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ZOLDER F5000 - TOUR OF LINCS - NURBURGRING F2

AUTOSPORT

Full report of the tragic Spanish Grand Prix

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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EDITORIAL

Relegate the CSI

Motor racing needs a new governing body, *now*.

This was the solid conclusion which could be drawn from the tragic farce in Barcelona last week which was masquerading as the Spanish Grand Prix. The repercussions of the weekend could be far reaching in the future of motor sport throughout the world. Rolf Stommelen's accident, caused by a structural failure, must be put down as one of those things which are expected in motor racing. However, it should never have happened because the race should never have been allowed to take place. The blame for the total chaos which reigned throughout the weekend must lie at the feet of the *Commission Sportive International*, the controlling body of international racing. The accident itself was a coincidental finale to a nightmare but is not connected in any way with the main argument.

The Montjuich Park GP circuit, like Monaco, is a different proposition to other GP circuits. A safety inspection before the race weekend is impossible – only public highways can be seen. The inspectors can only rely on organisers' promises.

When the drivers and teams arrived in Barcelona they found that those promises had not been fulfilled. The barriers were in position but every few yards bolts and retaining washers were missing or just finger tight; the posts were wrongly set, the barriers themselves didn't match up and overlapped wrongly. Spectator protection fences were either non existent or totally unsatisfactory. It must be remembered that the spectators virtually lean on the trackside barriers on this circuit.

The current number of cars competing in Grand Prix racing and the speeds they attain have far outgrown the safety precaution capacity of the circuit.

Not unnaturally the drivers and entrants realised that the circuit was totally unfit for racing. They then did the right thing, approached the CSI to get matters put right. Then the trouble started – the CSI representatives promptly shirked their responsibilities by refusing to do anything constructive.

The drivers, without exception, are professionals paid to go motor racing. They know it's dangerous but accept the consequences and tremendous rewards. Their employers, the entrants, have contracts too; with organisers and sponsors. They do not, and should not, have the added responsibility of organisation as well. Neither are in a position to cancel races, and it was an ill-judged move by the World Champion to withdraw from the race. In hindsight he may appear to be a hero, but his professional status has lost a lot of credibility. Of course his motives were right and he was brave to have the courage of his convictions but, unless the whole structure of motor sport is changed, neither drivers nor teams have any power to cancel a race.

What they *can* do, and initially did, is to make recommendations to the CSI that the matters be put right or the race is off.

The CSI, by refusing to act in this situation, have abdicated their position. There is no way that the race should have taken place, not so much from a drivers' point of view, but from a spectator protection angle. The end result, four people dead, is stark proof. Let's face it, without spectators there would be no racing.

The difference of opinion between the CSI and those actually involved in the sport has been described as a "generation gap." This is so right. The CSI as a body is not in touch with current racing and the standards it requires. If they were there would be no need for such bodies as the GPDA and Constructors' Association.

This situation must not persist any longer. There have been too many tragedies and mistakes, the sport can take no more. Either the CSI must be reconstituted or a new organisation formed with a small team of knowledgable people to take over the administration, *now*.

our cover picture

John Watson and Jochen Mass both had tremendous races at Barcelona last Sunday in a race which was surrounded by controversy and tragedy. Pete Lyons report starts on Page 10. *Photo: David Winter*

Stommelen's Spanish GP shunt

Many will agree that Rolf Stommelen is indeed extremely fortunate to be alive following his crash at the Spanish GP last Sunday.

The German driver is now recovering it the Alex Soler-Roig Clinic in Barcelona, run by the Spanish race driver's father, and looks likely to be out of action, certainly in terms of racing, for at least two months.

He has in fact broken both his legs as a result of the shunt, both of them broken in one place below the knee. The left leg has a simple fracture close to the knee but the cross tendons are torn. This is where the concern lies as to how quickly these will recover. The right leg has a compound fracture lower down toward the ankle and this required a simple 3-hour operation to set the break. Naturally Stommelen is in a

Rolf Stommelen's mechanics Preston Anderson (left) and Steve Robey ironically tighten the barrier that he hit and it could well have saved the German's life.

cast from his crotch to toes.

Apart from bruising and abrasions, his left wrist is also broken as well as two ribs. The ribs will be left to heal naturally.

We spoke to Embassy team manager Ray Brimble on Tuesday morning about the accident to clarify a few points which have come up.

At the moment it is still unclear as to exactly what really happened. Brimble told us that a British photographer is sending him some photographs of the car turning left into the barrier with the wing stays still in place. One theory which can only be checked when the car returns to this country is that the actual wing mounting point (a lug on the gearbox) may have broken. Stommelen apparently knew at once that the rear aerofoil had come off but was powerless to do anything about it.

Reports are still unclear as to what happened after the car hit the bottom tier of the barrier. Carlos Pace, who was following, admitted that he just closed his eyes and his Martini Brabham collected a puncture from running over the debris. It's this that caused the Brabham to leave the road.

Considering that Stommelen received a painful crack on his Griffin helmet, the German remained conscious throughout and was aware of what was going on.

The car in fact eventually came to rest on its side from which the marshals extracted Stommelen. Graham Hill and Wilson Fittipaldi arrived on the scene moments later.

Although the engine was severed from the monocoque by a lamp post, the safety self-disconnecting fuel valves reacted immediately and very little fuel was spilt at all. Brimble told us that it looks as if the rubber fuel cells have come through virtually unscathed, thanks to the deformable structures around them, and are still half full of fuel.

The actual monocoque around the driver stood up to the impact extremely well. "We're really pleased with the chassis" said Brimble, "the foam worked, all the extinguishers, in fact everything and just how it should." He added that "Peter Jowitt of the RAC checked the car afterwards and found the safety precautions were 100%."

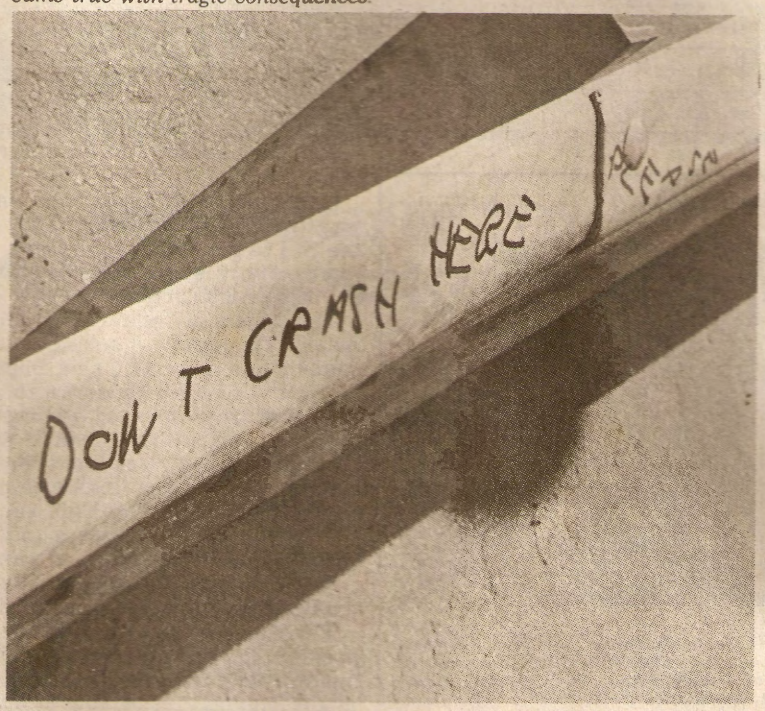
Quite how Stommelen received his leg injuries is difficult to pinpoint at the moment, although Brimble reckoned that with the pedal box standing up to the impact, it is possible that a pedal forced his foot back and pushed his legs into the top of the monocoque (the car features a full monocoque as opposed to an open bath tub design).

With Stommelen now out of action, we asked Brimble whether the team would be running two cars at Monaco at the end of next week.

"We will definitely run at least one car, although whether it's for Graham or Francois Migault, I don't know at this stage." Brimble went on to say that he was "quite impressed how quickly Migault learnt the car" but a decision would be taken later this week. There was also a possibility of the team being able to prepare another GH2 chassis in time.

Contrary to first reports in the sensation-seeking national papers, none of the Embassy Hill personnel encountered any problems with the Spanish authorities and both the cars and transporter left the country without any problems.

A message left by the Embassy Racing mechanics after practice which came true with tragic consequences.



Walker back as F1 entrant

Rob Walker – back again

Rob Walker, one of racing's most colourful characters and whose journalistic flair in the American magazine *Road and Track* puts many regular Grand Prix reporters to shame, is making a comeback as an entrant.

Walker, who used to run Stirling Moss, Jo Siffert, Mike Hailwood and Graham Hill under his banner in F1, is going to enter Alan Jones' Hesketh from now on, starting at the Monaco Grand Prix at the end of next week. Harry Stiller will still, of course, be involved.

Walker's name has in fact appeared on Jones' car before (in Formula Atlantic last year) under the guise of Rob Walker Garages. However, this had nothing to do with Rob himself as it was a trade mark for a group of garages using his name.

Stuck's F2

"He's really keen" said Robin Herd with a Cheshire cat-like grin. The March designer was referring to Hans Stuck's comments made before last weekend's F2 race at the Nurburgring about competing in some more races for the team.

Stuck's original plan was to compete in just three F2 events, the last of which was the 'Ring, because of his American IMSA commitments for BMW. However, Stuck is more than just a little disillusioned with life in the States and would love to spend as much time back in Europe as possible. Consequently there is now an even stronger likelihood of the German ace taking part in some further F2 races rather than stay over in America.

Ferrari boycott Monaco?

Ferrari team manager Luca Montezemola, among many who were incensed about the horrific accident which occured at the Spanish GP last weekend, was quoted in Monday's *Daily Mail* as saying: "We are going away now to lodge a complaint about Monaco. It is a similar circuit to this but even narrower. Before they only allowed 18 cars to start. Now they plan to start 26. That is impossible without disaster."

It must be remembered that both the works Ferraris were eliminated in a first lap crash last Sunday.

However, despite Montezemola's proposed plea, or protest, to the FICA, it looks very unlikely that the Monaco race will be cancelled. It has received very favourable comments from prominent figures involved within racing, including several of the leading drivers, and so any threatened boycott looks likely to come from individuals rather than as one collective body.

Maki return to Europe

A press release from Maki Engineering has stated that the Japanese Formula 1 team, who came over to Europe last year and had a torrid time trying to run their new F1 car for Howden Ganley and various other drivers, is about to make a return trip.

The new car will be known as the Maki F101C and is sponsored by Citizen watches. They intend to enter at least "five major European races" using the "bitter experience gained last year to improve".

No drivers have yet been mentioned although Japanese journalist told us last week that Derek Bell's name was mentioned in connection with the project. Unfortunately Derek was unavailable for comment when we tried to get hold of him earlier this week.

The first race for the team will be the Belgian GP at Zolder in three weeks time.

Brands F5000 resolved

Regarding the Brands Easter F5000 dramas over the legality of the tyres used on the Chevrons of Dave Walker and Tony Dean, the RAC have issued a statement within their latest bulletin stating that: "the Stewards consider that it is essential that the tyre situation be completely controlled but because of the genuine misunderstanding by Goodyear and the competitors together with the lack of information provided to scrutineers which became apparent on the information provided, the Stewards find as follows:

1. The protest is upheld.

2. The two competitors cars, Dave Walker and Tony Dean, will not receive points from their 2nd and 3rd places for the championship.

3. That subsequent competititors do not benefit from their exclusion, therefore only receive the points applicable to the places in which they finished.

4. Dave Walker and Tony Dean should receive the prize money for the 2nd and 3rd positions.

Finally the Stewards feel that the tyre manufacturers should exercise every possible care in the future that the correct tyres are supplied to competitors, and in view of all the circumstances the protest fee should be returned on this occasion."

Freddy's F3

Having already had to abandon his plans to go F2 this year, Freddy Kottulinsky is making a concerted effort to move back into F3 rather than remain in Formula Super Vee which, having dominated the formula last year with his ATS Lola (and earnt a reputed £14,000 for his efforts) would seem rather pointless.

Kottulinsky has had one F3 outing so far this year in one of the German Lochmann Toj-BMWs at the 'Ring over Easter, although the outing was fraught with problems.

To emphasise the 44-year-old Swedish-domiciled German's serious intentions, the Lochmann Racing Team are in the throes of purchasing one of Ron Tauranac's new Ralt RT1s. BMW have promised to provide Freddy with a works engine to mark the return of one of racing's toughest and most hardened campaigners.

Shadow-Matra for French GP

After much speculation and talk over the winter, it looks likely that the UOP Shadow team will have three of their DN5 Grands Prix cars on hand for the French Grand Prix at Ricard later this year. The third car is expected to be powered by the French Matra V12 engine which, according to sources in France, is currently under construction at the team's Northampton workshops.

Mass out Stuck in

Although he has completed at Spa before, Jochen Mass has refrained from taking his seat in the Georg Loos Mirage GR7 sports prototype at the Francorchamps circuit for the 1000 Kms race this weekend.

This left the Gelo team with the problem of finding a suitable replacement to partner Tim Schenken. Team patron Loos was at the Nurburgring last weekend watching John Fitzpatrick drive his Porsche Carrera RSR and it was thought that the choice of who would partner Schenken lay between John Watson and Hans-Joachim Stuck.

Watson told us on Monday that he wouldn't be able to do the race because of prior F1 testing commitments at Ricard although he was "very curious" at the thought of racing at this controversial circuit. "I've heard a lot about it but I'd really like to find out for myself" said Watson.

Therefore it looks very likely that it will be Hans-Joachim Stuck who will take over the hot seat, the German being no stranger to the circuit.

● Peter McIntosh, secretary of the FICA, was asked by the Spanish organisers to present the Formula 1 mechanics with bottles of champagne for their sterling work in tightening up the defective steel barriers around the circuit last weekend in Barcelona.

The brand new Cosworth-BDG powered Mk 2 Ford Escort appeared at the Nurburgring last weekend in G2 trim. The car was only just finished before its race and was driven by Klaus Ludwig. It features running gear and suspension off the '74 spec Cologne Capris. Ford personnel were on hand to look after the car before it goes over to Zakspeed.

Petty wins Virginia 500

Richard Petty was back on the winner's rostrum yet again last Sunday when he brought his familiar STP Dodge home to win the Virginia 500 at Martinsville. The race was held over 500 laps of the 0.5-mile oval and unlike some of the earlier rounds on these short tracks, all the NASCAR aces were present except for Dave Pearson.

Qualifying had seen Benny Parsons on the pole with his Chevelle ahead of Donnie Allison's similar DiGard car and Darryl Waltrip. Petty qualified sixth.

The race featured a large seven-car dice for the lead during the early stages between Petty, Waltrip, Parsons, both Donnie and Bobby Allison (AMC Matador), Cale Yarborough (Valvoline Chevelle) and Buddy Baker (Bud Moore Ford Torino).

First to go was Donnie Allison who eventually lost all his brakes around half distance. Then there were six. Next in line for retirement was Baker who suffered a broken throttle linkage on lap 350. Then there were five.

As the race progressed toward its closure, a spate of yellow caution periods, which slowed the pace considerably plus the regular fuel stops, eventually disrupted the group and so it was left between Waltrip and Petty to fight it out on the final run in.

Petty took the lead with 20 laps to go and immediately pulled out to win by 17s at a rather slow average of 69.282 mph, this being due to several skirmishes around the overcrowded bowl. Yarborough picked up the next place, albeit a lap down followed by Bobby Allison (496 laps) and the Chevelles of Dave Marcis (493 laps) and Parsons (492 laps).

Petty's win assures him of winning the first quarter in the Winston GN NASCAR standings and for this he nets an additional $10,000 bonus.

With the big Talladega classic coming up this weekend, Petty has 1487 pts but there is a good struggle for the runner-up slot between Parsons (1262), James Hylton (1232) and Marcis (1230) to name but three.

Nilsson beats Anderson

The works F3 March of Gunnar Nilsson swept to its third victory on the trot last Sunday when the fiery Swede mopped up the opening round of the Swedish F3 Championship at the twisty Knutsdorp track.

Despite the fact that he is the current leader of the BP series, Nilsson forsook the clashing round at Silverstone because of his contractual commitments in Sweden. It would be a difficult race for the current "man to beat in F3" as he was up against the very experienced Conny Anderson, again in a new March 753-Toyota Nova and honour was at stake. In fact it was Anderson who claimed pole at 62.2s, half a second under the course record, with Nilsson a fifth slower.

Race day saw a change in the weather for it suddenly poured with rain and wet tyres were hastily fitted on the grid. Nilsson got the jump on Anderson at the start and after the first lap had a huge 3s lead. He extended this at over 1s per lap eventually beating Anderson by almost 20s after 20 laps and setting the fastest lap. It was a pleasing win for both Nilsson and his mechanic Graham Knatt who'd been very ill over the entire weekend.

Gunnar Nilsson – third win.

Anderson was initially challenged by Ulf Svensson's Brabham BT41-Nova t/c and Anders Olufson's ex-Nordstrom GRD 374-Nova t/c before the latter spun. Toward the latter stages it was Conny Lgungfäult, a former Swedish touring car champion driving the ex-Anderson March 743-Toyota/Nova, who pushed hard for second place but finally settled for third.

Over 34 cars turned up for the 22 starting places and the race was watched by a good crowd of 14,000 people.

Bloor backs Larry Perkins

Larry Perkins, who figured so strongly at the Silverstone BP championship F3 round last weekend, is to be supported for his F3 season by the well-known garage proprietor Rodney Bloor of Sports Motors (Manchester). Bloor has been a long-time supporter of outstanding Formula Three talent, including Peter Gethin, Gerry Birrell, Barrie Maskell, Tim Schenken and Francois Mazet.

Bloor has always been a supporter of Ron Tauranac, and used to run the works Brabhams in F2 and F3. His last year of running an F3 single seater was in 1971 when he supported Barrie Maskell, and it is significant of the rebirth of Formula 3 that he returns to help the talented Perkins.

Perkins' Ralt will still be run from the factory and his programme will specifically be concentrated on the more lucrative F3 events, not necessarily the BP series.

OMS lose F5000

As we have suggested during the last couple of weeks, there has been a change of venue for one of the American F5000 dates.

The circuit affected is the Ontario Motor Speedway which in fact has had to opt out of staging this year's race due to their current financial situation. They hope to hold a F5000 round in 1976 so we're told.

Taking over the OMS date on August 31 is the 2.52-mile Road Atlanta circuit near Gainesville, Georgia. The $50,000 Atlanta Grand Prix will be promoted by Rock Road Productions and is the sixth round in the scheduled nine-race series.

Jon's Atlantic

American F5000 driver John Woodner, who is competing in this year's North American series with a brand new Lola T400, has also managed to secure himself a ride in the Canadian Player's Formula Atlantic in a Doug Shierson-run March 75B. Shierson combines with Joe Grimaldi to run the North American March dealership over there.

Woodner's new car will be sponsored, like his F5000, by Ted Field's Interscope racing team.

Pocono F5000

As the SCCA News release says: "the coast-to-coast nine-race, half million dollar Formula 5000 Championship series" gets underway this weekend with the opening round at the Pocono International Raceway.

A steller field of international drivers and machines has entered this opening round which must surely reflect just what this formula could really be like.

Defending his crown and driving the Jim Hall-prepared Carl Haas Lola T400 will be Britain's Brian Redman. Bound to be giving him a hard time are the two Vel's Parnelli Lolas of Mario Andretti (expected to be in a T332) and Al Unser (T400) while other fancied Lola runners are David Hobbs, Eppie Wietzes, Jon Woodner and former drag race star Danny Ongais.

Jackie Oliver will be debuting the new UOP Shadow while Bobby Unser will be hoping for a good run in Dan Gurney's Jorgensen Steel Eagle.

The race will be run over two 55-mile qualifying heats and a 100-mile final.

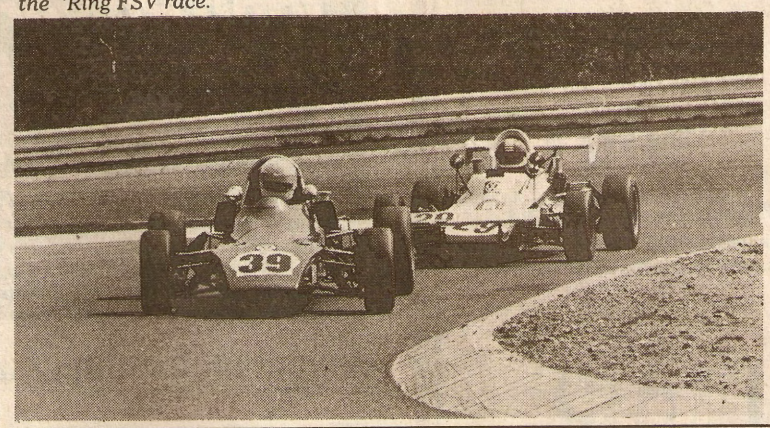
Persson's FSV by 0.1s

One of the supporting features at the Nurburgring last weekend was the second round of the European FSV Gold Cup and this was won by Kennerth Persson's Bosch-Kaiman by just half a length.

With the Super Vees using wings this season, on the undulations of the 'Ring they had to be an advantage but one can draw conclusions from Keijo Rosberg's pole time in his Boss Kaimann which was some 8s slower than Freddy Kottulinsky's lap record (without wings) set up last year. Rosberg would probably have gone quicker had his Heidegger not blown a piston after just one flying lap but he wasn't really happy with the handling of the car. The blow up was the first of many Heidegger failures during the weekend.

Supporting Rosberg, the man to beat in FSV at the moment, on the front row was Helmut Bross in his wingless Lola T320, the German having had to rebuild his car after practice when he was hit by two other cars while waiting to enter the pits (albeit from the forbidden rear entrance). Next up were Finn Mika Arpiainen in his superb Veemax and anxious to put fellow countryman Rosberg in his place and he was supported by Swede Kennerth Persson in the lead Bosch Kaimann.

John Morrison's Supernova holds off Alexander Güttes (Kaimann) during the 'Ring FSV race.



Several notable names were farther back having experienced problems in practice, namely Mikko Kozarowitzky and Manfred Schurti in their ATS Lolas, the latter sharing this car with Manfred Trint who only competes with it in the Castrol GTX rounds, and Britain's John Morrison in his new works Supernova BH5.

Having gambled and changed all the car's settings overnight, Rosberg predictably catapulted off into the lead. After one lap he had over 5s on Bross and Persson with Kozarowitzky next up. Also going well and making up ground from his eighth row of the grid start was Morrison who, like Bross, was gambling on not running wings.

On lap 2, Rosberg's engine cried enough and the Finn was sidelined for the first time this year. It elevated Persson and Bross to the front and they proceeded to put on a superb dice, the Kaimann just getting the verdict by 0.1s at the flag.

Kozarowitzky also followed Rosberg into retirement with engine problems as did Schurti and Arpiainen but Morrison was going great guns with his Heidegger and now found himself involved in a fraught squabble for third place with the Kaimanns of Dieter Engle (destined to retire) and Alexander Güttes plus Eje Elgh's Lola T322.

The Lola eventually got away toward the end when Morrison, who had in fact passed him at one stage, had a rear wheel come lose due to a bolt stretching and he eased off slightly. Güttes banged wheels with him just to let the Briton know he was there but the Supernova carried on at unabated speed and John managed to outfox Güttes on the run in to the flag.

Sixth was Prince Leopold von Bayern (Boss Kaimann) ahead of Peter Scharmann's Toj and the Bosch Kaimann's of Hans Royer and Lennart Sundahl, while the fastest lap went to Persson at 8m 22.5s, exactly ten seconds off the record. This win moves him into the lead of the Gold Cup series ahead of Rosberg.

Magny-Cours F2

Most of the F2 circus will be travelling down from Germany this week to the Magny Cours circuit in central France to compete in a non-championship F2 race this coming weekend.

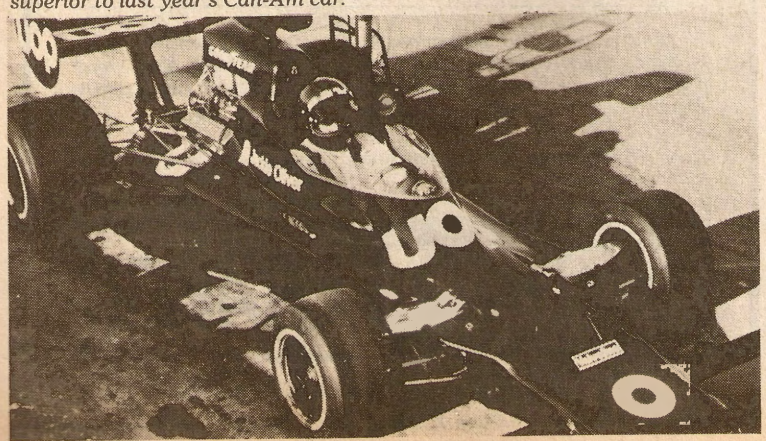
Heading the entry will be Jacques Laffite in his all-conquering Martini and he just has to be odds on favourite to blow them all off once again on his home circuit.

The race will be over just 40 laps of the 1.95 kms circuit but challenging the Martini will be the works Elf Marches of Michel Leclere and Patrick Tambay. Neither of the Elf 2s will be going, the team preferring to test their cars in readiness for Pau.

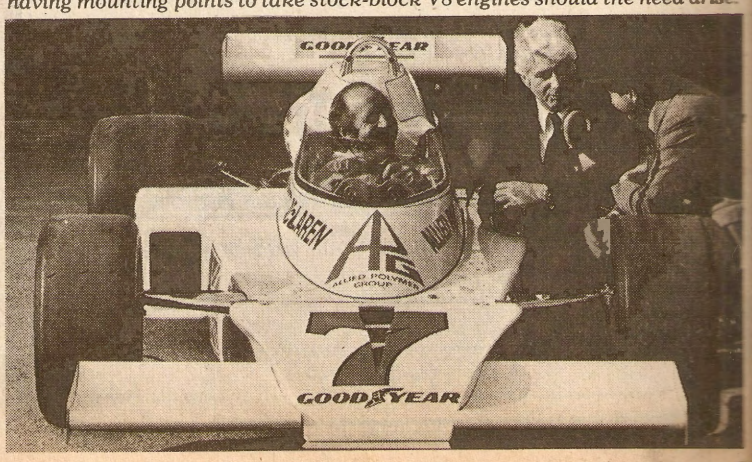
Among the other entries are expected to be Jean-Pierre Beltoise, Vittorio Brambilla, Claude Bourgoignie, Bernard de Dryver, Hector Rebaque, Giancarlo Martini, Lamberto Leoni, Loris Kessel plus several others.

● Although he was due to make his European racing debut in the FSV race at the Nurburgring last weekend, former American astronaut Charles "Pete" Conrad didn't in fact don a Bell Star, although he was present at the track. Conrad was the Commander on the Apollo 12 moon flight back in 1969 with Allen Bean and Richard Gordon.

Jackie Oliver will debut the new F5000 Shadow DN6 this weekend. The car has completed nearly 1,000 miles of testing and Oliver reckons the car is "even superior to last year's Can-Am car."



Peter Fatherly, chairman of the Allied Polymer Group, squats beside McLaren director Teddy Mayer (in the uncharacteristic bowler hat!) and GPDA president Denny Hulme at the reception last week, which was held to announce APG's sponsorship of the works McLaren M16E which will be driven by 49 year old USAC veteran Lloyd Ruby at Indianapolis this year. A development of Gordon Coppuck's original M16 design which first raced in 1971, the E-model was built under the supervision of John Barnard. The aerodynamics have been refined, particularly in the area of the body works for better boundary layer behaviour. Also new this year is a means for the driver to adjust, from the cockpit, the front anti-roll bar rather than the rear which has become more normal Indy practice. But the major reason for building an all-new chassis is to incorporate a rear monocoque bulkhead having mounting points to take stock-block V8 engines should the need arise.



Alfa at Spa?

Both Jean-Pierre Jabouille and Gerard Larrousse told us last weekend that they would not be racing the works turbocharged Alpine-Renault A442 at the Spa-Francorchamps 1000 kilometre sports car race this weekend because they'd prefer to be elsewhere. Therefore the sports prototype class will lose one of its important runners when the fourth round of the World Championship for Makes gets underway around the controversial Ardennes road circuit on Sunday.

Looking for their third victory on the trot will be Willi Kauhsen's Alfa Romeo team who will have their regular machines for Spa specialists Derek Bell/Henri Pescarolo and Arturo Merzario/Jacky Ickx, the latter in place of Jacques Laffite who will be racing his F2 car at Magny-Cours. Laffite told us late last week that Ickx would be in an Alfa, contrary to our Porsche story last week, as "he wants to win."

Offering up a challenge to the Alfas will be the solitary Georg Loos Mirage GR7 for Tim Schenken/John Watson or Hans Stuck (see PIT AND PADDOCK). If all these fail then it looks as if one of the regular Porsche 908 turbos will come through to score or possibly even the rebuilt KGV Chevron of John Hine/Ian Grob which heads a large two-litre entry fron England.

Other entries include Martin Raymond/Tony Goodwin (Fisons Lola T390), Claude Crespin/Ian Bracey (Lloyds Lola T294) plus the similar cars of Peter Hanson/Jose Uriarte and Nigel Clarkson/Richard Scott and the Chevron B23s of Robin Smith/Richard Robarts and John Blanckley/John Calvert to name but a few.

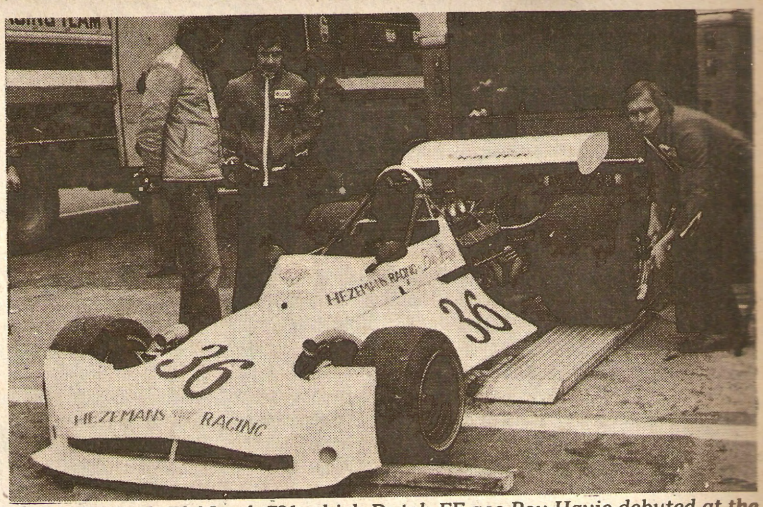
The day before the Spa 1000kms, the two Hermetite Capri IIs, driven by Holman Blackburn and Tom Walkinshaw, will take part in the Coupes de Spa race held under the Coupes de Avenir regulations with John Markey/David Palmer in a Mazda RX3 Coupe.

Monaco F3 for Kozarowitzky

Twenty-six-year-old Finnish Super Vee ace Mikko Kozarowitzky will be making a return to Formula 3 racing at Monaco at the end of next week when he drives one of the German Lochmann Racing Team's Modus-designed Toj-BMWs.

Kozarowitzky is currently competing in FSV with one of the ATS Lolas and, up until the 'Ring last weekend, had finished second three times behind Keijo Rosberg.

Those with long memories may remember Mikko's earlier efforts in F3 at least six years ago in a PR for Men sponsored Titan Mk 3. Judging by his recent form, his Monaco times, behind Keijo Rosberg this year.



The ex-Hesketh F1 March 731 which Dutch FF ace Boy Hayje debuted at the Zolder F5000 race last weekend.

Hezemans' car runs

Toine Hezemans' ex-Hesketh March made its first appearance in F5000 at the weekend at Zolder. The March, which was used by the Hesketh team for their first season in Grand Prix racing, has been prepared by Hezemans and a small team in five weeks, with help redesiging the suspension.

The team themselves have done a certain amount of work on the car, with ideas which were originally intended for a projected Formula One car. The March now sports Brabham type deformable sides, except that the exposed side is curved for downthrust. However the March is still the shortest and narrowest F5000 car.

Power comes from a number of Cosworth V6s which Hezemans has acquired through his Ford contacts, coming from Cosworth in England, although the engine on raceday at Zolder had actually been picked up from Ford of Germany the previous night.

Driver for the team is 25-year-old Boy Hayje, last year's Dutch Formula Ford champion who lives in Amsterdam. In both practice and race, he drove the car sensibly and without dramas, with a highest placing of fourth in the first heat before retirement. However, the car itself had various problems, but hopes are running high for Zandvoort. It's unlikely that Hezemans will be seen in the car himself, for he states plainly that he doesn't fancy the idea.

Toyota for Rex

Joining his editor by competing in this year's Southern Organs/RAC Touring Car Championship will be *Motor* journalist Rex Greenslade.

Rex will be driving the second Toyota Celica GT alongside Win Percy in the SO/RAC series starting with the next round on May 11. The car will be prepared by the Samuri Motor Company and will be entered by Toyota (GB) who, after a rethink, have decided to come back into racing over here with a bang.

The deal has in fact been in the offing for several months now with Greenslade testing Percy's car on several occasions before the season started. Rex denied any sexual implications, his SO/RAC number being "sixty-nine" . . .

Arnoux wins at Ricard

Rene Arnoux took his Elf Martini to its second consecutive Formula Renault Europe win at the Ricard circuit last Sunday beating the similar Antar-backed car of Marc Sourd.

Arnoux dominated practice but spent the 25-lap race tailing Sourd. Behind the leading duo came a further two Elf-sponsored Martinis of Didier Pironi and Richard Dallest while another gaggle comprising the works Elf March of Alain Cudini plus the Martinis of Dany Snobeck and Jean Ragnotti squabbled over fifth spot. They were later joined by Jacques Coulon's Lola.

With five laps to go, Arnoux effortlessly overtook Sourd and eased clear to win by 1.5s, putting in a fastest lap of 1m 20.6s over the short circuit. The following places were taken, albeit over 15s further back, by Pironi, Dallest, Cudini and Snobeck. Series leader Ragnotti was a lowly eighth ahead of Coulon.

The next round is at Magny-Cours this weekend.

● A fortnight ago a 1000 kilometre touring car race was held on the new Brazilia race circuit to commemorate the 15th birthday of the country's capital. Taking part was Carlos Pace who led for the first five hours in his Ford Maverick until the gearbox broke. The race was eventually won by another Maverick driven by Edgar Melo Filho and American IMSA Datsun driver Bob Sharp.

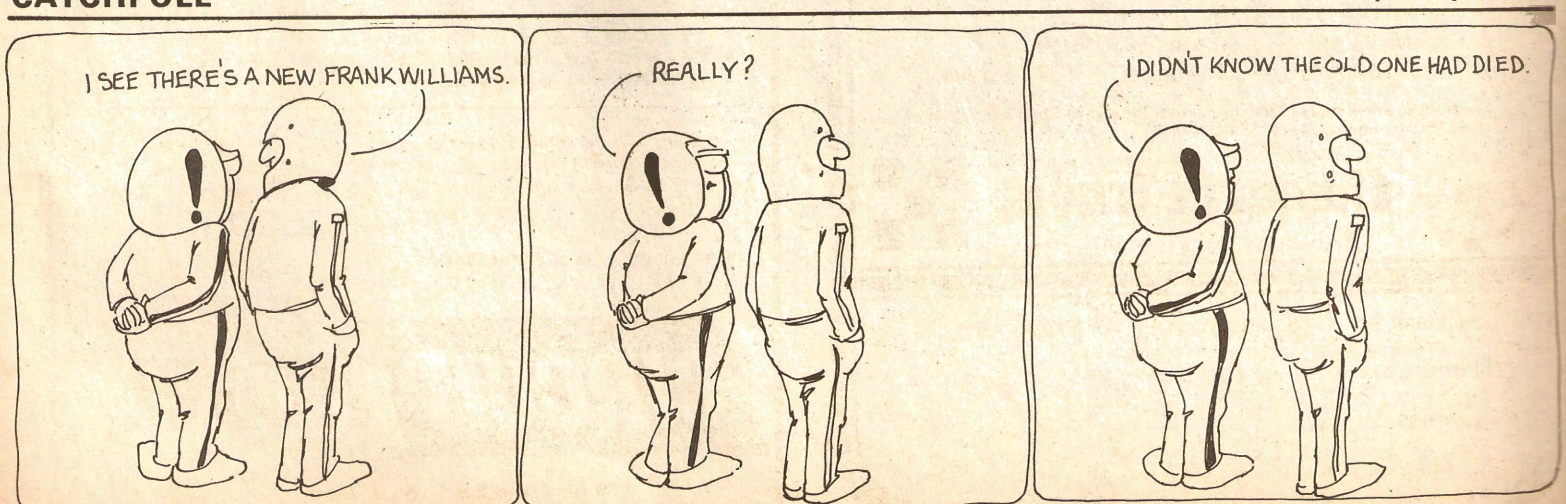
● Having disqualified two March 753s at Silverstone last weekend for having their wings too high, the organisers then installed a third 753 in third position — without checking its wing height as well!

