, the body of the car with fuel-injection, which I have been testing, does not differ from that of the similar model which was submitted a year ago. Being functional, it does not date noticeably and provides space for four large adults in a compact saloon, which is more like a sports coupe when one is installed behind the wheel. The interior is rather after the style of the six-cylinder BMWs, with deeply-contoured, cloth-covered seats and pile carpets. There's some wood veneer, pockets in the doors, and a central arm-rest for the rear seat, all of which add up to a less austere car than before.

Mechanically, the Tii L is still propelled by an overhead-camshaft engine, with inclined valves operated through rockers. The fuel injection is of straightforward design by Kugelfischer, with no electronic complications. MacPherson front suspension geometry is allied with semi-trailing arms at the rear and the traditional worm and roller steering gear has been retained.

The improved amenities give the occupants a greater sense of well-being and, as always, the fuel-injection engine is almost as flexible as a six-cylinder unit. The car can be driven largely in top gear and the fuel economy is outstanding, if high speeds are strictly rationed. On the other hand, if one drives as a BMW should be driven, the maximum speed is not far short of 120 mph and that splendid third gear permits 90 mph overtaking. I am assuming, of course, that one has left Wilson's paradise and is motoring in a civilised country.

As for ride and roadholding, the BMW offers a very good compromise and though there are now other makes which can corner as fast, they usually give a less comfortable ride on bad roads. The 2002 Tii L is an enjoyable machine to handle, with a very responsible engine that sings a happy song, reaching a joyous crescendo at peak revs. Truly, this is a small car with many big car virtues.

In spite of these many advantages and the extra comfort of the latest model, the 2002 is still, almost incredibly, without a modern system of cold-air ventilation, such as virtually all the least expensive cars have.

You can make your choice between opening the quarter lights and being deafened or lowering the window and having your hair blown off. Surely it is not behind the wit of the BMW engineers to introduce a little cool breathing air without turning off the heater. A couple of lengths of pipe, ending in eyeball ventilators, could scarcely break the bank when the customer is paying £3,445.

**JVB**

**Car tested:** BMW 2002 Tii L 2-door saloon, price £3,445 including car tax and VAT.

**Engine:** Four cylinders 89 x 80 mm (1990 cc). Compression ratio 9.5 to 1. 130 bhp DIN at 5800 rpm. chain-driven overhead camshaft. Kugelfischer fuel injection.

**Transmission:** Single dry plate clutch. 4-speed synchromesh gearbox with central change, ratios 1.0, 1.32, 2.02, and 3.764 to 1. Hypoid final drive, ratio 3.64 to 1.

**Chassis:** Combined steel body and chassis. Independent front suspension by coil spring damper struts and lower wishbones. Worm and roller steering gear. Independent rear suspension by semi-trailing arms, coil springs, auxiliary rubber springs, and telescopic dampers. Anti-roll bars front and rear. Twin servo assisted disc/drum brakes. Bolt-on wheels, fitted 165 HR13 tyres.

**Equipment:** 12-volt lighting and starting. Speedometer. Rev-counter. Fuel and temperature gauges. Clock. Heating and demisting system with heated rear window. 2-speed windscreen wipers and washers. Flashing direction indicators with hazard warning. Reversing lights.

**Dimensions:** Wheelbase 8ft 2.4ins. Track 4ft 4.8ins. Overall length 13ft 10.5ins. Width 5ft 2.6ins. Weight 2,226lbs.

**Performance:** Maximum speed 119 mph. Speeds in gears: Third 91 mph, second 62 mph, first 34 mph. Standing quarter-mile 16.9s. Acceleration: 0-30 mph 3.4s, 0-50 mph 6.6s, 0-60 mph 8.9s, 0-80 mph 17.6s, 0-100 mph 26.8s.

**Fuel consumption:** 20 to 35 mpg.



BMW six cylinder 528 with accent on refinement rather than sheer performance.

## BMW expand with the 518 and 528

BMW have been plugging the few remaining gaps in their considerable range. The two new models, which I have been driving in the South of France, extend the Series '5' saloons both upwards and downwards. Using basically the same 4-door body shell, the 518 is, in effect, a 520 with a 1.8-litre engine in place of the 2-litre 4-cylinder, while the 528 has a 2.8-litre power unit instead of the 2.5-litre 6-cylinder of the 525.

The six-cylinder car has extra equipment and more elaborate appointments than the lower-powered model, including velour-covered seats, that of the driver being adjustable for height and rake. The 528 also has power-assisted steering, disc brakes all round instead of on the front wheels only, and anti-roll bars at both ends, in addition to larger section tyres. Naturally, the six-cylinder car is comparatively costly at £4,699, while the 518 is the most economical of the 4-door saloons, offering better than 30 mpg at reasonable speeds, with a price ticket of £3,299.

I drove the 518 first and was surprised at the lively performance, for the roomy saloon has only 1766 cc to propel it. The overhead-camshaft BMW engine is noted for its low-speed torque and the low-geared final drive of 4.44 to 1 gives the unit the chance to rev. A 100 mph maximum is claimed and I certainly exceeded this speed. At an indicated 110 mph on a downgrade, the ignition cutout very properly put a stop to such goings on.

The flexibility and refinement are astonishing for a four-cylinder car and the ride is outstandingly good on every sort of road surface. I was less impressed with the handling, which was a bit tail-happy during hard driving and showed rather large changes of attitude when going from power-on to power-off in a corner. This seems to be a common characteristic with semi-trailing arms for the rear suspension and it would not worry the less forceful driver.

The 525 has 165 bhp instead of 90 bhp and a 3.64 to 1 final drive. The power steering makes it much lighter to park or take round hairpin bends but there is still plenty of feel at the wheel. A 122 mph car, the six-cylinder is remarkably quiet, with the smoothness which only a really good in-line six (or a twelve-cylinder) can give. The car handles better than its less powerful sister, with reduced roll on corners, while the brakes show no sign of distress on mountainous descents. Once again, this is a BMW with a splendid third gear and the gearlever is a delight to handle.

In the present economic climate, BMW are no longer obsessed with sheer performance. These

new models are very refined touring cars, which will certainly not disappoint the many BMW enthusiasts in the UK

**JVB**

**Cars tested:** BMW 4-door saloons. 518 price £3,299 and 528 price £4,699, including car tax and VAT.

**Engines:** Four-cylinders 89x71 mm (1766 cc). 90 bhp DIN at 5500 rpm. Chain-driven overhead-camshaft. Solex carburettor. Six-cylinders 86x80 mm (2788 cc). 165 bhp DIN at 5800 rpm. Chain-driven overhead-camshaft. Two Solex carburettors.

**Transmission:** Single dry plate clutch. 4-speed synchromesh gearbox with central change. Ratios: 518 1.0, 1.32, 2.02, and 3.764 to 1. 528 1.0, 1.4, 2.2, and 3.855 to 1. Hypoid final drive, ratio: 518 4.44 to 1. 528 3.64 to 1.

**Chassis:** Combined steel body and chassis. MacPherson front and semi-trailing arm rear suspension. Anti-roll bar in front on 518, front and rear on 528. Worm and roller steering, power-assisted on 528. Servo-assisted dual circuit brakes, disc/drum on 518, discs all round on 528. Bolt-on wheels, fitted 175 SR 14 tyres on 518, 195 HR 14 on 528.

**Dimensions:** Wheelbase 8ft 7.8 ins. Track 518 4ft 7.4 ins / 4ft 8.7 ins, 528 4ft 7.4 ins / 4ft 9.5 ins. Overall length 15ft 1.9 ins. Width 5ft 6.5 ins.

**Performance:** Maximum speed 518 100 mph, 528 122 mph. Acceleration 0-60 mph, 518 13.5s, 528 9.1s.

## Toledo re-vamp

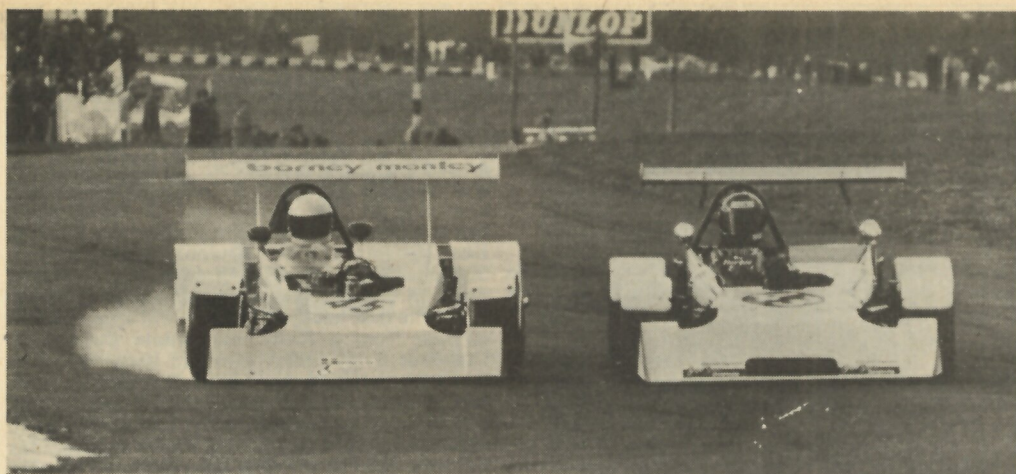
Triumph announce many improvements to their smaller saloons. The Toledo and 1500 TC have had their equipment and trim brought up to Dolomite standards and all models now have a door-mounted mirror, protective rubber-faced side mouldings, sun visors with black facings and ticket pocket on driver's side, and new knobs for gearlever and hand-brake.

The Toledo has a new grille, reversing lights, and hazard warning, plus reclining seats and such things as the anti-glare instrument illumination that the Dolomite already has. The price of the 4-door Toledo is £1,722.24.

The 1500 TC has the important improvement of an up-rated engine that gives an extra 7 bhp without affecting fuel economy. This is the engine recently announced for the Spitfire 1500, with 1½ in. carburettors and a four-branch exhaust manifold. The price is £1,969.11.

The Dolomite now has a spoiler under the front bumper and new wheel trim with chromed nuts. It costs £2,265.12. The Dolomite Sprint is now sold with the overdrive as standard and tinted safety glass. Its price has risen to £2,796.30.