● The Imola 2-litre sportscar race on May 11 is off.

● Japanese F2 driver Masami Kuwashima was a non-starter at Nurburgring last weekend having been delayed in Tokyo on business.

CATCHPOLE

By Barry Foley



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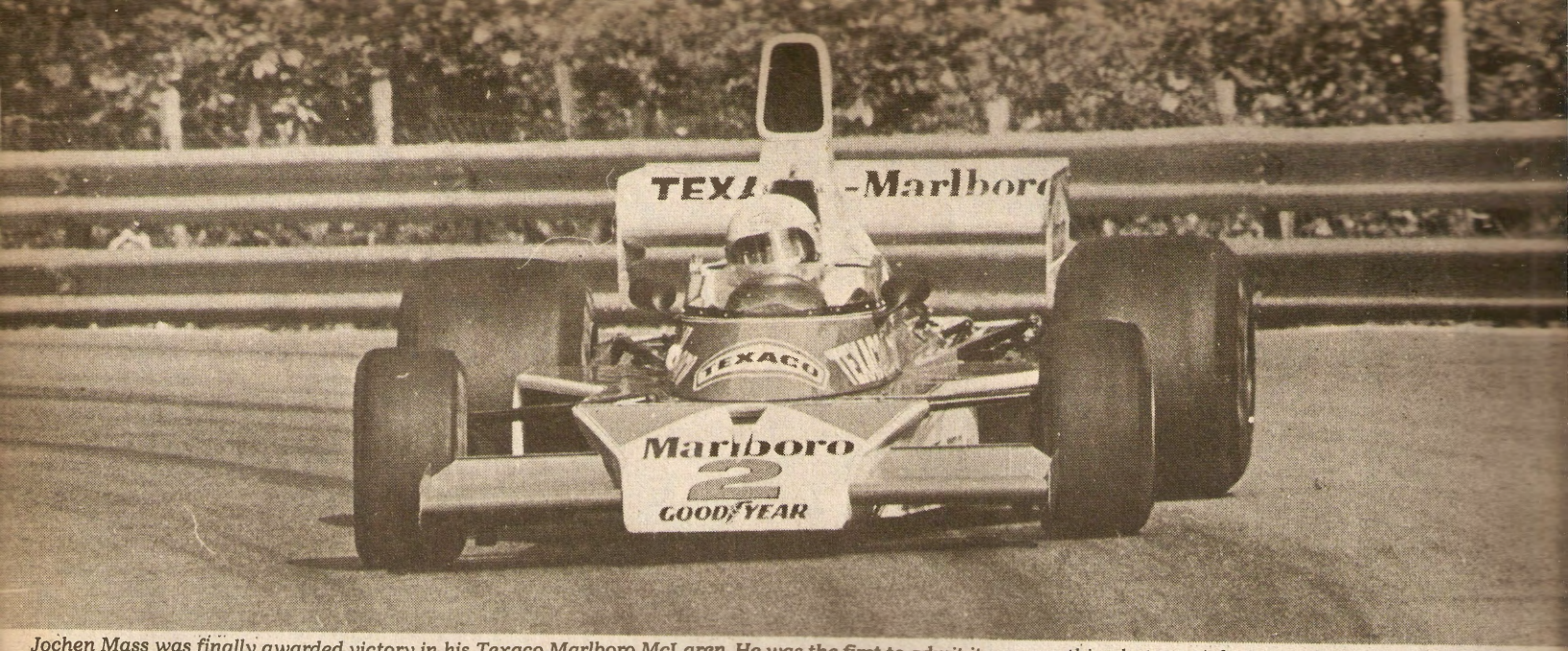


Jochen Mass was finally awarded victory in his Texaco Marlboro McLaren. He was the first to admit it was anything but a satisfactory or happy first ever GP win.

SPANISH GRAND PRIX/BARCELONA

Civil war in Spain

By PETE LYONS **Photos by DAVID WINTER**

Race data by ALAN PHILLIPS

The first GP in Europe was an unmitigated debacle. Most of the scheduled practice was boycotted by the majority of the drivers, who were adamant that the circuit barriers as erected on the round-the-houses circuit were badly assembled. Only a last minute threat by the race organisers to have the entirety of the Formula 1 equipment impounded by the police induced the drivers to practice in the last session. The World Champion, Emerson Fittipaldi, had the courage of his convictions and did the bare legal minimum of practice, and refused to start the race at all. Two of his fellows, his brother Wilson and Arturo Merzario, retired after completing one token lap.

The rest of the drivers proceeded to put on a display of shunting never before seen. There was a multiple crash at the first corner involving at least nine cars, and there were other incidents for some 35 minutes, until finally the leading car suffered a structural failure and went over the barrier killing four bystanders. The race was stopped shortly thereafter and half points awarded to those who happened to occupy the top six positions at the time.

I had lunch first, in a cheap but pleasant little place that gave onto the pavement under the fresh green trees of the early Catalan spring. Then I went up the hill in the *funicular* and entered the circuit at the point where the Montjuich Park roads fork and create the first hairpin after the pits.

It was a really fine day, sunny and warm without being too warm. As I walked along between the newly-erected steel guardrailing, I looked about me at the overhanging trees, the nearby stone monuments, the ornate domes and spires rising from the base of the hill, and I traced out in my mind what I remembered of the racing lap from my first visit, two years before. It plunged steeply downhill below me, twisting and curling through hairpins and near-hairpins, cutting sharply around buildings as it went; then came a rush along the boulevard at the bottom and a really tingling climb back up, a series of arcs taken at very high speed with trees on every side and a wide empty view of the Mediterranean beyond them.

It was a beautiful circuit, faster and more varied than Monaco, perhaps more appealing through being less often seen. I'd suffered through the intervening Spanish GP at Jarama, not liking that simple, clinical, "safe" *autodromo* very much at all; for two years I'd really been looking forward to the alternate venue in the streets of Barcelona's city park.

Still anticipating in my mind's ear the sounds of the F1 engines that would in just a few minutes begin shattering the quiet, I entered the vast, derelict, sports stadium that was this year's home of the Circus. The brightly painted transporters were strung out around the oval running track, making the season's largest paddock by far. Hmm, this is good, I thought to myself, looking up at the overhanging ring of walls. Plenty of space for onlookers, plenty of space for everybody, but at night it will be an easy place to close up and guard.

I strolled on to the first team set-up around the ring, which happened to be McLaren's. There should by now be an orderly bustle around the cars, with engines being warmed up and vans being loaded for the transfer to the pits.

The mechanics, their shirts off, were lounging in the sunshine atop tyres and toolboxes. The World Champion's chief mechanic was stretched out full length on the flat radiator-pods of his number one car. You don't often see an F1 mechanic not doing something. Ho, what a drole sight, I suggested with cheerful greeting. You lot must be well prepared indeed for a practice that's due to start in fifteen minutes.

"No practice now, mate," he responded, his eyes complacently shut against the sun's glare. "We're not going out 'til four, and prob'ly not then."

Apparently the drivers, as a body, had inspected the circuit's recently erected safety barriers, found them grossly deficient, and were refusing to practice until they were put right.

Hmm. This could be a long afternoon. In fact, it could be a long weekend. I remembered the Belgian of two years ago, when a similar "work-stoppage" – over the breaking up of the road surface then — had delayed all the proceedings for hours. Oh, well, *in case* there's going to be race, I told myself, I should get on about my business and beaver the chassis numbers. Later that evening I sat and typed out the following "Entry" section of my report:

ENTRY

Following but a fortnight on the heels of Silverstone, the Spanish GP turned out to be not quite the first important F1 motor race of the European season. Technically speaking the entry was not very inspiring, consisting largely of cars that were by now familiar, running in well established configurations. For the majority of teams, there had been no opportunity of doing any testing. To cope with the Montjuich Park circuit, notoriously hard on brakes and transmissions, everyone of course fitted what they could in the way of large brakes with large-capacity air ducting, and took what steps they could to give the gearboxes an easy time. The generally slow cornering speeds meant large, steep aerofoils were called for.

Frank Williams had the one really new machine, his "FW 04" (sic) which, as was described in last week's AUTOSPORT was generally a development of the earlier model. Compact and lean, it looked a nicely turned out car. There was a moment of drama following its initial unveiling, however, as certain observers thought its cockpit was too cramped to meet the regulations. Frank realised that Arturo Merzario was a bit crowded at that (which is really saying something) and "so I cut a bit off. When they said it was still illegal, I told them I was thinking that a lot of wings on other cars are not exactly legal either, and I showed them a wad of money for the protest, and they seem to have shut up."

Of the other teams, taking them in proper numerical order, the Texaco-Marlboro drivers Emerson Fittipaldi and Jochen Mass were using their normal cars, both fitted with non-rising-rate front suspension, normal wheelbases, short nosepieces, and Allied Polymer transfers. A spare chassis retained its rising-rate front, for possible use as comparison.

Elf Team Tyrrell likewise had two of the latest models, the slanted-radiator ones, for Jody Scheckter and Patrick Depailler, together with a single spare car of the older pattern.

Ronnie Peterson and Jacky Ickx had available three JPS 72s, Team Lotus having been able to rebuild the one crashed at Silverstone by grafting in a new front bulkhead. The front track was to the wider dimension, and the rear suspension was still (for the first time in an actual GP) using cable linkages. The one thing really new in the team was Nigel Bennett finding his way as team manager to replace Peter Warr, who was still recuperating in hospital from his road crash.

The Martini Brabhams were fitted with small moulded tabs on the outsides of their wide noses, an attempt to give more front downforce which was balanced by rear "banana" wings set deeper within their side plates. But for a titanium roll-over bar on Carlos Reutemann's machine, giving a bit more compliance with the height regulations, the trio of B's were as seen before.

The Brabham pit trolley, making its first GP appearance of the year, had been modified from last year's specs in the respect of its gearbox, which had now its bottom gear reinstalled to give four speeds and a better hill climbing performance.

For Vittorio Brambilla and Lella Lombardi, Beta sponsored and Lavezza sponsored respectively, there was an orange and a white March to identical 1975 layout; the first one had a roll-over bar made of aluminium.

Ferrari brought along three T-models, the Siverstone winner for Niki Lauda and the pair of South African ones for the other driver Clay Regazzoni and as a spare.

Bob Evans had his choice of Stanley BRMs, one fitted with the P200 type engine, both fitted with revised fuel injection.

Tom Pryce and Jean-Pierre Jarier were using their pair of accustomed UOP Shadows DN5s and there was a third brand new one available as a spare.

John Watson had his choice of two Matchbox Surtees, which were supplied with several different nose sections including a narrow one with Ferrari-type wing; this was not used.

The second driver to Merzario in the Williams team, given the absence of Lafitte in the F2 world, was Tony Brise making his F1 debut in the ex-Merzario chassis. The young Formula Atlantic star had done some testing at Goodwood, and now in Spain the cockpit had been so modified that he was at least fairly comfortable.

At Embassy, the pair of Hills (with an old Lola as spare) were also graced with a new driver, Francois Migault replacing Graham himself alongside Rolf Stommelen. The Frenchman's face looked sadly battered about the mouth and nose – he'd fallen off a motorcycle.

There were a trio of Hesketh this time, two in the hands of the works for James Hunt, both to current rubber-front spec, while Alan Jones was in the same steel-front Harry Stiller car used at Silverstone – carrying now additional help from Rob Walker's Fiat agency. (Rob was preparing to get back into the entrant's game in replacement of Stiller at Monaco.)

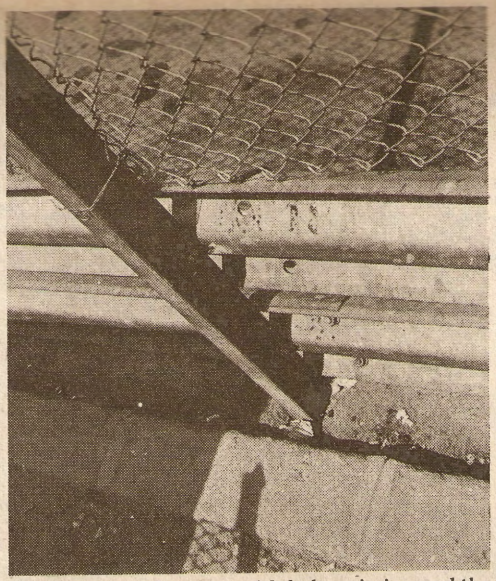
The pair of American newcomers brought a pair of cars each, neither the Parnellis of Mario Andretti nor the Citibank Penskes of Mark Donohue showing any mods from Silverstone trim – the former did have new wheel designs, while the latter team's spare car was still in short wheelbase/narrow track form, (it was never tried in Barcelona).

For race day at Silverstone the Copersucar had been modified with less rising-rate effect at the front, but the events of the day had prevented Wilson Fittipaldi assessing the change, so it counted as the new development for Spain. (He reported, in the somewhat abbreviated practice, that it indeed lessened the understeeer and, in fact, promoted oversteer).

The last man on the list was Roelof Wunderink, whose HB Ensign had gone well in Britain; the young Dutchman was now about to have his first Grand Prix.

Altogether there were 26 drivers entered which, whether coincidentally or not, was the maximum number to be allowed on the grid. Enough teams had brought along spare cars to bring the total of F1 chassis on hand up to 38. (In the event, only one spare was ever actually used. The majority experiments that most teams had planned with detail points about their cars, were never carried out).

The Goodyear situation was simple, one basic "control" tyre for everybody, being still what is known as the "South America" construction with tread rubber compounded for the rather abrasive Montjuich surface; there was also a full supply of alternative softer compound for possible use when the surface, unused for most of the year by racing cars, was well coated with rubber late in practice. (In the event here as well, these were never allowed on to any cars).



The dangerous barriers with bolts missing and the wedged in post.

POLITICS

Having written the bare bones of the event to come, the only thing left to do was hang about along with the other tens of thousands of interested observers to see whether it should indeed come.

The drivers' objection about the barriers was that the guardrailing, composed mainly of rather aged lengths of metal already well used, had not been put up anything like properly. In many places, they found, there were actual gaps between mismatching lengths. There were any number of bolt holes which were so enlarged by several years' worth of assembly and disassembly that the bolt heads could not possibly be expected to hold fast. But what really outraged the GPDA was that all around the 2.35 miles the assembly had been done in such a slipshod fashion that literally hundreds — somebody had counted — of nuts and bolts were left visibly untightened or not installed at all, while a large proportion of those nuts that were tight had no washers or other kind of reinforcing plates under them. Nor were the supporting posts fixed firmly enough. The structure was so loosely put together that one man could shift it easily, with one hand.

Acting GPDA president Graham Hill puts forward the drivers' case during their practice "strike".

There had been an inspection by a GPDA representative, Jean-Pierre Beltoise, earlier. Of course, as the Park roads are public thoroughfares, the bulk of the guardrailing was not installed or complete at the time of his visit. The drivers would have to trust the race organisers for the proper completion of the preparations, but there seemed to be no preliminary fears about it. After all, it was the RAC de Cataluña y Baleares that had been among the first circuits in Europe to accept the inevitability of the cost and bother of safety barriers. Their willing efforts to please had earned them the thanks of Jochen Rindt when, from his hospital bed, he'd sent them a gold-plated remembrance in the form of the very Armco that had saved his life, the life of Graham Hill, and the lives of an unguessable number of spectators.

Many people thought of Montjuich as the very prototype of a circuit made safe by guardrails, and it seemed ludicrous now that a dispute of this nature had arisen here of all places.

The drivers, meeting as the GPDA, decided almost to a man that here was an affront to their well-being that they could not swallow. Several times, in recent seasons, they had lost members because steel guardrailing had come apart on impact and caused the very sort of killing damage it was supposed to prevent.

Helmuth Koinigg was killed becuase the bottom rail at the point he hit was insufficiently secured; it came loose at one end from its post, bent enough for the end to slip off the post, and in swinging back almost like a door on its hinges had allowed the car to go under the upper rails and tear the man's head from his body.

Pever Revson died when a bottom rail came off its post and the upper rail smashed his head and chest.

Francois Cevert was cut to pieces along with his car when the guardrail structure came apart and became so many knife edges.

The GPDA feeling was put to me by Ronnie Peterson, there in the grounds of Barcelona's silent race circuit. "Before Watkins Glen last time we all knew the guardrail wasn't right, because of Francois' accident. We discussed it, but we decided to go ahead and race anyway, and Helmuth was killed. Now we want to make a stand."

The drivers wanted the barriers to be put right, or they would not use the circuit.

But there were exceptions. Jacky Ickx, who has not been a member of the GPDA for several years decided in the afternoon of that Friday that his place was in his car on the circuit. At 4.43, three quarters of an hour after the scheduled start of the second session, everyone in the derelict stadium could hear his engine shattering the peace of the air. A few minutes later, Vittorio Brambilla joined him. Ickx did nine timed laps, the best of which the last one, was some 11s outside Peterson's 1973 qualifying time of 1m 21.8s. Brambilla did two timed laps.

I was told later by Claude Le Guezec of the CSI that after discussions the race organisers had agreed to abandon that day's practice and were on their way to announce the fact, when they were confronted by the sound and sight of a car on the circuit. "They threw up their hands and said, 'see they do want to practice after all.' "

Ickx expressed his opinion to me this way: "I am not a member of the GPDA and so I feel free to do what I think is the right thing. We are here now and we are here to race. I think the GPDA are being remiss in not having checked the security of the guardrails a few days before. I think now they are being a bit unrealistic. I think they just want to be strong, now, and not to lose face."

Brambilla, who in this second GP season still has no English ability to speak of, gave the impression of simply not understanding what was going on.

Emerson Fittipaldi, who was one of the strongest voices of protest and who, in the end was the one with most courage of his convictions told me that he himself arrived on Wednesday and inspected the barriers that were then still being put up, and was disturbed then. "But they told me always, 'tomorrow, tomorrow.' "

Mario Andretti pointed out to me that, under Spanish law as well as some other countries, "a driver is liable in civil court here for any harm that his car does to spectators."

Jackie Stewart, who was carefully refraining from looking like a direct participant in the controversy and who, in fact, left Spain on other business on Saturday morning, repeated to me a warning that he's uttered before. "If there's an accident, and a car goes into the crowd, that's it. That's it for motor racing in Italy, and in Belgium and in Sweden, and in a lot of other countries."

didn't say it again now, but he's said to me before during similar confrontations about safety, that the sport must be seen to be policing itself.

Friday evening, the circuit officials promised, they would put a gang of workmen onto the job, going all night, and the barriers would be completely crash worthy for Saturday's schedule. The GPDA, noting with scepticism that the work needed something nearer two weeks — there was a matter of insufficient washers, and of misshapen lengths of rail, and of inefficient workmen — agreed they would inspect the thing at noon the next day.

Graham Hill, acting once again as President in the absence of Denny Hulme, convened a press conference at 6.35 pm. With several of the angriest drivers at his elbow, and they really were angry – Fittipaldi, Niki Lauda, Jody Scheckter – he said: "Now, it's really a confrontation between the organisers and the CSI, who have to ensure the circuit meets their standards. But as we feel the CSI are not doing their job properly, and as it affects us, we're taking the matter on ourselves."

The drivers were by this time fed up with the trio of CSI men on the scene, who in their view were constantly evading the issue. "We've tried to find them now," said Hill, "To give them our feelings, but they've gone home." "They don't care," Lauda added. James Hunt said of the CSI delegates, "They've only made one mistake, and we got to talk to them once. The rest of the time they've very skilfully been at lunch, or changing for dinner. . . ."

All these things were said in front of journalists for the record; feeling was clearly running high.

Le Guezec said to me, "The CSI cannot say it's unsafe and stop it, they cannot say it's *safe*. I have never seen a safe circuit. All we can say is that it is suitable, that it meets our rules." The CSI decision was that practice could go ahead.

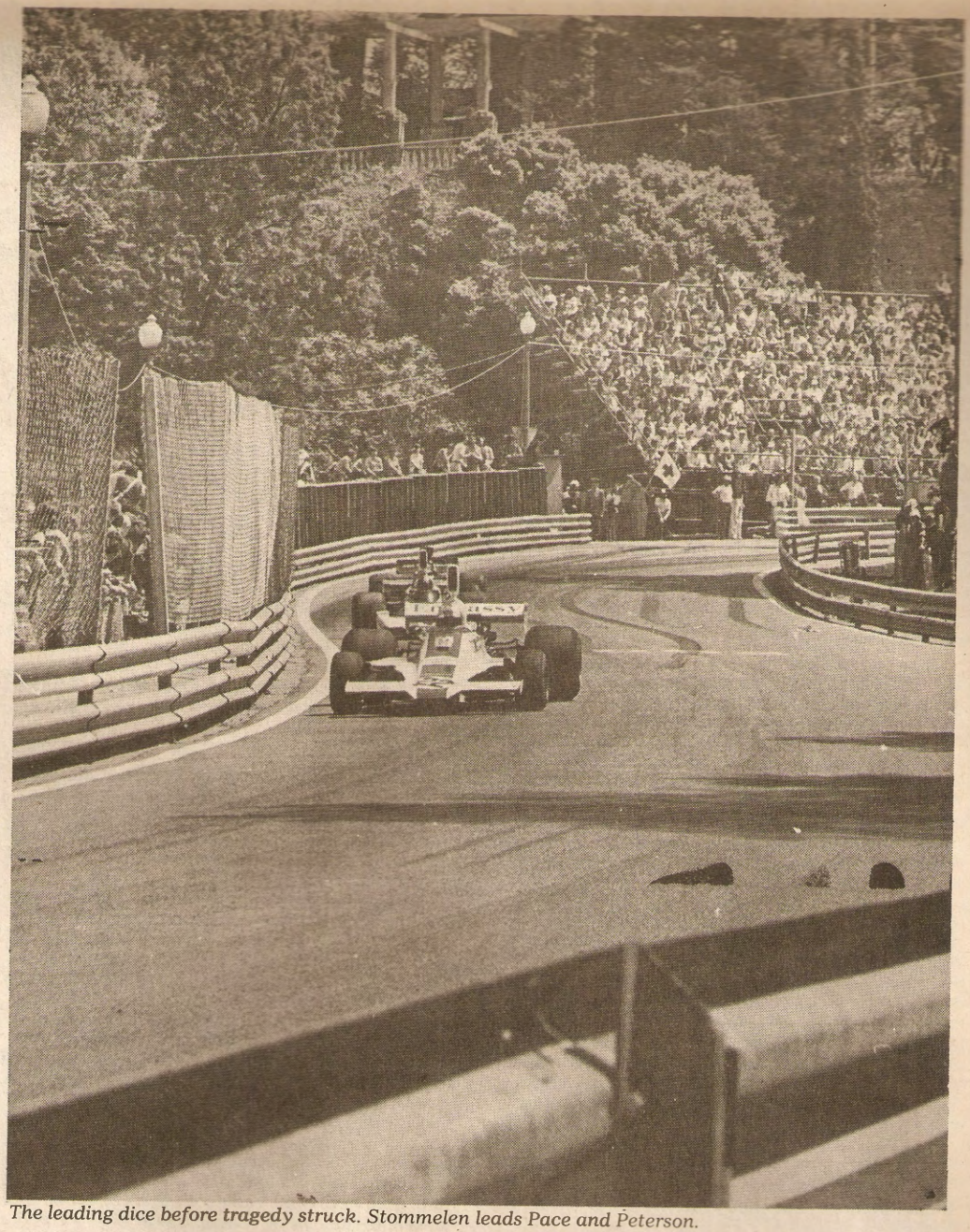
The Constructors, for once, were saying little. For the most part, they seemed to feel they "shouldn't put our oar in." However, one had the impression most managers would rather their drivers finished with their protest and got on with the business at hand, which was putting on the motor race which would cause cheques to be written and sponsors to smile. "I've told my drivers their cars will be in the pits ready to go; it's up to them," was the general tone of the management policy. But one of them, as time got short, was wondering aloud who was the quickest local driver in the Formula SEAT supporting event. . .

Well before the noon deadline on Saturday the drivers had been round looking at the circuit, and it was clear to them that the overnight work had been insufficient. Lauda, coming back on a motor bike, said tersely. "It's the same as yesterday." Hunt as his pillion said, "They've done some work but it's cosmetic."

At ten minutes to noon a cluster of the leading Constructors broke up and some of them began sprinting around the oval to their transporters. What's up? I asked. "We're going to try to get the organisers to let us do two hours worth of work on the guardrails ourselves," John Surtees answered. "Let's do it anyway," I heard Ken Tyrrell say. And so for two hours there were men wearing shirts of dozens of sponsors, out around the Barcelona circuit with their vans and toolboxes, industriously doing up loose nuts. As one of them admitted, it was merely a token effort, and could not possibly significantly improve matters in the time available, but one felt like doing *something*. On Sunday the organisers presented each team with champagne as a token of thanks for this gesture.

This was the stage when I personally went out, finally, to see what it was all about for myself. I had not walked a minute before I began to feel the same sort of outrage as I had seen on the drivers' faces. At virtually every supporting post, every five metres, there was something clearly wrong: Bolts missing, bolts loosely done up, bolts done up tight but without washers, bolts which were in slots *behind* one overlap of rail so that the end of the rail was totally free of the bolt head. I saw a lot of that, and I grew angry at this blatant callous disregard of the whole purpose of safety barriers.

I am not any kind of trained engineer and I should not state that in engineering terms the barriers erected by the Barcelona officials were inadequate to stop a crashing racing car, but when fastenings provided by the barrier designers themselves are obviously improperly done up, I feel justified in agreeing with those who refused to drive the racing cars. It was at that point that I personally made up my mind that the GPDA position was right and that I would have to write this report in a personal vein. I was too angry to be objective. I like some of the drivers personally,



The leading dice before tragedy struck. Stommelen leads Pace and Peterson.

and this was the grossest kind of insult to them.

At 2 pm Ickx, Roelof Wunderlink and Bob Evans got into their cars and carried out the first session, one hour long, of the day. The Clerk of Course personally thanked each of them as they climbed into his car. The other drivers stayed together, a firm body of men; inside the stronghold of one of the sponsor's cans. They appeared to be determined to stick together against all the pressure to get them out on to the track

And there was pressure. Much of it was simply public opinion: there were plenty of people who felt that the drivers should stop being sissies and get out and do what they were paid to do. ("We pay them a lot because they say it's dangerous," commented one team manager). Some thought that all that was needed was a few slow laps from the drivers, just to keep some sort of faith with the crowd, which had been waiting in the grandstands throughout both days with very little information to go on. Even within the van there was a difference of opinion, it gradually emerged. Some of the drivers were thought to feel the whole thing had gone far enough, that the point had been made, and they should get on with practice while there was still time for a grid position. Certainly the muffled screams of the three practicing cars must have set nerves jangling in the remaining 23 entrants.

Tyrrell's Derek Gardner joined in the bolt tightening session.

Ickx said, between practice laps, "The organisers said they would do their best to fix it, and they have, so it's my duty to drive."

The various managers had sent their various cars down to the pits, to be ready for any break in the situation. Some of the managers had succeeded in getting their foot into the door of the van long enough to pressure their drivers into getting into their racing overalls, at least. Peterson was one who, slowly and self-conciously, walked across the grounds to change. Returning to the meeting, he said, "I'll do what the other drivers do."

Within the van, it was said by those outside, there was a bit of strong-arm going on, and Fittipaldi was thought to be leader of those who were adamant that nobody would leave and nobody get in.

Journalists had been looking into their histories, and finding that in 1924 at Miramar only two cars ran a race, and it was deemed a valid contest. Should Ickx, Evans and Wunderink appear on the grid on Sunday, they would gain full championship points, or so it was thought. But, of course, there was nothing to do outside the van but to

think and talk one's thoughts. Nobody really knew anything and it was all rumour.

At about a quarter to four, the scheduled time for the final practice, the organisers appeared at the van with a flat ultimatum. The CSI had said the circuit could be used for practice. Therefore the contractural agreements between the race organisers and the entrants must be honoured, or the organisers must resort to legal action, and the Spanish police would, as a matter of course, impound the equipment of the defaulting entrants pending litigation.

It was not necessary to look around the paddock: at the oval stadium with its high walls and its pair of well-gated openings. The organisers had the entirety of F1 racing at what could be literally gunpoint within seconds.

Some of the managers, it was reported later, went into the GPDA then and said in effect look, let's please play ball with them, suit up, drive the cars around the circuit at whatever speed you want, do the three laps required to qualify, and we'll have done what our contract says we must. Please boys. If we lose any money, rest assured we will have it back from you lot.

I was down in the pits then, figuring that was where the action, if any, was going to be. Together with other journalists, I kept a tally of the drivers as in one's and two's they began to walk down the pit lane to their already warmed racing cars. The numbr of hold-outs grew less and less. All drivers but the McLaren drivers dribbled in, all suited up, and climbed in and began rasping around the circuit. At 20 minutes past the hour Jochen Mass walked down the line, his face dark, and then there was only one man missing. The McLaren mechanics assigned to the World Champion's car were standing atop its wheels, peering up the now crowded pit road, looking to see if he would appear.

At 4.35 the crowd across the way began to whistle and boo, and Emerson came into my view, walking slowly with face set hard and stony. And so that was all of them.

If anybody else had any plan to just do three slow laps and quit, it must have quite evaporated away in the intoxicating power-cry of the racing engines. After all, it seemed to me, and I noted down my thoughts in my little book, a racing driver of the GP level most be something of a prisoner of his own instincts. His whole life for years, now, has been to drive as hard as he can under all conditions of adversity, for the one simple and overriding motive of proving himself better than the acknowledged best in the world. Independent sorts of persons anyway, to expect them to hold together as a society once surrounded by the separate sweat-stained cocoons of their trade was probably a bit too much. Or so I found myself thinking, anyway, as I watched car after car start twitching across the road on the limit and heard the announcement of one new fastest lap after another.

Mechanics and drivers relax during the first practice session on Friday.

Fittipaldi was the only man to do slow laps. He rasped his No 1 car around the whole circuit enough times to do two timed laps, staying in second gear and holding his arm in the air. He stopped at the pits, climbed out and discussed things with his manager, and then did one more timed lap; the manger told me later that he had stopped because he'd thought two laps were the minimum requirement. Then he walked away, enduring the boos from the crowd.

I think most people felt that he'd done a hard thing, and had probably damaged himself in the public eye very badly, and were willing to grant him some measure of respect for living out his principles. But there was some criticism of his driving around so slowly, creating a hazard for the other drivers who were mostly all by now in fact trying to get the best grid position they could. To this he replied he was doing what he understood all the other drivers had agreed to do, before their long meeting broke up.

I found myself wondering, perhaps a little acidly, why the people who wanted to see drivers risking their lives amidst hazards on all sides – and let's face it, this is the reason motor racing is exciting rather than merely interesting – objected to Fittipaldi providing one more hazard. I suppose I'll get letters about this paragraph.

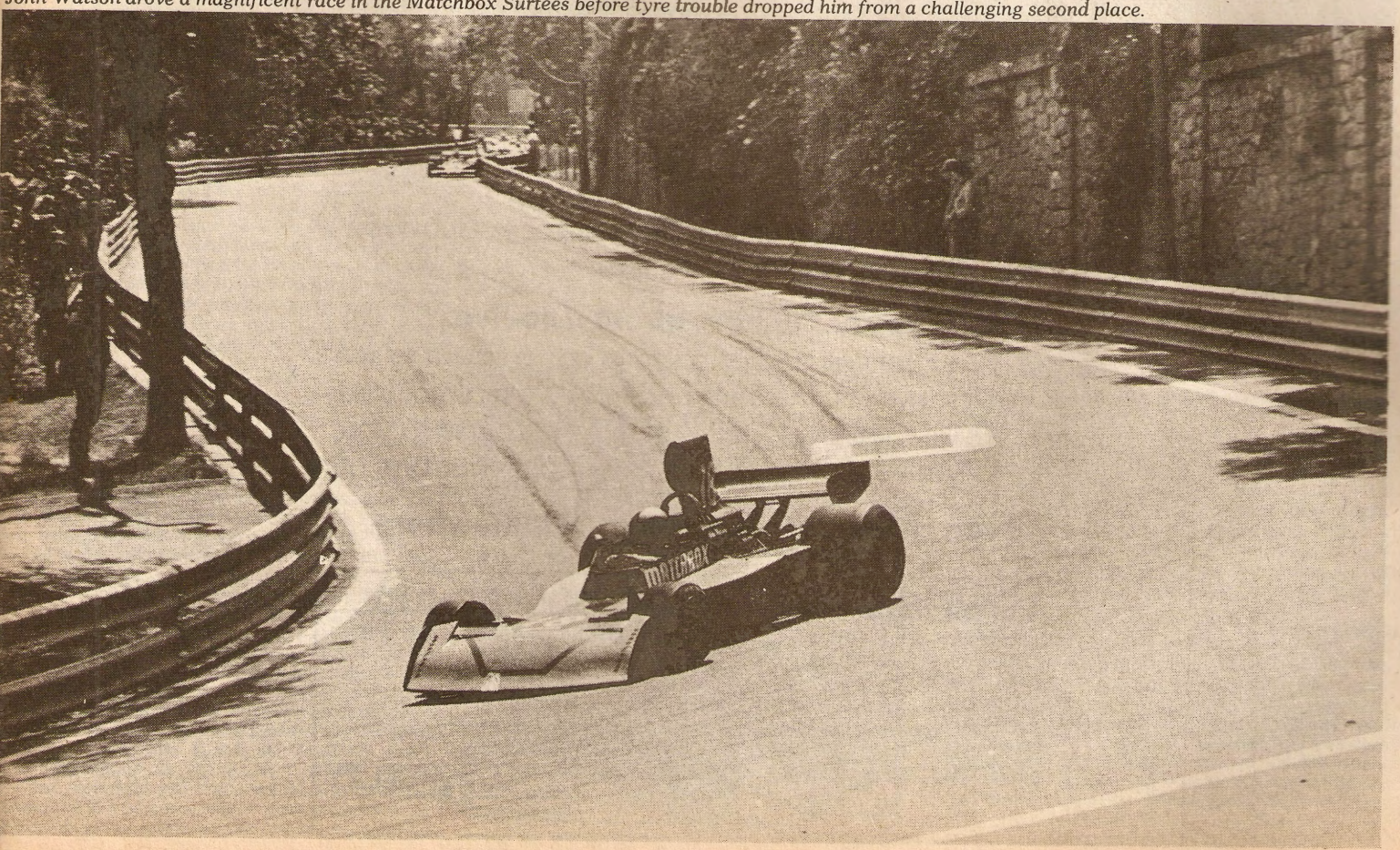
The next morning, before the race, Fittipaldi was in the paddock for a while, and, having made up my mind which side I was on (for everybody had chosen sides, it seemed), I took his hand and shook it and told him I thought he was right and that I admired him. He told me he hoped that from this very bad experience something good might come to benefit motor racing, and he had already organised a meeting with Prince Metternich for the following week from which he hoped some better overall standards would emerge.

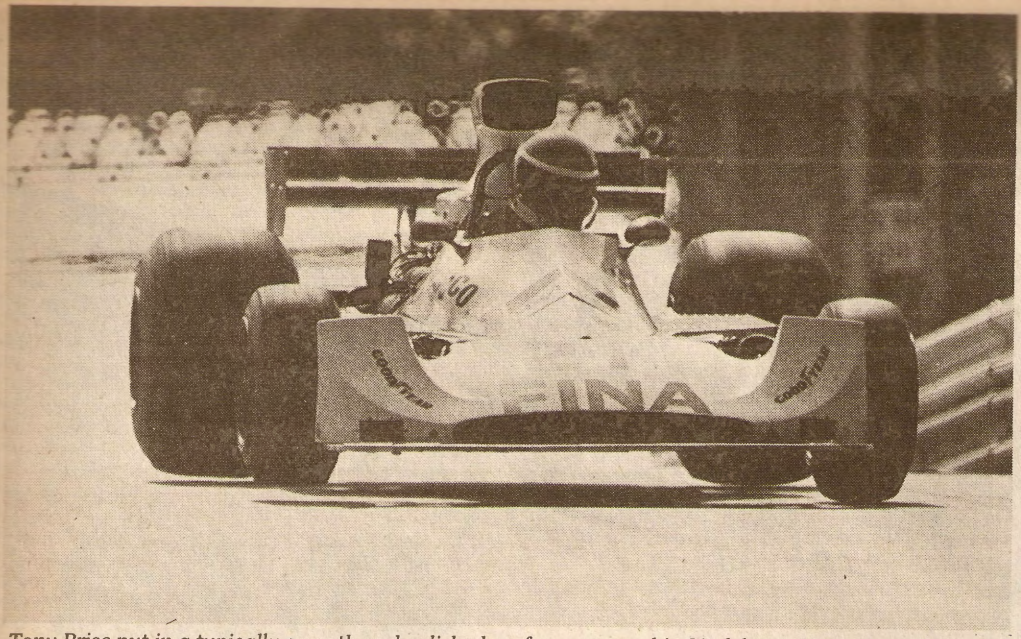
The other 25 drivers, having obviously committed themselves to racing whether consciously or not, had only this one session to prepare their cars for the race. Several of them, in fact, had to learn the circuit from scratch. Naturally most gear ratios were not quite right if they weren't completely off, and there was precious little time to adjust camber and springs and such-like, and of course with almost no rubber ground into its surface the track was not up to the normal late-practice standard.

Therefore, in my view, the resulting grid sheet was somewhat bogus in that a longer practice would have altered it a bit.

As I went down the list of drivers numerically, I wrote these notes about their practice:

John Watson drove a magnificent race in the Matchbox Surtees before tyre trouble dropped him from a challenging second place.





Tony Brise put in a typically smooth and polished performance on his GP debut in the second Williams.

PRACTICE

Mass' car was not handling well, and he was doing the whole thing against his better judgement so he wasn't quite at the limit with it, but it was mechanically sound. Scheckter was getting understeer in, and oversteer out. Depailler had a spin, hit the guardrail in one of the quick uphill left-handers before the pits, and damaged the left rear suspension; the guardrail performed as designed in this instance.

Peterson stopped twice, both times with a fuel pressure relief valve playing up. Ickx carried on with his practice, but didn't improve much as a result of it, for the car was handling like Scheckter's, not giving enough steering grip. Reutemann went round and around with the engine on the rev limiter at 11,000 past the pits, the result of his own mistake in specifying his fifth gear ratio from memory. Pace was struggling with a strong understeer. Brambilla had locking front brakes, while Lombardi was troubled by gear selector problems and then by failed oil pressure.

The pair of Ferraris went round and round reliably enough, and Lauda bit by bit chopped his times down until he stood fastest of all. The crowd that had whistled at Fittipaldi took to cheering Lauda every time he drove in or out. Regazzoni was given the second best time of the day, but many other teams failed to agree with it.

Evans had a bit of an oil leak, Pryce had only "the normal problems of a practice session, only without time to sort them out," and Jarier's engine was hard to start for a while until a pressure valve was replaced. Watson reported he had no drama at all. Merzario was going very slowly, saying he couldn't fit the cockpit; his manager, that night, tried two bigger drivers and they said they couldn't understand what he was complaining about. Brise, settling into the circuit with obvious confidence, found the speeds in the fast corners amazed his neck muscles and the power was teaching him "the meaning of the expression 'part-throttle.' "

Stommelen reported the car was handling poorly, but he got it a bit better by the end. Migault said his damaged face was proving to be no handicap, and his only problem was to figure out why the car suddenly cut out on the circuit; a loose wire was found later on. Hunt and Jones were getting on well enough, the former doing what many thought was second best times of the day, and the Australian remarking that he merely wanted more time on the circuit and then he'd be able to sort out things like gearing.

Andretti was getting massive wheelspin "like I can't believe" and it accounted for the blistering of two tyres, and the front wheels were out of balance as well. But he did a time that many thought had split the Ferraris until the officials put him on the second row. Donohue found his car pulling to one side and took the gamble of devoting enough time to changing the rear geometry to cure it. Wilson Fittipaldi reported oversteer in fast corners, but that the car was otherwise all right. Wunderink spun off in this session, restarted, then lost the clutch.

There was a pause and then a final 15 minutes, during which Depailler used the spare 007. Finally, the grid was published with the Ferraris together on the front row, despite the attempt of the Hesketh team to get their driver up there, and with both Merzario and E. Fittipaldi on the back although both were outside the 110 per cent rule.

If Lauda was the favourite of the crowd, Mario Andretti emerged as a new hero to many journalists. They liked the way he stated his reservations, then climbed in and went as fast as he could, a professional to the core. Mario said, "We know this place is sub-standard, we knew it when we came, but we came here, so let's do it. It's not really any more dangerous when you're inside the car than any other circuit, they're all dangerous."

Jacky Ickx said, "The minute you start to race, you are pushing everything to the limit. It cannot be made safe. Motor racing is dangerous – it's made like that."

Jody Scheckter said, looking down towards his feet, "I suppose I was about at ten tenths just now. This track is madness. Emerson is right. He's the only man among us."

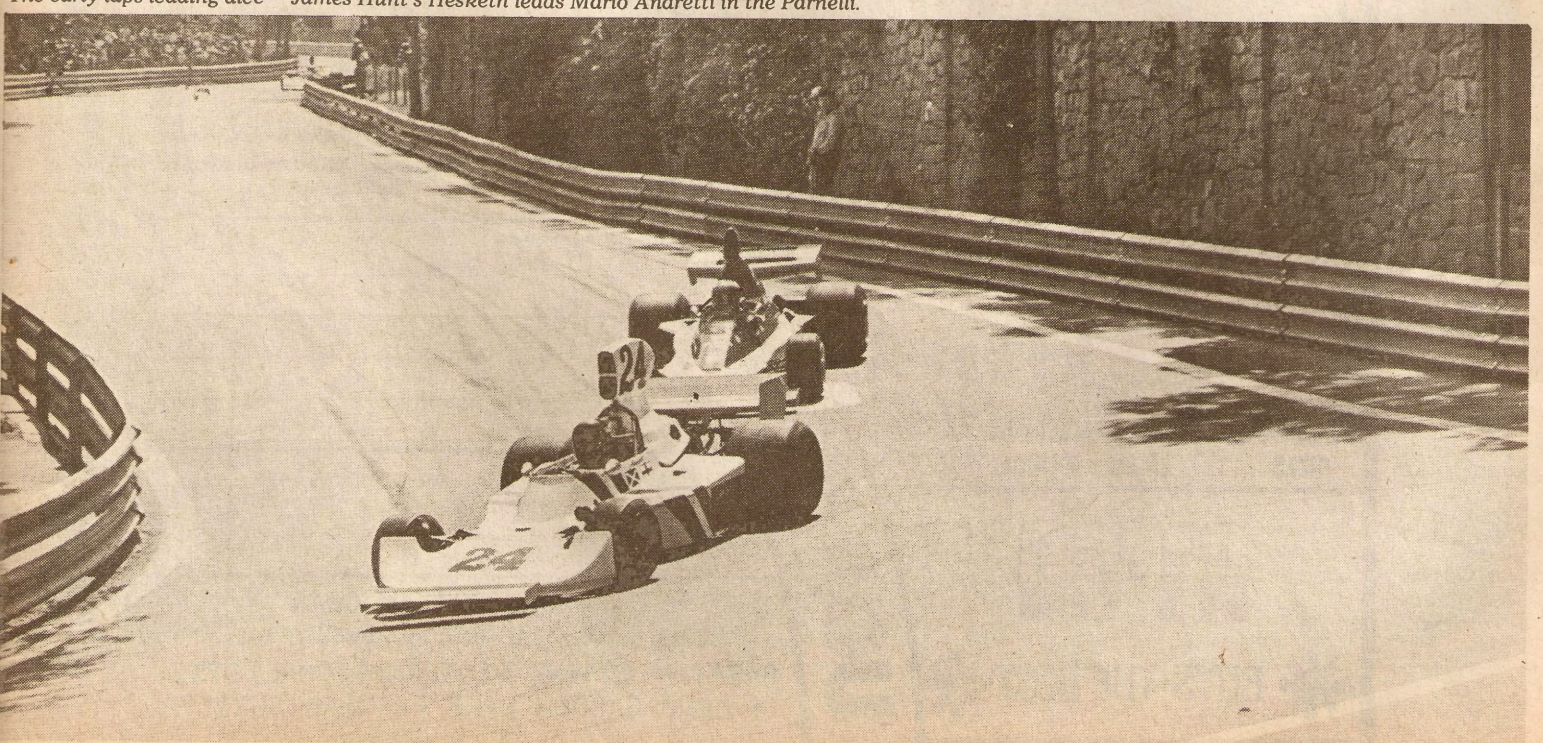
The next morning, just before the warm-up which was held at the unaccustomed hour of 8 am with the low sun shining weakly through the leaves of the trees, Reutemann responded to a question by saying yes, he did think the GPDA lost the fight. "In fact, I think the GPDA might finish. It's very hard to get 25 people to agree. You cannot believe the pressure we had. I think motor racing lost as well, I think it lost something of the *image*. I think the image is going down. When I was a small boy, the Formula One drivers were like gods. . . ."

It was not a happy morning, but when the 25 cars that were intended to start were warmed up amidst a frantic burst of ear-splitting noise, I found my blood pressure went up. The effect of the noise on me was just the same as martial music. I couldn't really blame these people I was observing for coming under its spell. "Who could not be caught up," I wrote. "The noise, the speed, the glint of sun off the bodies. Very exciting, savage little machines."

In that half-hour, Reutemann came in with a new-pattern glassfibre brake duct literally in flames. Regazzoni stopped on the circuit with a fuel pump problem. Merzario failed to appear, leaving his team wondering if he intended to race or not. Wilson Fittipaldi was understood to have told his team he would start and then retire in support of the position adopted by his brother. Emerson, of course, made it plain he would not start at all. He said that absolutely nothing more had been done to the barriers during this last night at all.

Tony Brise did a beautiful practice start at the end of the session; ignoring the official with the chequered flag, he stopped at the beginning of the now deserted pits straight, built up the revs, and did a superb slithery practice start with the tyres just smoking lightly and leaving greasy black streaks. He *was* obviously going to race as hard as he could.

The early laps leading dice – James Hunt's Hesketh leads Mario Andretti in the Parnelli.



RACE

The race was short and sharp and not at all sweet. I watched it from the pits, figuring that the important things were likely to be happening here this time. I stood in the hospitable Stanley BRM pit, up on a table, and watched the cars do their warm-up lap, assemble on the false grid, lunge up to the real grid, and, as I saw an official holding up a 30-second board scramble for his life, someone else dropped the flag and the grid disappeared in a roaring cloud of grit. There was a comparative silence then, and presently we could hear an announcement that both Ferraris had gone off; a moment later, sure enough, here came Hunt first with Andretti hard after him and Watson third with, surprise, Stommelen next; I missed most of the rest as a series of flashing blurs of colour going at terrific speed. My attention was taken by Depailler coming in below my feet, his car's right rear wheel leaning in at the top. Regga came rasping in too, his right front wheel a rim only. Merzario came by after everyone else had vanished, going considerably slower, and then Wilson came into the pits heading for his pre-ordained retirement.

The mad hoard roared by for the second time, spread out enough so that I could distinguish more of them, and this time Evans came in at the end of them all and stopped right at my feet with his right side radiator duct damaged and his right rear tyre needing changing. I thought his face, as he sat there waiting for the work to be done, looked distinctly ill about this whole business.

There was a period of taking positions on every lap, seeing car after car drop from its previous place, some to come into the pits, some to vanish completely. The starting field seemed to dwindle like melting sugar cubes, and at one point I made a note to remind myself that my mood was cynical, that I expected maybe there wouldn't be any finishers left at all, and that I felt cheated of the Grand Prix I'd been anticipating for two years.

As I was able to piece it together afterwards, as one does, from sorting out conflicting stories of many people and using a little extrapolation, the almighty shunt at the first corner was one of those things that just happens sometimes in racing. The braking zone for that left hand hairpin itself bends to the left, and is downhill, and is wide enough to be tempting to anyone wanting to overtake. I wouldn't know if the various drivers were any more tweaky than usual, after the aggravation of practice; I do expect few cars were handling very well. Anyway, Brambilla tried to come up the inside of Andretti, and rammed him; Andretti was punted ahead into Lauda whom he was trying to get by although Lauda was moving over to prevent him; Lauda was in turn shunted into Regga, and then went sideways down the road for an impressive distance amidst everyone else. Evans and Migault came together here as well, as did Pryce and Brise, both these spinning, Brise suffering a damaged rose joint and Pryce having to roll down the hill to bump-start his engine again. Here, too, is where Depailler got shunted by somebody, bending, not only the rear suspension that I saw, but a steering link as well and, it turned out later, a half shaft was damaged to boot. And that was only the first corner of the first lap. There were supposed to be 75 laps.

It was here on the second time around that Merzario, behind all the rest, parked his car neatly and switched off and got out. He had been quiet about his feelings outside, but inside the GPDA meeting, it was reported, he was one of the most voluble supporters of the protest. He did include in his many racing experiences the vaulting of a guardrail in last year's Spanish GP.

On the fourth lap Scheckter's engine exploded, and several following cars went spinning off on the oil, and Jones and Donohue close behind went off hard enough to retire. Three laps later Hunt, still leading, ran through the cement and oil mess and brushed a rear wheel into a guardrail there.

Jarier and Brambilla pitted at this juncture, both to change front tyres punctured and flat spotted respectively; the latter had damage marks on nose and wing. Evans, having rejoined, vanished and presently came walking in to report apparent ignition failure.

So now Andretti was leading, a first for the Parnelli although it was a pity it had to be in these circumstances. Watson was close in behind, and even coming closer – then he broke off and came into the pits. It was to report bad vibrations, as though something mechanical had gone wrong, but after quite a bit of looking over the Surtees, someone noticed the front tyres had been flat spotted. So Andretti had no more cars in his mirrors, and second place, some 20s behind, was being contested fiercely by Stommelen, Pace and Peterson. Mass was a bit behind in fifth, then Ickx. Ultimately Ronnie dropped out when badly chopped by Migualt. Both cars spun and failed to continue.

At this point some much needed light comedy was provided by the large official scoreboard staffed by dozens of enthusiastic panel-hangers. For a while they had Jarier leading with Brise second, then they put Stommelen and Pace second and third all right, but left Jarier leading and gave fourth place to Merzario — I wonder if he could see it from where he was standing. Finally, before I got bored watching the stupidity, they removed Jarier from the space for first — and left it blank. We still had some 55 laps to go!

Maybe they knew better than I. Suddenly Andretti went missing. His rear suspension had been damaged at the first corner, changing the handling to a toe-out oversteer "that I could barely live with." Then in the fast uphill bend where Depailler had crashed in practice the damaged mounting structure parted farther, and the toe-out became a steer-out and the Parnelli crashed. Again, the barrier performed properly and Mario walked in to tell us about it.

Brise came into the pits, and Pryce was going by with the nose heavily damaged on the right side, his fin dragging; eventually he came in too. I never got to ask anybody about the relationship between these incidents, if any. That was when the race passed from the ludicrous to the tragic.

I heard a gasp and saw heads turn. Looking up the track, up the rise beyond the pits, I got an impression of dust, flying debris, slowing cars, and something with a metallic sheen disappearing over the barrier right at the hill crest. There was a distinct heavy "crump" sound.

In such cases as these one wants to be careful to get all the correct information one can. It took hours, but the string of events as I came to understand them was this:

Stommelen, leading, had Pace right up behind as they shot by the pits at something like 150 mph at the start of their 26th lap. The rear wing of the Hill was supported on struts made of carbon-filament material, and this material suddenly broke. I was able to see several re-runs of a taped television sequence showing the wing flying off the car. Just before the car passed from the stationary screen the rear edge of the wing gives a tiny wiggle downward and then whe whole piece simply lifts straight up. I suppose it weighs about 15 pounds and has a couple of hundred pounds of up-thrust on it; it shoots from the top of the image in the blink of an eye.

That's all that was recorded, but by walking out to the location of the camera and tracing the marks on the road, I could see that the car must have snapped immediately into a spin to the left, its rear suspension suddenly lifted due to spring rebound, and gone head first into the barrier on the left. I believe it must have been head first, from the red paint ground into the steel. The barrier did exactly what a guardrail should do, absorbed the blow by dishing back but without coming loose from the posts, which also did not bend.

The tyre marks carry diagonally across to the right side of the road, and become mingled with those left by Pace as he braked heavily (I must presume). They pass the actual entrance to the paddock at the top of the hill, and then . . . simply vanish from the road. The slope of the road crests sharply here from grade to level; simultaneously the two cars' tyre marks are running together. I understand the Hill cllimbed up over the Brabham; it could have been helped by the sudden crest. This point in the trajectory is only a few feet from the edge of the track; the next marks are a few feet farther on, and not on the road but on the guardrail itself. On the top of the guardrail. The bottom two rails are hardly touched, but the top rail is heavily battered.

Once that high, it must have been pre-ordained that the wreckage would carry on along and fall to the other side. About 40 metres beyond the beginning of the marks left on the top rail, the chain link fencing beyond is torn away, and lies in a heap on the ground. There, hard against the rail but on the spectator side, Stommelen's car ended up on its side, backwards to the direction of travel, cockpit fortunately away from the barrier. The engine was all but severed from the tub. There was very little fuel spilled, if at all. Several people were mown down and one or two bodies lay beneath the car. The driver, seen to be conscious and talking as he was put on the stretcher, suffered both legs broken, a wrist broken and two ribs broken. Pace's car, heavily damaged, slid on down the track to a safe stop, the driver uninjured.

There was a period that impressed me as chaos, with the officials at the startline standing about like penguins. I saw Lauda run down and talk to them with urgency. Three laps later, someone among them brought out the chequered flag and stopped the race. Not before time, I felt. Mass obviously felt likewise. He stormed out of his car and threatened violence to the smug-looking officials. He exercised restraint.

People I trust, who ran up to the scene and helped control the crowd and carry off injured, tell me it was fully ten minutes before any ambulance came.

There was a period when the cars in the pits were being worked on in anticipation of resuming the race, but there was strong feeling against it, and finally the official decision was to call it a day. As the distance completed was between 30 and 60 per cent of the scheduled distance, it was counted a race but only half points were awarded. The officials actually started waving the chequer when Reutemann, in fourth place, came by, I'm told, so the first three men went on for one more lap than he was given.

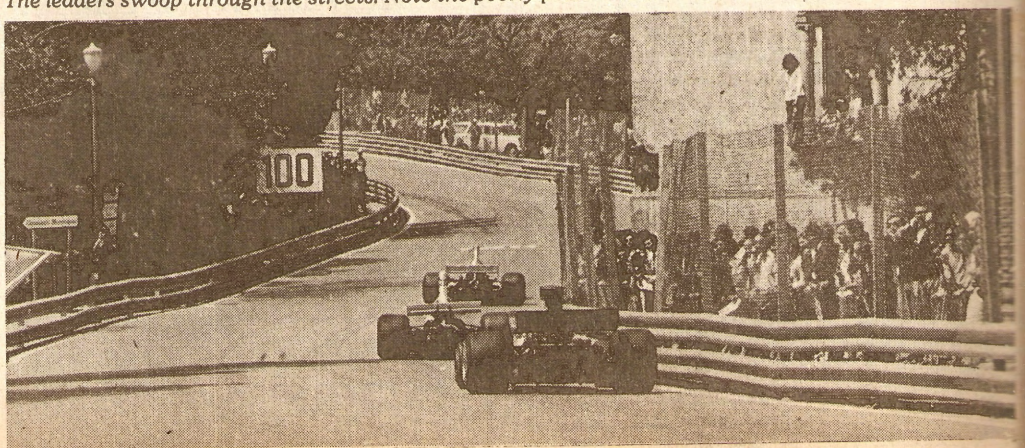
The Brabham manager collected reports that all three of the first finishers, which happened to be Mass, Ickx, and Jarier, had done overtaking under yellow-flag conditions and protested all three. These all gave convincing explanations, and the first two were let off, but that involving Jarier overtaking Reutemann was upheld; and Jarier was dropped to fourth in the results – although he kept his extra lap!

Thus ended in wholly fitting acrimony, a Grand Prix that should really never have happened. The effects on the sport of this accident could be serious; there can hardly be any way out of facing up to it. There has already started to come criticism of the conduct of modern motor racing from many quarters; the performance of most parties to the Barcelona debacle can hardly stand strong against it. The stupidity, venality, and lack of cohesion shown in the crunch were disgusting.

As I walked away from the place, I still felt angry. Largely, perhaps, I still had that feeling of having been cheated. Perhaps it is a measure of where modern racing has gone that round-the-houses events are now something different, even exotic. I had been really looking forward to this one – but I don't think I'm alone in doubting I'll ever get to see another one.

As Mario Andretti put it to me, as we stood there in the dust and litter and depression of the paddock afterwards, "I like racing of this kind, street-racing, but I guess we've got to accept that the cars are so quick we can't do it any more."

The leaders swoop through the streets. Note the poorly protected and sited spectators.



SPANISH GRAND PRIX. DATE APR.27. 1975. CIRCUIT MONTJUICH

WORLD CHAMPIONSHIP ROUND 4 — LENGTH 29 laps of 2.355 mile circuit. 68.295 miles

WEATHER WARM. DRY. SUNNY. — No. of STARTERS 25 — FINISHERS 10

WINNER J. MASS in TEXACO-MARLBORO M23 — av. speed 95.54 mph

FASTEST LAP M. ANDRETTI in PARNELLI VPJ-4 — No. 27 on lap 14 — in 1 min. 25.10 sec. 99.64 mph

EXISTING LAP RECORD R. PETERSON in JPS 72 — in 1 min. 23.80 sec. 101.19 mph

PREVIOUS YEAR'S RESULT 1973 MONTJUICH E. FITTIPALDI in JPS 72 — at 97.86
1974 JARAMA N. LAUDA in FERRARI 312B3 — at 88.48 mph

ENTRIES

NO.	DRIVER	CAR	ENTRANT	FUEL/OIL CONTR.	TYRE	CHASSIS	ENGINE	
1	E. FITTIPALDI	TEXACO-MARLBORO M23	MARLBORO TEAM TEXACO	TEXACO HAVOLINE	GOOD	M 23/9	-	D.N.S. PROTEST.
2	J. MASS	TEXACO-MARLBORO M23	MARLBORO TEAM TEXACO	TEXACO HAVOLINE	GOOD	M 23/8	DFV 933	M23/6 UNUSED SPARE
3	J. SCHECKTER	TYRRELL-FORD 007	ELF TEAM TYRRELL	ELF ELF	GOOD	007-2	DFV 213	
4	P. DEPAILLER	TYRRELL-FORD 007	ELF TEAM TYRRELL	ELF ELF	GOOD	007-4	DFV 209	
4T	P. DEPAILLER	TYRRELL-FORD 007	ELF TEAM TYRRELL	ELF ELF	GOOD	007-5	-	
5	R. PETERSON	JPS 72	JOHN PLAYER TEAM LOTUS	- DUCKHAMS	GOOD	72-9	DFV 212	72-8 UNUSED SPARE.
6	J. ICKX	JPS 72	JOHN PLAYER TEAM LOTUS	- DUCKHAMS	GOOD	72-5	DFV 211	
7	C. REUTEMANN	MARTINI-BRABHAM BT44B	MARTINI RACING	FINA FINA	GOOD	BT44B-1	DFV 175	BT44B-3 UNUSED SPARE.
8	C. PACE	MARTINI-BRABHAM BT44B	MARTINI RACING	FINA FINA	GOOD	BT44B-2	DFV 163	
9	V. BRAMBILLA	MARCH 751	BETA TEAM MARCH	- -	GOOD	751-3	DFV 195	
10	L. LOMBARDI	MARCH 751	LAVAZZA MARCH	- -	GOOD	751-2	DFV 204	
11	C. REGAZZONI	FERRARI 312T	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312T-2	Type 312B	
12	N. LAUDA	FERRARI 312T	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312T-3	Type 312B	312T-1 UNUSED SPARE.
14	B. EVANS	STANLEY-BRM P201	STANLEY-BRM	- DUCKHAMS	GOOD	P201-05	200-001	P201-02 UNUSED SPARE.
16	T. PRYCE	UOP-SHADOW DN5	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DN5-2A	DFV 181	
17	J-P. JARIER	UOP-SHADOW DN5	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DN5-1A	DFV 136	DN5-3A UNUSED SPARE.
18	J. WATSON	MATCHBOX-SURTEES TS16-4	TEAM SURTEES	- DUCKHAMS	GOOD	TS16-04-4	DFV 068	TS16-02-4 UNUSED SPARE.
20	A. MERZARIO	WILLIAMS FW	FRANK WILLIAMS RACING CARS	FINA FINA	GOOD	FW-04	DFV 207	NEW CAR.
21	T. BRISE	WILLIAMS FW	FRANK WILLIAMS RACING CARS	FINA FINA	GOOD	FW-03	DFV 225	
22	R. STOMMELEN	EMBASSY-HILL GH	EMBASSY RACING WITH GRAHAM HILL	- DUCKHAMS	GOOD	GH-2	DFV 186	HU 370-3 UNUSED SPARE.
23	F. MIGAULT	EMBASSY-HILL GH	EMBASSY RACING WITH GRAHAM HILL	DUCKHAMS	GOOD	GH-1	DFV 166	
24	J. HUNT	HESKETH 308	HESKETH RACING	- DUCKHAMS	GOOD	308-2	DFV 197	308-3 UNUSED SPARE.
25	A. JONES	HESKETH 308	CUSTOM MADE HARRY STILLER RACING	- -	GOOD	308-1	DFV 093	
27	M. ANDRETTI	PARNELLI VPJ-4	VEL'S PARNELLI JONES RACING	- VALVOLINE	GOOD	VPJ-4-002	DFV 091	VPJ-4-001 UNUSED SPARE.
28	M. DONOHUE	CITIBANK-PENSKE PC-1	PENSKE CARS	SUNOCO SUNOCO	GOOD	PC-1-02	DFV 171	PC-1-01 UNUSED SPARE.
30	W. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	COPERSUCAR-FITTIPALDI	- -	GOOD	FD-02	DFV 194	
31	R. WUNDERINK	ENSIGN N174	HB ALARM SYSTEMS - TEAM ENSIGN	- DUCKHAMS	GOOD	MN-02	DFV 158	

RESULTS

POS.	NO.	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS.
1	2	J. MASS	TEXACO-MARLBORO M23	29	42 m. 53.70 s.	95.54 mph.	LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
2	6	J. ICKX	JPS 72	29	42 m. 54.80 s.	95.50 mph.	GIRL-F LOCK-R FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
3	7	C. REUTEMANN	MARTINI-BRABHAM BT44B	28			GIRL FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
4	17	J-P. JARIER	UOP-SHADOW DN5	29	* 43m. 44.80s.		LOCK FER	ARM	HEW TL 200	CHAMPION	LUCAS	LUCAS
5	9	V. BRAMBILLA	MARCH 751	28			GIRL FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
6	10	L. LOMBARDI	MARCH 751	27			GIRL FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
7	21	T. BRISE	WILLIAMS FW	27			LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
8	18	J. WATSON	MATCHBOX-SURTEES TS16-4	26			LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
9	22	R. STOMMELEN	EMBASSY-HILL GH	25	NOT RUNNING AT FINISH. ACCIDENT.		LOCK FER	ARM	HEW FG 400	CHAMPION	LUCAS	LUCAS
10	8	C. PACE	MARTINI-BRABHAM BT44B	25	NOT RUNNING AT FINISH. ACCIDENT.		GIRL FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
11	11	C. REGAZZONI	FERRARI 312T	25			LOCK FER	KONI	FERRARI 312T	CHAMPION	LUCAS	MARELLI DINOPLEX
12	5	R. PETERSON	JPS 72	23	NOT RUNNING AT FINISH.		GIRL-F LOCK-R FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
13	16	T. PRYCE	UOP-SHADOW DN5	23	NOT RUNNING AT FINISH.		LOCK FER	ARM	HEW TL 200	CHAMPION	LUCAS	LUCAS
	23	F. MIGAULT		18	RUNNING AT FINISH BUT UNCLASSIFIED.							

* PENALISED FOR PASSING UNDER YELLOW FLAG.

RETIREMENTS

NO.	DRIVER	LAPS	REASON
12	N. LAUDA	0	SHUNT.
30	W. FITTIPALDI	1	PROTEST.
20	A. MERZARIO	1	PROTEST.
4	P. DEPAILLER	1	SHUNT.
28	M. DONOHUE	3	SHUNT.
25	A. JONES	3	SHUNT.
3	J. SCHECKTER	3	ENGINE.
24	J. HUNT	6	SHUNT.
14	B. EVANS	7	ELECTRICS.
27	M. ANDRETTI	16	SHUNT. SUSPENSION DAMAGE.
31	R. WUNDERINK	20	SHUNT. DRIVE SHAFT.
16	T. PRYCE	23	SHUNT. OIL LEAK.
5	R. PETERSON	23	SHUNT.
8	C. PACE	25	SHUNT.
22	R. STOMMELEN	25	SHUNT.

CHAMPIONSHIP POINTS

DRIVERS

E. FITTIPALDI	15
C. PACE	12
C. REUTEMANN	12
J. MASS	9½
J. SCHECKTER	9
J. HUNT	7
P. DEPAILLER	6
C. REGAZZONI	6
N. LAUDA	5
J. ICKX	3
J-P. JARIER	1½
V. BRAMBILLA	1
L. LOMBARDI	½

MANUFACTURERS

BRABHAM-FORD	21
McLAREN-FORD	20½
TYRRELL-FORD	11
FERRARI	8
HESKETH-FORD	7
LOTUS-FORD	3
SHADOW-FORD	1½
MARCH-FORD	1

DATE FRI. p.m. 25 APR. WEATHER DRY. WARM.

PRACTICE 1

6	J. ICKX	1m. 32.1s.
9	V. BRAMBILLA	1m. 48.9s.

NOTE —

BALANCE OF ENTERED DRIVERS REFUSED TO PRACTICE, DUE TO UNSAFE CIRCUIT BARRIERS.

DATE SAT. p.m. 26 APR. WEATHER DRY. WARM.

PRACTICE 2

6	J. ICKX	1m. 28.6s.
31	R. WUNDERINK	1m. 32.5s.
14	B. EVANS	1m. 38.3s.

NOTE —

BALANCE OF ENTERED DRIVERS REFUSED TO PRACTICE, DUE TO UNSAFE CIRCUIT BARRIERS.

DATE SAT. p.m. 26 APR. WEATHER DRY. WARM.

PRACTICE 3

12	N. LAUDA	1m. 23.4s.
11	C. REGAZZONI	1m. 23.5s.
24	J. HUNT	1m. 23.8s.
27	M. ANDRETTI	1m. 23.9s.
9	V. BRAMBILLA	1m. 24.2s.
18	J. WATSON	1m. 24.3s.
4	P. DEPAILLER	1m. 24.4s.
16	T. PRYCE	1m. 24.5s.
22	R. STOMMELEN	1m. 24.7s.
17	J-P. JARIER	1m. 25.0s.
2	J. MASS	1m. 25.2s.
5	R. PETERSON	1m. 25.3s.
3	J. SCHECKTER	1m. 25.4s.
7	C. REUTEMANN	1m. 25.8s.
8	C. PACE	1m. 25.8s.
6	J. ICKX	1m. 26.3s.
28	M. DONOHUE	1m. 26.3s.
21	T. BRISE	1m. 26.4s.
31	R. WUNDERINK	1m. 26.6s.
25	A. JONES	1m. 26.7s.
30	W. FITTIPALDI	1m. 27.2s.
4T	P. DEPAILLER	1m. 27.6s.
23	F. MIGAULT	1m. 27.9s.
14	B. EVANS	1m. 28.8s.
10	L. LOMBARDI	1m. 30.3s.
20	A. MERZARIO	1m. 54.3s.
1	E. FITTIPALDI	2m. 10.2s.

STARTING GRID

POLE

12 N. LAUDA 1m. 23.4s.	11 C. REGAZZONI 1m. 23.5s.
24 J. HUNT 1m. 23.8s.	27 M. ANDRETTI 1m. 23.9s.
9 V. BRAMBILLA 1m. 24.2s.	18 J. WATSON 1m. 24.3s.
4 P. DEPAILLER 1m. 24.4s.	16 T. PRYCE 1m. 24.5s
22 R. STOMMELEN 1m. 24.7s.	17 J-P. JARIER 1m. 25.0s
2 J. MASS 1m. 25.2s.	5 R. PETERSON 1m. 25.3s.
3 J. SCHECKTER 1m. 25.4s.	8 C. PACE 1m. 25.8s.
7 C. REUTEMANN 1m. 25.8s.	6 J. ICKX 1m. 26.3s.
28 M. DONOHUE 1m. 26.3s.	21 T. BRISE 1m. 26.4s.
31 R. WUNDERINK 1m. 26.6s.	25 A. JONES 1m. 26.7s.
30 W. FITTIPALDI 1m. 27.2s.	23 F. MIGAULT 1m. 27.9s.
14 B. EVANS 1m. 28.8s.	10 L. LOMBARDI 1m. 30.3s.
20 A. MERZARIO 1m. 54.3s.	1 E. FITTIPALDI 2m. 10.2s. *

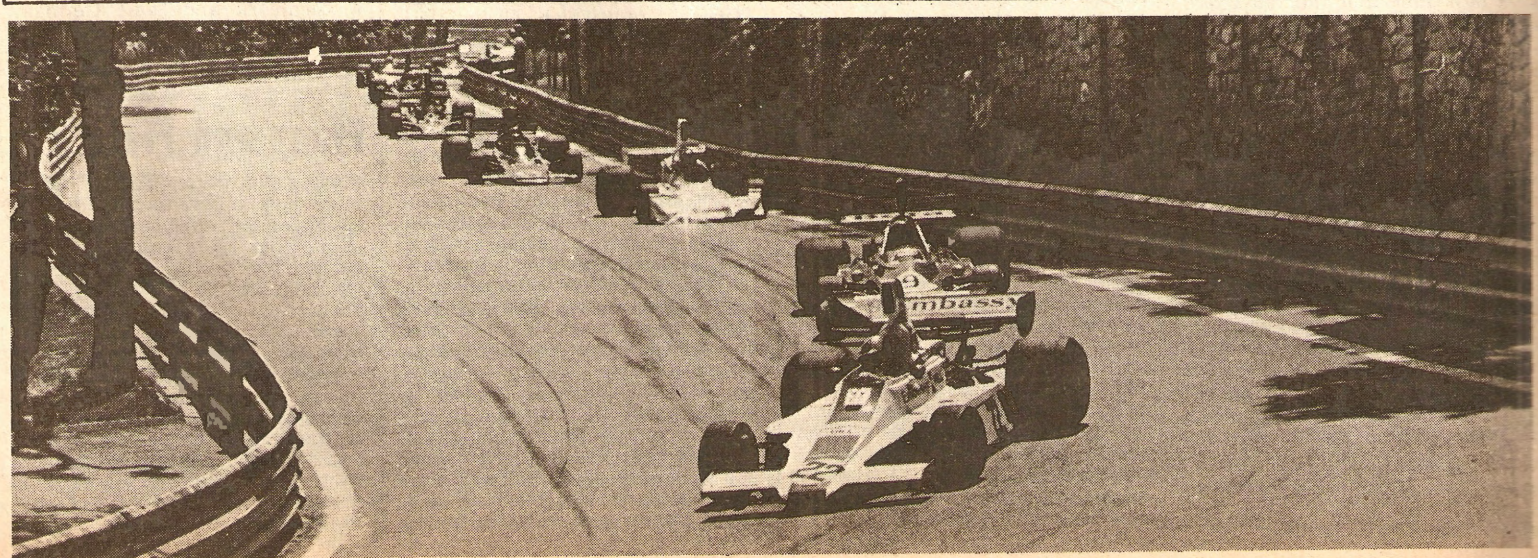
* E. FITTIPALDI DID NOT START, IN PROTEST.