David Manley (Mallock) dives for the inside, second place, and a collision with Mike Martin (U2-Sizzler).

## MONDELLO PARK

# Devaney lifts Mondello blues

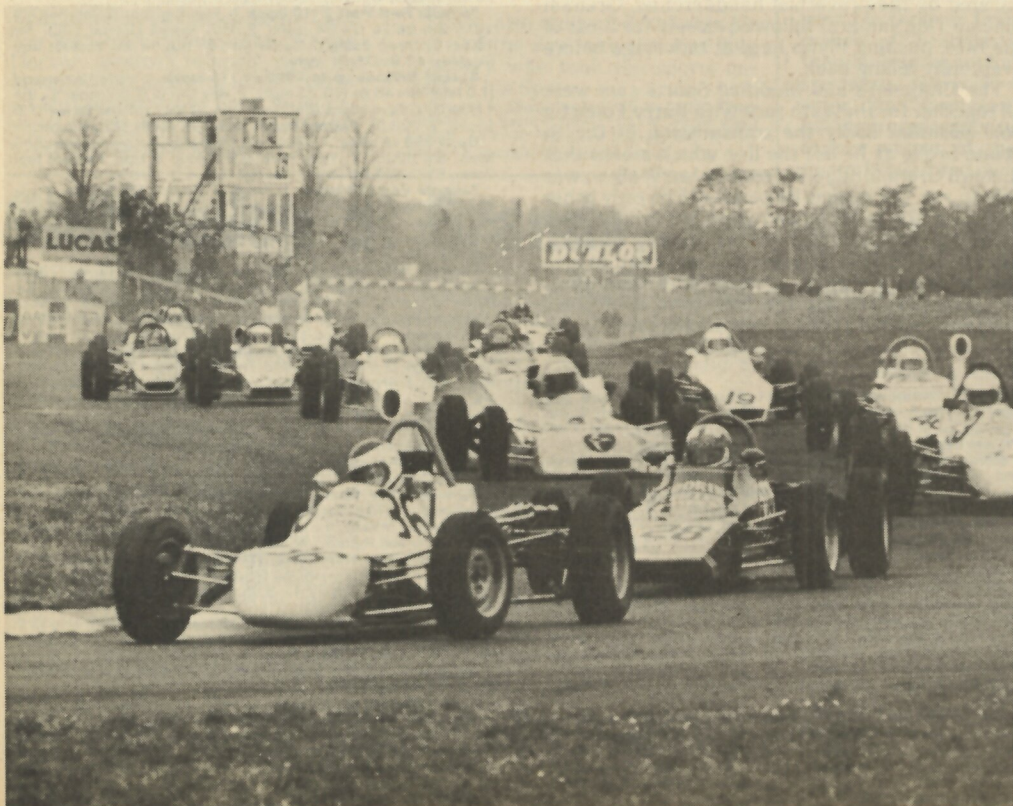
Dublin University Club's Easter Monday Mondello suffered somewhat from poor organisation, the Benson & Hedges Circuit of Ireland absorbing most of the regular staff including chief time-keeper Paul Phelan who was otherwise busily engaged in navigating Billy Coleman to his popular first Circuit win, and Paul's too. Entries were also thin on the ground for a number of races, particularly Formula Atlantic and Supersports; but there was a healthy turn out of twenty-five Formula Fords, with Bernard Devaney winning the final in convincing style in the Mondello Racing School Hawke DL12 from Eddie Jordan in a Crossle 30F, this pair being easily the most impressive Southern Ireland drivers to emerge in Formula Ford.

Weather wise the elements were much kinder than for the mid-March season opener, and although the Irish season has yet to hit peak revs, promise of some interesting forthcoming feature races with badly needed British entries should entice the crowds to Mondello in the months ahead. The ugly problem of finance is undoubtedly hitting some classes, particularly Atlantic which is still a developing formula and as such could well price itself out of existence unless it settles into a more stable pattern. Last season Patsy McGarrity established himself as the Atlantic king with his Chevron B25/7, after Jay Pollock's long mid-season "retirement." Now it's the same story, with

McGarrity buying himself a Chevron B29 to keep ahead of the only two other competitive runners, Des Donnelly with his March 73B and Ken Fildes with the now outdated Lotus 69. Supersports, now in its third season at Mondello, has not fired sufficient interest to inspire full grids; and perhaps something between Supersports and Atlantic on a price-per-performance ratio, such as Super Vee or Formula Ford 2000, is the answer for Ireland's top racing category. Of the other classes, modsports is enjoying good support and the racing is keen; promise of more good Minis should liven up the 1350cc Duckhams Special Saloon Championship series, currently dominated by Stee Griffin's Rolo-backed Mini; but Superloons have priced themselves out of existence, and the only two on Easter Monday were Rosemary Smith's 1.8 Escort-FVC and Jay O'Malley's ex-Des Donnelly Vauxhall Viva. And Group 1 racing has yet to attract full grids to Mondello, and yet this class invariably attracts a huge entry for the road race meeting at Phoenix Park.

Joe Fitzgibbon scored his first win, in the Group 1 Showroom Saloon race, with his well raced and rallied Ford Capri 3000, easily beating Dermot Faulkner's BMW 2002Tii and the VW Scirocco TS of Terry O'Hare. The first Formula Ford heat saw leader Harry Acheson involved in an incident which sent his Crossle 30F into retirement with bent rear suspension, and Crawford Harkness lost the nose cone off his Van Diemen. Eddie Jordan

Bernard Devaney (Hawke DL12) leads the field at Shell on the first lap of the FF final.



was held up in the usual first lap confusion at Shell, but he recovered well to win in his Crossle 30F by seven seconds from Harkness in the denuded Van Diemen, with Michael Roe (Crossle 25F) only 0.8 secs behind the experienced Harkness, followed by Dan Daly (Lotus 69) and "Degan" in a 25F in close company.

After a mixed, and mixed up too, handicap, the second FF heat saw Trevor Templeton in his Lotus 69 splitting the two smart white and green Mondello School Hawkes of Bernard Devaney and John Murphy, with Devaney's DL12 comfortably in front of his team mate Murphy, who was 0.6 secs down on Templeton. P. J. Fallon just took fourth spot by 0.2 secs from Noel Kavanagh, in Crossle 20F and Hawke DL11, respectively. Stee Griffin shot his Rolo Mini into a good lead in the special saloon race, while Rosemary Smith was held up for several laps behind Jay O'Malley, until she eventually managed to find a gap to whisk the Unwins Escort-FVC past the Vauxhall Viva at Duckhams. Rosemary also took the Mini of Seamus O'Connor but Griffin was too far in front, winning by the big margin of 4.6 seconds to reverse the order of the Patrick's Day outing. O'Malley fell back to fifth, behind the Minis of O'Connor and Tom Mahon, who were separated by only 0.2 secs at the flag.

In the combined Atlantic/Supersports race, Des Donnelly initially held off Patsy McGarrity, until the hard charging little Ulsterman outranked the March 73B at Shell. Once in front, Patsy powered the smart Duckhams/Jet Chevron B29 into a very healthy lead, while Donnelly was slowed by a broken rear wing support and only managed to hold off Ken Fildes in the Britannica Lotus 69 by a second. Pat Woods in the ex-McGarrity Chevron B25/7 settled down after a warming-up lap spin to finish a lone fourth. In the Supersports division there was much more happening, with John Keaney spinning at Shell on the warming-up lap and having to start the Steering Wheel Pub Gryphon C73/4 sans nose cone and Derek Shortall suffering nose cone troubles with his Vista Blinds Gryphon C74 on the opening lap. However, this did not deter Shortall from getting a long way in front of Mike Martin and David Manley, and even when Manley unceremoniously disposed of Martin's U2-Sizzler by spinning him off at Shell, the U2 Mk 17 driver was unable to make any impression on Shortall. Keaney closed on Manley in the last five laps to run him to within 0.2s at the flag, while Gryphon men Richie Conroy and Richie Heeley were never in contention.

Liam Plower's lead in the modsports race was short lived, with Arnie Black and John Gale puffing well ahead, and Brian Tuite made a welcome return to the class by putting Brian Harpur's Mark 1 Sprite into fourth place in front of the Midgets of Ed Mahon and Denis McCarthy. The Formula Ford final did not produce any of the expected close dices but there were several spins amongst the back markers while up front Eddie Jordan in his Crossle 30F was unable to match the pace of Bernard Devaney who won by the big margin of 6.2 secs in the Hawke DL12. John Murphy retired the second Hawke DL12, and Trevor Templeton finished third in his Lotus 69F from Harkness in the still nudged Van Diemen, followed by P. J. Fallon (Crossle 20F) and Phil Mooney in a Merlyn Mk 20A. Two closely contested kart races made up for a long afternoon meeting.

## BRIAN FOLEY

**Showroom Group 1 Saloons (10 laps):** 1. Joe Fitzgibbon (Ford Capri 3000), 13m 20.6s, 55.77 mph; 2. Dermot Faulkner (BMW 2002), 13m 52.4s; 3. Terry O'Hare (VW Passat TS), 14m 05.8s; 4. Gerry McGarrity (Honda Civic), 14m 28.4s; 5. Jack Wilson (Honda Civic), 14m 34.2s. **Fastest lap:** Fitzgibbon, 1m 17.8s, 57.38 mph.

**Duckham's Special Saloon Championship, Round 2 (10 laps):** 1. Stee Griffin (1.3 Mini), 11m 15.4s, 66.09 mph; 2. Rosemary Smith (1.8 Ford Escort-FVC), 11m 22.0s; 3. Seamus O'Connor (1.3 Mini), 11m 29.2s; 4. Tom Mahon (1.3 Mini), 11m 29.4s; 5. Jay O'Malley (2.0 Vauxhall Viva), 11m 29.6s.

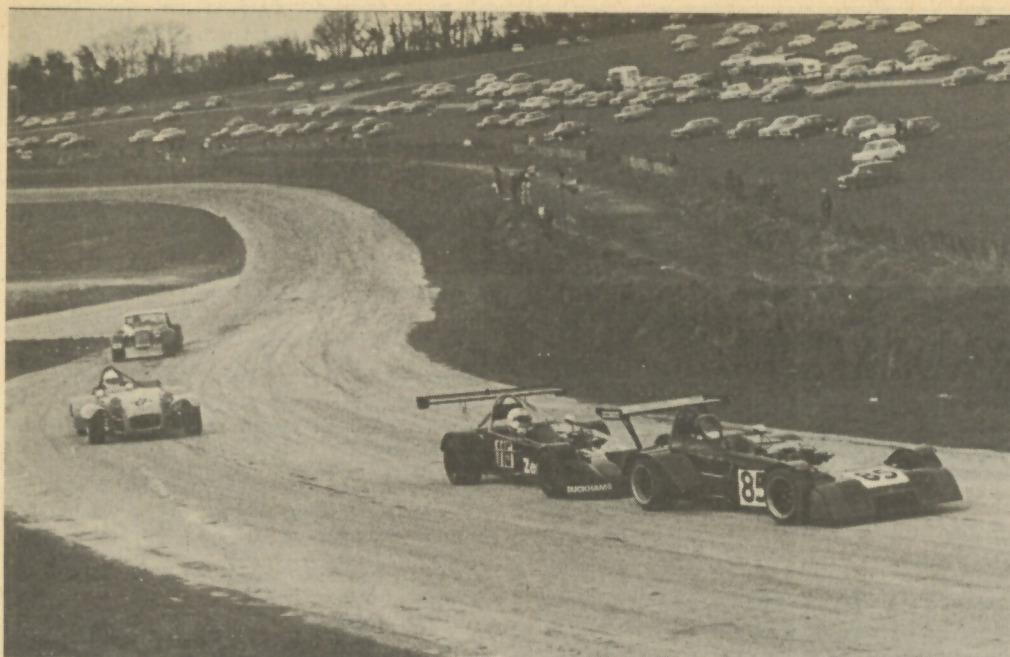
**BP Formula Atlantic Championship of Ireland, Round 2 (15 laps):** 1. Patsy McGarrity (Chevron B29), 14m 21.6s, 77.72 mph; 2. Des Donnelly (March 73B), 14m 29.0s; 3. Ken Fildes (Lotus 69), 14m 30.0s; 4. Pat Woods (Chevron B25/27), 15m 06.6s. **Fastest lap:** McGarrity, 56.2s, 79.43 mph.

**Shell Supersports, Round 2 (15 laps):** 1. Derek Shortall (Gryphon C74), 15m 10.02s, 73.58 mph; 2. David Manley (U2 Mk 17), 15m 19.6s; 3. John Keaney (Gryphon C73/4), 15m 19.8s; 4. Richie Conroy (Gryphon C73/4), 14 laps; 5. Richie Heeley (Gryphon C73/4), 14 laps; 6. Mike Martin (U2-Sizzler), 13 laps. **Fastest lap:** Shortall, 58.8s, 75.92 mph.

**Duckham's Modsports Championship, Round 2 (10 laps):** 1. Arnie Black (MG Midget), 11m 30.8s, 64.62 mph; 2. John Gale (MG Midget), 11m 31.2s; 3. Liam Plower (MG Midget), 11m 51.8s; 4. Brian Tuite (A-H Sprite), 11m 56.2s; 5. Ed Mahon (MG Midget), 11m 57.0s; 6. Denis McCarthy (MG Midget), 12m 13.4s.

**Shell Formula Ford Round 2, Final (15 laps):** 1. Bernard Devaney (Hawke DL12), 16m 08.8s, 69.11 mph; 2. Eddie Jordan (Crossle 30F), 16m 15.0s; 3. Trevor Templeton (Lotus 69F), 16m 30.0s; 4. Crawford Harkness (Van Diemen), 16m 30.8s; 5. P. J. Fallon (Crossle 20F), 16m 49.0s; 6. Phil Mooney (Merlyn Mk 20A), 16m 56.6s. **Heat 1:** 1. Jordan, 10m 59.2s; 2. Harkness; 3. Michael Rome (Crossle 25F). **Heat 2:** 1. Devaney, 10m 47.8s; 2. Templeton; 3. John Murphy (Hawke DL12). **Fastest lap:** Devaney, Jordan, Templeton, 1m 3.8s, 69.97 mph.





Bob Deverell's U2 Mk14 thwarts yet another attempt by John Heitman to get passed in Noel Stanbury's Zerostat Gryphon.

## LYDDEN

# Sigafoos wins FF

Last Sunday saw the first event in the Lydden circuit racing programme with the BARC (SE) organising a chilly club meeting comprising ten slickly run races. Without doubt the highlight of an otherwise uneventful programme was the Formula Ford final, a race exciting even by the standards of that formula. Less than two seconds separated the first five home with the leaders, Fred Sigafoos (Elden Mk10X) and Rob Newall (Jamun T3C) side by side during the closing laps with no quarter given. Among the other final winners was Barry Foley in the Formule Libre event driving Noel Stanbury's Gryphon following the demise of his St Bruno Roughcutter during the Clubmen's race. The Scarabs of Ian Flux and Tim Flynn fought hard for the lead in the FV race with Flux the marginal winner, while Richard Groombridge (Hustler), John Homewood (Imp) and Nick Whiting (Escort) all had easy wins in their races.

The track was slippery from the recent Rallycross meetings when the Formula Ford classes started the meeting. The first (eleven lap!) heat saw a close tussle between Len Fletcher (Crossle 25F), Derek Warwick (Hawke DL12) and John Poxon (Crossle 25F) with Fletcher only able to relax once Poxon had slid in front of Warwick and the pair left the track. Both rejoined the race however, Warwick taking a fine second with his noseless Hawke. By contrast the American, Sigafoos was the easy winner of the faster, second heat. However Rob Newall easily got away first in the final hotly pursued, at first, by David Buttigiel (Dulon MP15), Sigafoos and Don Smith (Merlyn Mk28). Smith soon spun while Sigafoos really began to put pressure on the leader. All thoughts of the cold were forgotten as he contrived to take the Jamun on the outside round almost every

bend, but Newall was determined not to be outdone or outraked. The sideways Sigafoos used every bit of the road and much of the grass before outdaring his rival into the lead. Buttigiel watched all this very closely while David Warwick and John Poxon came up to join them and all five crossed the line in a high speed convoy.

The small saloons had followed the FF heats. In spite of a slow start Jon Homewood won a boring race by well over half a lap, helped when initial leader, Gerry Glass did a double spin with his Mini into the bank at the Elbow before even completing one lap. Roy Marsh's Cooper was a lonely second ahead of 850 class winner Clifford Watts (Imp).

In spite of a grid equally as small as the saloons the FVs contrived to give better entertainment. Poleman, Tim Flynn led initially challenged by Ian Flux and it was not until about half distance that Flux could take his Ockley Construction car into the lead at the Elbow. Flynn did not give up though and at the finish the pair could still be covered by the proverbial handkerchief. Graham Sinclair (McNamara) followed closely for most of the race, pushing Flynn hard at one stage before eventually falling back.

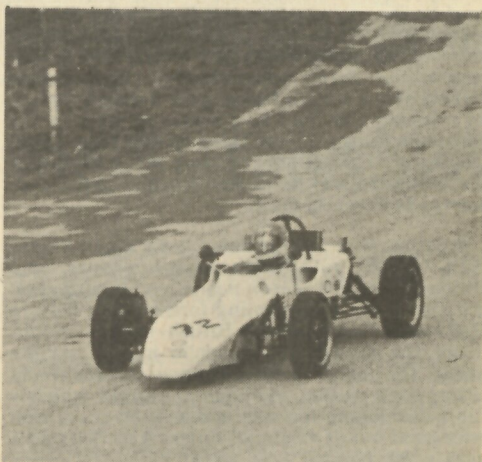
The Clubmen's and Modified Sports cars were all together for the sixth race with Barry Foley on pole position. Sadly the transmission of the St Bruno broke as he left the line which meant that Richard Groombridge, entered by Ian Walker, was able to win the race as he pleased. The only other four cars not to be lapped provided quite a dice with Bob Deverell (U2 Mk14) leading initially. After much intense pressure he finally had to give best to John Heitman, driving Noel Stanbury's Zerostat Gryphon for the first time, and Dave Bettinson whose Lotus 7 was intelligible for the

results. Deverell eventually finished fourth followed by Robin Grey's Morgan +8. Dunderdale's Turner was only just lapped and it is a mystery why he was made to start from the back of the grid with no practice time for he had been out with the rest of them.

You just had to finish the first Libre heat to qualify for the final but Paul Butler jumped the start with his Brabham BT28/35 and then spun at Chessons on the seventh lap to leave Philip Guerola (Brabham BT30) the winner from pop star Ken Hensley (FF2000 Dulon) and that man Sigafoos. Firing on only three cylinders Fergus Tait's F4 Delta had not been able to complete one lap of the first heat but he came out again for the second; from a lowly start came through to challenge Barry Foley, who had been making it look easy in the Gryphon Noel Stanbury had lent him, the car used earlier by John Heitman. Foley had to do all he knew with the unfamiliar car to hold off Tait to the end. The first two positions were the same in the final but this time Foley led by a much larger margin until towards the end he was held up by a couple of backmarkers, one of whom cut across in front of him clipping the corner of, and badly damaging, the Gryphon. Thankfully Foley was not held up too much and won from Tait, Guerola and the battling Sigafoos and Buttigiel.

Nick Whiting contrived to make the larger saloon race a complete bore with his FVC powered Kent Messenger Escort ably assisted by Phil Winter (Mini)! Each won his class and spent all the race in a lonely first and second overall.

## IAN WAGSTAFF



18 year old Embassy Racing mechanic Ian Flux won the Vee race in his Royale-bodied Scarab.

**Formula Ford Heat 1 (10 laps):** 1. Len Fletcher (Crossle-Minister 25F), 8m 15.6s (72.64 mph), 2. Derek Warwick (Hawke-Scholar DL12), 8m 16.2s; 3. Stuart Veitch (Royale-Minister RP16A), 8m 23.4s. **Fastest lap:** Warwick 47.8s (75.31 mph).