AUTOSPORT

LAP CHART

GRID ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
12 N. LAUDA	24	24	24	24	24	24	27	27	27	27	27	27	27	27	27	27	22	22	22	22	22	8	22	22	22	2	2	6	2						
11 C. REGAZZONI	27	27	27	27	27	27	18	18	18	(18)	22	22	22	22	22	22	8	8	8	8	8	5	8	8	8	6	6	2	6						
24 J. HUNT	18	18	18	18	18	18	22	22	22	22	8	8	8	8	8	8	5	5	5	5	5	22	5	2	2	17	17	17	17						
27 M. ANDRETTI	22	22	22	22	22	22	8	8	8	8	5	5	5	5	5	5	2	2	2	2	2	2	2	6	6	7	7	7							
9 V. BRAMBILLA	9	9	9	9	9	9	5	5	5	5	2	2	2	2	2	2	6	6	6	6	6	6	6	7	7	9	9	9							
18 J. WATSON	8	8	8	8	8	8	2	2	2	2	6	6	6	6	6	6	21	21	21	16	16	16	(16)	17	17	10	10								
4 P. DEPAILLER	5	5	5	5	5	5	6	6	6	6	21	21	21	21	21	21	16	16	16	7	7	7	7	9	9	21	21								
16 T. PRYCE	17	17	17	17	17	17	21	21	21	21	23	16	16	16	16	16	31	31	7	(21)	17	17	17	10	10	18									
22 R. STOMMELEN	16	16	3	2	2	2	23	23	23	23	16	31	31	31	31	31	7	7	31	31	9	9	9	18	21										
17 J-P. JARIER	2	3	2	6	6	6	16	16	16	16	31	7	7	7	7	7	9	9	17	17	10	10	10	21	(18)										
2 J. MASS	3	2	7	21	21	21	(17)	31	31	31	7	9	9	9	9	9	17	17	9	9	18	18	18	11	18										
5 R. PETERSON	7	7	31	23	23	23	31	7	7	7	9	17	17	17	17	17	10	10	10	10	21	21	21												
3 J. SCHECKTER	31	31	6	16	16	16	7	10	10	10	10	10	10	10	10	10	18	18	18	18	11	11	11												
8 C. PACE	6	6	21	31	31	31	(9)	9	9	9	17	(23)	18	18	18	18	11	11	11	11															
7 C. REUTEMANN	21	21	25	7	7	7	10	17	17	17	18	18	11	11	11	11	23	23																	
6 J. ICKX	25	25	28	10	10	10	14	11	11	11	11	11	23	23	23	23																			
28 M. DONOHUE	28	28	23	14	14	14	11																												
21 T. BRISE	23	23	16	11	11	11																													
31 R. WUNDERINK	14	10	10																																
25 A. JONES	10	(14)	14																																
30 W. FITTIPALDI	(4)	11	11																																
23 F. MIGAULT	20																																		
14 B. EVANS	(11)																																		
10 L. LOMBARDI	(30)																																		
20 A. MERZARIO																																			

RACE STOPPED AFTER ACCIDENT OF CAR 22.



Adrian (foreground) and brother Derek inspect progress at the Boyd complex.

A 'screamer' for Adrian

Following Adrian Boyd's invitation to France at the request of Jacques Cheinisse of Alpine, the news is that the highly, talented Irishman is to receive some really first class assistance. Boyd's car will be leaving for Dieppe on May 6th, and when it gets there it is to be descended upon by the Alpine mechanics. The work planned involves the fitting of a works-loaned 1800 'screamer' and the rest of the car will be brought up to the latest '75 specification, possibly with the A310 wishbone rear suspension. The work is scheduled to take about 10 days and power output is reputed to be in the region of 180 bhp. The car will be in this trim for Donegal, so there is plenty of excitement in store. Following Alpine's recent budget cut back, it clearly makes sense for Cheinisse to 'farm out' some of the team's resources to really capable private entrants. One imagines that he will not be disappointed in giving this kind of assistance to Adrian, who is once again really enjoying his rallying, and is always capable of the very best performances.

Texaco talk

The motor-sport complex being developed jointly by Adrian Boyd and Larne Motor Club at Mallusk just outside Belfast is making rapid progress and the main earthmoving work will soon be complete.

Two loose surfaced circuits are being developed – a 3 mile rally special stage and a 1 mile rallycross circuit – with combinations of the two also being possible. The rally stage will be used for the Texaco Rally on 27th/28th June and the rallycross circuit will be first used for the Championship Rallycross in October.

The 1975 Texaco Rally will be unique event comprising six special stages all inside the complex and thereby allowing spectators the opportunity of seeing star drivers in action six times without having to move themselves. The rally will take place in two sections. The Friday evening section will be open to all drivers with a National Licence, but the highlight of the Irish Rally season should be the Invitation event on Saturday afternoon in which 25 of the leading British and probably some foreign drivers will take part. Over £1,500 prize money will be up for grabs with £500 going to the overall victor.

Already several of the best known drivers have shown a keen interest in the rally and a definite entry is John Taylor in his Escort RS.

Team Toyota

Announced late last week came news of Toyota (GB's) schedule of confirmed events. Their list comprises five rallies, kicking-off with the Maritim Nordland Rallye, which commences on May 1. One Corolla Coupé will be entered, for regular crew Ove Andersson/Arne Hertz, and Harald Demuth/Peter Witte will have the Celica GT with which Pat Moss-Carlsson won the Ladies Prize on last year's RAC Rally. The Toyotas have been entered on the event by West German Toyota Importers, Deutsche Toyota-Vertrieb.

The Levin's latest 16-valve engine develops 175bhp(DIN), fitted with Nippondenso fuel injection and fully transistorised ignition. A two car team will also contest the Acropolis, the 1000 Lakes, Port Wine Rally of Portugal, and the RAC Rally with a three car team.

Latest news from Greece is that there will be three Toyotas entered on the Acropolis probably two Levin's and a Celica.

Just who is going to drive which car and what engine will be lurking under the respective bonnets is not entirely certain as yet, but in addition to the regulars, Andersson and Waldegaard, Achim Warmbold will be joining the team for the rally, and he will be co-driven by John Davenport. All this of course leaves Achim's superlative ex-works BMW idle for this event, so it is hoped to enter this machine on the Circuit of Donegal, a rally which will doubtless suit both car and driver admirably as Achim is probably at his best on pace notes, and the car has all the necessary speed.

Not to be missed

The organisation of the Aberystwyth/Castrol "75" a counter in the Castrol/AUTOSPORT series is well underway; with the same organising team under the leadership of joint Clerks of the Course, Dave Stephenson, and Norman Jones.

The event takes place on Satuday September 20, starting and finishing in Aberystwyth. Castrol are once again sponsoring the rally and a great deal of enthusiasm and support (financial and otherwise) has been received from Aberystwyth, hence the new title.

The organisers are grateful to the members of the Aberystwyth and District Motor Club who are providing assistance with the marshalling and general running of the event within Aberystwyth itself.

The start, and scrutineering, will take place at Meirion Motors' new complex in Park Avenue, Aberystwyth. Scrutineering taking place on the previous Friday evening and the following Saturday morning, with the first car away at 08.30 hours.

At the moment the route comprises approximately 225 miles including almost 100 miles of the best forest stages available in Wales. It is also hoped that the Aberystwyth/Castrol "75" will be the first rally to use the Tarren car testing/rally school complex as a stage. At present the award fund is rapidly approaching £1,000 cash. The event has been chosen as a Kleber scholarship award event.

Please send stamped addressed envelopes for regulations (available in June) to: Entries Secretary, Miss Christine Smith, 73A Gospel End Street, Sedgley, Wolverhampton.

For any further details please contact David L. Cozens, Secretary of the Meeting, at: 15 Sabrina Road, Wightwick, Wolverhampton. Tel: (Home) Wolverhampton 761655.

● Rumours floating around would suggest that Brian Nelson is to extend his sporting activities with a return to racing (although not at rallying's expense). Some kind of assistance is reputedly coming from Robert Taylor of R. E. Hamilton and a new Chevron Atlantic car just may be round the corner. This was certainly the state of play after the Kirkiston meeting Last Sunday.

● In good spirits after the Bass-Charrington Tour of Lincs was Northern Ireland Rally Champion, Paul Martin, after an enjoyable and relatively trouble-free run over the unusual Lincolnshire stages. Although Martin won the Ulster championship, comprising mainly navigational events; special stage rallies are now decidedly his preference and more sorties to Castrol/AUTOSPORT rounds are planned – even if in place of more traditional rallies on his home-ground. Once again Fred Gallaher was in the co-drivers seat, and apart from some difficulty over the meaning of the words "left" and "right," both crew members coped admirably . . .

Top competition for ECR Nordland

The next round of the rejuvenated ECR takes place, starting today, from Copenhagen with the Maritim Rallye Nordland, a no-practising special stage event lasting three days and divided between Denmark and the German Federal Republic. It is also a counter of the German championship which accounts for the entry of Achim Warmbold and John Davenport at start number four with a two-valve-head Alpine A310. Ahead of the Anglo-German crew, Ove Andersson and Arne Hertz will be first away, with their Toyota Corolla Levin; ahead of Stig Blomqvist/Hans Sylvan (Likely to be appearing with a fuel injected group two Saab 99 and the Opel Ascona of Walter Rohrl/Jochen Berger. Behind the Alpine A310 come Ingvar Carlsson/Cleas Billstam (16 valve Schnitzer BMW2002); Lars Carlsson/Bob de Jong (Dealer Team Holland Opel Ascona); Anders Kullang/Clals Gonan Andersson (Opel Ascona) and Walter Smolej/Willy Pitz (Opel Ascona).

Stig – nee här funnie 'aht!

ECR placings

After Elba, positions in the ECR are as follows: Verini 200; Lampinen 120; Ballestrieri 108; Coleman 85; Blomqvist 80; Vilkas 68; Hamalainen 64 and Baccheli 60. The next round, the Maritim Nordland which takes place in Denmark and West Germany starts today and its coefficient is 2. The Welsh, of course, is coefficient 3.

Finns and Fiats

It was a faintly dissappointed Hannu Mikkola who gave us an idea of his fourthcoming rally plans recently. It seems that there will be no Fiat entries for the Acropolis or the Scottish, and he and Markku Alen are being sent off to compete in ECR rounds presumably to comply with their hire contracts. Hannu's next event is the Quattro Regione (an Italian national and ECR round which takes place in the Pavia area on the same weekend as the start of the Scottish. May 30-31st), while Alen is to do the YU rally in Yugoslavia in the middle of May. Both men however will be doing the 1000 Lakes for Fiat.

If you go down to the woods today you will be sure...

Practising prior to the 1000 Lakes has always posed a problem for the organisers in that although a 60 kms-per-hour limit is rigorously imposed on the stages, it has been the case that would-be competitors have discovered the exact locations of the stages before their official printing date, and have in consequence been able to practice at rally speeds. After a meeting with the police forces and the local farmers concerned, the organisers have decided to allow only two weeks of practice immediately prior to the event, and any driver associated with the rally found on the route prior to the as yet unconfirmed date of August 14, will instantly lose his licence for two years. This means that special permission will have to be sought from the organisers at an early date by competitors who may have to stray onto the stages for personal or domestic reasons.

West Country start for the '76 RAC Rally?

York, the very popular starting venue for the RAC, will, after this year, relinquish its role to another venue in accordance with the cyclical policy evolved by the organisers in conjunction with the wishes of the sponsors, Lombard, who have their regional offices all over the country to consider. Nothing is yet fixed for 1976, but there are possibilities of the Bristol/Bath area taking the next three-year-stint if the obvious mutual requirements can be satisfied. For the organisers' part, they are keen that in addition to being able to cater for the vast influx of temporary populace during the event, the venue should maintain something of the atmosphere which York automatically bestows on the rally, and in no small way contributes to the high esteem in which the rally is held internationally.

Total aims to make the grade

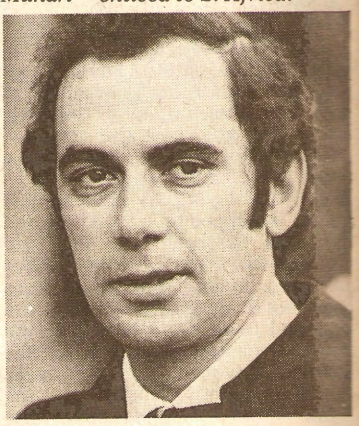
The Total Oil SA Rally, part sponsored by South African Airways (July 29-August 2) and ear-marked for World-makes status if the observers' reports from this year's event are favourable, has already attracted a wealth of top international entries. These include the Safari winners, Ove Andersson and Arne Hertz, plus Bjorn Waldegard and Hans Thorselius for works Toyota Corolla Levins and Andrew Cowan/Gerry Phillips for Mitsubishi. Harry Kallstrom will appear for Datsun. Challenging the Japanese cars will be Simo Lampinen, likely to be driving a locally prepared British Leyland (SA) car, or, perhaps, another Japanese make — this time a Toyo-Kogyo Mazda. Peugeot will have Hannu Mikkola/Jean Todt (group two 504) and Achim Warmbold/John Davenport with a group one vehicle. The organisers hope to attract even more competition with such possibilities as Sandro Munari in a Stratos, Jean-Pierre Nicholas in an Alpine and Pat Moss-Carlsson with a Toyota being rumoured.

The route for the Total will have less road sections and longer stages and 75% of the route will be run on gravel and dirt roads.

There will be a common start from Pretoria on 30/7, and the first day's run of 300 kilometres including three special stages will establish the re-start order on the same day at 10.08. There will be 13 stages included in the Pretoria to Nelspruit section, taking in the forest areas of Lydenburg, Sabie, Witrivier and Graskop. There will then be a day's halt in Nelspruit.

The final leg, the return journey to Pretoria, will include another 13 stages.

Munari – enticed to S. Africa?



Sclater and Janspeed get it together

Chris Sclater will be receiving support from Salisbury-based Janspeed for the Welsh Rally. Although only a "one-off" for the moment, there is a distinct possibility of further arrangements in the future.

Janspeed, who have been involved in the tuning business for the past 12 years, work closely with Datsun-Europe, a Belgium based operation, for car preparation and development. A car which amply demonstrated their abilities, was the rent-a-drive Sunny, which Colin Malkin stirred into such amazing action on last year's Mintex Dales Rally.

Datsun (GB) and Chris Sclater have also been long-associated with Janspeed concerning development information. Sclater's 140J "Violet" will appear in the distinctive Janspeed colours on the Welsh, and the familiar countenance of Martin Holmes will also be occupying the vehicle.

In terms of outright special stage performance, Chris Sclater's 140J would appear to be very well matched with British Leyland ST's Triumph Dolomite Sprint run by Brian Culcheth. The Welsh will be the first event offering a comparision between the two cars since the RAC Rally last November. Since that meeting BL's car has enjoyed hitherto unheard of success, whilst Chris Sclater suffered a major setback after a tyre problem on Galway quickly precipitated a meeting with a dry stone dyke.

The Welsh will be Sclater's first outing for a considerable time on home ground. Chris finished third last month on the Firestone Rally, and more recently finished sixth with a Mini in Jamaica.

Seeding upsets Victoria Club

The Victoria Sporting Club reacted to their seeding number on the Welsh with something approaching disgust. The team have been allocated no. 181, just 33 cars from the end. The Victoria Club have been putting a lot of money into rallying this season, their first venture into the sport, and since their plans are to extend this involvement, they feel not a little discouraged by the affair. So far this year, their new-to-rallying driver, Evan Clements, has completed the Circuit of Ireland (his first event, seeded 96 and the Tavern national, in his near-standard RS1600, and the team were considering buying a much more competitive power unit for the Welsh. It now appears however that they may withdraw from the event as they feel that promotionally there would be little point in running so low. Further, they feel that there would be precious little chance of a worthwhile result. The team's original plans involved a rush to get their new engine in before the rally, however they now see little point in speeding the operation up, and trust that the organisers of the Scottish will look more kindly upon them.

Lakeland stages —the best tracks

Plans are well advanced for the Lakeland Stages Rally to be run on Saturday August 30th. This daylight event jointly organised by Morecambe Car Club and Kirkby Lonsdale Motor Club will start from Kendal at about 08.00 using the premises of sponsors Lakeland Motor Company, Ford Rallye Sport Centre and also the Kendal Showground site. There will be fifty miles of stages, 90% in the forests and the remainder over loose smooth surfaced tracks. Such classical Lakeland stages as Greystoke, Setmurthy, Wythop, Whinlatter, Ennerdale and Dunnerdale are included.

The Lunch halt and Finish are both at the Ambleside Park Hotel, Waterhead, Ambleside who have limited accommodation available for the weekend of the rally, the telephone number is Ambleside 2571. The Lakeland Stages Rally is a counter for both the BTRDA Gold Star Rally Championship and the Triple C Clubmans Championship so the 120 places will no doubt be in great demand.

On the Friday evening Lakeland Motor Company will be holding a Rally Forum at their Kendal premises with Tony Mason and other rally stars on the panel. There will be more news of this later, but the Forum should be interesting for both local enthusiasts and competitors travelling from away. Regs will be available by the end of June from Secretary of the Meeting Brian Snapel 22 Church Lane, Mellor, Blackburn, Lancs. (Stamped addressed envelope required).

Heatway suffers a PR 'chopping'

Depressing news from the other side of the world concerns a whole 2,000 kilometres being lopped-off New Zealand's Heatway International Rally; a move made by the organisers in "practical recognition" of the importance of conserving the Nation's fuel supply. This news comes after the total cancellation of the event in 1974 — due to the fuel crises. Rally Director, Murray Thompson said the reduced length has been largely accounted for by cutting road sections.

Francis for Skoda

Skoda will be out in force on the Welsh, and they will have two cars for resident Norwegian, John Haugland, who will be driving with Julian Chitty; and Finnish ace, Markku Sarristo, who will be partnered by Colin Francis.

Dieppe co-drive?

As of last week, seven firm entries had been received for the Dieppe Rally (May 31-June 1) and more are expected to be confirmed starters shortly. The route has been increased since details originally became known, and the 350 km route has been supplemented by a further 50 km, giving three essentially different loops with several special sections.

Certain of the British entries are short of co-drivers at the moment, so British navigators with that weekend "loose" should contact the British organiser, Antione Lurot at: General Co-ordinator, Dieppe Rally, c/o Lurot-Brand and Co., 144 Brompton Road, London SW3. The event is renowned for its friendly atmosphere and excesses of the "good" things . . .

● Co-driver David Richards, who is hoping to compete on many more events overseas, is now basing himself in North Wales, and can be contacted at Ruthin 3272. He will naturally be in attendance on the Welsh.

Chunky Avon bonus

● Alan Blake, of Avon tyres has informed us that registration forms for the Avon bonus scheme for the Castrol/AUTOSPORT rally championship are now available from him at Avon Tyres Ltd, Bath Road, Melksham, Wiltshire SN12 8AA. Monetary awards are being made at the end of the season. In addition Avon are offering bonus schemes in the following other championships: RAC, *Scotsman*/Gaelic, BTRDA, *Triple 'C'* and *Motoring News*.

● Jack Tordoff's 2.7 litre Porsche Carrera, JCT 600, has recently been sold to a consortium headed by John McClean and Ken Shields, and the pair will take it in turns to drive the beast. John, who has not rallied for three years, will be at the wheel in Donegal. Jack keeps his number, of course.

Sahara sortie for Jim Gavin

That ex-patriot Irishman of many and varied talents, Jim Gavin, will soon be embarking on yet another adventure in the Christopher Columbus category. Jim will be leaving the tranquility of his sleepy Wisborough Green cottage to ride shot-gun on brand new 32 ton juggernaut articulated lorries as they charge over the uncharted wastes of the Sahara desert — hopefully trailblazing a new trade-route.

A firm of haulage contractors have called in Jim as an advisor after hearing about the last World Cup rally, which used many of the same areas. If all goes well, the supply of freight to Northern Nigeria will be a much speedier operation — thanks directly to rallying. At present, most freight is shipped to West Africa and the boat passage, unloading and subsequent road journey takes anything up to four months to complete. Unloading operations are also said to be quite hazardous on many occasions. Sotires of the dockers' Coventry-Climax fork lift trucks frequently ending up in the drink — and of dereks toppling into the ships' holds are, we are assured, quite believable.

Road transport would effectively negate such possibilities, but the 2500 mile journey from Marseilles is likely to be fraught with many individual problems for Jim to grapple with. Doubtless that, by the time the operation is sorted out, the tough Swedish built trucks will more than resemble the rally cars which instigated the idea, with special winches and other ancilliary equipment plus compasses, Haldas and full compliment of rally lighting.

King of Eppynt

Bryan Harris has prepared a Cables and Components press release concerning the Fowkes/Harris entry on the Welsh. Quote: "Tony excels on these roads (Eppynt) and will be very difficult to be beaten if the visibility is poor." How very true. Tony Fowkes finished third overall on the '72 and '73 events, and it will be remembered that the Cables and Components crew were lying in second position in last year's rally when forced out with clutch failure. Tony's last demonstration as "Master of Eppynt" was in December of last year when the London garage proprietor won the Castrol/Autosport final round, the Tour of Eppynt, by a healthy margin.

Las Vegas gamble?

The following peculiar large display advertisement appeared in a recent issue of "*Autoweek*" (America's newspaper equivalent of this country's motoring newspaper): Attention Rallyists. A potential pro-rally sponsor wants to know who would like to rally for thousands of dollars of cash in December and January in Las Vegas. Write Racing Headquarters, PO Box 2160, Las Vegas, Nevada 89101. No, we are not going to fill the rally pages of this magazine with free adverts . . . we are just very curious about this one – where's the catch?

Status award

In addition to the many awards to be won on the Welsh this year, a new one has just come into being. It is called the Caprice Award, named after the Aberystwyth restaurant, and the idea is the brainchild of Mr Ianto Roberts, and wholeheartedly supported by the proprietor of the eating establishment, Mr Alun Evans. The award is to be presented to the driver who, in the opinion of the panel, puts up the best performance on the Welsh besides the winner himself. The panel is to consist of representatives from Autosport, *Motoring News*, *Motor* and *Autocar* in addition to Mr Roberts and Mr Evans. The Caprice Restaurant will be the official catering unit to the rally night halt on Friday, and for this reason Alun Evans has agreed to put up the award. It will actually consist of a metal plaque approximately 20in by 10in depicting Mikkola on his way to winning the 1000 Lakes. In addition to this there are 25 bottles of champagne tied into the deal, and Mr Roberts' only real stipulation is that the champagne must at all costs be drunk by midnight on Sunday! (no problem, one would imagine). The idea is that the award should become an annual presentation and is designed purely as an accolade rather along the lines of the Siffert award in Formula 1.

Aberystwyth shows all the signs of becoming a very attractive sojurn for rallymen in the future as it is throwing its doors open to the highly popular "Castrol '75" event this year (a qualifier for the Castrol/Autosport series) and next week, West Wales Garages, Ford main dealers of Aberystwyth, will have 10 courtesy cars available for the use of rally personnel. They will principally be operating in ferrying crews from the parc ferme to the Caprice Restaurant.

More power to his elbow...

Some things that should please Paul Faulkner and Monty Pteres next week are the results of the homologation applications affecting G1 Vauxhalls. In real terms this means that for the Welsh the crew will have twin Dellorto 48 sidedraught induction and a five speed ZF gearbox with which to hustle the DTV Magnum through the forests.

● Vauxhall driver, Chris Lord, has been awarded the Jack Twyford Trophy by the BTRDA for finishing second in class on the '74 RAC together with trophies from the De Lacy MC of Pontefract in recognition of achievements. Unfortunately the Wallace Arnold supported driver will not be out on the Welsh due to a broken leg, incurred on a recent skiing holiday. Lord is likely to remain in plaster for another couple of months. The remaining Castrol/Autosport rounds will be tackled once the break is fully repaired.

● A strange oversight in the regulations apparently states that G1 and G3 cars do not have to have full roll cages fitted. However anyone foolhardy enough to take such ill-equipped cars into the Welsh forests in ten days time is reminded that for racing at Llandow on Sunday, they are mandatory.

Castrol SPECIAL STAGE CHAMPIONSHIP 1975 WITH AUTOSPORT — ROUND 3

Stage times

SS1 New Close Wood 1
1, G. Lepley 254; 2, A. Simpson 270; 3, P. Dale 273.
SS2 Glebe Farm
1, R. Farrington 121; 2 equal, G. Lepley and G. Hill 123.
SS3 Goxhill
1, C. Fiske 188; 2, I. Johnson 189; 3, B. Wood 190.
SS4 Beaumontcote
1, P. Thompson 121, 2, G. Hill 122; 3, R. Iliffe, P. Dale, B. Smith and G. Lepley 123.
SS5 Turtons Covert
1, R. Farrington 142; 2, G. Lepley 143; 3, R. Iliffe 144.
SS6 Fox Covert
1, R. Farrington 134; 2, G. Lepley and A. Simpson 137.
SS7 Blue Circle
1, P. Bryant 139; 2, P. Thompson 141; 3, P. Dale 142; G. Lepley and A. Simpson 143.
SS8 Hibaldstow
1, G. Lepley 340; 2, R. Iliffe 342; 3, G. Hill 345.
SS9 Ingham
1, C. Holker 131; 2, C. Knowles-Fitton 132; 3, G. Lepley 155.
SS10 Faldingworth
Cancelled owing to farming operations.
SS11 Ludford 1
1, M. Curry 302; 2, G. Beever 304; 3, R. Iliffe 307.
SS12 Elkington Hall
1, G. Hill 137; 2, P. Martin 138; 3, R. Iliffe, D. Stokes, M. Smith, R. Whittal-Williams and C. Fiske 140.
SS13 Gayton Grange
1, G. Hill and G. Lepley 101; 2, R James 102.
SS14 Ludford 2
1, R. Iliffe 288; G. Hill 291; G. Beever 292.
SS15 Elkington Hall 2
1, G. Hill and R. Whittal-Williams 135; 2, P. Martin and D. Stokes 136; 3, M. Rawson and G. Crabtree 138.
SS16 Carlton Grange
Several cars cleaned the stage.
SS17 Pyes Farm
1, G. Hill 196; 2, G. Beever 197; 3, R. Iliffe, P. Martin and D. Stokes 201.
SS18 North Coates
1, A. Simpson 353; 2, G. Hill 355; 3, R. Iliffe 357.
SS19 Stonebridge Farm
1, G. Hill, R. Iliffe, G. Beever and A. Simpson 101; 2, G. Lepley and D. Jephcott 103.
SS20 Barf Farm
1, G. Hill and D. Stokes 138; 2, R. James 139; 3, G. Lepley and R. Iliffe 140.
SS21 New Close Wood 2
1, G. Beever 227; 2, G. Hill and D. Stokes 232; 3, G. Lepley 233.

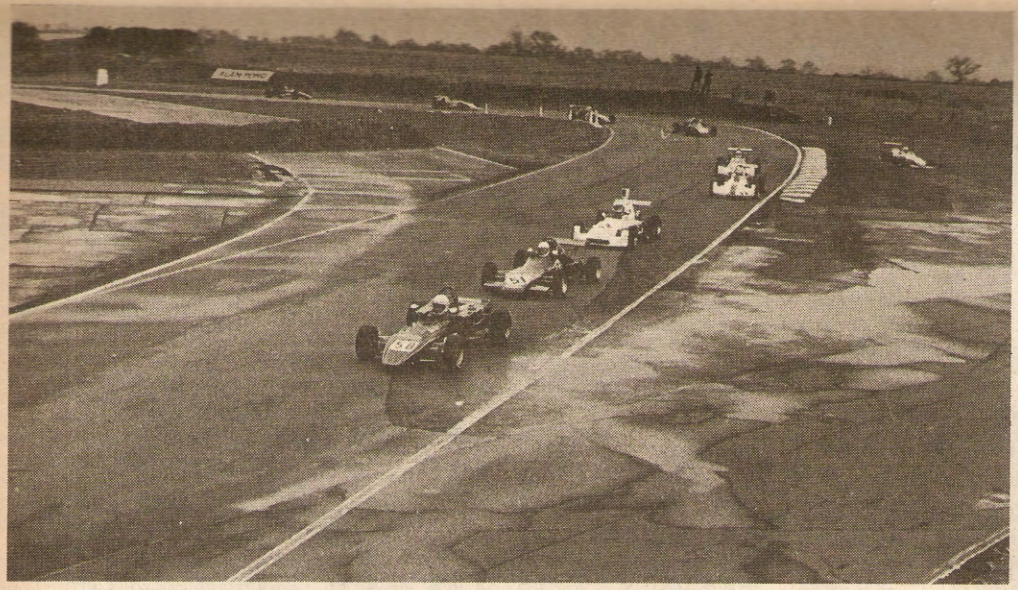
The stage times give a clear indication of the character of the Tour of Lincs, and it is easy to see how one small mistake or piece of bad luck can elevate and correspondingly lower principal contenders. George Hill effectively dominated proceedings after lunch, setting four fastest times out of a possible seven, but it was not nearly enough to recoup Lepley's early morning advantage. He was 68 seconds up at lunch and finished the day a worthy 35 seconds in the lead. George Beever also got in the groove after lunch but could only pull up a few places to ninth overall by close of play.

Peter Bryant in his 998 Imp had the honour of fastest time on the Blue Circle spectator stage and he calculated that he would have been sixth overall at lunch had not the distributor jumped out on the first stage. The engine was sounding very flat by early afternoon, and this factor plus the enormous time loss on SS1 persuaded the crew not to carry on. Peter was very enthusiastic about the £7-a-throw Avon cross ply tyres he was using and he will certainly be using them again on his next outing.

Overall points

After the third round of the Castrol/Autosport championship last weekend, the points situation looks like this: **Overall, drivers:** G. Hill 53; R. James 32; R. Iliffe 29; P. Martin 23; P. Dale 22; P. Appleby 21; B. Bean 18; T. Fowkes, R. Mullenger and C. Holker 17; and M. Rawson 16. **Overall, co-drivers:** P. Short 53; T. McMahon 29; F. Gallagher 23; K. O'Dell 21; A. Greenwood 18, B. Harris, D. Rogers and J. Coulthard 17; B. Tilley and A. Dixon 16. **Group 1 Drivers:** P. Appleby 43; I. Lawless 29; H. Innurietta 24; T. Walton 23; T. Barnes 15; R. Badham and R. Close 13. **Lady drivers:** J. Denton 10; J. Robinson and S. Lawson 9. **Lady co-drivers:** D. Rogers 18; G. Olsen 9; C. Hill 8. The next round is just a week away.

Tour of Lincs – Richard Iliffe lines-up for a landing on the Blue Circle stage.



Peter White's victorious SuperVee Royale leads the field on the first lap.

SNETTERTON

White's runaway win

The West Essex Car Club's seven race programme at Snetterton last Sunday provided a series of runaway winners. These included Peter White, who easily vanquished all his FSV opponents with the Rob Roy Racing with D. J. Bond Royale RP 19, and Nick Whiting who dominated the larger Simoniz Special Saloon round. Rain that had continued throughout practice stopped during the lunch break allowing all but the initial two races to be held on a completely dry track.

Graham Wenham, who has already established himself at the head of the Mini 7 Championship, consolidated his position with another win, in this round, with his Micktuned car. Reg Armstrong made sure that the winner worked hard all the way; in fact it was Armstrong in a Ripspeed tuned car who stole the initiative, as the nose-to-tail leading pair got in among the back markers but his moment of glory was brief, an indiscretion at the Essex allowing the record-breaking Wenham back into the lead after only half a lap.

Poleman John West, after being engulfed by the rest of the grid at the start, fought his way through to an eventual lonely third. Graham Woskett in the Ripspeed entered car used all of the track — and some of the grass — opposite the pits as he enthusiastically held off Chris Maries for fourth. Tyre selection was the critical factor for success in the Volkswagen (GB) Silver Cup qualifier. Those who chose slicks for the wet, but rapidly drying track, took the major spoils while those on wet weather tyres had to fight all the way for the crumbs.

Peter White was in the former category and at third distance he moved the Rob Roy Racing with D. J. Bond Royale RP19 into a lead that was to increase to almost half a minute at the chequered flag. Peter was certainly master of the day for on a streaming track he was over 2 seconds faster than anyone else in practice. Bill Burley, also running slicks on his Anglia Polythene sponsored Royale RP18A, improved from a lowly tenth position on the opening tour to a strong second by the end. Mike Young, winner of the opening two rounds, tried hard but the handicap of having wet tyres fitted to the Wallspan Racing Modus was too great and was lucky to inherit third place towards the close when the hard trying Bruce Venn (Elden) retired with a broken oil line. Slick-shod Barrie Hopwood brought the Mike Izzard/Thamesside Trailers Royale RP18A into fourth just ahead of Mike Catlow (Supernova) according to the official results, but some confusion was caused by the man with the chequered flag as he prepared to wave it at White. A more accurate suggestion was that Hopwood was fourth well clear of Olly Hollamby (Royale RP9), who was listed as retired, and Catlow, the latter two both slowing as they thought they had been given the chequered flag.

Surprisingly, the smaller Simoniz saloons were given a separate race. Only nine cars started this one and eleven in the larger car thrash. Paul Totman was rapidly disappearing from everyone with his 1.0 Mini until the clutch blew, leaving him with only fastest lap as a consolation. Richard Long, who has changed the colour of his 1.0 Anglia to change his luck, has apparently done the right thing. He inherited the lead and with arch rival Gerry Taylor's similar car being delayed by having to run on wet tyres when a wheel nut locked, Richard took an easy win. David Enderby was second overall and up to 850 cc class winner, despite a trip into the Russell bank during practice.

Former Atlantic driver Geoff Friswell dominated the Lec Refrigeration Clubman's Sports Car championship event. A cautious practice meant that his Mallock U2 started from the seventh row of the grid. By lap five he had sliced his way through the quality field into a lead which extended to 30 seconds by the close. Geoff was visibly faster than his rivals through Coram, thanks to his latest tweak, a new nose section which transformed the Clubman's car, all of which predominantly understeered on this long right-hander. Noel Stanbury was a lonely runner up with his Zerostat Instruments Gryphon C4A with early race leader John Davies similarly mounted, third. Again the man with the chequered flag caused havoc, as both fourth and fifth men, Caldwell Smithe (Mallock Mk 16) and Sid Marler (Gryphon C73/4A) both thought the flag had been shown to them and did not complete the final lap. It was in fact being readied for Friswell who was about to lap them. Following a delegation to the organisers, Smithe and Marler figured in the results.

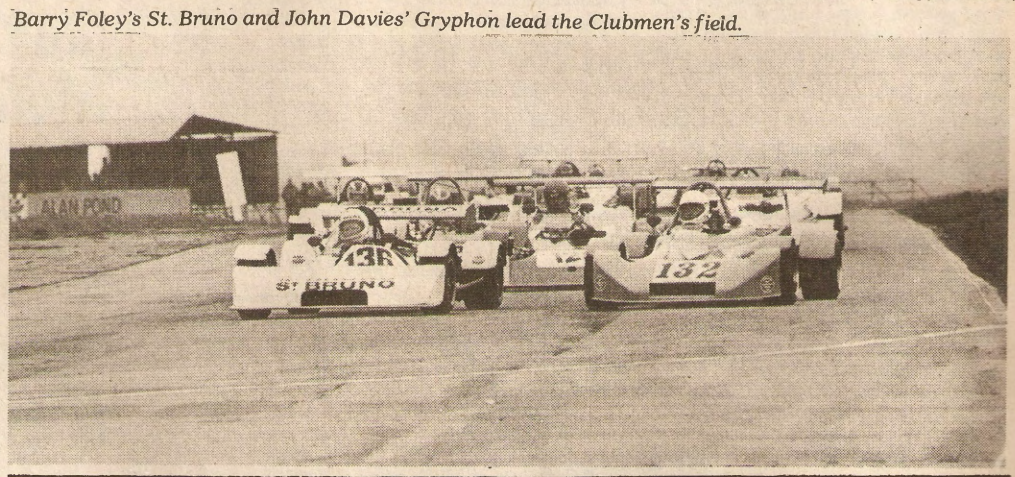
Russell Dell (Ripspeed Mini) was an easy winner of the Mini Miglia scramble. Dell's record-setting progress was made somewhat easier by the earlier failure of Tom Hurn's EAG car when the fan belt broke and several incidents, most of which took place in the new Essex complex. Firstly Mike Curnow, driving brother Alan's championship leading Longman car, tripped over Steven Harris, both continuing, then John Bradburn challenging for second place also joined in the fun — twice! Both Phil Spurling (Oselli Mini) and Paul Perera dropped from prominent positions in the closing stages leaving the number two spot to a recovering Curnow.