**Formula Ford Heat 2 (10 laps):** 1. Fred Sigafoos (Elden-Lion Mk 10X), 8m 06.2s (74.04 mph), 2. Rob Newall (Jamun T3C), 8m 10.6s; 3. David Buttigiel (Dulon MP15), 8m 11.2s. **Fastest lap:** Sigafoos, 47.8s (75.31 mph).

**Special Saloons up to 1000 cc (10 laps):** 1. John Homewood (1.0 Imp), 8m 40.0s (69.23 mph), 2. Roy Marsh (1.0 Cooper S), 9m 17.0s; 3. Clifford Watts (850 Imp), 9m 22.0s; 4. Peter Davey (1.0 Escort), 9m 28.0s. **Fastest lap:** Homewood, 49.8s (72.79 mph).

**Up to 850 cc class:** 1. Watts (64.06 mph), 2. Alan Kember (850 Mini), 9m 36.2s; 3. Tony Price (850 Mini), 9 laps. **Fastest lap:** Watts, 55.0s (65.45 mph).

**Formula Vee (10 laps):** 1. Ian Flux (Scarab Mk 1), 8m 31.6s (70.37 mph), 2. Tim Flynn (Scarab), 8m 32.0s; 3. Graham Sinclair (McNamara), 8m 37.6s; 4. Les Mercer (Scarab), 8m 47.2s; 5. Nick Wadhams (Beach), 8m 55.2s; 6. Alan White (Jeffrey), 9 laps. **Fastest lap:** Flux, 49.4s (72.87 mph).

**Formula Ford Final (10 laps):** 1. Sigafoos, 8m 06.8s (73.95 mph), 2. Newall, 8m 07.0s; 3. Buttigiel, 8m 07.4s; 4. Warwick, 8m 08.0s; 5. John Poxon (Crossle-Rowland 25F), 8m 08.4s; 6. Mike Wallaker (Jomic-Ford Mk 2), 8m 16.2s. **Fastest lap:** Poxon, 47.2s (76.27 mph).

**Clubmen's and Modified Sports Cars (10 laps):** 1. Richard Groombridge (1.6 Hustler SS4), 7m 40.8s (78.13 mph), 2. John Heitman (1.6 Gryphon-Swindon), 7m 58.8s; 3. Bob Deverell (1.6 U2 Mk 14), 4. Tony Dunderdale (1.6 Turner), 9 laps. **Fastest lap:** Groombridge, 44.8s (80.36 mph).

**Over 3000 cc class:** 1. Robin Gray (3.5 Morgan +8), 8m 18.2s. No other finishers.

**Up to 1150 cc class:** 1. Howard Jones (1.1 Ginetta G4), 9 laps; 2. Roger Johnston (1.1 MG Midget), 8 laps.

**Formula Libre Heat One (10 laps):** 1. Philip Guerola (1.8 Brabham-FVC BT3), 7m 75.6s (75.38 mph), 2. Ken Hensley (2.0 Dulon-Holbay MP16), 8m 00.4s; 3. Sigafoos, 8m 08.2s. **Fastest lap:** Guerola and Hensley, 46.4s (77.59 mph).

**Formula Libre Heat Two (10 laps):** 1. Barry Foley (1.6 Gryphon-Swindon), 7m 49.4s (76.69 mph), 2. Fergus Tait (1.0 Delta-Lucas IRF 4), 7m 52.4s; 3. Buttigiel, 8m 09.6s. **Fastest lap:** Foley, 44.6s (80.72 mph).

**Special Saloons over 1000 cc (10 laps):** 1. Nick Whiting (2.0 Ford Escort), 8m 05.6s (74.14 mph), 2. Phil Winter (1.3 BLMC Mini), 8m 18.6s; 3. David Foster (1.3 BLMC Mini), 8m 21.8s; 4. John Davies (1.3 BLMC Cooper S), 8m 33.4s. **Fastest lap:** Whiting, 47.4s (75.95 mph).

**Over 1300 cc:** 1. Whiting; 2. Martin Staplehurst (3.5 Ford Escort), 8m 49.2s; 3. Rod Birley (3.0 Ford Capri), 9 laps. 1001-1300 cc: 1. Winter (72.20 mph); 2. Foster; 3. Davies. **Fastest lap:** Winter, 48.8s (73.77 mph).

**Formula Libre Final (10 laps):** 1. Foley, 7m 44.0s (77.59 mph); 2. Tait, 7m 47.2s; 3. Guerola, 7m 57.0s; 4. Sigafoos, 8m 11.4s; 5. Buttigiel, 8m 13.4s; 6. Gareth Anderson (1.6 Anson F3), 8m 28.8s.

## EASTER RUFFORTH RESULTS

**Tate Trophy Formula Ford race (12 laps):** 1. John Simpson (Nike-Scholar Mk 10), 16m 40.8s, 74.47 mph; 2. Richard Dutton (Titan-Scholar Mk6A), 16m 27.0s; 3. Mick Starkey (ATS Merlyn-Scholar), 16m 40.8s; 4. Eddie Cheever (Dulon), 16m 41.8s. **Fastest lap:** Simpson and Dutton, 1m 19.8s 76.69 mph.

**Troy Tire and Auto Centre 1000cc Special saloon and Mini Se7en race (10 laps):** 1. Jim Evans (2.0 Ford Escort RS2000 turbo), 14m 30.0s, 70.35 mph; 2. Malcolm West (5.7 Chevrolet Camaro Z28), 14m 46.8s; 3. Brian Whiting (2.0 Ford Escort BDE), (9 laps); 4. Keith Bowmaker (4.7 Ford Escort V8); 9. **Fastest lap:** Evans, 1m 23.2s, 66.38 mph.

**Up to 1000 cc:** 1. Roger Mathews (1.0 Mini), 15m 20.4s, 63.48 mph; 2. Victor Borrowdale (Mini); 3. P. Gorrish (Mini).

**Mini Se7en:** 1. Terence Pudwell; 2. A. Ratcliffe; 3. Michael Holgate.

**DC Cook (Datsun) Production Sports Cars (10 laps) overall and £2,250 to £4,000:** 1. John Britten (3.5 Morgan +8), 15m 12.2s, 67.09 mph; 2. Andy Roughton (Lotus Europa), 15m 31.2s; 3. Rod Grettton (Jaguar E), 15m 38.2s; 4. C. Hopkins (Morgan), 15m 51.0s. **Fastest lap:** Britten, 1m 27.0s, 70.34 mph.

**£1,400 to £2,250:** 1. C. Alford (Morgan); 2. G. Vaughan (Triumph TR6); 3. J. Targett (MGB).

**Up to £1,400:** 1. R. Goodwin; 2. C. Wadsworth (Sprite); 3. D. Karaskas (MG Midget).

**BRSCC Penthouse Ford Escort Championship round (10 laps):** 1. Mike Freeman, 15m 55.6s, 63.11 mph; 2. Gordon Bruce, 15m 59.2s; 3. Nick Weir 16m 6.2s; 4. Gordon Rigby, 16m 9.8s. **Fastest lap:** Bruce and Rigby, 1m 33.6s, 65.39 mph.

**Northern Clubmen's championship round (10 laps) overall and 1001-1600 cc:** 1. Caldwell Smythe (Mallock U2-Swindon Mk16), 12m 48.6s, 79.63 mph; 2. Ray Edge (Mallock U2 Mk 14), 13m 1.0s; 3. Tim Wood (Magnum), 13m 15.2s; 4. Roy McNab (Gryphon C73), 13m 35.4s. **Fastest lap:** Smythe and Edge, 1m 15.2s, 81.38 mph.

**Up to 1000 cc:** 1. G. Lambert (Mallock U2); 2. Ken Shipley (Mallock U2); 3. J. Olsen (Mallock U2).

**BRSCC Northern Centre saloon car championship round (10 laps) overall and over 1300 cc:** 1. Jim Evans (2.0 Ford Escort RS2000 Turbo), 14m 2.4s, 72.65 mph; 2. Malcolm West (5.7 Chevrolet Camaro Z28), 14m 12.6s; 3. Ken Tomlinson (1.3 Mini), 15m 14.4s; 4. Peter Thomalla (Ford Anglia), 9 laps. **Fastest lap:** Evans, 1m 21.8s, 74.82 mph.

**1000 to 1300 cc:** 1. Tomlinson; 2. A. Smith (Mini); 3. E. Paterson (Mini).

**Invited Mini 7s:** 1. Victor Borrowdale; 2. F. Wright; 3. D. Hall.

**BRSCC Northern Libre championship round (10 laps):** 1. Tony Dean (5.0 Chevron-Chevrolet B24/28), 11m 44.0s, 66.93 mph; 2. Bill Burley (1.6 FSV Royale), 12m 52.2s; 3. John Buxton (1.6 Gryphon), 9 laps; 4. Richard Phillip (1.6 FF Crossle-Scholar Mk25), 9 laps. **Fastest lap:** Dean, 1m 8.8s, 88.95 mph.



## Lotus Super 7 out of Modsports again

The problem of whether or not the Lotus Super 7 is allowed in Modsports has blown up again. Dave Bettinson, who campaigns one of these cars in the category, received a big shock when he got to the Scrutineers' bay at Lydden last Sunday — he was told out of the blue that the car had once more been decreed ineligible.

The Super 7 is not listed in the Blue Book as an eligible car because the book went to press before the decision was made to admit it. This decision was made, according to the RAC, in November, which made the car eligible from January 1. However, the Blue Book, which lists definitively the cars which will be admitted, went to press early in November before the decision was taken.

Bettinson was given a letter, however, from the RAC which he was able to present to scrutineers saying that although the car was not listed it was eligible. At Lydden last

Sunday he duly presented the letter, only to be told that the RAC Steward of the meeting had with him a telegram to say that the car was not to be run as a Modsport and the covering letter Bettinson had was overruled.

Bettinson himself feels rather badly treated over this matter as it appears that objections were only raised to the eligibility of the car after his win against all the bigger and vastly more expensive machinery at the opening Thruxton meeting. If the current ban is extended for the year he will not be able to campaign his Super 7 in any competitive form of racing.

Neil Eason Gibson told us on Tuesday that they had to withdraw the permit for the car for the moment as they had been legally informed that it was not allowed as it was not in the Blue Book. He did say, however, that a full investigation of the matter was in hand and should be sorted soon.

## BRIEFLY...

● The hill climb at Scammonden, near Huddersfield on May 4 will be sponsored by Susan Wilding Camera shops in conjunction with Greenstreets Photographic.

Regulations for the 110 maximum entry event are now available from Stephen Wrigley, 93 Yew Tree Road, Birchcliffe, Huddersfield HD3 3QR.

● Modello Park Easter Monday Clubmen's Supersports winner Derek Shorthall has the expertise of Gryphon men Noel Stanbury and John Heitmann to thank for his easy win with his Gryphon. The "Flying Doctor service" nipped over to Modello on Good Friday, set the car up and sorted it out on a snow-covered circuit, leaving Shorthall with a ready-made race winner.

## Chittenden at Brands

Mike Chittenden, driving a shared Lotus Elan, set BTD at last Sunday's combined Circle and Harrow Car Clubs' meeting on the full 1.24 mile club circuit at Brands Hatch, but in front of very few spectators. The event eventually had only 100 competitors although the maximum of 120 was reached a month beforehand and the secretary had to turn away more than 80 applications to run. However, some 20 competitors scratched, many with weak excuses.

Driving the car belonging to Ian Clark, Chittenden nipped round two laps of the dry club circuit in 1m 54.8s to collect BTD by almost four seconds from the again very rapid Anglia of Chris Hill who, with a time of 1m 58.4s, was one of only two other drivers to beat the two minutes barrier.

Best class scrap was among the up to 2-litre standard cars where A. G. Mussard and P. Phillips finished

within four tenths of each other in their Escorts. In the big sports car class the TVR Griffiths of M. Gates held off twin challenges of the Porsche 911S's of M. Ridge and S. Carr by some two seconds.

Although conditions were not ideal for record breaking, P. M. Berman (Elan) was pleased with his 2m 10.6s, which was exactly a second quicker than the class winning time he set the previous year when winning the 1301-2 litre class.

**BTD:** M. Chittenden (Elan), 1m 54.8s. **Class winners:** A. Richards (Mini), 2m 25.0s; J. Kemp (Mini), 2m 25.4s; C. Thomas (Cooper), 2m 15.8s; A. Mussard (Escort RS), 2m 14.2s; A. W. Shirley (Pontiac Transam), 2m 12.8s; C. Hill (Capri), 2m 14.6s; D. Hore (Mini), 2m 10.4s; S. Pattinson (Mini), 2m 9.0s; A. J. Davies (Cooper S), 2m 5.2s; C. Hill (Anglia), 1m 58.4s; I. Pickering (Ginetta G15), 2m 18.2s; N. Pratten (Midget), 2m 32.8s; P. M. Berman (Elan), 2m 10.6s; M. Gates (TVR Griffiths), 2m 14.6s; P. A. Barnes (Honda S800), 2m 11.4s; I. Clark (Elan), 1m 59.6s; M. Holmes (Reon 1B), 2m 24.4s. **Best Circle member:** P. R. Williams (Datsun 240Z), 2m 20.8s. **Best Harrow:** Shirley

## Briant takes MN opener

The almost incredible run of success currently following Mick Briant and John McKerrell continued last weekend when they won the first round of the *Motoring News* Rally Championship, the Servais Rally run by Roding CC and Cheshunt MC over a winding route in Norfolk on Saturday night. On a night when the fortunes of far more experienced competitors were to lead them into trouble, Briant and McKerrell, although complaining of tyre problems in the first half, kept calm when all around them people were running into problems and they came home to beat Frank Pierson/Colin Francis by a mere 17s after a tough night's rallying.

A near full entry left Robinson's Garage, Norwich, at the start of a route which contained 106 TC's and a quick selective of about two and a half miles. Initial pace setters — and they kept it up until early in the morning — were Ted Cowell and Julian Chitty in their RS2000. By first petrol they had a 6s lead over Geoff Glover/Ian Cooper in their Datsun Sunny, these two being almost a minute ahead of the rest headed by Geoff Koos/John Kappler in their Magnum.

However, with the rally seemingly in the bag — they were second fastest on the selective — Cowell suddenly disappeared off the road in a quiet zone!

An experienced competitor, marshall at the point, said they landed in a field and even if they had

got out quickly and continued he would have reported them for excessive speed and noise in the zone anyway.

Their departure threw the event wide open for three crews were nudging second place. On the last section it was all for glory and



Frank Pierson — second

Briant and McKerrell really turned on the heat to drop only a single minute and they scraped home to a notable success with Kevin Videan/Peter Valentine claiming third in their Datsun 240Z only 16s down on Pierson/Francis.

**Overall:** M. Briant/J. McKerrell (RS2000), 38m 39s; 2. F. Pierson/C. Francis (Escort TC), 38m 56s; 3. K. Videan/P. Valentine (Datsun 240Z), 39m 12s; 4. A. Hemmings/D. Kirkham (RS1600), 42m 10s; 5. G. Bartram/J. Porter (Escort TC), 48m 11s; 6. R. Cattini/T. Thorne (Ascona), 50m 10s. **Experts:** K. Bushby/M. McDonald (Mexico), 53m 25s. **Novices:** J. Colborne/S. Short (Capri), 55m 57s.

## Guyson back BARC series

The very popular BARC Hillclimb championship will be sponsored this year by Guyson International, the makers of "beadblasting" machines used by leading performance tuning specialists. Guyson's managing director Jim Thompson is a regular hillclimb competitor himself and is a former winner of the series in its Castrol sponsored days.

The 13-round championship, which began at Prescott last weekend, is open to competitors in any class. Points at every meeting are gained for the driver's performance against a 'bogey' time related to the 1974 record for his class.

In addition to the championship awards, totalling over £500, the Guyson Sandblast Trophy will be presented to the winner of the Guyson/BARC FTD competition, based on top five runs by championship competitors at each event, with a further £300 in cash prizes for the top five in this competition.

Qualifying rounds for the Guyson/BARC championship are April 20, Harewood; April 27, Pontypool; May 11, Gurston Down; June 15, Loton Park; June 15, Scammonden; July 20, Gurston Down; August 3, Harewood; August 10, Pontypool; August 24, Cadwell Park; August 31, Loton Park; September 14, Wiscombe and September 28, Harewood.

## Blackbushe

This Sunday Blackbushe has its first meeting of the '75 season, with a good entry promised for the popular southern venue. After the miserable start to the season, the weather just has to be good this time. The event should see the debut of two new funny cars — one being Priddle's rebodied and rechassis'd Avenger powered by Donovan — although should any last-minute hitch occur, this engine could presumably find its way back into the Revell dragster that lost its iron 392 at Santa Pod at Easter. Clive Skilton's new American-built funny was, in fact, just ready for Snetterton, but at the last minute it was discovered that it wouldn't fit on the new transporter! This time the Donovan powered device will be there for sure, and will also have the much improved 'Hillbillies' Scimitar to contend with after its electrifying 7.7s at Santa Pod.

The two dragsters of Liz Burn and Roz Prior could have their first side by side race in the final if they can take care of Trevor Young's car, while the rest of the leading cars and bikes will make full use of Blackbushe's wide open spaces.

● The RAC Motor Sport Committee has recently emphasised the need for Classic saloons to be MOT tested and confirmed the need for suitable roll bars where the bodywork is not all of metal construction and finally reminded that all cars must have satisfactory rear-view vision through the car.



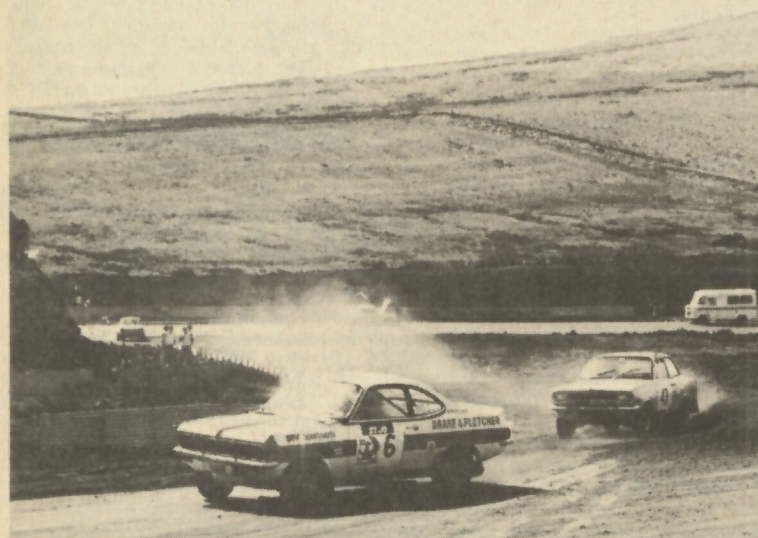
## Bird at Knockhill

The second rallycross meeting at the Knockhill Circuit was held last Sunday, sponsored by Radio Forth and run most expeditiously by the Dundee Centre of the 750 Club. This time, the course was in excellent order and the racing circuit had its final coat of tarmac, while an encouraging attendance witnessed excellent racing in bright sunshine, tempered by a chill wind.

Unfortunately, Bernard Rode-mark after a long haul north, was eliminated after only one practice lap when his Porsche put a rod

practice time had to give best to the Minis. Donald Heggie used his rally skills to slot his Escort into fourth place.

With the bright sunshine and the drying wind, the main trouble at this meeting was dust, which formed into some bad hummocks on the sweeping right hander, where the course left the racing circuit, this, however, in no way deterred Mick Bird from taking both the second and third heats, albeit at slower speeds, while some drivers went after the altitude record others, including Heggie,



Frazer's Firenza leads Crawford's Viva and Baillie's Escort in the first heat.

through the block, while Ian Ostrau had the crankshaft go on his Escort 1600. Fastest after practice was the Gancia Escort of Ayrshire's Robin Kinnear in 182.2s, closely followed by Donald Heggie in Escort LVX 942J, with Nick Brice, the fastest visitor in his Airey Mini Cooper.