Although he was beaten away from pole position by John Webb (Chevron B.9/15), Ian Briggs (March 733) restored himself to premier position in the Low Cost Racing Ltd Championship round. The hard charging Fergus Tait (Delta IRF4) re-set fastest lap during his drive up from the seventh row of the grid to second spot and was only three seconds behind Briggs at the finish after Webb retired. Lorina Boughton gave the most aggressive female performance of the day as she held off both Bruce Coate-Bond (Ensign) and Alex Lowe (Chevron B 20) with her GRD which is in need of more sorting following its updating during the winter.

Final event of the day for the larger Simoniz Special saloons provided another decisive winner. Nick Whiting doubled all but the runner up on his lap-record breaking way to victory with the Team *Kent Messenger* – All Car Equipe 2.0 Escort. Tony Sugden chased hard with the 1840 cc. BDE engine Brook Hire/Liverpool Escort but was quickly outpaced by the flying Whiting. Divina Galica was next up after Pete Baldwin had retired his BDA engined Mini with a broken fan belt. Divina, who despite some unusual cornering lines with the Shellsport/Southern Organs/All Car-Equipe Escort, showed she is learning rapidly as she passed and pulled away from the class-winning 1.3 Cooper S of Terry Harmer.

ANDY LEEDER

Barry Foley's St. Bruno and John Davies' Gryphon lead the Clubmen's field.



Mini 7 Championship round (10 laps): 1, Graham Wenham (Micktuned Mini), 15m 20.0s, 75.01 mph; 2, Reg. Armstrong (Mini), 15m 23.4s; 3, John West (Mini), 15m 32.2s; 4, Graham Woskett (Swiftune Mini), 15m 27.4s; 5, Chris Haries (Orange Blossom Special), 15m 42.2s; 6, Jim Mancey (Jimini), 15m 59.0s. **Fastest lap:** Wenham, 1m 29.4s, 77.19 mph. **(record).**

Formula Super Vee, Volkswagen (GB) Limited Silver Cup Championship round (15 laps): 1, Peter White (Royale-Heidegger RP19), 18m 34.4s, 92.90 mph; 2, Bill Burley (Royale-Heidegger RP18A), 19m 01.0s; 3, Mike Young (Modus-Heidegger), 19m 22.2s; 4, Barrie Hopwood (Royale-Heidegger RP18A), 18m 33.2s; 5, Mike Catlow (Supernova-Heidegger), 18m 34.4s; 6, David Warwick (Crossle), (14 laps). **Fastest lap:** White, 1m 11.8s, 96.12 mph. **(Record).**

Simoniz Special Saloon Car championship round (15 laps): Overall: 1, Richard Long (1.0 Ford Anglia), 22m 08.0s, 77.95 mph; 2, David Enderby (850 Mini), 22m 45.6s; 3, Len Elkerton (1.0 Imp Sport), 23m 01.0s; 4, Bernard Tester (Tester Mini 850), 23m 31.0s. **Up to 850 cc:** 1, Enderby, 75.80 mph; 2, Tester; 3, Norman Aley (Mini). **Fastest lap:** Enderby, 1m 29.2s, 77.37 mph. **851-1000 cc class:** 1, Long; 2, Elkerton; 3, Mike Becket (1.0 Anglia). **Fastest lap:** Paul Totman (1.0 Mini), 1m 24.2s.s.

Lec Refrigeration Clubman's Sports Car Championship round: (15 laps) Overall and 1000-1600 cc Fully Modified class: 1, Geoff Friswell (1.6 Mallock U2), 17m 43.6s, 97.33 mph; 2, Noel Stanbury (1.6 Gryphon C4A/75), 18m 13.0s; 3, John Davies (1.6 Gryphon C4A), 18m 40.4s; 4, Caldwell Smythe (1.6 Mallock Mk 16), 19m 20.4s. **Fastest lap:** Friswell, 1m 08.2s, 101.19 mph. **Formula Ford specification:** 1, Christopher Grenville Smith (Phantom P75), 85.74 mph; 2, Peter Clark (Centaur Mk 1K); 3, Arthur Mallock (Mallock U2 1.6). **Fastest lap:** Greville Smith, 1m 18.0s, 88.48 mph.

Mini Miglia Championship round (10 laps): 1, Russell Dell (Ripspeed Mini), 14m 26.6s, 79.64 mph; 2, Mike Curnow (Longmans Mini), 15m 16.0s; 3, Michael Pilgrim (Mini), 15m 20.4s; 4, Martin Harrison (Mini), 15m 31.4s; 5, Phillip Spurling (Oselli Mini), 15m 31.8s; 6, John Bradburn (Mini), 15m 36.4s. **Fastest lap:** Dell, 1m 24.8s (81.38 mph. **(Record).**

Low cost Racing Formula Championship round (10 laps): 1, Ian Briggs (1.0 March 733), 13m 01.0s, 88.36 mph; 2, Fergus Tait, (1.0 Delta IR F4), 13m 04.4s; 3, Lorina Boughton (1.0 GR); 13m 08.6s; 4, Bruce Coate-Bond (1.0 Brabham BT28), 13m 11.8s; 5, Alex Lowe (1.0 Chevron B20), 13m 12.8s; 6, Robert Laughton (Delta/MRE), 13m 32.6s. **Fastest lap:** Tait, 1m 15.6s 91.29 mph.

Simoniz Special Saloon Car Championship round (15 laps) Over 1300 cc and Overall: 1, Nick Whiting (2.0 Escort), 18m 49.0s, 91.69 mph; 2, Tony Sugden (1.8 Escort BDE), 19m 21.4s; 3, Divina Galica (1.8 Escort); 14 laps; 4, Terry Harmer (1.3 Cooper 'S' 14 laps. **Fastest lap:** Whiting, 1m 13.0s, 94.54 mph. **(Record). 1001-1300 cc:** 1, Hermer; 2, Susan Tucker Peake (1.3 Escort), 3, Edward Taylor (1.3 Cooper S). **Fastest lap:** not given.

Graham Lepley capitalized neatly on his unexpected advantage, maintaining most of his early lead despite an afternoon misfire.

Castrol SPECIAL STAGE CHAMPIONSHIP 1975 WITH AUTOSPORT — ROUND 3

Lucky Lepley cashes in

By PETER NEWTON **Photos by HUGH BISHOP**

As a competitor, it is all part of good 'rallymanship" to arrive at the start of an event relaxed, refreshed and confident. The car is sorted, the paperwork settled, and all you have to do is get in and go. It does not often work out like this of course, but most professionals regard these parameters as essential pre-requisites to rally success. Graham Lepley very nearly did not start at all, as, under orders, he was lying in bed resting after a hectic week when other drivers were signing on. After some spirited differences of opinion were exchanged over the interpretation of the regulations, the organisers eventually relented, and when the reserves had been placed, he and Martin Holmes were allowed to start at no. 47. The crew left Grimsby in something akin to ill-humour, only just beginning to realize the blessing in disguise which their late start number had inadvertantly bestowed on them.

By the time car 47 was tackling the first stage, the character of the track had altered dramatically from the 'production car trial' that had originally greeted the leaders. The quagmire top surface had been cleaned off by the passing of traffic and the beginnings of a really warm, sunny spring day were making themselves felt; drying out the surfaces and decreasing the problems. Lepley did not squander his good fortune, cashing in dramatically to record a time that was some 20 seconds faster than George Hill, who himself pulled out a 20-second advantage over Richard Iliffe, whom he thought was his principal rival of the morning. These times proved critical to the rest of the rally, for the nature of the stages in Lincolnshire are such that on most occasions, five seconds or so separates the fastest six runners, and even a supreme effort on the short tests may only yield a one-second advantage. That was the way it stayed, and despite a misfire in the 2-litre engine during the afternoon, Lepley hung on to his diminishing lead to win from the Martins Vauxhall by 35 seconds.

At present hosting three championships, the principal of which is the Castrol/ AUTOSPORT series, the Tour of Lincs has built up a fine reputation for good organization. This year was no exception, and the organizers as usual made the most of the rather uninspiring stages which present themselves on the featureless fen landscape. Timing and arrowing were generally excellent, and had it not been for some rather unnecessary protests, the official results would have been out in good time as well. There were 21 short stages making a total of rather more than fifty miles scheduled for the day's fun, and a fine morning raised both the dust and most competitors' spirits, so that as the sun set into the mist over Grimsby, virtually everyone freely admitted that they had enjoyed themselves.

With the Welsh round the corner, it was no surprise to find several of the familiar faces absent; however, Richard Iliffe made a return to the scene in his now colourfully decorated 'Team Avon Tyres' RS, and had a largely trouble free run into third place. Despite the Avon rubber deal, Richard has no sponsor at present, and he will in consequence only be able to compete on selected events this year. Following him were George Hill/Phil Short in the nomadic Martins Vauxhall Magnum. This was to be the third event in three weeks for the enthusiastic team, and all felt that they were at last beginning to get the car really right. Since the second place on the Tavern last week, the front springs had been changed, resulting in a lower ride height; this alteration and detail modifications to the rear provided George with something else to sort. He was also experimenting with Goodyear rubber and, never once used racers throughout the event, though a majority of the stages could clearly have been driven on them to advantage. Jeff Churchill and Gordon Batchelor had the Welsh in mind, Graham Lepley was in bed, so next up was the Walton/Carter Avenger GT, followed by the Thompson/Broad Escort; both moved in to fill the gaps. Dave Jephcott had had a new exhaust system and wiring loom fitted since the agonies of the previous weekend and he came up 'on spec' at the last minute to occupy the number five slot.

After a six month respite David Bell was back, but only just, as, after a last minute mishap, he was forced to re-block the BDA motor on the Friday night and at 2.00 am he had almost completed the job. He made the start but hardly expected to finish, Mike Jackson followed in the Crystal Rallye Sport RS, while at eight was David Lang, the young ex-patriot Australian who is to spend the best part of a year learning how the English go rallying. To help him in this project he had one of Graham Lepley's engines lurking under a Clarke and Simpson shell, the seasoned David Richards sitting next to him, and David Sutton to mastermind affairs. Derby Road Garage in fact had more than a little to do with this rally as Jill Robinson/Dylis Rogers appeared with a Mk 2 shelled Escort, running under their banner. Lepley had certainly had a tough week, and having reportedly suffered two engine blow-ups during the course of it, he had to rebuild a back axle on the Friday night to round it off.

Paul Martin, with Fred Gallagher, was at 9, in the venerable TC-engined Escort. Disguised under a shroud of buffoonery, Paul has quietly been picking up a lot of experience of the English ways of stage events; he had got himself some more tyres, and was feeling considerably happier than on the previous outing. Tony Baines completed the top ten; closely followed by Laurie Richards, Clive Holker, ex-Ford Rallyman David Stokes, having his first run with an LSD in the Warners Motors-supported 1594 cc TC, George Beever et al.

The queue for upgrading to RAC status is going to be a long one this year, and the Tour of Lincs joined it this weekend. One imagines that if they had the forestry allocation to match their organization, it be a foregone conclusion. As it is,

George Hill always looked secure and relaxed in second place. He is pictured here on the last stage.

the organizers are very careful to preserve the goodwill which they do have, so signing-on was left to the very last moment (the universally unpopular hour of 06.30) in order to preserve intact the confidential stage reference information until the last moment.

The Tour of Lincs has none of the car-breaking qualities of a more typical stage event, and retirements were few. Almost inevitably however, misfortune again struck out at the door of Laurie Richards, who had thrust himself to the fore from the start and showed every intention of remaining there, before being sidelined three stages before lunch when the clutch and flywheel decided to part with the rest of the car, and exploded violently in a shower of shrapnel, littering the surface of Ingham (SS9), with debris. He had had a puncture in the Blue Circle quarry (SS 7) but his pace remained largely undiminished. The bell housing has been severely damaged and the disgusted Richards is now going on holiday to forget all about the tribulations of rallying for a while. Most others made it to the Golf Hotel in Woodall Spa without major mishap and lessons were learnt on the way . . . Dave Richards learnt how to time a BDA after the distributor had come loose just seconds after the start of the first stage. After a two-hour delay the crew continued the event to get in some practice with the car prior to the Welsh. They made do with a persistent misfire which defied all attempts to remedy, but Mr Lang appeared to have enjoyed himself nevertheless.

Chris Knowles-Fitton learnt some more about the handling of his Opel Commodore when he understeered off and the 'great whale' floundered into a ditch that was even bigger than the car, and temporarily closed the stage causing a slight delay. A tractor was eventually summoned and he continued to the lunch halt, apparently undismayed at the damage to the car, and certainly with undiminished gusto. Meanwhile Robert James in the Carrefour Escort had his specially welded exhaust fail yet again, necessitating another jury rig operation. The noise must have been rather worse than usual for the driver as the unfortunate James had awoken rather the worse for wear after a more than usually lurid Friday night. Happily he was back in action by lunch however.

To be really competitive on an event such as this, no mistakes are allowed. To lose 15 seconds is to be out of the hunt, so tidy driving and good luck are essential. The tales of those who were just out of contention on account of a spin here or a wrong slot there were legion . . . Terry Kaby spun on the first stage and lost a minute when the motor refused to restart. He was then dogged by a misfire which was eventually traced to a plug. Malcolm Smith, "driving like an old woman" was well up despite two offs, and George Beever stalled his car on Goxhill (SS 3) and wasted time coaxing it into life again. Paul Martin got badly baulked on an airfield, and Bernard Banning, running knobblies on the tarmac, had the tyres throw the entire tread. The G1 battle was very close as Paul Appleby lost time when the electrics mysteriously cut out on Fox Covert (SS6), while Ian Lawless staggered into lunch after another highly fraught morning. He had broken a new rear shock absorber and had had to replace the rears with old ones; his brakes were almost a memory, the front struts were suffering from chronic senility, and he had been 'farming' as well; all this and the afternoon to come. Appleby led the tribe by 16 seconds at lunch but was being caught by a flying Rod Badham. The latter however overdid it and overshot an arrow after lunch; thus dropping back. Paul had been watching his advance so hard that Tony Baines crept up almost unnoticed and scooped him by two seconds at the finish.

At the head of the field George Hill was solidly esconced in second place. He reckoned that the front anti-roll bar was now too stiff in conjunction with the changed front springs, and the rev limiter had been misbehaving, cutting in at 7000 rather than 8000 rpm as it was intended to. He was taking time off the ailing Lepley all afternoon, but there was little chance of recouping the initial deficit, so George never really extended himself, the crew contenting themselves with another strong finish, secure in the knowledge that they now lead the Castrol/AUTOSPORT series by an enormous margin, and that the car is now almost right. With the Welsh not far away the Martins equipe, including Eric Dixon, who made a welcome appearance to watch the event, justifiably all had smiles on their faces.

For a while it looked as though it was going to be Vauxhall's day, for Pip Dale in the Leedhams car was handily placed in third position at lunch, but the strain on the locating links for his back axle proved too much and it soon required repeated welding to enable him to struggle to the finish. As the hot afternoon wore on, the running battle between David Stokes, Robert James and Paul Martin increased in intensity. David stopped after one lap too few of an airfield, and had to go round again, while Paul missed an arrow on North Coates (SS 18), both men losing significant time in the progress, thus leaving the door open for Robert James to snatch fifth place, although finishing with similar time penalties. Stokes managed to get through 10 pints of oil during the day, while Paul Martin was followed everywhere by a tell-tale trail of blue smoke from his tired twin cam engine.

As the afternoon progressed the 'Whale' ground to a halt with no oil pressure, and the Adams/Hooper Berni Inns Porsche very nearly went swimming on Pyes Farm, when the car cavorted on before a 90° left on to a bridge, missed the parapet, and slid helplessly down the bank towards the water. Prompt action from the fortuitously placed marshals saved the day. They grabbed the car as it slid past, and brought it to a halt, teetering on the edge of the bank.

The next stage was an intriguingly bizarre affair in that it was held around the confines of a deserted RAF residential estate. Only recently vacated, there was an inescapably eerie atmosphere as a holocaust of rally cars hurtled past symmetrical rows of perfect yet deserted houses; the empty windows reflecting and flashing in the sunlight and the streets reverberating and re-echoing with the harsh screams of hard pressed engines and the shrieks of tortured rubber.

As always the Lincs was a tremendously close fought affair; the nature of the event precludes any other situation, and at the last, Lepley made it by 35 seconds from Hill, with Iliffe a further 39 seconds adrift in third. Next year there is a chance that the organisers will be able to make use of Blue Circle Cement's large quarry acreage. A small portion of it was run as a stage this year and proved rather unsatisfactory for the drivers, who found they were seldom out of second gear (Hill with the tall gearing of his differential was scarcely out of first), but was well received by spectators, who in general appeared to enthuse over its 'amphitheatre' qualities. The stage was in fact cut by the grader (with the Clerk of the Course on board), the previous day; and given more room, could prove to be some sort of an answer to the perennial problem of stage rallying in Lincolnshire.

(For stage times see **Special Stage**)

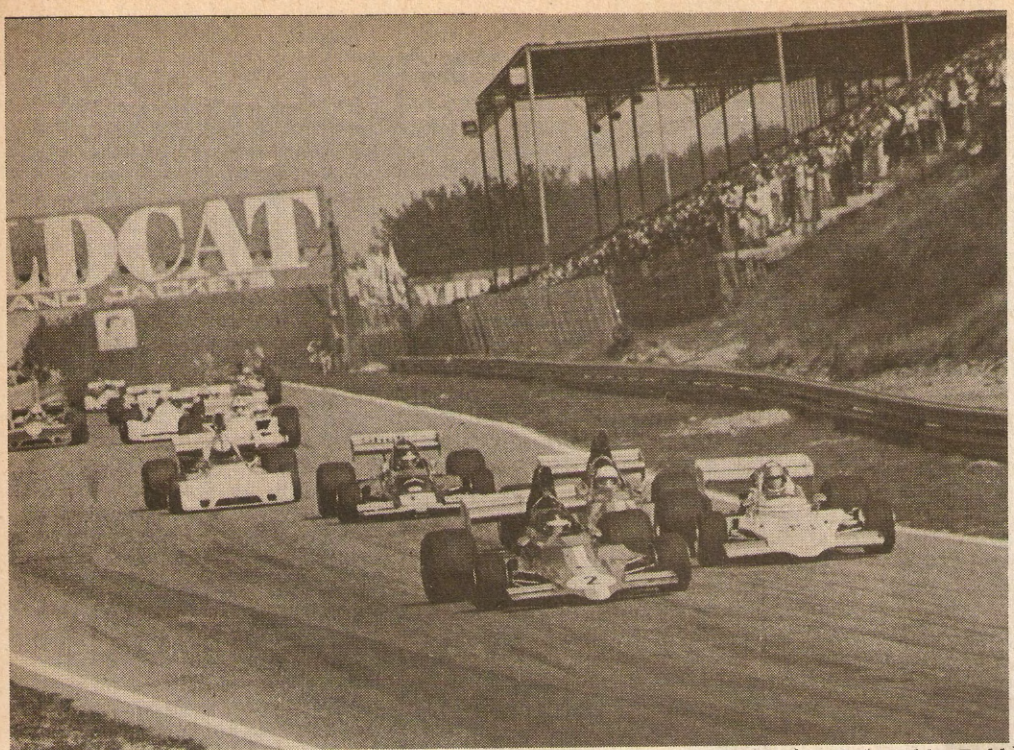
Tour of Lincs **Castrol/AUTOSPORT round 3**

1, G. Lepley/M. Holmes (Escort RS) 3752; 2, G. Hill/P. Short (Vauxhall Magnum) 3787; 3, R Iliffe/T. McMahon (Escort RS) 3826; 4, M. Smith/K. Baud (Escort 3865); 5, R. James/M. Richards (Escort RS) 3870; 6, D. Stokes/B. Andrews (Escort TC) 3870; 7, P. Dale/D. Whiteley (Vauxhall Firenza) 3885; 8, P. Martin/F. Gallagher (Escort TC) 3888; 9, G. Beever/M. S. France (Escort RS) 3889; 10, M. Rawson/A. Dixon (Opel Ascona) 3898.

Group 1

1, T. Baines/A. Walker (RS 2000) 3957; 2, P. Appleby/K. O'Dell (RS 2000) 3959.

Two unfortunate mishaps robbed Paul Martin and his ageing Twin Cam of a higher placing.



The start of heat one, with Peter Gethin squeezing out Richard Scott's Durex Lola, followed by Teddy Pilette, Ian Ashley and Dave Walker.

ZOLDER F5000

Gethin heads the T400s

By BOB CONSTANDUROS

Mechanical and engine defaults were all too common at Zolder over the weekend. All the F5000 aces shone at some time or another, but there was only one who kept it going throughout, and his Lola T400 never headed in either of the two twenty-five lap heats. Peter Gethin, after a troublesome practice, shrugged off all his problems, and took two easy victories for Count van der Straten's VDS team in their home F5000 race.

The Shellsport championship event had only one other driver who completed the full 50 laps: Ian Ashley. But even he had his problems, for in the second heat his T400 kept jumping out of fourth gear, and he had to abandon the gear altogether to stop spinning. Reliability told its tale, for the normally uncompetitive Brian Robinson and Chris Featherstone finished in the next two places on aggregate. But in front of an exceptional crowd, under blue skies, the mechanical problems of F5000 manifested themselves in the space of 24 hours and it probably didn't do the Formula, nor those in charge of engine building and preparation, any good with the organisers of the otherwise enjoyable meeting.

ENTRY AND PRACTICE

After four rounds of their championship, the Shellsport F5000 circus reassembled at the Belgian circuit of Zolder, south of Antwerp. A number of competitors had raced on the circuit before, but since last year the fast left and right before the pits had been tightened up to represent a somewhat faster chicane than the one behind the pits. It also meant that the cars now braked hard seven times on this twisty circuit, and there were only two fastish corners. It also meant that previous lap records were of little interest; however, setting a standard, Niki Lauda had done a 1m 27.6s in the Ferrari in private testing.

Most teams assembled on Thursday for unofficial practice or at the latest Friday, but official practice didn't take place until Saturday when two sessions were arranged over ninety minutes each under cloudy skies. Most of the competitive teams turned up, excluding Tom Belso and Chris Amon who didn't make it, while most of the non-competitive teams stayed at home.

Seventeen cars practised, and on pole it was good to see Richard Scott maintaining form in the Durex Lola to set a 1m 28.4s, which compares well with Lauda's time. The Lola T400 was further modified by the McKechnie team since Silverstone, with new rear suspension pick up points and shock absorber mountings. At the front too there were minor adjustments, but the team weren't keen on talking about it.

Beside him on the two-two grid was Peter Gethin's VDS Lola-Chevrolet/Morand T400 modified to Scott's Silverstone specification. Peter's time of 1m 29.1s was excellent as he had a minimal number of laps. In the morning, fourth gear stripped after seven laps, and in the afternoon he blew the engine, which slowed everyone late in the day because of his oil on the circuit.

Just 0.1s behind on the next row was Vern Schuppan in the Sid Taylor Lola-Whitehurst T332. During the first practice, when he set the time, the brakes were overheating and bigger ducts were fitted for the afternoon. This delayed his second practice, and arguably the quickest driver in F5000 had no chance to improve.

Beside him was the second VDS Lola of Teddy Pilette, racing in front of his home crowd. Pilette tested the Morand flat plane crank in unofficial practice, and found it to be at least one second slower, which seals the fate of the engine and it will now go back to Switzerland for inlet manifold modifications. Pilette, then, with an ordinary Morand, set 1m 29.3s, although he felt that he was over-trying which possibly slowed him.

One row further back came Ian Ashley in Richard Oaten's Lola T400. Ian had practised the T330 unofficially, but gearbox and engine problems resigned him to the T400, and he spent practice sorting and loosening up the rather stiff car. Sharing this row was championship leader David Purley in the Lec/Southern Organs Chevron-Cosworth B30. Purley was plagued with handling problems all morning, but with 15 minutes to go in the afternoon, the Chevron set a 1m 29.9s.

Dave Walker headed row four on 1m 30.4s in the RAM run Thursdays Disco Chevron-RES F28. The time was set in the morning, after which a head gasket blew. In the afternoon Walker failed to improve and unfortunately hit one of the Modus mechanics, spraining a toe or two, Tom Walkinshaw in fact shared this row on 1m 31.1s in the Modus-Cosworth M5 despite a testing shunt. During official practice Jo Marquart's men tried to get more down pressure at the front, plus fitting extra brake ducts.

Gordon Spice reappeared with an almost new Lola T332 (a consequence of his big Silverstone shunt) in Reed Racing colours and run by Robert Salisbury. Spice was happy on 1m 31.7s, his main problem being his own adaptability to car and circuit again. Beside him sat Brian McGuire on 1m 32s in his Lola T332. The car consistently misfired over 6800rpm, and the Australian had damaged his hand which proved painful while driving.

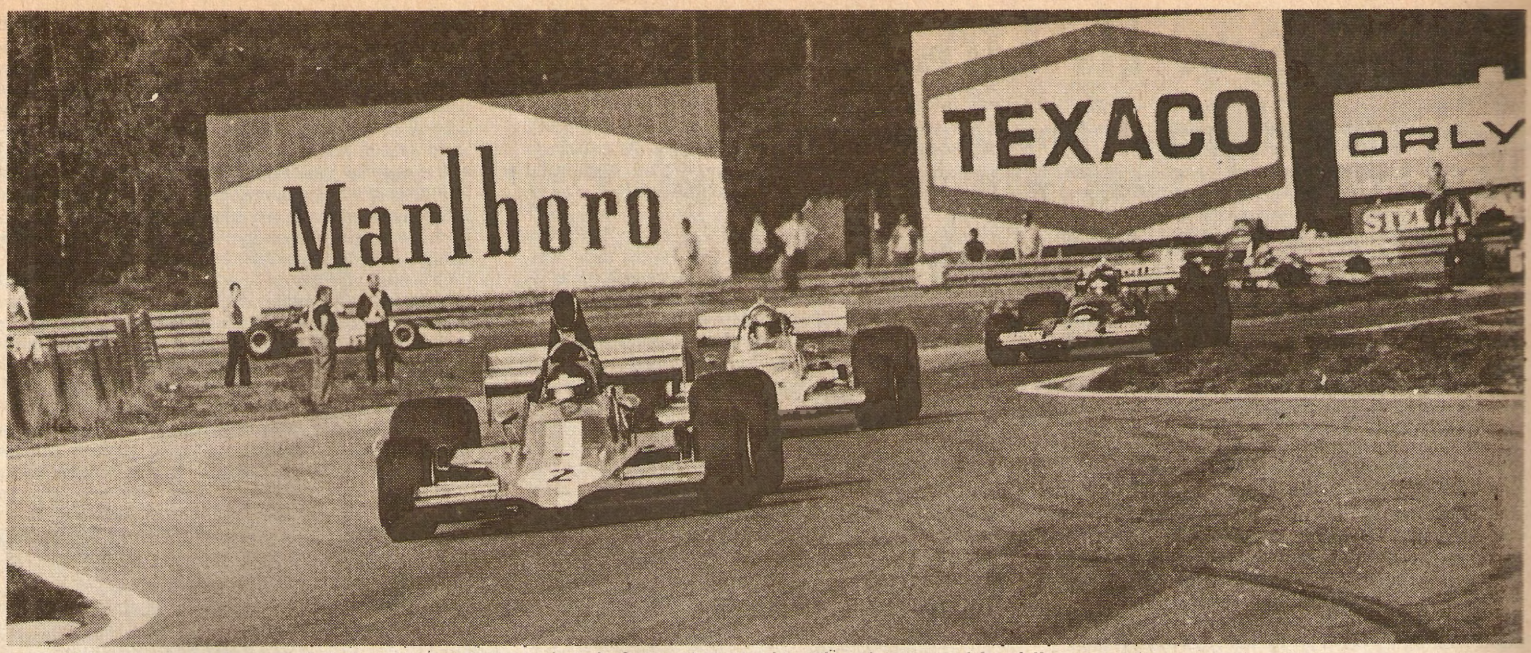
The next row held Boy Hayje debuting the new Hezemans-run Hesketh March powered by 3.4 Ford/Cosworth engine. The engine was a touring car engine, some 25 bhp down on the race engines. Hayje drove well and without drama during the first practice to record a 1m 32.2s, but an oil pipe came off in the second session, which ultimately caused the block to be punctured.

Tony Dean was next on 1m 32.4s in his Chevron B28, but couldn't get on with the circuit at all. Behind him came Leen Verhoeven on 1m 32.6s in the Geoff Hazell run Lola T330. The time came in the second session for the Dutchman spun in the first and lightly damaged a front corner. Alain Peltier, having his first F5000 drive, came next on 1m 32.9s but caused something of a stir by consistently requiring more front brakes. The Belgian obviously thought that he should be on the front row, and when he wasn't, and Tony Dean refused to put on more front brakes after the fifth request, the Belgian went home in disgust.

Brian Robinson (1m 35.3s), Guy Edwards (1m 36.2s) and Chris Featherstone (1m 35.5s), completed the runners. Edwards should have been quicker in the Encyclopedia Britannica Lola, but broke a rocker in the first session, and although this was repaired for the second, the gasket hadn't set and the car blew out all its oil so Guy never had a competitive run.

Under blazing blue skies on Sunday, some of the F5000 competitors went out for 30 minutes' unofficial practice. The main event in this was Vern Schuppan's blow up, when a bolt broke and the piston holed the block. The mechanics set to to change the engine in time for the second heat. Walker broke a valve on the Thursdays Chevron, Brian McGuire's misfire persisted and Walkinshaw discovered a niggling upset with one valve not closing. With 45 minutes to go, the Hezemans team reappeared with a touring engine from

Pilette harries Ashley as he climbs up the field and Ashley drops down with gear selection problems in the second heat.



In the second heat, Scott pushed Gethin for the first two laps before retiring with no fourth gear. Ashley follows at a distance.

Cologne which had done around 6 hours' racing in a Capri, and giving around 420 bhp.

HEAT ONE

Before the cars had even taken their places on the colourful Zolder grid, the drama started. Going towards the chicane behind the pits, Purley's wheel completely sheered at the hub, and the wheel bounced over him and away. Purley was to start some five laps after everyone else, with a new wheel and replaced rose joints. He had further trouble with the butterflies in the race. At the start, Scott and Gethin roared away, neck and neck to the first corner, where Gethin just got the nose in front, and then Scott, who, as Ashley missed a gear, lost out to Pilette. The Durex Lola had Ashley and Walker in its wake..

By the end of the first lap, it was Gethin from team-mate Pilette, Scott, Walker, Spice and the rest. Gethin already had a 2.4s lead by lap two, over Ashley who had taken Scott, Walker, and by now, Edwards and Hayje. Walkinshaw had the Modus suddenly turn left into the barrier before the new chichane, and was lucky to walk away, although the monocoque stood up well. Then Walker had a rocker go again to retire from fifth.

Next to go was Pilette, when the engine blew after four laps, so now it was Gethin, some 6.9s clear of Ashley with Scott ever closing, then Edwards, who had shaken off Hayje. By lap eight, Gethin had extended his lead to 9.4s, and now Ashley was really fighting to hold of Scott. Scott would dive for the inside into the bend after the pits, Ashley would counter the move. Scott would draw alongside down the pits straight again, Ashley would still have the line. It was the only racing of any interest.

Then on lap 12, Edwards was gone: a broken rocker stud and oil pressure dropping. So Hayje now followed the dicing T400s. But he wasn't to last either. The brakes overheating had dropped him from Edwards originally, then he'd been troubled with overheating, and on lap fifteen he began to drop down the field which culminated on lap eighteen with the car stuck in third. So now Dean came up for fourth, but still Scott sought a way round Ashley. With Gethin relaxing with a ten-second lead, Ashley missed a gear out of the new chicane, and Scott was by on lap 21. On the next lap, he already had 1.6s lead and one realised just how much Scott had been trying. Ashley too had been trying, but without the smoothness, and reports from the new chicane suggested that he was positively untidy.

So it was all settled: Gethin, Scott, Ashley, Dean and Veerhoeven. But no, with two laps to go, no Dean. The worst of reasons, he'd run out of petrol. So Veerhoeven took fourth, the last unlapped runner. Robinson and Featherstone followed. Spice had gone off lightly having lost his brakes and McGuire wasn't to restart after having dropped a valve and had everything go wrong in the engine.

HEAT TWO

Both Schuppan and Hayje made the second heat, as did Walker and Edwards. The latter was only meant to do a lap, and the former only did one as, once again, he had rocker trouble, and the engine was very sick. Pilette made it with the flat plane crank engine fitted between heats, this being the only VDS engine left.

At flag drop, Scott once again had to follow Gethin through the first corner with Ashley behind, and Pilette already charging up to fifth very quickly. By lap two, Scott was right behind Gethin with Ashley next. Purley and Pilette, who had made a good start, tangled lightly and dropped back somewhat. Dean held third from Schuppan, another to make a good start, and Edwards, who didn't seem at all unhealthy.

Then suddenly, Gethin had time over Scott, amd the next lap saw the Durex Lola in the pits. What might have been a good battle was no longer, for the fourth gear had come adrift, and Scott could only engage second. So Dean and Edwards were second and third, again well out of touch with Gethin, the Schuppan alone, Ashley, who'd spun, and Pilette.

By lap four, Gethin had 9.5s over Dean, who was then to lose his place to Edwards on the next lap. Schuppan followed with Pilette hounding Ashley. This was to change on lap six, for the Richard Oaten Lola was slipping out of fourth gear, and Ashley had another spin before he resigned himself to the total loss of the gear.

Then, on lap seven, Edwards slowed with the same problem as before, and it seemed that the heads might be cracked. Meanwhile Pilette was charging up and was by Schuppan on lap eight, and Dean on lap ten. But he made no impression on the 12s gap to Gethin, and pulled away little from Dean. Purley still had trouble with the butterflies in his carbs and was pitting occasionally, and Veerhoeven had an oil pipe blow off in a spectacular way.

But by lap 19, there was no Dean. He'd spun at the new chicane and his flat battery wouldn't allow him to restart. Ashley had passed Spice for fourth, and so it seemed settled.

But with three laps to go, Schuppan pulled off at the pits with steam emitting, and the race run. He'd had the water pump belt come off, so now Ashley took third behind the VDS cars, and Spice was the only unlapped finisher. Robinson finished next from Featherstone, who had cracked heads in his 1970 Morand, and Purley who had put in as many laps as possible despite his stops. Hayje completed a number of laps, but was delayed by damaging the nose in the warm-up area, which also affected his troubled cooling, and he completed six laps, after a good showing in the first heat.

● The official results, calculated on a points basis (ie, first plus fist equals two; fourth plus eleventh equals 15; sixth plus second equals eight), read: Gethin, Ashley, Robinson, Featherstone, Veerhoeven, Scott, Pilette, Dean, Spice, Purley, Hayje, Edwards, Walker. Below we print the results on the times/laps run basis.

European Shellsport 5000 championship, round 5, Zolder, Belgium, 2 x 25 lap heats. Aggregate

1, Peter Gethin (5.0 Lola-Chevrolet/Morand T400), 1hr 16m 55.0s, 166.231 kph;
2, Ian Ashley (5.0 Lola-Chevrolet/Fewkes T400), 1hr 18m 04.3s;
3, Brian Robinson (5.0 McLaren-Morand/Close M19), 48 laps;
4, Chris Featherstone (5.0 McRae-Chevrolet/Morand GM1), 46 laps;
5, Tony Dean (5.0 Chevron-Chevrolet/Whitehurst B28), 40 laps;
6, David Purley (3.4 Chevron-Ford/Cosworth B30), 39 laps;
7, Gordon Spice (5.0 Lola-Chevrolet/Fewkes T332, 35 laps; 8, Leen Veerhoeven (5.0 Lola-Chevrolet/Fewkes T330); 35 laps; 9, Richard Scott (5.0 Lola-Chevrolet/Whitehurst T400), 28 laps; 10, Teddy Pilette (5.0 Lola-Chevrolet/Morand T400), 28 laps.