However, after the first heat, Mick Bird again proved to be master of Knockhill, setting an unapproachable 176.8s in his Airey Mini, Peter Vaughan hustling his 1293 Cooper S around some three seconds slower, while Kinnear, despite improving his

Dave Stewart (Escort 1700 BDA) and Vaughan, read the road and picked a smoother and faster line.

The meeting ended with the fastest eight cars having a five lap race, which resulted in a flag to flag lead for Stewart, who drove his Escort sensibly to annex the £50 prize from Heggie and Bird, who had pulled up from last but one on the opening lap.

1, Mick Bird (Airey Mini Cooper), 176.8s; 2, Peter Vaughan (1293 Mini S), 179.7s; 3, Robin Kinnear (1700 Escort TC), 180.7s; 4, Donald Heggie (1800 Escort RS BDA), 182.6; 5, Nick Brice (Airey Mini Cooper), 183.0s; 6, Dave Stewart (1700 Escort BDA), 184.2s.

## Carlsberg in

The Clubmen's Supersports boys have got themselves yet another championship, just reward for their continued high standard of turnout. The new championship is based at Ingliston and will be sponsored by Carlsberg. To be known as the Carlsberg Special Supersports Championship, it will be held over six meetings at the Scottish track on April 13, May 11, July 20, August 17, September 14 and October 12.

Carlsberg have donated £250 towards the prize fund of the series and the overall winner will receive £100. There will be a separate cash prize for the individual winner of each of the six races.

● Les Leston has recently become involved in the Drag scene. He has joined Revell, Castrol and the Custom Car Centre in sponsoring Miss Revell, Roz Prior.

## Jenner's Fools

Winners of last weekend's All Fools Rally run by the Weekend Magazine Steering Wheel League, over a 104 mile route in Sussex and Kent, were Pete Jenner and Mick Town who dropped only one minute in their Escort 1300. In a field of 54 contestants they finished seven minutes up on Anthony Fowler and Malcolm Kirby in an Escort Sport and these two were the only crews in 27 finishers to complete the route without having to cut a control.

1, P. Jenner/M. Town (Escort), 1m; 2, A. Fowler/M. Kirby (Escort), 8m; 3, P. Horsburgh/C. Bennett (Mexico), 1F, 20m; 4, D. Webb/D. Athow (RS 1600), 2F, 12m. Novices: Janet and D. Jones (Mini), 2F, 39m.

● The SD(34) Club has a new secretary, Joy Owen. She can be contacted at 85 Watkin Lane, Lostock Hall, Preston, PR5 5HA. Tel: Preston 39372 (home) or Blackpool 63337 (work).

## BTRDA announce two Autocross championships

The BTRDA have recently finalised their Autocross championship plans for the year. Following their successful experiment with four-a-side Autocrossing in 1974 they will be running two championships for four- and two-a-side this year.

The two-a-side will have classes for standard cars up to and over 1600cc and the first round is at Doddington, near Bath on April 20. Other rounds are on April 27 (Peterborough MC); May 4 (TBN); May 18 (Bristol MC&LCC); May 25 (GEC (Stafford) MC); May 26 (Hagley & DLCC); June 1 (Welsh Counties CC); June 15 (TBN); July 6 (West Suffolk MC); July 13, (Lancs and Ches MC); July 20 (Chess Valley MC); August 3 (Forest of Dean MC); August 10 (Winchester & DMC); August 24 (Bath MC), championship finals.

The four-a-side championship has only one class for standard cars of unlimited capacity and results will be decided on aggregate times. The West Essex CC are organising the first round at their Abridge venue on May 11. The other rounds are June 8 (Chelmsford MC); June 22 (Midland Manor MC); June 29 (Exeter MC); July 27 (Woolbridge MC); August 17 (Rhyl & DMC); September 7 (Potteries and Newcastle MC), championship final.

In both championships the best five rounds count and the points scored are taken into the final where double points are on offer.

Further details of the championships can be obtained from Mrs D. Green, 5 Cambridge Avenue, Wilmslow, Cheshire, DK9 5JX.

● The April 27 meeting at Brands Hatch will be a special celebration meeting for 50 years of the MG Sports Cars.

This will include a parade of notable competition MGs from the 1930s through to the 1970s. A number of well known former MG drivers and personalities will be reunited with their cars, including Harvey Noble, Kenneth Evans, Betty Haig, Dick Jacobs, Andrew Hedges and Bill Nicholson.

● A recent RAC committee meeting confirmed roll bar rulings. Such equipment is only required on Historic and sports racing cars built after the date of the implementation of the FIA roll bar rules for that class of car. Door bars are not mandatory on cars that weigh under 1200 kgs. Clubmen's Formula cars will be required to have a minimum bar equivalent to single seaters.

## Gryphon Lydden activity

The Zerostat Gryphon Clubmen's Supersports car was the centre of much activity at Lydden last Sunday. The car which is driven by Noel Stanbury in the Lec and BARC championships, was driven into second place in the Clubmen's race by John Heitmann, who built and prepares the car, and was then hurriedly taken over by Stanbury's business partner, Barry Foley. His St Bruno had broken its transmission in the Clubmen's race, so Noel offered him the car for the libre event.

Although he had never previously

sat in the car Catchpole led throughout the heat from pole position and annexed that same place for the final. He was leading it comfortably when, just two laps from the end, he came across two back markers going into the hairpin. One of them opted out of using his mirrors and smote the Gryphon as it was going by. Foley carried on and won the race but subsequently it was found that the knock had twisted the whole chassis and badly damaged a wheel.

A sad end to what had been an excellent day all round.

Change of places - Noel Stanbury attends to his Gryphon which was driven for the first time by John Heitman at Lydden.





## More...

The Mid Cheshire MRC are promoting a £1,000 Autocross Championship this year consisting of six restricted events all of which will count.

Points will be awarded on a 9-7-5-3 basis for the first four, while one point will be awarded to each starter.

The overall winner of series will receive £75 plus a championship Trophy to be held for one year, and a replica. The next three places will be worth £40, £20 and £15 respectively. At each round there will be an FTD award and £10, £5 and a third place award, providing there are more than ten starters in the class. A minimum of six starters will have £10 and £5 to win and a minimum of four just the £10 winner's prize. Other awards will be given for the best novice, best MCMRC member and best lady.

The entry secretary is Mr G. D. Berry, 12 Woodland Road, Levenshulme, Manchester 19 (061 224 1093). The entry fee for each event is £3.

Dates of the events will be April 20; June 1; June 22; September 21; October 12 and November 9. The venues will be announced in the regs. The opening round will be at Lodge Farm, Norton, Runcorn.

## ...Autocross

The West Essex CC has just announced its Autocross programme for 1975. They will again be using the popular Howfields Farm venue. A total of four events will be held at Howfields, which is situated at Stapleford Tawney, near Abridge, Essex. The first meeting, a round of the BTRDA championship, will take place on May 11. Entries are available from Alan Livingstone, 14 Walden Way, Hornchurch, Essex (tel: Hornchurch 47178). Those not wanting to compete in a four-a-side autocross will be catered for on the same day with a two-a-side contest. The maximum entry for the two is 120.

The track at Howfields Farm has been relocated to give improved spectator facilities although the fast nature of the circuit has been retained.

Other dates for the venue are June 1, July 14 and August 24, and all will be two at a time meetings.

## Iceni rebuild

Following its comprehensive shunt at Snetterton on Easter Sunday the Team Iceni Vauxhall Magnum driven by Phil Clarke is currently being rebuilt at Tim Stock's in the hope of being ready for the TEAC Meeting at Snetterton on April 13th. One of Stock's patent droop-snoot fronts will be fitted, so presumably the Vauxhall will revert to being called a Firenza instead of Magnum. Stock also used one of his bolt-on fronts on his Magnum which ran in GP 1½ trim in the Easter Simoniz race and was well pleased with the difference it made to the handling.

Clarke's Magnum/Firenza should also sport the name of yet another sponsor, this time Kingsbury Warehouses being added to the list.

## Riley at Curborough

Simon Riley from London took BTD at the annual sprint run by the Aston Martin OC at Curborough, near Litchfield, last Sunday to collect the Greenhall Whitney Trophy. He had a best time of 37.33s in his McLaren M10B, a time which was well outside the circuit record.

Some 82 competitors contested the event and one of the most notable performances came from the Marlow driver Peter Foster in his Aston Martin DB4, who did 39.34s to defeat the redoubtable David Preece in a similar car by .2s. Preece, who now owns six Astons, had his revenge later in the day when he set second BTD in the Aston Martin handicap when he got down to 38.30s.

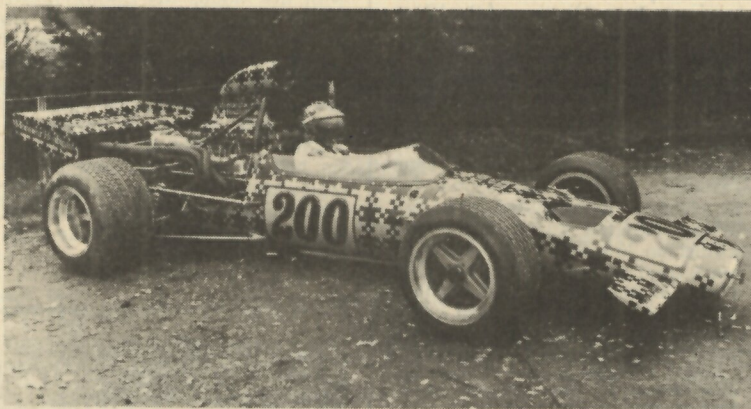
Tom Butler brought along a pair of DB2s to take first and third places in class two, his best time of 45.21 beating Daniel Alsop (DB2/4) by .6s.

Malcolm MacGregor had a win and two seconds with his DB5 Vantage. He won the class in 40.02s, but later got down to 39.17s, in the handicap, however, he had to play second fiddle to Preece. His third time of 39.62s was more than one second behind Cyril Baxter in his Marcos-Volvo.

A first time success went to Bill Friend who took the libre class in his Lotus 18 in 44.09s.

**BTD:** S. Riley (McLaren M10B), 37.33s. **Class winners:** D. Taylor (Aston Martin Le Mans), 46.35s; T. Butler (Aston Martin DB2), 45.21s; P. Foster (Aston Martin DB4), 39.34s; M. MacGregor (Aston Martin DB5 Vantage), 40.02s; P. Haywood Halfpenny (Alvis Speed 25), 43.34s; D. Preece (Aston Martin DB4), 38.30s; Mrs A. Dodd (Aston Martin DB4 convertible), 45.38s; D. Richardson (A-H Sprite), 39.91s; C. Baxter (Marcos), 38.58s; M. Wetherill (Lola Mk1), 40.01s; W. Friend (Lotus 18), 44.09s.

**Best AMOC member:** Preece. **Martini and Rossi awards,** Pre war: D. Taylor (Aston Martin Le Mans); **Post war:** B. Morris (Aston Martin DB5).



Simon Riley in the successful Monsieur Houbigant McLaren.

● One man who won't be making it to Blackbushe this weekend or anywhere else for a month or so, is Pete Crane, who discovered that he had broken his wrist while coping with the spin he got into at Santa Pod, though whether it was because he actually hit it or just wrenched it round while applying massive opposite lock, he doesn't know. It will be after Whitsun before it has healed properly, at which time he will be keen to back up his 6.37s record.

● Mini drag racer Robin Tallis, whose Castrol backed 1293cc car has been a leading Junior and Middle class runner for a couple of years now, has lately been seen running around in a 383 Barracuda. It has not escaped his notice that in stock trim the car is about as fast as his full race Mini, so he may decide to move up a few classes starting in Production in preparation for a full scale attempt in 1976 in Top Street.

● A combination of production car trial sections, three autotests and slalom test on 10 different sites provided the ingredients for last Sunday's Sussex Trial run by Brighton & Hove MC. Winner, and collecting his second success in three years, was Tony Johnstone from Brighton in his 850 Mini who dropped only 14 marks to beat a field of 34 competitors with ease. Terry Armstrong, last year's winner, was second on 54 marks in his Cooper S and other classes went to M. Mallalieu (Mini), R. Lowles (Mini) and N. Sibbling (Mini). David Turrell was best Brighton member in a Renault 5.

● Tiff Needell will be running his old Elden Mk 10 at Llandow this weekend because he wants a good result to try and sell the car. So far his new Elden Mk17 has had a lot of niggling problems, like dust in the coil at Thruxton, but he feels it has great potential.

● As a matter of interest, some figures for two cars running in the Pro Comp division in America were recently published in an American drag racing paper. Dale Armstrong, who runs an alcohol burning altered with a big 497 Donovan managed to get the beast bolted down long enough to run some dyno tests on it, and ended up with peak figures of 1608 bhp and 1205lb — these would have been very respectable for a nitro-burning engine not too long ago! Another engine for a customer, this time a 497 Chev, netted 1480 bhp in the same trim — an interesting comparison for two identically sized engines set up for the same class.

As it turned out, Armstrong's efforts came to nought at the Winter Nationals in February, for although he was the only one to qualify a car of his type with a 6.91s run, it was two AA/Alcohol dragsters that dominated the elimination, qualifying with 6.7s times. In the final, Don Enriquez beat John Shoemaker 6.85s to 6.89, both cars using the new Hilborn injection which features two huge butterflies of some five inches diameter.

● An interesting new entry in production saloon racing is a Skoda 110LS which has been entered for Thruxton on April 20 by Bourne-mouth driver Mark Dewey.

## Smith takes Tipton 'test

Although Trevor Smith weighed in with BTD at the fifth round of the BT&RDA Autotest Championship, run by the Hagley & District LCC at Tipton, last Sunday, top award of the day, on index, went to the Midlander Tony Hunt in his Mexico, who beat Smith by the narrow margin of 0.3%. An entry of only 29 attended and Smith weighed in with a total time for the 12 tests of 622.4 secs to beat his main rival Dick Squire by a little over seven seconds.

In bitterly cold conditions there were some close battles in the four classes. Ray Webb, in his 998 Sprite, had to contend with a strong challenge from Roger Atkinson's similar car, Webb getting home with a time of 705.0s to beat Atkinson by four seconds and these two were comfortably ahead of Brian Johns the best of the small engined Mini men.

Despite a penalty immediately after lunch, which put him behind Squire, Trevor Smith gradually pulled back the deficit in his Mk 4 Midget and at the end of the day he had a comfortable 7s advantage, while Cliff Robinson was third but some 15 secs adrift.

With John Larkin suffering from a cutting out malady on his Clubman GT in the early stages, Phil Darbyshire romped away to a half minute advantage in his similar car in Class 3 before lunch. However, an uncharacteristic double penalty on the fourth test really put the class lead in the melting pot. Eventually, however, Darbyshire took it by 4.1s from Larkin with a 693.0s total which gave him fourth overall.

The man who beat him for third BTD was Hunt, who was in great form and his overall index win was the result of a fine exhibition of motoring. Hunt finished no less than 74s ahead of second man Tony Bowsher (Mexico) with Michael Herbert's Sport third.

**BTD:** T. Smith (Midget), 622.4s. **Class winners:** R. Webb (Sprite), 705.0s; D. Squire (Sprite), 629.7s; P. Darbyshire (Clubman GT), 693.0s; A. Hunt (Mexico), 679.3s. **Best Hagley:** R. Yapp (Sprite), 713.6s. **Novice:** M. Free (Escort GT), 864.3s.

## Fastest drag Jaguar yet

Another dragster to find a substantial improvement at Easter was the G. H. Nolan sponsored V12 Jaguar powered car — the chassis of which, incidentally, first saw light at about the same time that 'Hemini' first appeared, mention of which was made here a couple of weeks ago. After steadily improving last year, the team, headed by driver Alan Sharpe, designed their own clutch/automatic round a Borg-Warner 35 box, and although the set up is not perfected yet, the car ran a 10.6s at 130mph on the Easter Monday, the fastest ever for a Jaguar powered car in England, taking the honour from 'Strip-teaser', which has been the quickest for some years now. Further development to the near stock engine, in the shape of new cams, should see the car into the nines later this year.



## Our men win Motormind

On Sunday last a panel of question masters gathered at Ford's Daventry office to await telephone calls from motor clubs throughout the country, to compete in Ford Rallye Sport Club's Motormind Quiz.

The panel comprised Stuart Turner, Jim Porter, Mike Broad, John Horton and Charles Reynolds.

Answering 1½ minutes of general questions, one of AUTOSPORT's Irish contributors Richard St John Young, representing Ulster AC, convincingly won from AUTOSPORT's Northern representative Ian Titchmarsh. We've been asked to hold our own contest next year!

The winner will receive the Motormind Trophy, and, along with the next ten highest scorers, will be invited to attend a day at the Ford Rally school when it gets into operation.

The top ten were: Richard Young (Ulster AC), 27 pts; Ian Titchmarsh (Liverpool MC), 22; Phillip Bland (Birmingham Univ. MC), 20; Donald Grieve (Laime MC), 19½; Keith Lawless (Knutsford MC), and David Scatchard (BARC Yorks), 19; Peter Muncer (Cheshunt MC) 18½; Terry Harrison (Knowldale CC), Peter Tutthill (Camel Vale MC) and Dave Lee (BARC Surrey), 18 pts.

## Lymburn's win

With active support from the Allderale District Council, who provided excellent facilities at the start at Workington and who also provided the final stage, the Allderale-Derwent Stages rally last Sunday drew favourable comment from all 120 competitors.

With 16 stages, totalling 34 miles — the two longest were on airfields — the daylight event was centred entirely on West Cumbria.

Surprise winners from Newcastle after an exciting struggle were William Lymburn/A. Hutchinson in an RS1600, who won by a mere three seconds in a Ford dominated event. The second placed crews of Malcolm Wilson/John Davies (Escort TC) held a tenuous lead at lunch of one second. Soon after they extended this to 10s, but then lost third gear, but did well to finish at all.

Third were George Beever/Mike Knutton (RS2000) who beat Mike Gilligan/Ron Palmer (RS1800) by 7s.

The favourites Robin Farrington/A. Chorassa rolled end over end in their RS2000 on the third stage, but eventually carried on getting covered in mud and water for the rest of the day.

An extremely good result was the seventh place of G. Tweedle/G. Douglas in a 3-litre Capri GT, who started at 105 and who had never finished a rally before.

1. W. Lymburn/A. Hutchinson (Ford Escort RS1600), 1655; 2. M. Wilson/J. Davies (Ford Escort TC), 1658; 3. G. Beever/M. Knutton (Ford Escort RS2000), 1676; 4. M. Gilligan/R. Palmer (Ford Escort RS1800), 1683; 5. K. McLean/L. Clark (Ford Escort TC), 1686; 6. P. Edwards/G. Capstick (Ford Escort RS1700), 1703.

Class winners: C. Steele/T. Butler (Imp), 1878; M. M. Rigg/C. Daley (Mini Clubman GT), 1835. Ladies: Mrs V. Guest/R. Guest (Escort TC), 1816.

● Mid Surrey AC were rewarded with 89 competitors last Sunday when they put on their first national production car trial with generous support from Esso. What's more, in spite of a minor invasion from the Midlands, the overall winner was local man Peter Higgins, of the West Hants & Dorset club, who just pipped Mike Stephens.

In their Mexicos, which were ideally suited to the terrain at Box Hill Farm, near Dorking — it comprised several grassy slopes with blasts in bomb hole type sections — they struggled for supremacy throughout the day before Higgins came home the winner on 75 marks to Stephens' 89 mark total, which left him claiming a prize for second while Bill Moffatt, unflurried as ever, was third in his Ginetta on 47 marks, the day's lowest score.

Overall: P. Higgins (Mexico), 75 marks lost. Class winners: G. Spencer (Cooper), 96; M. Stephens (Mexico), 89; J. de Lacey Taylor (Midget), 103; C. Valentine (Imp), 59; W. Moffatt (Ginetta G15), 47. Novice: J. Cruise (Imp), 93. Ladies: Sue Halkyard (Austin Seven), 213.