Fastest lap: Richard Scott (5.0 Lola-Chevrolet/Whitehurst T400), 1m 30.9s, 168.792 kph.

Heat one (25 laps): 1, Gethin, 38 25.0s, 166.412 kph; 2, Scott, 38m 35.92; 3, Ashley, 38m 37.8s; 4, Veerhoeven, 39m 35.1s; 5, Robinson, 24 laps; 6, Featherstone, 23 laps.

Fastest lap: Scott, 1m 30.9s, 168.792 kph.

Heat two (25 laps): 1, Gethin, 38m 30.0s, 166.051 kph; 2, Pilette, 38m 36.8s; 3, Ashley, 39m 26.5s; 4, Spice, 39m 38.1s; 5, Robinson, 24 laps; 6, Featherstone, 23 laps.

Fastest lap: Gethin, 1m 31.0s.

The story of the meeting: there were four complete blow ups, and many more damaged engines. This is Pilette's demise in the first heat.

Travels with Uncle Zulu...

—Our intrepid Formula One correspondent, PETE LYONS, "On Safari" with the Rallies Editor.

At twenty minutes before 16.00 hours Bill Parkinson pushes the twin throttles forward and, with the boost gauges nearly on 30 psi, we are quickly up. Flaps and gear whine and thump into the belly, and Bill slants around toward the city. Davenport, comfortably ensconsed sideways in the seat directly behind the co-pilot, and already strewn about with fine-detail maps and elaborate service schedules, lifts his microphone and puts us in business. Our 402B Cessna, nice ten-seater, nearly new, carries Kenya registry 5Y AUZ; John takes on the personna of the official designation.

"Marshall's HQ, Marshall's HQ this is Uniform Zulu, we are in the air and approaching the starting area, do you read, over." The men huddled around the radio in the boardroom at Marshall's (EA) Ltd. answer immediately; they read us strength five and are standing by.

"Timo, this is Uniform Zulu, do you read, over." Henry Liddon's crisp voice comes back; Number One is on the starting ramp and waiting. No problems. We all carefully make sure of our watch settings. Almost four o'clock.

Several thousand feet below us by now, the white hotels of Nairobi, a surprisingly compact city, revolve slowly in the slanting afternoon sun. We can pick out the Conference Centre by the hoards of brightly dressed spectators, but we can't actually spot the tiny 504 moving off through them. It is 16.04 and he's been on his way for three minutes, having settled his driver Makinen onto the easy run out of town, when Liddon calls up to us.

"Uniform Zulu, Uniform Zulu, this is Timo. Will you kindly warn the others of quite a severe bump just as they turn into the main road after the start; this does not appear in their notes. Over." We comply. Our first official act.

"The little white Peugeot leaps towards us. The combined speed must be nearly 300 mph. We hurl across them seeing white faces for a brief instant."

"Uncle Zulu, Uncle Zulu, thees is Hannu calling to you." Jean Todt's voice. "Uh, go ahead, Hannu."

"Uncle Zulu, we theenk we want to call you Uncle, not Uniform, OK?" Todt and Mikkola, number Seven, are sitting there in the queue, with nothing to do.

"Timo here. We read that message from Hannu, and in view of the age of the occupants of the aircraft we will agree to Uncle Zulu, over."

We all turn and look at each other with mock outrage. Cheeky. Jean comes back again to inquire whom we have aboard as hostess today (I'll never telll) and so we've well and truly begun our Safari. There is time to realise what a really grand adventure this is. Everybody's up.

For myself, I couldn't believe my luck. A week before I wasn't really sure of the date of the thing, but I flew up from Johannesburg anyway, where I'd been delaying as long as I could my return to the cold northern side of the world, and simply by following my nose to the biggest hotel in town I had located Davenport. My hope was to have him put me in the picture, perhaps introduce me to someone with whom I could drive around to a couple of stages or controls or something. I simply wanted to absorb something of the *ambiance* of the Safari. I'd never gotten closer to real International rallying than last year's Tour of Britain, which was great fun.

It turned out that John wasn't competing this time, his fifth year in Kenya. He was instead working for Peugeot, running the radio side of their service network. It involved, he explained, flying over the rally, all 3,500 miles and five days of it, in an aircraft. What a fabulous way to cover the event as a journalist, I thought to myself, this bloke's well sorted out.

"Say," he said then, "I should think there'd be an empty seat going from time to time. Come along, if you like."

So I did, feeling like a prize winner. There proved to be room for me on every flight and I went along on every flight, eight flights in all averaging about 6½ hours each – we were alternating coverage with a second Peugeot plane with another radio team. I can't imagine how anyone could have had a better first Safari than I had. Somehow we contrived to be on station during almost all of the team's critical junctures, so I shared in the emotional ups and downs as "our" four cars made advances over the competition or suffered setbacks. In the end, of course, "my" adopted team had the courtesy to win, which was the perfect crown on my experience!

The "oldies" of Uncle Zulu adjust their personal cool air nozzles, well above the heat and dust.

I believe I was well enough placed to declare that Peugeots scored this, their fifth actual Safari victory (first with the 504) very much as a result of their excellent service organization. They didn't have the fastest cars, but it turned out that when it mattered they had the soundest cars, and it never seemed to happen that something went so wrong that the team as a whole couldn't cope with it. The French firm put a lot of money into this year's effort, and their Nairobi agents Marshall's devoted full co-operation. Together they mounted an operation the scale and thoroughness of which made me think of D-day.

What they were afraid of, and therefore what I was afraid of, was the potential stamina of the Lancias. They had the speed, everybody could see that, and unfortunately they had been regularly demonstrating reliability too. In almost every Peugeot conversation, somebody was sure to make some reference to "the bloody Stratos." If the three entered could stay together, it was almost foreordained that they would win.

"I'm very much afraid," remarked Davenport after the Wednesday final briefing, "that this is a good route but it isn't a Peugeot route. I doubt that it's rough enough for us."

When I got back to AUTOSPORT I demanded a complete issue be devoted to my fabulous Safari story. The cruel Editor gave me three pages and a heartless deadline. In my mind I have War and Peace, but on paper I can only have a few paragraphs. All I can do with them is try to tell a little of what it was like.

That first evening, Thursday, about an hour and a half after the start, we're making long runs roughly parallel to the rally. We're about 5,000 ft over the ground, high enough to keep everyone in radio contact, high enough to avoid several other aircraft orbiting below, cruising easily at minimal power settings at about 135 kts. Out beyond the rakish tip tanks, the East African sun is slowly going down in mist and murk. It's casting a tawny glow over the scrubby dry ground far below, casting longish shadows from the scrawny trees, leaving the dry watercourses in blueish gloom. There are wandering mazes of thin cattle trails down there, and here and there circular little bomas. I can picture the tall, lean people standing by their stone age hovels. I think of the reasons they might want to fence them in with those rings of thorny brush, and ask John if he's ever seen any sign of wild lion in this vicinity. "Place is crawling with 'em," he replies absently, studying his maps.

Bill is able to point out the pale grey loom of Kilimanjaro down to the south of us, and a pyramidal dark smudge to the north is Mount Kenya. These are exciting names to me.

It's easy right now to see where the rally is. All across the fading landscape, across plains and among hills, there are dust plumes standing up brilliantly in the sinking sun, boiling up furiously from the scattered white specs crawling along the roads. Those men are working, down there.

We're sure Makinen/Liddon are still leading on the road, but our radio has been crackling with the information that Munari/Drews, having started third, six minutes behind, have been closing steadily. We find the first two plumes and tighten our loops over them. We can just make out the leading white speck; it looks square enough to be a Peugeot. The second one . . . There! See how it fishtails through that dogleg gully crossing; that's a Stratos for sure. Moving fast.

We find a prominent landmark, a clear fork in the road, and put the stopwatch on the interval . . . 1m58s. So Munari has picked up more than four minutes on us. Check it again as they pound down across that dry stream . . . Oh, oh, only 55s now. Once again; 43 seconds. He's well into Timo's dust now, it must be getting ever harder to keep up to speed. He's leading on corrected time, of course, but it's got to be an advantage to press on and overtake out into clear air; of course that's even worse for us. Henry's turned his radio off, obviously to preserve concentration, but we'd like to warn them about the Stratos.

Bill gives us a steep dive, a plunge at constant power settings, 170, 180 kts, the airstream actually screaming around the cabin. The dusky ground tilts and swirls up at us. We come in behind the twin plumes of dust – I make it 23 seconds between them now, my ears popping – and shoot across their trail. Bill pulls the yoke, the earth slants up to become a wall, I feel my body squash into the sea, I think of the wings, and the tons they're carrying. We slice out a giant arc of landscape and come back at them, head on, the trees stark jagged blurs close underside, going faster than a Grand Prix car can go. I can almost see the grin on the pilot's face; this is the kind of flying a man likes. The little white Peugeot leaps toward us. The combined speed must be nearly 300 mph. We hurl across them, seeing white faces for a brief instant.

The radio speaks. "Hello, big red Uncle. You look nice." We tell them about the Stratos, but they've already spotted it, thank you. At the next service, could they please have 20 litres of petrol, the lamp covers removed, and something to drink. The car is running perfectly.

The closest interval we time is 14 seconds. Then

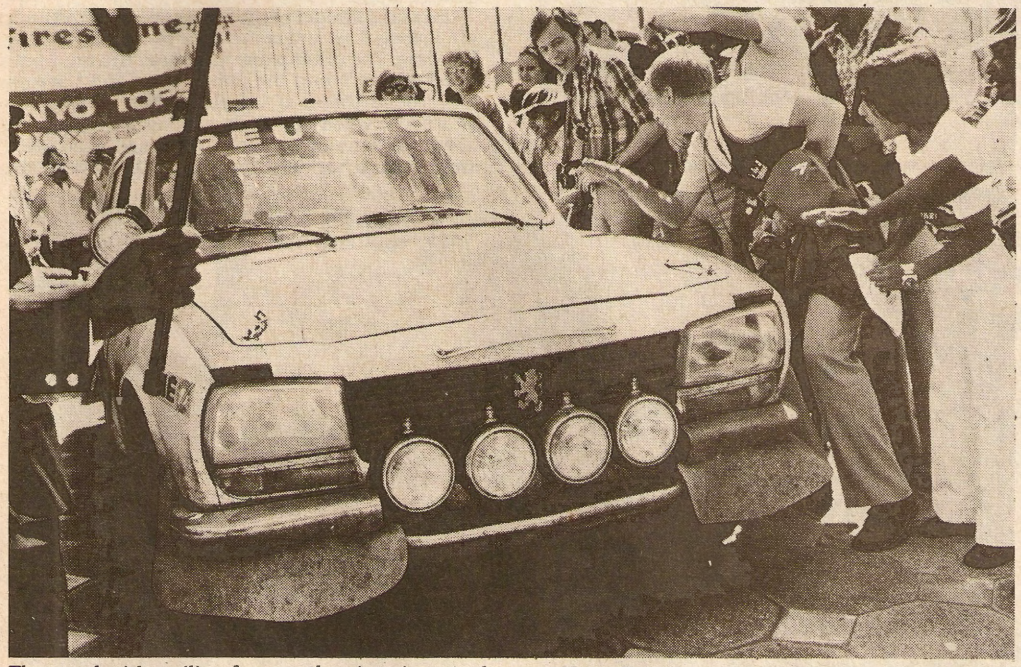
the Stratos' drop back again, 20s, 30s. Eventually, at the control and service at Sultan Hamud, Munari stops for some moments. Timo plunges on into the gathering African night, still clear of everyone on the road.

Our co-pilot, Frank Brown, a professional who normally flies with East African, turns back from the lighted instruments, chuckling between his earphones. He's been talking with one of his mates, who's flying one of the Lancia planes. The word is that Munari, down there in the dust, had come right up on Timo's tail; Timo had braked and Munari had rammed him. No report of damage, but we can be hopeful that maybe some of the Stratos' lights have been broken. John radios the information on to Marshall's HQ; "That'll make them happy for a week!"

I think this must be like a submarine patrol. Davenport's reading lamps and his white papers make a glare inside the cabin that makes the night outside dark despite the moon. He keeps his notes and calculations up to date, and is often busy passing reports and questions and answers.

We traded off to our opposite number, "Tango Romeo," and went back to Nairobi around 20.40. Nobody wanted to sleep. We first checked into Marshall's boardroom, where a roomful of people were following the hissing radio messages like bookmakers and marking up latest overall positions on a chalkboard. Poor folk, I thought, they are so interested and have so much of a stake in this, but I'm sure I'm having a much finer time than they are. We stopped in at the rally press centre too, and confirmed that officially Hannu had been really flying when he crashed; he was fifth on the road, third overall, and one of only three drivers to still be "clean" — Munari and Waldegaard in the second Stratos being the others. Good with a Peugeot.

We had a fine meal in the Hilton, flashing around town in Bill's superb Mercedes; F1 is seldom like this! Back to the airport, surrounded by big intercontinental jets, and off the ground again at 00.30. Friday. We head SE toward the coast — the Indian Ocean! — and relieve Tango Romeo. Long hours ahead. Nobody says *I* can't get



Thronged with smiling faces – the victorious Andersson/Hertz Peugeot.

Service three is now in position at Kitui and standing by. Service seventy four reports Bert (our last car) has gone through on schedule, has taken 40 litres and had the fan belt adjusted; seventy four is now packing up and moving on to their next assignment. Thank you, seventy four, you should be there in three hours' time, please call when you arrive . . .

The pilots are scanning the lighted instruments constantly, and they have the radar going too. The green image is clear. Long minutes go by. Bill twirls a knob alongside the compass, and the autopilot brings us smoothly round at a 30° bank to the reciprocal heading. 11,000 ft, 135 kts. Dead smooth air.

Africa is very lonely down there. Only a very few, scattered orange village fires. Here and there are white headlamps, bouncing minutely along, twisting and doubling to show us the tortuous nature of the hills. For long minutes the radio is silent, and John gets through a whole chapter of a paperback novel.

"Uncle Zulu, Uncle Zulu. 19.45," Todt's voice. Come get us, please, we need to have a tow. We are five kilometres after Kalui, in a right hand bend.

"There are dust plumes standing up brilliantly in the sinking sun, boiling up furiously from the scattered white specks crawling along the roads. Those men are working, down there."

We have been upside down. Over."

Damn! There went potentially our winning car. Davenport says Mikkola is the fastest rally driver going, these days. But nobody's hurt, Todt would have said so. We start giving the instructions and coordinating the replies; now that there's something to do, everybody on the ground in their lonely vigil wants to help. John has to remind them of the principle of keeping radio silence.

some sleep. The narrow floor is surprisingly comfortable for an hour, and then:

"Uncle Zulu, this is Timo, do you read." Go ahead, Timo.

"We've bad news, I'm afraid." Henry's voice is controlled, almost light. It's 02:34. "We're stationary with a conrod through the engine about 15 km before Malindi. We've tried putting more oil in and carrying on, but I don't think we'll get further. We'll have to ask someone to fetch us. Over."

John informs him of a problem that, asleep, I've missed. The service car at Malindi has lost its radio. We don't know how we'll be able to get word to them, short of waiting for Anderson to come by. Unless . . . Bill, think we might put down at Malindi? No problem. These clever Kenyans have it all organised already. Malindi, on the coast, is keeping lighted just in case, tonight.

. . . like a submarine patrol.

It's hot down here, even before we land, and once out of the plane it's stifling. It's three o'clock in the morning. There sits another 402 that we recognise, one of the Lancia planes; they've obviously got a drama as well. There's a cluster of people, and our pilots greet them; everybody seems to know everybody else in East Africa. Someone has a car and is happy to run us up through town to our service point.

It's like the Mille Miglia. Along the narrow, indifferently paved road, the populace is lined five deep. Gaiety, running children, not a sign of sleepiness. Must be a big event, this rally passage. The people all look slack, as if no cars have come through yet. That fits, as all the way down Liddon kept telling us with undisguised satisfaction that minutes were ticking by and still no other car had come along. No one had ever passed them all night.

There are several service setups along the road, but we finally spot ours. Well laid out, with floodlights all ready and the crowd kept back and spares to hand. The men, alone of the people along the road, *are* sleepy, however! It's a long lonely wait, doing rally service.

On the way back from our errand, we stop for a moment at the Lancia service point. There, sunburnt but wan in the lights, is a face I recognise from another world: tall Michael Parkes. But I've never seen him smeared with grease before. He looks drained. I think Lancias are having a hard first night.

"Davenport looks at me with red eyes. 'Is it really only the second day?' We're due to fly again at 12.30. Rallying is such a long sport!"

With Tango Romeo nearly back in the vicinity, we put down at Mombassa. It's ten minutes to eight. It's already very hot. As we taxi up to the park, there's a figure in a white Peugeot tee-shirt. It's Makinen, a lumpy potato sack of a man, and his shirt isn't exactly white. It's thickly coated with red dust. He has a grimy, philosophically cheerful grin for us. So does Liddon, coming over with two tickets in his hand. He looks even grimier. The two of them are going back to Nairobi, there on that DC9 that's just coming in now, just as you see them. Hope they can get two seats together, they look like pretty common labourers.

Parkinson has organised a wash and a meal and a rest in a splendid hotel on the seafront. We need it, now. On the taxi ride in through hot, teeming, squalid Mombassa, Davenport looks at me with red eyes. "Is this *really* only the second day?" We're due to fly again at 12:30. Rallying is such a *long* sport!

The next days merged together. There was some grand flying, and some fabulous scenery, and some interesting places to sleep. The rally for us looked an anti-climax, though. Both our quick crews out on the first night; how could we expect the others would last to the finish. But our role was to plug along faithfully as long as the cars did.

On Sunday evening, the last night, just at sunset we put down on the grass strip at the Mt Kenya Safari Lodge. We were among a whole queue of aircraft just beating the twilight in, and there was a hilarious scramble for transport over to the lodge and to shoulder each other out of the limited supply of available rooms. Davenport won big here, I should report; a real pro. Then, with drinks warm in our tummies, we found lifts down to the main road at Nanyuki. The Peugeot service is just along here, I was told, at the Equator.

And it was! There was a tall signboard welcoming us to the Equator, which ran right across the road here, at 6389ft altitude. (It was *cold*!) At the foot of the sign was the familiar well-ordered set-up, spare wheels already laid out in rectangular pattern on the ground, rope holding back the teeming crowd of cheerful black faces.

We kept expecting the first car to come hurling out of the night. It was a tarmaced road, last bit of the run into the night halt at the lodge, and the Munari Stratos should be along any minute, going very fast. I was interested to hear my first Stratos at full cry. But the night remained quiet.

Finally there was a blue-white glare over the hill, a rally car for sure. Funny, no real noise. Not really going fast – why it's stopping. It's one of ours. Andersson/Hertz, ahead on the road, and if those Lancias don't start coming along pretty

Sponsors banners waving and flags flying – victory lane.

soon it'll be first overall. I'm getting excited again, but Ove and Arne climb out languidly and stretch and re-adjust their little blue caps and chat with mild smiles. The service is efficient but it takes a long time. I keep listening out for a V6 rasp. But the Peugeot finally drives off toward the time control and still there is no Stratos.

There is an old truck or something coming along. We can hear it grinding along the road over

"In almost every Peugeot conversation somebody was bound to make some reference to 'the bloody Stratos'."

the hill, as if every wheel bearing were long since run dry. It comes along slowly, an old broken down truck creeping along the roadside – It's Munari! It's the green and white Stratos. Crawling along and making scraping noises!

The whole left rear corner is sagging on the road. It's the tyre, it's gone. Just the rim, and not a lot left of that. Munari is trying to drive gently so as not to damage anything further, and he's only got a couple of miles to go. But beyond us, near the top of the next rise, the car comes to a stop. The rim is just spinning uselessly on the road, there is no traction.

We reckon later that just here, perhaps, is where Lancia lost the rally. Incredibly, all three of their support aircraft are on the ground at the Lodge. Munari has no way to relay a message of his trouble – which is two punctures in five miles and only one spare. Lofty Drews has to commandeer a taxi to dash into the service point for another wheel. All this time, we can see the winking lights of our own Tango Romeo orbiting low down in the sky.

The next morning, Monday, the last stage, was extraordinary. I felt completely involved in this event, part of the team that had adopted me, anxious almost to the point of indigestion that "we" win.

I stayed pressed to the aircraft windows, peering down into the green, hilly country at the base of the Mountain. The rally passed under a thick white rainstorm, but came gradually out the southern edge of it, and we stayed low enough over the hills to easily identify the cars. It was muddy down there, and the two Stratos were doing almost desperate powerslides round all the bends. Our interval timing showed them chopping whole minutes off Ove's lead. But then they'd drop back again. It was incredibly exciting. The whole thing was unfolding like the last few laps of a Grand Prix, but at dreamlike slow speed. There was time, hours of time, to work up a case of nerves.

We could see Ove, and Bert too, driving steadily, only sliding a little. We knew when they wanted to stop to have mud carved away from their wheels. We did all we could to inform them, without alarming them, of the progress of Munari and Waldegaard behind. Davenport was working his calmly logical mind at full load to keep the services meshed as efficiently as possible. A couple of times we felt it helpful to warn of obstructions: Ove, there is a bus about a mile ahead of you, toiling up the side of the valley . . .

Below: a more peaceful cockpit scene.

Thank you, we missed it.

09:43. "Uncle Zulu, this is service 72, we have learned that Waldegaard was stopped for eight minutes at Njegas replacing a brake caliper, over." So Ove has a respite again, but he's turned his radio off. Davenport launches an elaborate scheme to get a pit-board made up and dispatched to a suitable passage point.

10:30. "Uncle Zulu, Uncle Zulu, Ove is calling."

Strong, engaging Swedish lilt, but the tone of the voice is flat. "A minute ago we have start to hear a noise from the axle. We think maybe the diff is going. Over."

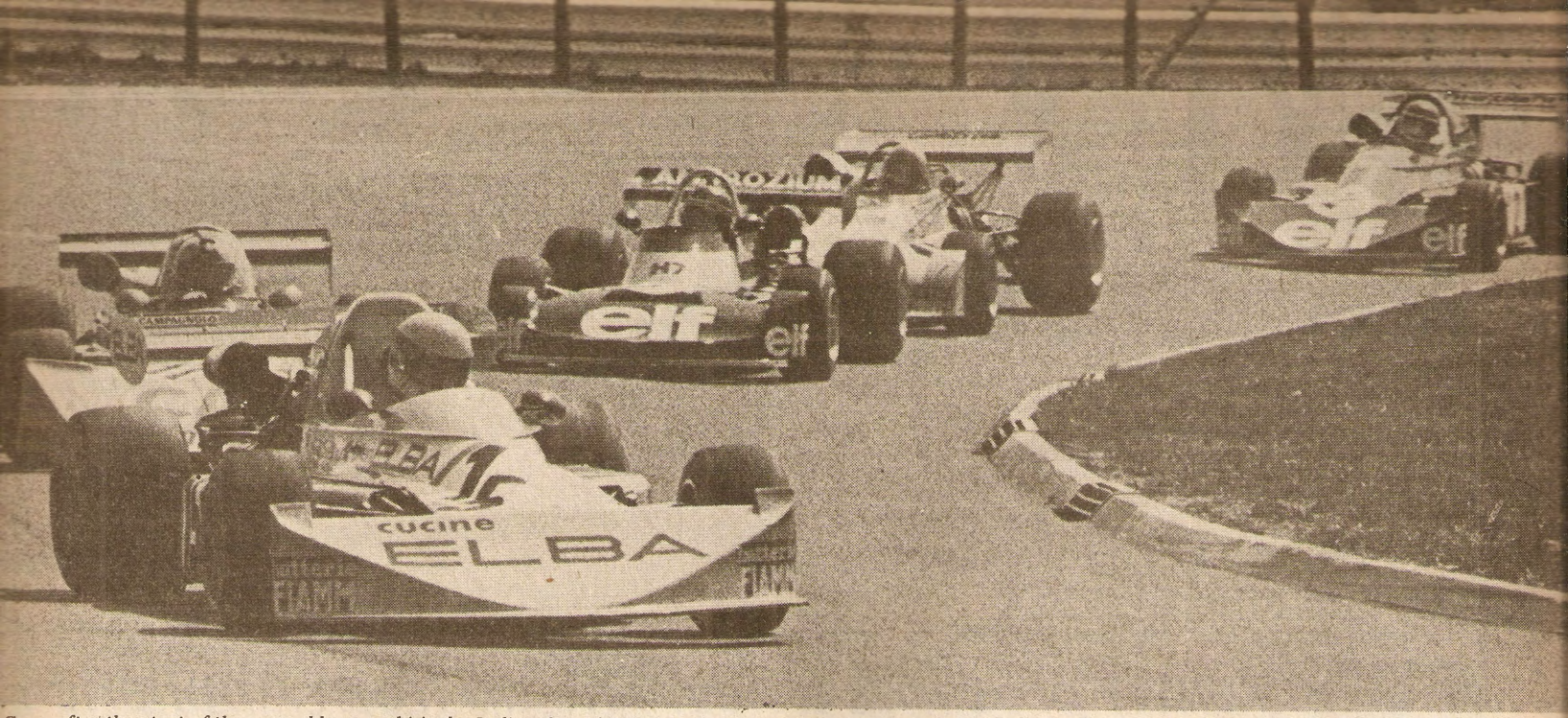
John straightens up from the radio for the first time in long minutes. He says one very bad word. The next minute he is into the longest conversations of our rally, between four different service crews full of Frenchmen who all, voluably, want to make suggestions. But there is enough discipline of silence so that we hear.

10:55. "Uncle Zulu, this is Bert. (Bates' calm, well-modulated way of speaking carrying just a hint of triumph.) We thought you'd like to know we've just passed car number 8 at the side of the road and car 29 is assisting him." That's Waldegaard and Junior Preston in the third Stratos. Our hearts start to beat again. Now maybe we've got time, just enough time, to change Andersson's diff. If that's what's wrong. Some think it's only a caught stone. Eventually, the decision (furious thinking, brave thinking over the miles of Kenyan airspace) to leave well enough alone.

It was the last act of the drama. We had to break off, low on fuel, and come back to Nairobi for the last time. The other plane mothered the mud-battered warriors into the finish. John and I are on the ground there, at the finish line, late in the afternoon, when our shyly smiling Swedes drive down the lane of colourfully-dressed spectators and bounced up onto the ramp. Davenport got right in and began to interview them, starting his serious beavering for his AUTOSPORT report. I didn't have any work to do, I was free to wander around just looking at things, and trying to let sink into my memory what was certainly one of the most wonderful weeks I've ever had.

John wrote a book, called I believe Safari Fever. It's a perfect turn of phrase. I came down with it, too, in Kenya.

The Safari Air Services Cessna 402 pauses for full tanks of fuel.



Soon after the start of the second heat and it's the Italian duo of Gabriele Serblin and Giorgio Francia heading the field chased by the eventual winner Jacques Laffite,

NURBURGRING F2

Catch me if you can

Story and photos by CHRIS WITTY

Jacques Laffite took himself another step closer to securing this year's European Formula 2 Championship when he totally dominated the fourth round of the series, which was held at the torturous Nurburgring last weekend.

Driving his regular Elf/Ambrozium-backed Martini-BMW the Frenchman comfortably annexed pole position and led the first part of the long 14-lap race (which was held in two seven lap parts) on Saturday from the works Marches of Hans Stuck, Michel Leclere and Patrick Tambay.

Stuck was delayed by a loose coil lead just as he was about to assert control of the race, thus allowing Laffite to hold off a determined challenge by the talented Leclere, both of them hampered by gear selection maladies, towards the end.

The second half of the race, on Sunday, saw Stuck charge through from the eighth row and walk away with the event. Laffite hung on well, not wanting to push his car too much and thankful when Leclere's March blew its engine after further gear selection troubles.

Leclere's team-mate, Tambay, drove a very cool race in both parts to finish second on aggregate, just ahead of Harald Ertl, the Austrian having his best ever single seater race in the Fred Opert-entered Chevron B27.

Out of luck was Britain's Brian Henton whose Ford-powered March looked likely to overhaul both Tambay and Ertl during the second part, only to be delayed with sticking throttle slides.

ENTRY

It's two years since the Eifel forest last heard the bark of Formula 2 cars rushing around its many pine trees. Having cancelled the race last year, the ADAC decided that the Eifelrennen must return and return it did as the fourth round of the European Formula 2 championship, held just two weeks after the last race at Hockenheim.

Despite the dashing Grand Prix fixture in Spain, the F2 entry wasn't really affected, only Vittorio Brambilla of the regulars being lost to the fiasco that was heard to be taking place in Barcelona.

Since Hockenheim, little had been done and so there were very few changes among the teams.

Heading the entry were the three works March-BMW 752's for local hero Hans-Joachim Stuck, Michel Leclere and Patrick Tambay. All three were in their usual cars (featuring slightly lighter monocoques incorporating magnesium bulkheads) but there were quite a few changes to be seen on the Bicester front.

On the actual team personnel side, development engineer Martin Walters remained the only regular member for besides a recent addition of some new mechanics, team manager Wayne Eckersley was either "switched to production" or "just gone off on holiday" depending on who you asked, his role being taken over by Vince Higgins. Robin Herd and Bob ("general dogsbody") Evans were also in attendance, Max Mosley having gone with the F1 team to Spain while the current F1 team manager, Ray Wardel, is expected to make an F2 appearance now and again.

The team hadn't done any testing since the last race which, considering the lead Jacques Laffite's Martini seems to be holding, seems a little strange. However, Bicester hands were not idle for all three works cars had the F1 type centrally-mounted single-rear wing support system.

Following the Hockenheim race where Stuck was trying one of Paul Rosche's latest BMW development ideas in his engine, all three Marches now had these latest units.

Herbert Staudenmaier of BMW took time to explain that these engines were part of a proposed development to increase the units power toward the top end of its range. Apparently Rosche's idea to modify the camshaft and inlet orifices first appeared as long as 18 months ago but due to the oil crisis which affected the engines last year the modifications were shelved. Up until now that is.

Besides a new cam and the smoothing out of valve inlets (the actual size of the valve remains the same), shorter and slightly fatter diameter inlet trumpets are being tried. Although BMW personnel are reluctant to quote power figures, they reckon these latest engines give about 6 to 8 bhp more at the top end upwards from 7500 rpm. The new camshaft also allows an additional 200 rpm at the top end so the unit now revs to 9500 rpm.

To show fairness to their other customers, BMW gave Gabriele Serblin and Giorgio Francia one of these new engines each "as they were the next biggest teams using our engines after March."

Further power increase is hoped to come from a different exhaust system but, whatever the overall result, these latest tweaks will now become standardised on all the units BMW have ever made for racing if so required. Staudenmaier was emphatic that we asked the drivers themselves about the performance of the new engines to which Tambay replied "yes, they are much better then earlier in the season." Leclere responded with a typically French-sounding grunt of approval as well.

The Elf Switzerland equipe was still as at Hockenheim, Gerard Larrousse happy at having won in the old Alpine-built A367, which he still had to make do with at the 'Ring, while Jean-Pierre Jabouille was possibly still wondering just when he can get his new 2J suitably balanced and tested. Both retained Schnitzer BMW power.

With Tony Brise having taken over his F1 seat in Spain due to his F2 Elf commitments, Jacques Laffite just had to be in the reckoning to extend his championship lead in the purposeful Elf/Ambrozium Martini once again with one of Josef Schnitzer's most powerful BMWs.

Having overcome their Hockenheim engine problems, the team looked its ever-threatening self and, just to underline this combination's early season superiority, very little had needed to be changed.

Out of the 28 cars that turned up, no less than 20 were Marches. Aside from the three works cars, the latest 752 models were on hand for Hans Binder, Italian Sandro Cinotti, making his F2

A good drive was put up by Harald Ertl in his Chevron B27 see and Sandro Cinotti.

Ertl and Michel Leclere and Patrick Tambay.

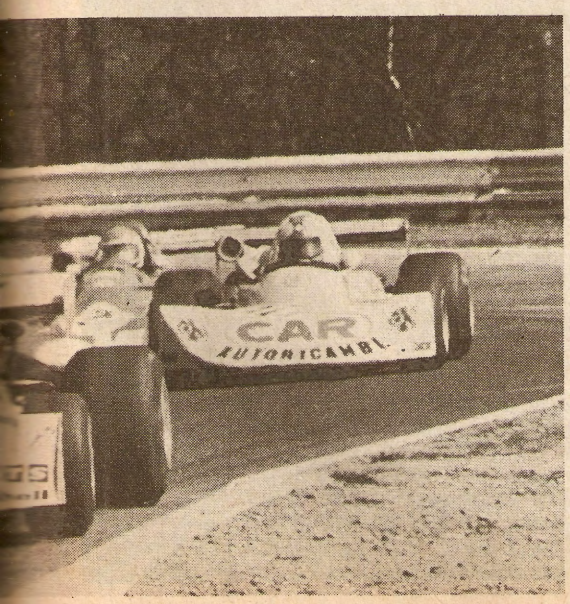
debut in Vittorio Brambilla's Project 3 Scaini model, the two Brian Lewis-prepared Bang and Olufsen cars for Claude Bourgoignie and Bernard de Dryver, the former now using Munich prepared BMW engines rather than Schrick, Gabriele Serblin's Cucine Elba car, the Everest pair of Giancarlo Martini and Lamberto Leoni, Markus Hotz, Jo Vonlanthen, and Willi Deutsch. Then of course there was Brian Henton's Ford-powered example while world motorcycle champion Dieter Braun was having a second try at circuit racing again in a Jorg Obermoser-lent 752.

The fastest of the older 742s was Loris Kessel while Italian F3 driver Francesco Cerulli was having another outing in one of Bino Trivellato's cars, this being the ex-Serblin 742 that Alberto Colombo used in Estoril. Cosimo Turizio was also giving his 742 another whirl as was Jorg Siegrist and Alfred Amweg, the latter pairing's with modified bodywork. Finally there was Roland Binder's old 732.

Once again the Osella Racing Team produced their two super little FA2s for Giorgio Francia and Duilio Truffo, both with modified rear wings and still running on the taller 25in profile rear Goodyear tyres, despite recent rumours that they were about to design different rear uprights and suitably tailor the suspension geometry to fit.

Chevron fortunes still aren't as high as they could be but the two Fred Opert-entered cars of German-domiciled Austrian Harald Ertl and Hector Rebaque have shown up well in their respective outings this year. Much was expected of Ertl in his ex-Pryce BMW-powered B27 at this

re leading Giorgio Francia, Michel Leclere, Patrick Tambay



circuit, which the bearded gent knows pretty well. He hopes to have his new B29 like Rebaque's in just over a week, hopefully for Pau.

Completing the entry were the two ROC Chrysler-engined B29s for the one-time French F3 ace Christian Ethuin and the inexperienced Xavier Lapeyre. Both car and engine show potential but nothing is seeming to gell within the organisation and it remains to be seen what Jean-Pierre Beltoise thinks of the set-up when he supposedly drives for them at Magnay Cours this coming weekend.

PRACTICE

Although there were to be two practice sessions for official qualifying on the Friday and Saturday, the latter in the morning prior to the first heat in the afternoon, one or two teams actually took the trouble of using the circuit's testing facilities earlier in the week to try out their cars. Apart from virtually every driver "having a go" in their hire cars on the Thursday, Jacques Laffite was the only recognised quick runner to take his car out on the Wednesday.

Running a tired engine, Jacques was still able to record times in the 7m 28s bracket, which was well below the official F2 record set up in 1972 by Derek Bell and just inside Hans Stuck's pole time of 7m 30.5s for the last F2 race to be held at the 'Ring in 1973.

Consequently, when the first session got underway under glorious sunny skies on Friday, it was no real surprise to see the Martini leaping its way around the countryside to post a very impressive 7m 21.7s, good enough for the eventual pole. Laffite lapped close to that several times and reckoned afterwards that it might have been possible to break into the 19s. He was almost as fast as he had been in his F1 car at the Grand Prix last year. It was a thoroughly deserved time.

Fortunately for Laffite, he wasn't to be affected by some very poor timekeeping by the German officials who, even on this huge circuit, were getting most competitors' times ludicrously screwed up.

One man to benefit by the odd second or so in his favour was Loris Kessel who, along with some very impressive driving, eventually found himself on the front row partnering the championship leader. Although team manager Jean-Claude Favre agreed with the time, others did not and had seen Kessel only just manage to hang onto Tambay's works March for a couple of laps. Still there was more to come; or so some thought.

Unbeknown to all, the weather was to change drastically overnight and the low cloud and mist which shrouded the 'Ring on Saturday morning made sure there'd be no improvements.

But the timekeepers did it again.

Somehow they reckoned Roland Binder's slow March 732 had done 7m 33.5s in the unfavourable conditions and so he found himself embarrassingly on the second rank with the impressive Leclere in the other works Elf March alongside. In fact all three works cars were within a few seconds of each other and looked destined to improve and close that big gap to Laffite. However, major problems struck within minutes when first Leclere, Tambay, and then Stuck, all came into the pits with their engines making odd noises. The gauze over the 74 spec airbox had been too firmly fixed and the vibrations had allowed them to work loose and be sucked into the engine injector trumpets, thereby bending a few valves.

Sterling work by the BMW engine lads, who are always present, saw all three cars in running trim easily by the following morning.

Almost predictably Ertl was going well, although the Austrian said that, despite his circuit knowledge, the car was extremely hard to drive around the 'Ring and compared it to driving a truck, whereas a March was more like a Mercedes. He reckoned he could have broken the 7m 30s barrier had a wheel stud not leaked the air out.

Francia was beginning to go well in the Osella, thus reflecting his obvious talents, when, possibly due to the constant bottoming that the cars suffer around this circuit, the bottom radius arm broke where it picks up on the bottom of the rear upright. Giorgio was lucky not to hit anything that hard. The car was ready for the next day but Giorgio was unable to seriously try out his new engine. Serblin was in the same position, having clipped a kerb within sight of the pits, breaking a wheel and a top wishbone, due to his over exhuberant manner.

Larrousse was having lots of problems with the old Alpine, as too was Jabouille, the latter's 2J being set up far too stiffly and the team struggled all weekend. If it wasn't the car then it was the clutch, or water pump, or engine, or . . .

Amazing quite a few, especially team manager Ron Dennis, with his neat driving was little Sandro Cinotti, who purposely went about getting on with the job, while Brian Henton suffered a high speed misfire on his rebuilt Brian Hart "screamer," which seriously hampered Super-hen's chances of getting up the grid. Still, he thought, like others, that the following day would see an improvement.

Another in trouble and who was expected to be higher was Hans Binder, but the young Austrian was suffering yet again from clutch troubles on his Schnitzer BMW-engined car. Although he uses a Fichtil ü Sachs clutch, opposed to the most customary Borg and Beck used by Laffite and the Elfs, nearly all of them have been suffering from losing their clutches either in practice or during the race recently.

The cause may well be that with Schnizter's crankshaft design being different to the BMW Motorsport prepared engines, the clutch assembly doesn't quite make-up *in situ* to the engine and the difference causes vibrations which malfunctions the clutch adjustment.

Loris Kessel **MARCH-BMW 742** **7m 30.1s**	**Jacques Laffite** **MARTINI-BMW Mk16** **7m 21.7s**
Roland Binder **MARCH-BMW 732** **7m 33.5s**	**Michel Leclere** **MARCH-BMW 752** **7m 32.1s**
Patrick Tambay **MARCH-BMW 752** **7m 35.6s**	**Hans Stuck** **MARCH-BMW 752** **7m 34.6s**
Giorgio Francia **OSELLA-BMW FA2** **7m 38.8s**	**Harald Ertl** **CHEVRON-BMW B27** **7m 36.8s**
Sandro Cinotti **MARCH-BMW 752** **7m 44.2s**	**Gerard Larrousse** **ELF-BMW 2/A367** **7m 39.0s**
Giancarlo Martini **MARCH-BMW 752** **7m 45.1s**	**Brian Henton** **MARCH-FORD 752** **7m 44.4s**
Hans Binder **MARCH-BMW 752** **7m 46.3s**	**Markus Hotz** **MARCH-BMW 752** **7m 45.3s**
Willi Deutsch **MARCH-BMW 752** **7m 52.4s**	**Hector Rebaque** **CHEVRON-FORD B29** **7m 51.3s**
Christian Ethuin **CHEVRON-CHRYSLER B29** **7m 56.3s**	**Dieter Braun** **MARCH-BMW 752** **7m 54.0s**
Duilio Truffo **OSELLA-BMW FA2** **7m 56.6s**	**Jean-Pierre Jabouille** **ELF-BMW 2J** **7m 56.6s**
Claude Bourgoignie **MARCH-BMW 752** **7m 57.9s**	**Jorg Siegrist** **MARCH-BMW 742** **7m 57.0s**
Alfred Amweg **MARCH-BMW 7A2** **8m 00.3s**	**Gabriele Serblin** **MARCH-BMW 752** **7m 58.1s**
Francesco Cerulli **MARCH-BMW 742** **8m 12.0s**	**Bernard de Dryver** **MARCH-BMW 752** **8m 09.3s**
Lamberto Leoni **MARCH-BMW 752** **8m 57.5s**	**Jo Vonlanthen*** **MARCH-BMW 752** **8m 43.8s**
Xavier Lapeyre **CHEVRON-CHRYSLER B29** **11m 59.2s**	**Cosimo Turizio** **MARCH-BMW 742** **11m 48.1s**

did not start

When the second session got underway on Saturday, the organisers allowed the competitors 15 minutes warm-up around the North and South Curves as they had the previous day before letting them out onto the circuit. Entering the pits from the rear was then forbidden, which niggled most drivers as they now had to do three laps just to record one flyer. That amounts to over 42 miles.

The conditions weren't exactly "rain" because many people went out on slicks. It was just a very low cloud base that hung over the pit area interrupted with the occasional light drizzle that dampened the track. On the far side of the circuit it was dry. A few teams sent their drivers out, but it was more a question of looking across to the Sport Hotel's restaurant to see if an early lunch was possible.

One thing the morning did do and that was give Larrousse a major blow up with a brand new engine that had been fiited overnight. Also, having had overnight engine changes, besides the works Marches, were Leoni (who's engine swallowed a stone after just a lap of practice) Jabouille, and Lapeyre, whose Chrysler blew a head gasket and then suffered serious electrics problems necesitating a new unit.

HEAT ONE

There was a certain amount of consternation before the start between teams just as to what would be the correct choice on tyres. It looked distinctly wet around the pits but some of the GT drivers, who were just returning from their practice, reckoned it was dry around 80% of the track. With the line now drying out, it looked odds on to wear the dries because, had anyone used wets, the soft compound would have worn out far too quickly on the dry parts. Intermediates, or hand grooved slicks, were out of the question as Goodyear don't produce them and the International Tire Service, even with Goodyear race tyre technician Don Moule in attendance ("to keep an eye on F2 tyre development"), just didn't have the man power to hand groove 28 sets of tyres. However, the German Dunlop tyre fitters specially hand cut a set for Stuck, while the Elf Switzerland team managed to persuade the German Goodyear fitters to do the same for them.

Stuck eventually elected to run dries whereas Jabouille and Larrousse stuck to their hand cuts. Only Rebaque started on full wets (later to stop and change them) while the unfortunate Vonlanthen never made it at all because his gearbox packed up just before the start.

It looked as if it just had to be a case of follow my leader for, although the racing line was dry, any overtaking manoeuvres would have to be carried out on the damp patches, with heart in mouth.

It was Kessel who took advantage of a hesitant start by Laffite to dive into the South Curve followed very closely by Leclere. The Frenchman was quick to move ahead of the Swiss March down through Hatzenbach while Laffite, Stuck, Tambay and Ertl eventually followed suit.

The Elf March led all the way around that opening lap with Laffite glued to his gearbox and Stuck lying a very threatening third. On the long, long straight up to the Tiergarten chicane just before the pits, the Martini whipped out of Michel's slipstream and slipped ahead, the March unable to respond as it was running slightly more angle of rear wing than the Martini to compensate for the damper atmospheric conditions.

Laffite's standing lap was 8m 00.9s, but Stuck responded on the next tour as he moved past Leclere with a new record at 7m 35.7s. All three of them were still together, Tambay and Ertl having been dropped, while Kessel still held his station ahead of Larrousse, Hans Binder, Francia, Henton and Serblin with the rest strung out behind.

The third lap probably cost Stuck the race as, almost halfway around the circuit on the long climb up Kesselchen, the coil lead connector broke cutting the engine. The German was able, eventually, to get back to the pits where it was hastily fixed and away he went, albeit way down and destined to finish 15th, which would also see him near the back of the grid for the second part. The breakage was caused by an airbox retaining spring chaffing the lead.

Laffite, now rid of Stuck, stretched the Martini's legs a bit around half distance, cutting in two laps of 7m 31.6s and 7m 29.6s and pulled away from Leclere.

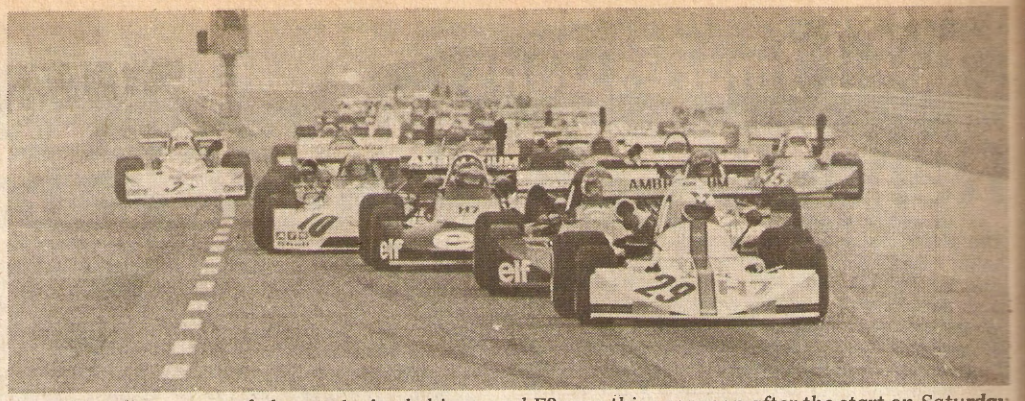
Further back, Larrousse had retired when the battery had shaken itself off on the far side of the circuit while Hans Binder and Henton were fast making up ground on Kessel. In fact, so quick was Brian's progress that he was catching Tambay and Ertl at around 6s a lap towards the end.

Serblin had dropped away from this group, but was comfortably clear of Francia; whose Osella started to fade toward the end with a spluttering engine and a broken shock absorber; he was pipped by Cinotti on the line at the end with a troubled Jabouille just behind.

Up front, Leclere suddenly had closed right up on Laffite with just over a lap to go, Jacques having misread his pit signals thinking that Tambay was second, albeit 45s behind. His efforts to pull away from Leclere were made a little easier on that final lap when Michel's clutch started to play up and he found difficulty selecting gears.

Tambay managed to keep clear of the exhuberant Ertl, while Henton eventually came through to a great fifth having seen Binder spin off in front of him just before the Planzgarten, splitting the sump and knocking the battery off on the kerb in doing so. Kessel was right with these two, having just been passed, but, while lapping Rebaque, Loris found the Chevron giving him an almighty elbow putting him off the road and rippling the tub in the process.

After his esteemed grid position, Roland Binder fell steadily backwards before falling off, probably through never having been in such high class company before.



Loris Kessel's moment of glory as he leads his second F2 race this year soon after the start on Saturday. The low cloud and damp parts of the track were a far cry from conditions on the following day.

HEAT TWO

Even with a twenty hour break before the second part, many teams found themselves working flat out to make the grid. None more so than the Martini team who spent the whole night trying to fix, yes, you've guessed it, a clutch problem.

Jacques had lost his clutch about midway through the first race and had asked the team to refit the old style one they had used at Hockenheim. When the mechanics had finished assembling this at 2 am on Sunday morning, Josef Schnizter entered their garage and told them to take it out and fit a new one. This they did but still failed to get the clutch operating. Out came the engine yet again and back went the old clutch. So much work was involved that Laffite wasn't able to try it out in the early morning warm-up (on the two loops only) but none of the works Marches felt it was necessary to use this extra facility, also, albeit for different reasons.

One man who was out of luck again was Larrousse. This time the water pump packed up so the engine was changed in case the head gasket had fractured.

As for the unfortunate Kessel, March had offered him their spare 742 chassis which they carry as a spare (Depailler's car from last year) but there wasn't enough time to convert the two cars into one so Loris scratched.

"Just you bloody watch me at the start. I'll lead those buggers into the first corner," said our Brian, nestling impatiently on the third row. The flag came up, Brian started to "do-a-Reutemann" but the officials spotted him. He was halfway between reverse and first gear when the flag came down but both Serblin (alongside Henton) and Francia (behind Serblin) had just gone!

Out around the South Loop and into the North Curve, the pale blue March of Serblin and Francia's yellow Osella headed the field. *Mama mia!*

Could it last?

Yes! Hoving into view to complete the first lap, the Italian March was just ahead of Laffite, while Stuck (from the eighth row!) and Ertl had already passed Francia, who just headed Leclere, Tambay, Cinotti, Henton and Jabouille and the rest.

The roar of the crowd on lap two signalled just what had happened. "Hanschen" had hit the front and with Laffite in tow, the pair of them just drew away over the remaining laps, the Martini easing up towards the end to make sure of his aggregate win. For Stuck there was consolation of a new lap record (on lap 3) of 7m 24.5s. For Laffite there was another maximum score to his quest for the European Championship.

Further back, the Italian challenge faded rather quickly with Francia dropping steadily back as the handling got worse, although his engine was performing better with a new side airbox arrangement that had been fitted overnight. As for Serblin, he totalled his March rather heavily against the barrier just after the Fuchsrohre, having gone a little wide on the flat out left hander afterwards and locking a brake on the slippery white kerbing. Gabriele was taken to hospital suffering from mild concussion.

Two more retirements were Larrousse, with a suspected broken crown wheel and pinion, and Hans Binder with a blown Schnizter BMW. Truffo wrote off the other Osella, having landed incorrectly after the Planzgarten, while Leclere lost a certain second place when he pitted after three laps with the gear linkage array. He'd also clipped his nosecone on Laffite's gearbox soon after the start and this was changed. Upon restarting, he only managed several hundred yards before the engine (which he had buzzed) blew and left a nice slick with which to hinder Henton's progress up toward Tambay and Ertl.

The unfortunate Briton had to call into the pits on lap four with sticking throttle slides, restarting to drive the rest of the race on the ignition switch and losing all chance of finishing in the points.

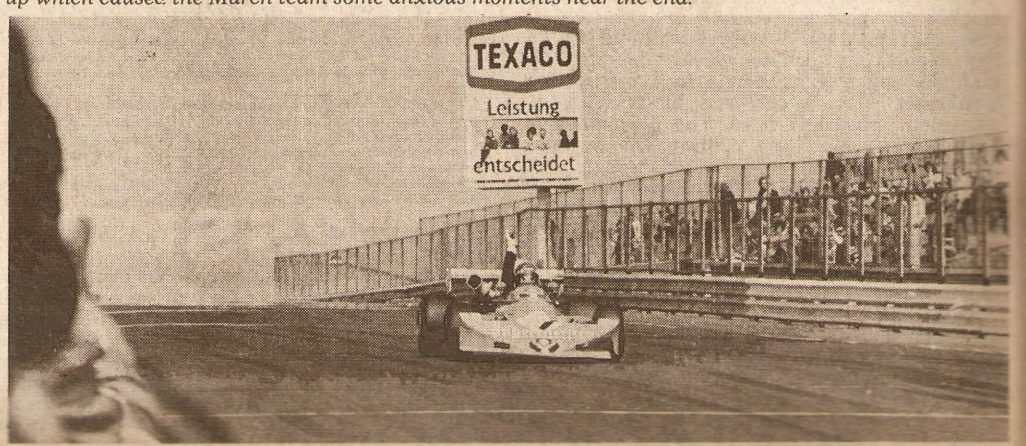
So Stuck ran out the easy winner from Laffite, while Tambay just pipped Ertl on the last corner, both after impressive runs. Jabouille came home next followed by Cinotti, Francia and Markus Hotz, all three covered by little over a second.

Preis von Radio Tele-Luxemburg
Nurburgring, April 27
2 x 7 lap heats — 198.80 miles
European F2 Championship — round 4

1, Jacques Laffite (Martini-Schnitzer BMW Mk16), 1hr 46m 24.2s, 180.30 kph;
2, Patrick Tambay (March-BMW 752), 1hr 47m 39.0s;
3, Harald Ertl (Chevron-BMW B27), 1hr 47m 06.2s;
4, Jean-Pierre Jabouille (Elf-Schnitzer BMW 2J), 1hr 51m 06.2s;
5, Sandro Cinotti (March-Schnitzer BMW 752), 1hr 51m 07.6s;
6, Giorgio Francia (Osella-BMW FA2), 1hr 51m 09.0s;
7, Markus Hotz (March-BMW 752); 8, Hans-Joachim Stuck (March-BMW 752); 9, Giancarlo Martini (March-BMW 752); 10, Brian Henton (March-Ford Hart BDA 752).

Saturday heat (7 laps): 1, Laffite, 53m 17.1s, 180.00 kph; 2, Micheal Leclere (March-BMW 752), 53m 23.0s; 3, Tambay, 54m 11.6s; 4, Ertl 54m 26.3s; 5, Henton, 54m 44.4s; 6, Gabriele Serblin (March-BMW 752), 55m 50.4s; 7, Cinotti, 56m 14.2s; 8, Francia, 56m 15.1s; 9, Jabouille, 56m 21.2s; 10, Hotz, 56m 29.7s.
Fastest lap: Laffite, 7m 29.6s, 182.80 kph.
Sunday heat (7 laps): 1, Stuck, 52m 37.5s, 182.20 kph; 2, Laffite, 53m 07.1s; 3, Tambay, 53m 27.4s; 4, Ertl, 53m 27.7s; 5, Jabouille, 54m 45.0s; 6, Cinotti, 54m 53.4s; 7, Francia, 54m 53.9s; 8, Hotz, 54m 54.7s; 9, Hector Rebaque (Chevron-Ford Hart BDA), 55m 25.9s; 10, Martini, 55m 27.1s. **Fastest lap:** Stuck, 7m 24.5s, 184.90 kph **(F2 record)**.

Moral victor Hans Stuck taking the flag to win the second part on the Sunday. Note his nosecone breaking up which caused the March team some anxious moments near the end.



by John Bolster

Renault's excellent 30TS

The Régie Renault have always maintained a happy relationship with the Press, and they realised that we were all avid to try their completely new, high-performance, six-cylinder car. For the usual reasons, the production of the first cars was delayed and the machines were only finished with hours to spare, but they had arrived in the South of France before our aircraft landed. With callous haste, we were soon holding a steady 185 kph down the autoroutes and scrubbing off the tyre treads on the hairpin bends in the hills. As it happened, the *flics* were busy chasing bank robbers that day, so speed limits could be ignored.

We have already published a technical description of the 30TS, so I can be brief. The 2664 cc six-cylinder engine drives the front wheels and as it is impractical to do this with an in-line six, unless it is transversely mounted, the V6 configuration was selected. Quite why a 90 deg angle between banks was chosen is not clear, but the resulting light-alloy block is very compact and can be mounted ahead of the transmission without excessive overhang.

The 4-speed synchromesh gearbox and spiral bevel final drive are in unit with the engine, or a new Renault automatic transmission can be specified, with its own heat-exchanger built into the radiator. When the optional air-conditioning is specified, a bigger radiator with two fans is fitted.

Wishbone-type front suspension, with coil springs above the upper links, is allied with power-assisted rack and pinion steering. At the rear, the stub axles are on struts, with long lower links and trailing arms. The brakes have two-cylinder calipers and ventilated discs in front, with solid discs behind regulated by a height control. There are anti-roll bars front and rear.

When one enters the new car, it seems remarkably small. There is plenty of space for the front and rear passengers but neither length nor width are excessive and the car is as easy to park as a four-cylinder Renault — easier, in fact, thanks to the power steering. It is at once obvious that the 30 TS has a lot of performance, with a 115 mph maximum and a 0-60 mph acceleration time of just over 9s. The gear ratios are closely spaced and the overhead-camshaft engine is eager to rev.

The cornering power is astonishingly high and there is none of the excessive understeer that one sometimes finds with front-wheel drive. The steering is quick and responsive, without too much power-assistance, and the riding comfort can only be described as superb.

All this is high praise, but there are causes for criticism. There was a lack of refinement that may well have been due to the hasty preparation of these pre-production cars, but it must be mentioned. The brakes were infuriatingly noisy, which will no doubt be eliminated before any cars are sold, but I must speak as I find. Similarly, although the engine was quiet at high cruising speeds, it lacked the silence and smoothness of a good six-cylinder when accelerating hard, judged against other £3,500 cars.

Obviously, I am being very severe, as I am entitled to be with a car in this price class. I shall look forward to driving a production version later on, when I fully expect that a much higher standard of refinement will have been achieved.

The car can make a fierce standing start without any of the juddering that is usually experienced with front-drive vehicles. Even more impressive is the traction out of hairpin bends, with a minimum of wheelspin. So many front-drivers wave the inside wheel in the air, but the 30 TS keeps all four tyres on the road. The suspension and steering really are exceptional and the car is a joy to handle.

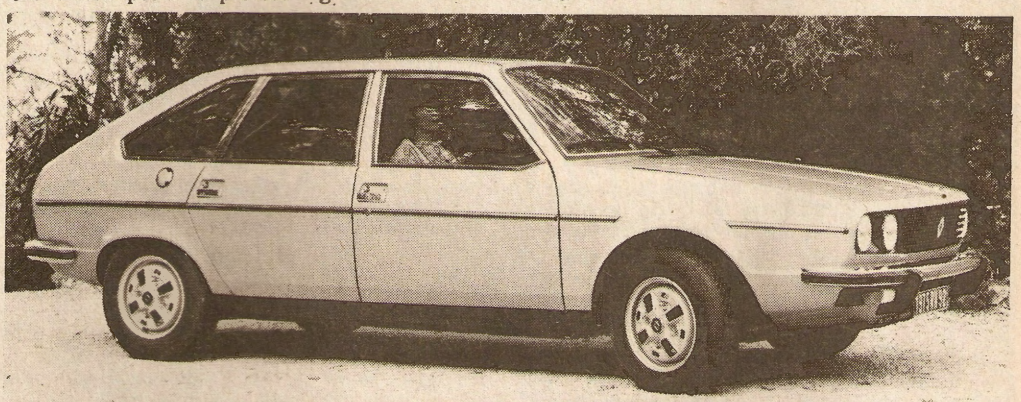
There is a certain amount of wind noise at high cruising speeds, but most of this seems to come from the ventilation system and may merely have been due to hasty fitting. In other respects, the heating and demisting are first class— I have yet to try the air conditioning.

I tried both the manual and automatic transmissions. The manual box works well as long as the clutch pedal is pressed right down when changing gear, and the automatic gives very quick changes when left to its own devices. The driving position is comfortable and I was able to heel-and-toe when using the manual box. The seats give good location and do not become tiring on a long journey. The well-known Renault fifth door makes the stowage of luggage easy and the car is ideal for collecting bulky shopping.

A long time ago, Renault built many six and eight-cylinder cars, but for more than 35 years only four-cylinder models have been made. The last Renault six that I drove had a 9-litre engine, which could drink petrol faster than I could consume Beaujolais, The new V6 is a completely modern design, which is moderate in its thirst for fuel but has a really vivid performance. It demands the minimum of skill from its driver and is small enough to be nippy in traffic. Its appearance is not spectacular, but there is something about it which gives an air of prestige. Renault are well and truly back in the six-cylinder market, and likely to stay there.

SPECIFICATION AND PERFORMANCE DATA

Car tried: Renault 30 TS four/five-door saloon.
Engine: Six-cylinder 88 x 73mm (2664cc);compression ratio 8.65 to 1. 131 bhp DIN at 5500 rpm; single chain-driven overhead-camshaft per bank, one twin-choke and one single-choke Solex carburetter.
Transmission: Single dry plate clutch; four-speed synchromesh gearbox with central remote control, ratios 0.93, 1.32, 2.06, and 3.36 to 1; spiral bevel final drive, ratio 3.89 to 1; driveshafts to front hubs with constant-velocity joints, sliding type at gearbox end, Optional: Hydraulic torque converter and three-speed automatic transmission with electronic selection.
Chassis: Combined steel body and chassis; independent front suspension by coil springs, wishbones, and anti-roll bar; power-assisted rack and pinion steering; independent rear suspension by coil springs, damper-struts and lower links with trailing arms, plus anti-roll bar; servo-assisted dual-circuit disc brakes with ventilated front discs having two cylinders per caliper and height control for rear brakes; bolt-on disc wheels fitted 175 HR 14 tyres.
Dimensions: Wheelbase 8ft 9in, Track 4ft 9in/4ft 8½in. Overall length 14ft 10ins. Width 5ft 8ins. Weight 2,910 lbs.
Performance: Maximum speed 115 mph. Acceleration 0-60 mph. 9.2s.



NEW CARS

Polski-Fiat 125P

To the strains of Chopin's Polonaise and the energetic dancing of ladies in Polish costumes, plus the splash and gurgle of countless bottles of Polish Vodka, the Polski-Fiat came to London. By the time that these words appear in print, 55 dealers will have the cars in their showrooms — they already have spare parts galore in their stores, we are assured.

The Polski-Fiat 125P was developed from the Fiat 125, though it is of sturdier construction, as befits the rugged use it receives at home. The 1.5 litre engine has inclined valves, operated by pushrods and rockers, and a forged 4-bearing crankshaft is in a cast-iron block with an aluminium cross-flow head. The body shell is rust-proofed, including drilling the double-skinned and boxed sections for injection of anti-rust compound. The front suspension is by wishbones and an anti-roll bar, with transmission through a 4-speed gearbox and a two-piece propeller shaft to a hypoid rear axle on semi-elliptic springs. The steering is by worm and roller, the servo-assisted dual-circuit brakes have discs all round, and there are four headlamps. Other refinements include a laminated screen, an electric clutch for the belt-driven fan, and a Weber twin-choke carburetter.

There are two body styles, a 4-door saloon and a very roomy estate, both of which appear to be well constructed and finished. It is the practice of the factory to enter standard cars in the tougher rallies as part of their development programme. We shall be putting one of these sturdy machines through a full AUTOSPORT road test shortly, but without any Polish Vodka on this occasion, alas! It remains to reveal the prices, which are somewhat sensational, the saloon costing £1,159 while the estate is £1,299, including car tax and VAT.

Car Described: Polski-Fiat 4-door saloon, price £1,159, and estate, price £1,299, including car tax and VAT.
Engine: Four cylinders 77 x 79.5 mm (1481 cc). Compression ratio 9.0 to 1. 70 bhp DIN at 5.400 rpm. Pushrod-operated overhead-valves. Weber twin-choke carburetter.
Transmission: Single dry plate clutch. 4-speed gearbox with central control, ratios 1.0, 1.49, 2.30, and 3.75 to 1. Divided propeller shaft to hypoid rear axle, ratio 4.1 to 1.
Chassis: Combined steel body and chassis. Independent front suspension by coil springs, unequal-length wishbones, and anti-roll bar. Worm and roller steering gear. Live rear axle on semi-elliptic springs. Telescopic dampers all round. Servo-assisted dual-circuit disc brakes on all four wheels, with control valve for rear brakes. Bolt-on ventilated steel wheels, fitted Dunlop SP68 5.60-13 radial ply tyres.
Equipment: 12-volt lighting and starting. Speedometer. Fuel and temperature gauges. Heating, demisting, and ventilation system with eyeball cold-air admission and heated rear window (extra). 2-speed and intermittent windscreen wipers and washers. Flashing direction indicators. Cigarette lighter. Reversing lights.
Dimensions: Wheelbase 8ft 2½in. Track 4ft 2¾in. Overall length 13ft 10½in. Width 5ft 3¾in. Weight 19½ cwt. Estate 21 cwt.

Jaguar's XJ 3.4

The famous Jaguar XK engine has been made in various sizes, but to many of us the original version of 83 x 106 mm (3442 cc) has always been the favourite. Now, for reasons of economy, a new power unit to these dimensions has been installed in the XJ 3.4 saloon. Having a stiffer crankshaft and a ribbed cylinder block with larger water spaces, it retains the twin-cam light-alloy head and twin SU carburetters.

Developing 161 bhp at 5,000 rpm, this smaller engine propels the saloon at 117 mph, but more important these days is a fuel consumption of 19-23 mpg and a certified figure of 24 mpg at a constant 70 mph. Another economy is the price, which is £340 below that of the XJ 4.2. Similarly, the most luxurious model of the range, the Daimler with Vanden Plas coachwork, is now offered with the 4.2-litre 6-cylinder engine as well as the V-12.

The 5.3-litre V-12 is now available with electronic fuel injection in 2-door Jaguars and Daimlers, becoming optional for the 4-door cars later in the year. The system was a Bendix conception, which was developed and engineered by Bosch and adapted to the V-12 by Lucas and Jaguar. This highly sophisticated design is aimed particularly at stiffening anti-pollution requirements in the future, but it also has advantages in fuel economy and flexibility. We hope to publish driving impressions of the new Jaguars and Daimlers in the near future.

Prices range from £4,795 for the Jaguar XJ 3.4, in overdrive or automatic form, to £6,959 for the Daimler Double-Six 2 door with fuel injection.

● The new smaller Cadillac, called the Seville, is a good-looking car of almost Italian elegance. It is small only by Cadillac standards, being 17ft long and 5ft 11.8in wide, with a weight of 36.9 cwt. However, that's 27in shorter, 8in narrower, and nearly 9 cwt lighter than the existing 8.2-litre model. The Seville has a 5.7-litre V8 engine with electronic fuel injectioln, developing 180 bhp at 4,400 rpm with a maximum torque of 275 ft lbs at 2,000 rpm. The chassis is entirely conventional, the manufacturers preferring to forget their brief flirtation with front-wheel drive. *J.V.B.*

Rennicks takes the outside line in his BMW to pass Ward's Dolomite.

MONDELLO PARK

Donnelly wins at last

After two years of chasing Patsy McGarrity in Formula Atlantic racing, Des Donnelly scored his first Mondello win since his saloon days, at the Irish Motor Racing Club's April 20 meeting. McGarrity tangled with Donnelly's March 73B at Esso on the first lap of the Atlantic race and spun the Duckhams/Jet Chevron B29 into the bank, without personal injury. Arthur Collier took his F5000 based Skoda-Chevvy V8 to an easy victory in the modified saloon race, in which the real hero was Stee Griffin, who ran away from the powerful FVC Escorts of Mattie McNamara and Rosemary Smith to finish second in the little 1.3 Rolo Mini. Again Arnie Black beat John Gale in the Modsports race; Bernard Devaney won his second Mondello Formula Ford race in succession in the John Murphy/Mondello School Hawke DL12; and Robin Rennicks tamed his powerful injection 3-litre BMW Si to beat Robert Ward's recently acquired Dolomite Sprint in the Group 1 race. This meeting was part of the IMRC's Speed Weekend, with the Enniskerry Hillclimb held on the previous day, but pouring rain and scarcity of petrol thanks to a nationwide strike of petrol delivery drivers, put a damper on the Mondello outing.

The mighty thunder of Arthur Collier's demon Skoda-Chevvy, ex-John Turner, drowned out the exhaust notes of the rest as he blasted off the line to lead the opening race. Stee Griffin in the Rolo Mini tucked in behind the Skoda, and pulled away from Rosemary Smith and Mattie McNamara in the two big Escorts, David Hall's Gulf-Imp and the rest of the Minis. After challenging Rosemary, Hall's Imp expired on lap seven; McNamara, out for the first time this year with his Churchmans Super Size Escort, took Rosemary but was no less than 34.4 seconds behind Griffin at the flag.

Collier won easily, carefully turning on the power so as not to lose it in the appallingly slippery conditions, and Griffin threw the Mini around with great skill to run the big Skoda to within 4.8 seconds at the flag, afterwards remarking that he wished he had someone to dice with, – "you get pissed off on your sweeney," said he!

Robert Ward led off the Group 1/Showroom saloons in his Triumph Dolomite Sprint with Robin Rennicks losing time by oversliding the big Bee-M out of the slower corners, and dropping back, until he took to using less right foot – this paid off for he gradually hauled in Ward. The dice really began in earnest four laps from the end and, coming out of Shell, Rennicks forced past to eventually squeeze ahead on the outside line of BP Bend on the last lap to win by 1.6. Alan "Plum" Tyndall was almost ten seconds down in third place with his Vauxhall Magnum Coupe and Frank O'Rourke finished a steady fourth in his Opel Ascona 1900S.

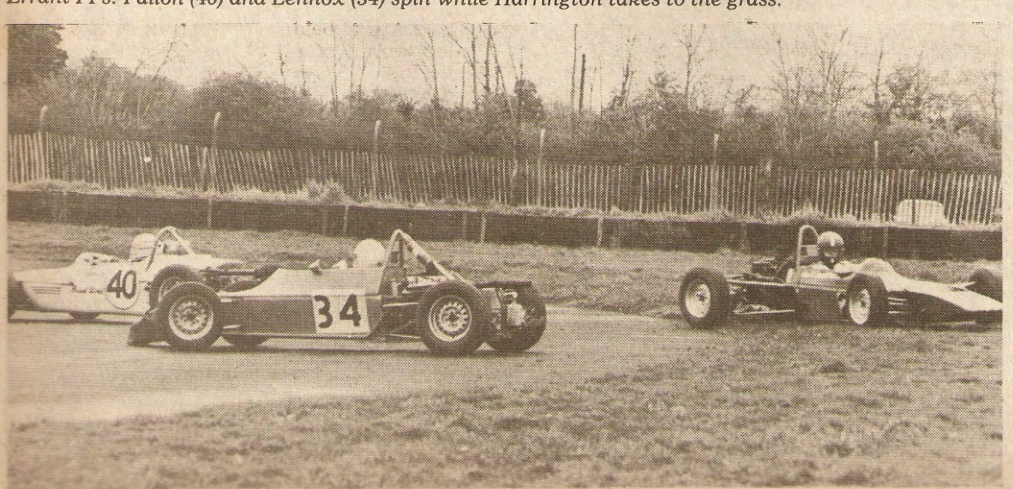
The usual Modsports race this time featured the three over 1300 entries of Mike Nugent (Lotus Elan), Rod McDowell (MGB) and Peter Baker (Triumph GT6), "outlawed" by the regular Midget/Spitfire brigade who naturally do not want their races split up by including classes for other size cars and engines. This trio was thus let off 20 seconds in front of the "Midgefires" and Nugent, in the well-prepared Elan with BRM Twin Cam mill, had no bother racing far away from McDowell's equally well turned out MGB and Baker's GT6. But the real motor race was won by Arnie Black, who was actually faster in his Midget than Nugent in the more powerful Elan. John Gale had a hard time trying to pass Baker's "wide" GT6, and this eventual manoeuvre cost him the wing spats off his Aldon-MG and he was held up enough to finish 26.8 s behind Black, with both in front of McDowell and Baker. Third was Brian Tuite in his frog-eyed Sprite which should soon be Tuite-tweaked into a more competitive weapon.