● Having taken the lead in the RAC Hill Climb Championship by winning the first round of the series at Loton Park on Easter Monday, Alister Douglas-Osborn's chances of a continued run of success came to an abrupt end on Saturday while practicing for the Guyson/BARC championship meeting at Prescott. After completing a run in his extensively modified Pilbeam he lost control of the car just after the finish line and spun off the road into the trees completely demolishing the monocoque, although Douglas-Osborn was trapped in the car he was swiftly released and although taken to hospital is fortunate to be suffering from just severe bruising after his frightening accident.

## Whittaker's provisional win

With the majority of the field of about 100 competitors either brought to a halt or having to struggle to find an alternative route following the blocking of a white, last Saturday night's DFS Furniture sponsored rally run by Matlock & Dist CC ended with only very provisional results being issued.

The trouble was caused just after TC 44, which was more than two thirds through a fine route in the Peak District, which had kept everyone on their toes. Snow in the first half caused some problems but the weather improved later on and contenders in both the Northern CC Rally Championship and the East Midland Championship had plenty

to contend with.

Two selectives, one in each half, the first in Goyt Valley, were included and fastest crews on each were Geoff Whittaker and Jeff Hignett in their RS1600 and Mike Hutchinson/Eric Cowcill in their Mexico. In the first half Whittaker/Hignett opened up a two minute lead over Geoff Grundy's Saab 99 while Hutchinson and Tom Wilson (Mexico), were level on 14 minutes, three down on Whittaker.

Provisional results: Overall: G. Whittaker/J. Hignett (RS1600), 27m 12s; 2. M. Hutchinson/E. Cowcill (Mexico), 27m 23s; 3. G. Grundy/A. N. Other (Saab 99), 28m 53s; 4. T. Wilson/M. Phaff (Mexico), 33m 2s; 5. S. Webster/J. Chadwick (Fiat 124 Abarth), 33m 22s; 6. R. Marston/T. Price (Mazda), 35m 5s.

## Lane takes Prescott

The first round of the now Guyson supported BARC hill climb championship took place last Sunday at Prescott with conditions more akin to a rallycross event than a hill climb due, once again, to the amount of mud brought by competing cars from the paddock to the startline. Despite the appalling conditions a fair battle raged in the run off at the end of the meeting for the BTD Award contenders, this year the run off containing eight cars as against five in previous seasons. With his last run of the day Roy Lane, already the day's winner in the large single seater class, thrust his Fenny Marine GM1 to the top in 55.49s. This netted him BTD by a meagre 0.02s from the Grunhalla Lager March 74B of Chris Cramer, who in turn was hard pushed to hold at bay the ever fleet 1600cc Huntsman Ensign of David Franklin.

Ken MacMaster again fared well with his Modus M4 taking fourth place, albeit a second down on Franklin and a half second ahead of reigning RAC Hill Climb Champion Mike MacDowel, whose first outing in the ex-Phil Scragg Chevron Alpina B19 was most impressive. During the class runs David Franklin had been hard pushed by the pretty March 733 of Graham Watts, who also fared well in the run off with a climb of 57.93s to take sixth place.

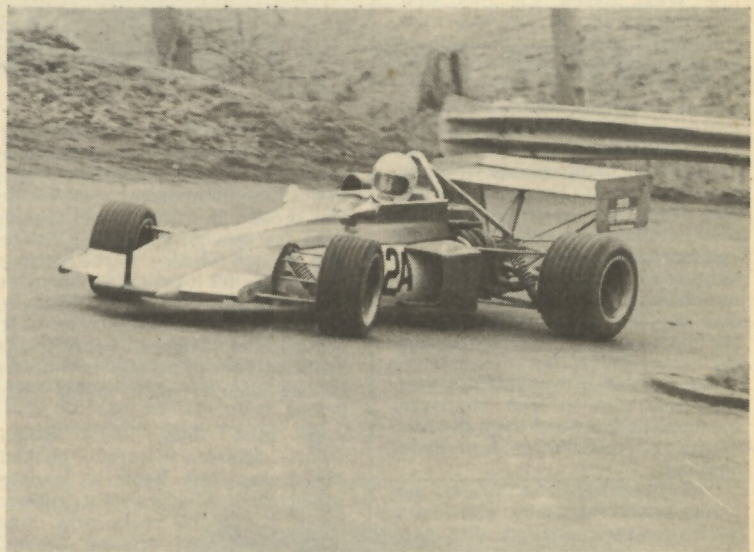
It was however a poor day for the contenders in the main BARC championship, with conditions right against the drivers. Only one man Nicky Porter, with his eleven year old Cooper S, scored points and even after a super drive, could only manage to better his bogey time by 0.67s. Not unexpectedly he finished in eighth place after the two FTD additional runs, but was highly delighted at getting a saloon into the run off at all.

BTD: Roy Lane (5.0 Fenny Marine Chevrolet GM1) 55.49s.

Guyson/BARC BTD Awards Championship Round One Run Off: 1. Roy Lane (5.0 Fenny Marine-Chevrolet GM1), 55.49 s; 2. Chris Cramer (2.2 Grunhalla Lager March-Hart 74B), 55.552; 3. David Franklin (1.6 Huntsman Ensign Holbay LNF373), 4. Ken MacMaster (2.0 Modus BDA M4) 56.97 s; 5. Mike MacDowel (3.0 Chevron Alpina B19), 57.44 s; 6. Graham Watts (1.6 March Holbay 733), 57.93 s; 7. Terry Smith (1.0 Dinitrol Vixen Imp VB5), 58.78 s; 8. Nicky Porter (1.3 Mini Cooper S), 60.12 s.

Class Winners: N. Porter (1.3 Mini Cooper S), 60.56 s; S. Browne (1.6 Ford Escort TC) 64.94 s; P. Watts (1.0 Mini Cooper S), 61.70 s; W. Wainwright (3.5 Ford Capri Rover), 61.92 s; G. Brooker (1.6 Lotus Elan), 63.59s; B. Holt (3.5 Morgan +8), 67.81 s; N. Martin (1.3 Mini Jem), 69.5 s; M. Maycroft (4.7 A. C. Cobra), 66.6 s; B. Wilson (1.6 Mallock U2 Mk 11B Ford), 63.53 s; D. Lloyd (1.3 Landar R7 BMC), 67.66 s; N. Jones (1.6 Mallock U2 Mk8/11B TC), 63.69 s; M. MacDowel (3.0 Chevron Alpina B19), 60.43 s; G. Murray (Cooper Mk 8 Norton), 68.57 s; T. Smith (1.0 Dinitrol Vixen VB5 Imp), 59.83 s; D. Franklin (1.6 Huntsman Ensign Holbay LNF 373), 59.37 s; R. Lane (5.0 Fenny Marine GM1 Chevrolet), 56.07 s; S. Broomfield (5.3 Bugatti Type 46), 88.7 s; D. Brook (2.5 Ferrari Dino) 68.9s.

David Franklin on his way to third place in his Huntsman Ensign.



## Uttley's Oulton sprint

The now discarded part of the Oulton Park circuit — from Cascades to Knickerbrook — came to life for a brief period last weekend when the BARC North Wales Centre ran their annual sprint over exactly a mile long course. Only 45 competitors turned up for the chance of a belt round Island, Esso and over the mountain hump and Maurice Uttley was over from Blackburn to clinch BTD in Mr M. Chapman's Brabham BT 29/35 in 42.92s.

Uttley's time was good enough to collect him the Tramer Trophy and he was almost two seconds quicker than P. Gardner's McLaren M4B, which did 44.52s to beat Chapman in

his own car by a mere 0.13s. Star of the day was once again Mike Newman in his 2.3 litre Viva, who did an almost unbelievable 44.84s to take his class by almost eight seconds. His time was fifth quickest and just behind Mervyn Bartram's Bartram Special which did 44.62s and whipped through the timing barrier at 115.64mph, a couple of mph quicker than Uttley.

BTD: M. Uttley (Brabham BT 29/35), 42.92 secs. Class winners: J. Ainsworth (Imp), 1m 10.34s; F. Marriott (Cooper), 53.20s; A. Forrest (RS 2000), 50.61s; T. Carthy (Mini), 52.04s; R. Greenwood (Cooper), 50.81s; B. Sutcliffe (Cooper), 50.58s; M. Newman (Viva), 44.84s; D. Allen (Europa), 52.62s; D. Richardson (Sprite), 50.23s; M. J. Walker (Jaguar E), 46.08s; M. Bartram (Bartram Special), 44.62s; A. Taylor (Lotus 6), 44.88s; P. Gardner (McLaren M4B), 44.52s.



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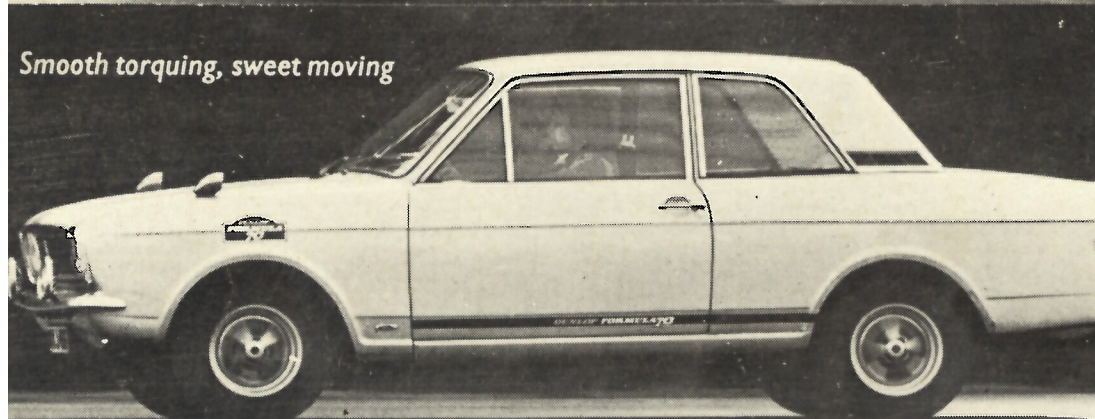
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