The Chevron B25's of John Pollock and Harold McGarrity, Tom O'Leary, in his distinctive-looking Brabham BT40, and Walter Kinnear, in his faithful Lotus 69, were a welcome addition to the Atlantic grid; but only three Supersports were in action, David Manley's Mallock-U2 Mk 17, former Modsports man Austin Whelan, making his debut in the ex-Friswell/Tony Martin U2 Mk11B, and Derek Shortall in the Vista-Gryphon C74. Des Donnelly made his customary super start to lead Patsy McGarrity for half the opening lap, and at Esso, McGarrity tried the inside line to take Donnelly as he had done at the Easter Monday meeting. But Donnelly does not make the same mistake twice and with no where to go McGarrity's Chevron B29 rode up on a back wheel of the March 73B and shot off the road to finish up partly up on the bank on the outside. With McGarrity gone, Donnelly had a lonely race out front to win by 5.2 s from Ken Fildes in the Britannica Lotus 69. Big Tom O'Leary held second for two laps but his clutch packed up and he was forced to retire the Brabham BT40 after a short, but at least promising, run. For five laps David Manley was the race sensation, leading Fildes and all the others in his Mallock-U2, but the oil pressure dropped on the 1.6 Ford pushrod engine and he was first taken by Fildes, then by the three Chevrons of John Pollock, Pat Woods and Harold McGarrity and finally by Walter Kinnear, before retiring on lap 11. Pollock and McGarrity, out for the first time this year, with Woods between them and Kinnear just behind made a thrilling sight indeed as they cornered in ultra-close company and almost pulled alongside each other on the straights. This was real motor racing and they crossed the line in the order Pollock, by 0.4 s from Woods, with McGarrity finishing 0.4 s behind Woods, and 0.2 s in front of Kinnear. Shortall took it steady to win the Supersports class, a lap down on the Atlantics and a lap ahead of Whelan.

Half the Formula Ford field fell by the wayside during an incident-packed 15-lapper. David Kennedy and Derek Daly returned to the Mondello scene after spending the winter in Australia, coal mining of all things in order to raise bread to go motor racing properly this year. But Kennedy was in the wars with the stewards who decided he was guilty of dangerous driving tactics and he was black-flagged after two laps, while he was leading Bernard Devaney's Hawke DL12 with his Merlyn Mk11. With Kennedy hotly engaged in argument with the stewards, Devaney pulled out a commanding lead; a first lap spin put Eddie Jordan out of contention with his Crossle 30F and the battle for second was between Trevor Templeton (Lotus 69F) and Harry Acheson (Crossle 30F), while a little further back John Murphy, in the second Mondello School Hawke DL12, was being harried by Derek Daly in his Crossle 25F and this included a nudge by Daly at Shell. Murphy joined the list of retirements on lap 11, along with Jordan, P. J. Fallon (Crossle 20F), Danny Daly (Lotus 69F), and others. What promised so much close stuff eventually turned out pretty tame fare, with Devaney winning by 6.8 from Templeton and Acheson, who practically dead-heated for second. Derek Daly celebrated his return from down-under by taking fourth, well in front of Richard Parsons, who was the last to go the full distance.

BRIAN FOLEY

Errant FFs: Fallon (40) and Lennox (34) spin while Harrington takes to the grass.



Modified Saloons (10 laps): 1, Arthur Collier (5.0 Skoda-Chevrolet), 12m 27.6s, 59.71 mph; 2, Stee Griffin (1.3 Mini), 12m 32.4s; 3, Mattie McNamara (2.0 Ford Escort-FVC), 12m 46.8s; 4, Rosemary Smith (1.8 Ford Escort-FVC), 12m 59.4s; 5, Seamus O'Connor (1.3 Mini), 13m 25.2s; 6, Ronnie Boate (1.3 Wolseley Hornet), 9 laps. **Fastest lap:** Collier, 1m 12.8s, 61.32 mph. **Class winners:** Collier and Griffin.

Group 1 Saloons (10 laps): 1, Robin Rennicks (BMW 3.0 Si), 14m 11.8s, 52.41 mph; 2, Robert Ward (Triumph Dolomite Sprint), 14m 13.4s, 3, Alan Tyndall (Vauxhall Magnum Coupe), 14m 24.0s; 4, Frank O'Rourke (Opel Ascona 1900S), 14m 39.2; 5, Dermot Faulkner (BMW 2002 Tii), 14m 57.6; 6, George Windrum (Ford Capri 3000), 15m 9.8s. **Fastest lap:** Rennicks, 1m 22.6s, 54.04 mph.

Modsports (10 laps): 1, Arnie Black (MG Midget), 13m 21.2s, 57.14 mph; 2, John Gale (MG Midget), 13m 48.0s; 3, Brian Tuite (A-H Sprite), 14m 17.4s; 4, Denis McCarthy (MG Midget), 14m 19.4s; 5, Brian O'Toole (Triumph Spitfire), 14m 22.8s; 6, Ed Mahon (MG Midget), 14m 38.2s. **Fastest lap:** Black, 1m 16.8s, 58.13 mph. **Over 1300 cc class:** 1, Mike Nugent (1.8 Lotus Elan), 13m 13.4s, 56.26 mph; 2, Rod McDowell (MGB); 3, Peter Baker (Triumph GT6).

Formula Atlantic and Supersports (15 laps): 1 Des Donnelly (March 73B), 16m 15.8s, 68.62 mph; 2, Ken Fildes (Lotus 69), 16m 21.0s; 3, John Pollock (Chevron B25), 16m 44.4s; 4, Pat Woods (Chevron B25), 16m 44.8s; 5, Harold McGarrity (Chevron B25), 16m 45.2; 6, Walter Kinnear (Lotus 69), 16m 45.4s. **Fastest lap:** Fildes, 1m 2.2s, 71.77 mph. **Supersports:** 1, Derek Shortall (Gryphon C74), 14 laps; 2, Austin Whelan (U2 Mk 11B), 13.

Formula Ford (15 laps): 1, Bernard Devaney (Hawke DL12), 16m 42.0s, 66.83 2, Trevor Templeton (Lotus 69F), 16m 49.2s; 3, Harry Acheson (Crossle 30F), 16m 49.2s; 4, Derek Daly (Crossle 25F), 16m 59.2s; 5, Richard Parsons (Crossle 25F), 17m 3.4s; 6, David Haughton (Lotus 69F), 14 laps. **Fastest lap:** Devaney and Templeton, 1m 5.0s, 68.68 mph.

Handicap (10 laps): 1, Gerry McGarrity jnr (Mini 1000), 13m 15.4s, 56.12 mph; 2, Patrick Faulkner (BMW 2002 Tii), 13m 22.2s; 3, Jim Wilson (Honda Civic), 13m 30.8s; 4, Katriona Healion (Mini-Cooper S), 13m 40.2s.

Correspondence

The editor is not bound to agree with readers' opinions

Codswallop?

In all my years of racing I have never read such a load of codswallop as the race report on Silverstone. Obviously some strange forces must have been at work, and it would seem that womens' lib has gone into reverse, that motor racing journalists have been blinded by chivalry, and are now unable to report factually when a driver with different privates is involved. To the drivers, it makes not a halfpenny difference that there is a difference, (in the cars that is), but it is now abundantly clear that the journalists have allowed sex to rear its beautiful head, which has affected them in such a way that they are now incapable of divorcing their feelings and emotions from actuality, and consequently report not what is happening, but what they think and want to see happening.

I do not see any mention of Lauda baulking Fittipaldi, who undoubtedly would have won if Lauda had not been in the way! May be they have an axe to grind, if not an axe, a small chopper, so why don't they come out with it, and then we will be able to see what they are made of!

During the race I had absolutely no idea who was the driver of the other car. Congratulations Lella on a magnificent race.

SHENLEY, HERTS — GRAHAM HILL

BBC's . . .

I feel I must write congratulating you on the splendid Editorial appearing on April 17.

For me, at least, it sums up the frustrations the general public must endure from the stuck-up BBC which, I hasten to add, is not confined to merely motor racing, or contraceptives!

As for the 'This Week' programme screened by Independent Television, they don't even show their viewers any motor racing and yet they would jump at the chance to screen cigarette ads — given half a chance.

Having said that, I suppose that the motor racing authorities will have to continue to bow and scrape to the BBC in order for them to show just 25 minutes actual racing. As that was all that was shown for the Trophy Race, even though it had been billed as being the "curtain-raiser to the European Formula One Season", or words to that effect.

Twenty-five minutes was given for the Trophy Race and twenty is given for the BBC News, and I know which I would sooner watch!

SOUTHGATE, LONDON N14 — C. J. ASKHAM

. . . bloomer

I would like to endorse all that you said in the Editorial coloumn of AUTOSPORT (April 17).

It is high time that the BBC realized that sponsorship in sport, especially motor sport, is here to stay.

The attitude they took towards Richard Scott's Lola at Silverstone could just be the thin end of a very large wedge. It may come to the state whereby someone from the BBC will have to "vet" all adverts at sporting events in case some sensitive member of the public is offended in some way. Of course they totally ignore the fact that if a viewer finds that part of a programme is offensive, he has only to switch off his set.

At a time when the world is vastly over populated it is very short sighted of the BBC to take the line they did. Surely the public at large need reminding about various birth control methods. If the London Rubber Company are far sighted enough to sponsor a Formula 5000 team then good luck to them if it gets their message across.

Perhaps someone should send a letter (dare I say a French letter?) to the BBC in protest at their high handed attitude.

CLACTON-ON-SEA, ESSEX — R. M. FAULDS

Niven's shunt

I would like to clear up a few points regarding Doug Niven's crash at Ingliston recently.

I was the first marshal to arrive at the crash, closely followed by Andy Birrell, both of us coming over from the left-hander.

There was fluid pouring from somewhere and a strong smell of petrol so an extinquisher was duly discharged. Had the car gone up, many more spectators would have been hurt.

To answer a comment made by Gerry Marshall afterwards, the reason all the marshals were "leaping up and down" was due to a comment made by the commentator that he believed the red flag had gone out. This, coupled with the fact that there were only about three cars still circulating.

It does not seem very wise to stand around a car which has crashed, even with the contents of a Monnex extinguisher over it, smoking. However, certain people did, and, even if he did not have his cigar lit, there was no cause for Mr J. Russell to assault a marshal trying to do his duty. (Thanks Gerry Marshall for intervening!)

The crash was very unfortunate in that the toilet which Doug hit had just been moved back sixteen feet (out of danger?) — it is closed while cars are circulating.

Armco appears to have been one of the culprits here again, because it acted as a launching pad. Maybe double height armco would have prevented this, but this is the first major accident to occur at this point of the circuit — perhaps Scotcircuits will learn some very valuable lessons from the whole affair.

GUYS HOSPITAL, LONDON SE1 — FRANK MENDL

Can't hear

One of your contributors, reporting the Easter Brands meeting, mentioned the excellent commentary. This must have been piped direct to the press box as none of the spectators can ever hear a word of the public address during a race. Just the same at the Silverstone Formula 1 meeting but, in this case, no speaker was beamed at the Stewards Enclosure so we could not even hear during the intervals between races.

I've been going to car and motorcycle meetings since the Wednesday afternoon meetings at Brooklands in the early thirties so I can't be the least knowledgeable spectator present, but I never come away from a meeting these days with full information of what happened and I have to wait and read AUTOSPORT to find out. Sometimes my family knows more about it from watching at home on television.

This isn't good enough. Let's have better equipment and better informed commentary. Technical information should be given in the intervals instead of the ballyhoo and fanfares and how about posting a detailed information bulletin after the races.

STANSTED, ESSEX. — E. MADDOX

Autotest classes

I have been asked, together with a small committee, to recommend a new class structure for one of the major British National Autotest championships. It is easy to obtain the views of current championship competitors, but we would also like to hear the views of those who may consider entering the championships if the class structure was to be altered. We know that many active club autotesters believe their cars would not be competitive at national level; we would, therefore, like to devise a structure in which any sort of car stands a chance of doing well, at least in its own class.

Would any autotester with constructive views to offer please write to me as soon as possible, as there is not much time before 1976 regulations

LEN GIBSON

RAF STAFF COLLEGE, BRACKNELL, BERKS

B&O's promotion

In reply to Mr. Ault's letter published two weeks ago, I would first like to thank him for his kind comments about our presentation of the Belgium team, Bang and Olufsen, Team Michel Vaillant.

I would like to point out that these F2 and F3 teams are not being run with a fantastic budget. The vehicles and equipment belong to Brian Lewis Racing and the cost to the sponsor of painting and signwriting the vehicles was not exorbitant. Also the actual cost of buying each mechanic one set of clothes is within most peoples' limitations.

With reference to his comments regarding the track performance, had he read the original press release in AUTOSPORT, it states that the operation is a promotion by Bang and Olufsen, Belgium, using Belgian drivers. We realise that the drivers are lacking in experience and I am sure they appreciate the wonderful opportunity they have been given.

Perhaps, Mr Ault could persuade a British company to promote young British drivers in the same capacity that Bang and Olufsen, Belgium are doing? Then, maybe, we could look forward to seeing more than one competitive British driver in F2 and two competitive drivers in F1.

Finally I am sure that everybody in F2 is grateful to Wella for bringing F2 back to Thruxton.

BRIAN LEWIS

BRIAN LEWIS RACING, CHOBHAM, SURREY.

Irish talent

As a correspondent for Irish press, I must immodestly and heartily endorse your letter from Mr Hill concerning Damien Magee.

I, too, think it is about time Damien's efforts were rewarded by something more than the odd F5000 drive in a dated car.

The well-heeled folks who have been so vociferous in their criticism of Magee, now have to take a back-seat in the face of the undisputed class that the Belfast man has consistently shown of late. Some of his critics, I have often felt, should have been understanding enough to appreciate that Damien has had to come up a far harder road than most — despite which he has lost none of his native generosity of warmth — qualities you can't buy at a finishing school.

Damien's class is, I feel, now beyond dispute, and isn't it nice, too, to see future World Champion John Watson at last getting results in that Surtees!

LONDON SW6 — BRENDAN LYNCH

See me?

I wonder if any reader saw the series of incidents at Becketts Corner in the Production Sports Car race at Rufforth on March 29 during which, on three occasions, Chris Meek's yellow Lotus Europa made contact with my red Morgan +8 and as a result of which my car was quite badly damaged.

The matter is being considered by the RAC and if there were any witnesses close enough to see what actually happened, could they please get in touch with me care of John Britten Garages, Arkley, Barnet, Herts, 01-449 1144.

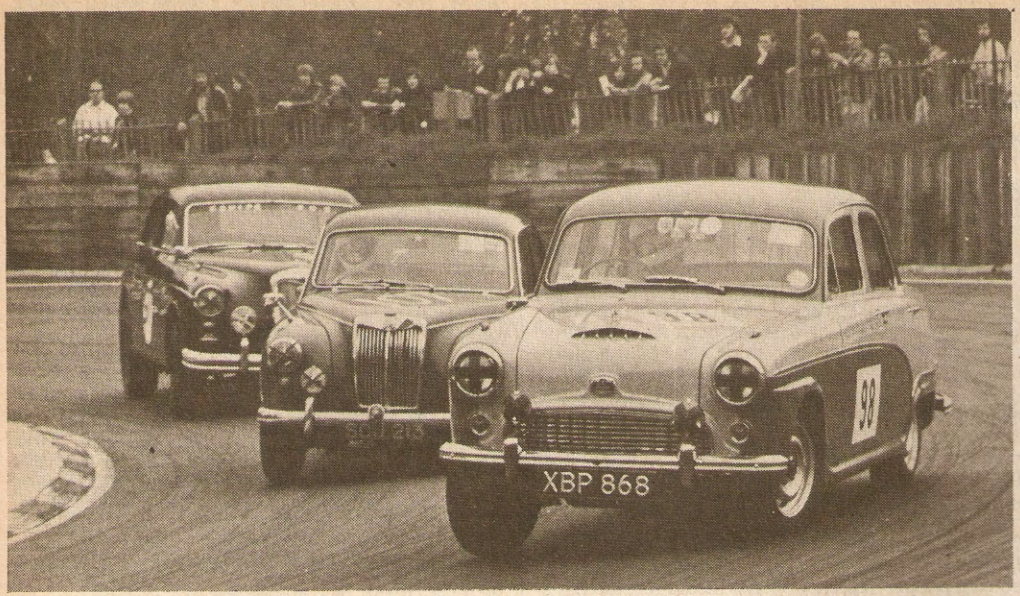
BARNET, HERTS — JOHN BRITTEN

Thanks

May I, through the columns of your magazine, thank on behalf of Keith Wilson, all the Marshals, Doctors, St. John Ambulance workers and RAC personnel for their help when he crashed at Oulton Park on Saturday, April 19.

Despite having two broken ankles, Keith is progressing satisfactorily in Chester Royal Infirmary.

ROTHERHAM, YORKS — J. CLOVER



Classic saloons (?) in action. Davidson's Austin A105 leads Scott Andrews' Magnette and Britten's Wolseley 6/90.

BRANDS HATCH

MG celebrate 50 years

MG enthusiasts flocked to Brands Hatch last Sunday for the first of two meetings organised by the MG CC at the Kent circuit during the year. It was hardly surprising that five of the seven races catered for MG variants, the two non MG races being for Townsend Thoresen Formula Ford points and the Classic saloon car series. Rob Haigh was the most successful driver of the day scoring a couple of wins with his beefy MGA, while three female members of the Young Generation dancing team were on hand to present the silver ware. Michael Crawford was not seen during the actual racing, but took part in a parade of MG Competition cars, ooh — nice!

There were problems for two of the front row occupants before the start of the first race for modified, MGAs, MGBs, MGCs, Midgets and Sprites. Pole-man John Wilmhurst elected to start his Whitegates Service Station Vickers Sprite from the back as the clutch had packed up, and David Hipperson's Midget was wheeled off as it was only fourth reserve and there were too many cars on the grid. So Rob Haigh's MGA was duly left on his own on the front row. David Stange's Midget chased hard until half distance, but then the MGA eased away as the leaders got caught up in back markers. Keith Ashby's Midget used the lappery to his advantage, and he reeled in Strange, but was two seconds adrift after ten laps. By lap 5 Wilmhurst was up to fourth place, and that's where he remained for the rest of the race, managing to pull far enough ahead of the fifth placed MGB of David Cleverdon to overcome the push start penalty.

Handicap results for the pre-1940 race were calculated after the ten laps, and so we had scratch results and handicap results. Nick Taylor's MG TB led on all ten laps, but the result might have been different if Paul Halfpenny hadn't dropped a penny and pulled his Alvis off at Kidney on the first lap, having spent much of that lap side by side with Taylor. A good dice developed for second place between James Crocker's Lagonda and Paul Street's Triumph SS which was going remarkably well considering it had a 1 lap 18 s handicap and Crocker had a 60 s handicap. Street took second place from Crocker along top straight on lap 4, but Crocker put matters right at Paddock on the penultimate to take second by 1.4 s; however Street won the race on handicap.

Standard MGs and T-Types were next out, and it was the latter category which dominated. The TCs of David Clewley, Gerry Brown and Pete Cresswell, and Nick Taylor's TB were in a class of their own. Brown led until Clearways on lap 5, whereupon Clewley took over. He held it until the last lap, when Brown slipped inside at Paddock, but Clewley drew level along top straight failing to win by a matter of inches. Both were given the same race time. Cresswell and Taylor dropped back during the second and they finished a second apart, 7.8 s back.

Townsend Thoresen Formula Fords came next, and just three cars dominated this one. Jerseyman Lee Wroe-Johnson took pole with the Rostron flanked by Rob Newal's Jamun and Don Gray's Royale. Johnson made all the running in the Modern Hotels sponsored car, while Gray and Len Fletcher's Crossle disputed second place. Fletcher took over second place finally on the sixth lap, and almost got inside the Rostron on the final tour, but Johnson held on grimly to take the flag by 0.2 s. Gray was 0.6 s further back, while much further behind, Newall just hung on to fourth place ahead of Mike Wallaker's Jomic, which recorded the fastest lap.

The Classic saloon series came to Brands Hatch for the first time, and, already, after just one race in the championship we had a full grid of twenty cars. It would seem, therefore there might be a qualifying problem before the series gets much older. Peter Jackson's Lancia took an initial lead, while MG stalwart Andy McLennan was driving his Austin A35 like an A35 has never been driven before to tag on to the Lancia's boot lid. However on the fourth lap he was overcome by former clubman's driver Bob Meacham in his 2.4 Jaguar. A couple of laps later the Jaguar inherited the lead at Paddock, finishing the ten laps 0.6 s ahead of Jackson, with the incredible one litre A35 third. John Davidson had a spectacular accident along Bottom Straight when his Austin A105 flipped and rolled about half a dozen times. Davidson climbed out unharmed, and was soon looking for a tow back to Bognor Regis.

A large proportion of the Modsports grid were made up of MGs. But it was a Ginetta that led at the end of the first lap, the G4 of Philip Holliday. However he had a moment on the second lap, and handed the lead over to the Rob Haigh's MGA who went on to score his second win of the afternoon. David Hipperson got a race this time and was second on lap 2 before his Midget disappeared from the lap charts. Thus Tony Claydon finished second, having discarded his unreliable Piper and TVR for an ex-Ian Walker Elan. David Strange did well after his Midget was badly held up at the start by Geoff Weeks whose Midget failed to get away from the middle of the front row. By the eighth lap he was third and finished only 1.2 s away from Claydon.

Another handicap event closed the meeting, which Barry Sidery-Smith's MGB led from start to finish, against a varied selection of MG machinery. Roy McCarthy entertained the departing spectators with a long spin at Clearways on the first lap, although he missed everything and everyone missed him. There was a mighty three way dice for second place again involving the TCs again of Dave Clewly and Gerry Brown and, Martin Wilson's Midget, regularly the TCs were side by side, and it was almost three abreast as they took the chequered flag just in the order of Brown, Clewley and Wilson, the timekeepers putting 0.2 s between second and fourth.

PAUL KING

Modified MGAs and MGBs, MGCs, and Midgets and Sprites (10 laps); Overall: 1, Rob Haigh (1.9 MGA), 9m 32.2s, 78.01 mph; 2, David Strange (1.3 MG Midget), 9m 37.2s; 3, Keith Ashby (1.3 MG Midget), 9m 39.2s; 4, John Wilmhurst (1.3 Vickers Sprite), 10m 02.2s. **MGBs & MGCs:** 1, David Cleverdon (1.8 MGB), 73.98 mph; 2, Barry Sidery-Smith (1.8 MGB); 3, Terry Osborne (1.8 MGB). **Fastest lap:** Cleverdon, 58.2s, 76.70 mph. **MGAs:** 1, Haigh; 2, Roy McCarthy (1.6 MGA); 3, Mike Walker (1.6 MGA). **Fastest lap:** Haigh 56.0s, 79.71 mph. **Midgets & Sprites:** 1, Strange, 77.34 mph; 2, Ashby; 3, Wilmhurst. Fastest lap: Strange, 56.2s, 79.43 mph.

Handicap race for Pre 1940 cars (10 laps): 1, Paul Street (3.8 Triumph SS) +16.8s; 2, Tim Hunt (847 MG J2), +14.2s; 3, James Warne (1.3 MG K3 Replica), — 2.0s; 4, Anthony Dolton (939 MG J2) — 3.6s; 5, Andrew Smith (1969 MG PB), — 5.0s; 6, Michael Stanley (939 MG PB), — 5.6s. **Fastest lap:** Nick Taylor (1.5 MG TB), 1m 04.0s, 69.75 mph. **Winner on Scratch:** Taylor, 10m 59.0s, 67.74 mph.

MGT Types, Standard MGA, MGB & MGCs, Standard Midgets and Sprites (10 laps); Overall and MG T-Types: 1, Gerry Brown (1.5 MG TC), 10m 29.2s, 70.95 mph; 2, David Clewley (1.3 MG TC), 10m 29.2s; 3, Pete Cresswell (1.3 MGTC), 10m 37.0s; 4, Nick Taylor (1.5 MG TB), 10m 38.0s. **Fastest lap:** Clewley, 1m 01.2s, 72.94 mph. **Standard MGAs, MGBs and MGCs:** 1, John Targett (1.8 MGB), 66.75 mph; 2, Bob Image (1.8 MGB); 3, Victor Smith (1.8 MGB). **Fastest lap:** Targett, 1m 05.2s, 68.47 mph. **Standard Midgets and Sprites:** 1, David Paige (1.1 MG Midget), 63.15 mph; 2, Lawrence Quinn (1.2 MG Midget); 3, Michael Carr (1.1 Austin Healey Sprite). **Fastest lap:** Paige, 1m 08.8s, 64.88 mph.

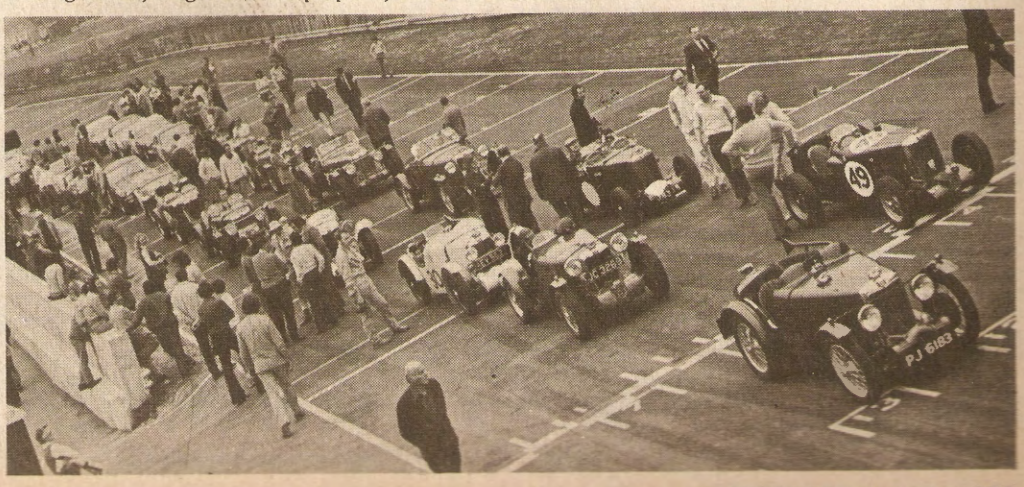
Townsend Thoresen Formula Ford Challenge (10 laps): 1, Lee Wroe-Johnson (Rostron-Scholar), 9m 03.4s, 82.15 mph; 2, Len Fletch (Crossle-Minister 25F), 9m 03.6s; 3, Don Gray (Royale-Vegantune RP16A), 9m 04.2s; 4, Rob Newall (Jamun-Lion T3C), 9m 08.2s; 5, Mike Wallaker (Jomic-Wallaker Mk 2), 9m 09.0s; 6, Barry Aitkenhead (Mistrale-Minister), 9m 10.2s. **Fastest lap:** Wallaker, 53.0s, 84.23 mph.

Classic Saloon Car Championship over 2700cc, 1901 to 2700 cc, 1201 to 1900cc and up to 1200cc (10 laps); Overall: 1, Bob Meacham (2.4 Jaguar), 11m 51.6s, 62.73 mph; 2, Peter Jackson (2.6 Lancia B20), 11m 52.2s; 3, Andy McLennan (1.0 Austin A35), 11m 56.0s; 4, Bruce Stapleton (2.6 Ford Zephyr Mk 2), 12m 14.8s. **Over 2700cc:** 1, John James (3.4 Jaguar Mk 7), 59.44 mph; 2, Michael Rouse (3.4 Jaguar); 3, Chris Sturridge (3.4 Jaguar Mk 9. **Fastest lap:** Rouse, 1m 12.8s, 61.59 mph **(establishes record). 1901 to 2700cc:** 1, Meacham; 2, Jackson; 3, Stapleton. **Fastest lap:** Meacham, 1m 08.0s, 65.65 mph **(establishes record). 1201 to 1900cc:** 1, Philip Stokeley (1.3 Alfa Romeo), 59.25 mph; 2, Mike Hawes (1.5 Magnette ZA); 3, Miles Marshall (1.5 Borgward Isabella). **Fastest lap:** Hawes, Stokeley and Marshall, 1m 13.0s, 61.15 mph. **Up to 1200cc:** 1, McLennan, 62.35 mph; 2, Keith Reynish (1.2 Ford Prefect); 3, Peter Amey (948 Morris Minor 1000). **Fastest lap:** McLennan, 1 m 09.8s, 63.95 mph.

Modified Sports Cars, 1150 to 2000cc and up to 1150cc (10 laps); Overall and 1151 to 2000cc: 1, Rob Haigh (1.9 MGA), 9m 34.0s, 77.77 mph; 2, Tony Claydon (1.9 Lotus Elan), 9 m 45.8s; 3, David Strange (1.3 MG Midget), 9m 47.0s; 4, Roger Redsell (1.3 Vickers Sprite), 9m 47.0s. **Fastest lap:** Haigh, 55.4s, 80.58 mph. **Up to 1150cc:** 1, Peter Richings (1.1 MG Midget), 73.13 mph; 2, James Thacker (1.1 Austin Healey Sprite); 3, Peter Fontes (1.1 Austin Healey Sprite). **Fastest lap:** Richings, 59.0s, 75.66 mph.

MG Allcomers Handicap race (10 laps): 1, Andrew Smith (969 MG PB), —11.0s; 2, Nigel Musselwhite (749 MG Ex 120 Replica) —11.6s; 3, Dave Clewley (1.3 MG TC), —12.6s; 4, Gerry Brown (1.5 MG TC), —12.6s; 5, Martin Wilson (1.3 MG Midget) —12.8s; 6, Malcolm Brownsett (1.8 MGB) —15.0s. **Fastest lap:** Barry Sidery-Smith (1.8 MGB), 59.6s, 74.90 mph. **Winner on scratch:** Sidery-Smith, 10m 07.4s, 73.49 mph.

Racing MGs of all generations prepare for a demonstration.



Gerry Marshall, two wheels aloft, charging through to second place.

OULTON PARK

Martin Birrane's bonanza

For driving 80 laps of Oulton Park last Saturday Adlards boss Martin Birrane scooped a cool £1200 with the ex-Mick Hill Boss Capri which isn't bad for an afternoon of club racing. Gerry Marshall, who finished second in both the heat and the final, had to make do with a mere £430 which is still a tidy sum. The concept of the ShellSport 4000 saloon car bonanza, to replace the abortive European Touring Car Championship round, was a good one but inadequate preparation time between the last minute change of plan and the race kept the entry down to very moderate proportions, even for the abbreviated Oulton which we have to endure these days. Fortunately the weather was gloriously warm so that the often tedious racing could at least be watched in comfort.

The concept of the race, pitting various types of saloons against each other is undoubtedly a good one but more thought should be given to an equalising formula before it is tried again otherwise few competitors will be interested in wearing out cars, engines and expensive tyres for the privilege of being lapped by the Marshalls and Grahams of this world. The BRSCC were in charge as efficiently as ever of what was a very long, but relatively incident free day's racing.

Some two hours earlier than normal, at 12.30 pm, 13 assorted Group 1 saloons, chiefly Chevrolet Camaros and Ford Capris, set out on the first 30-lap grind. While Stuart Graham, back with a 5.7 motor in his Brut 33 Camaro this week, disappeared into the distance, Andy Rouse, in Vince Woodman's car had to carve through the field after a delayed push start from second position on the grid. On his way he bumped into a slow Capri spinning to avoid an even slower Capri at Fosters to the detriment of the Camaro's grille and oil cooler, so that by the time he caught up with Jon Fletcher's Glazepta Camaro in second place he was having to drive with one eye on the gauges. Fletcher had his problems, too, with oil surge and eventually ran a little too wide at Lodge which allowed Rouse to nip past for the last six laps. Brian Pepper had settled into second behind Graham with him Camaro when the previous week's Brands problem of the cap coming off the power steering box recurred and he had to call a halt to replace the pump for the final. Among the Capris, Chris Craft started 10 secs late because the Wishart's Garage transporter broke down and arrived too late for the official session, but he worked his way up to fourth behind the Camaros when the brakes went away. The rest of the race was spent slowing the car with the gearbox but, when the only other fast Capri, Stuart Rolt's, retired with nasty noises coming from deep in the engine, Chris was able to take a secure fourth overall.

Only nine cars could be mustered for the second heat comprising special saloons and Ken Coffey's Group 2 Escort TC, which proved to be slower than most of the G1 cars. Derek McMahon brought along his Swindon BDG-powered Skoda for Alec Poole, who must know a thing or two about long distance racing by now, and it was the nimble white car which took the lead from Martin Birrane in the second of Mick Hill's Capris, now smartly bedecked in Adlards of Brixton colours, at Fosters on the first lap with Gerry Marshall following through in the DTV Firenza. After two laps Birrane had demoted Marshall and two more saw him past Poole and into the lead where he was to stay for the rest of the afternoon. Poole carried on in second place, not losing too much to the leader but drawing away from Marshall until a half shaft broke at Fosters, elevating Marshall and allowing Tony Sugden's immaculately-prepared and driven Escort into third, one lap behind. Birrane's fastest lap of 1m 4.2s constituted a new circuit record until the next race got under way.

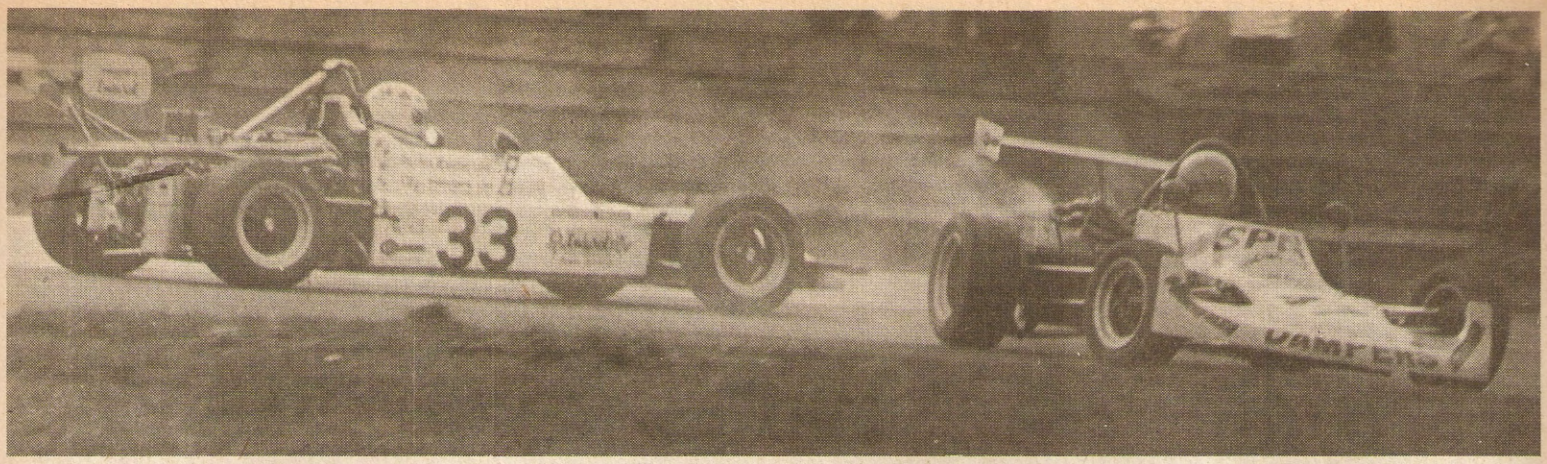
That was a round of the Allied Polymer FF2000 championship which, judging by reports of the previous round at Brands Hatch, should be picking up. Alas, we were back to just nine starters and one can't help thinking that at the moment it is just not achieving its purpose — for the majority of drivers FF1600 is as much as they can afford while those with strong resources behind them are better off in F3. Fortunately as if to show what the cars could provide if there were plenty of them, Bernard Vermilio and Derek Lawrence fought a tremendous duel for the lead in Merlyn Mk 28 and Crosslé 31F respectively. Vermilio led all the way, finding it less difficult to keep the door closed on the tight new circuit than in the days of Top Straight, so that Lawrence was never able to find a way past despite some very big efforts. Syd Fox retired his Hawke DL14 from third place on the third lap with a bad misfire which left Adrian Reynard in his own Spax-backed car to battle with Damien Magee's works Palliser. Eventually Reynard spun at Fosters and fell to fourth. In the last few laps he was catching Magee again and in turn was being caught by Roger Orgee's Royale RP22 but the order didn't change before the flag. Dutchman Ronald Remeeus took Donald MacLeod's place in the Ashtune Van Diemen and completed the finishers after a couple of spins. Lawrence and Reynard shared fastest lap which constitutes the current outright record for Oulton Park. How are the mighty fallen!

At last a decently full grid presented itself as the cars came out for the first round of the 1975 JCB Historic Car Championship co-sponsored this year by Nigel Moores and Bill Allen of Speed Merchants. With Neil Corner temporarily without a driving licence, the way was clear for Willie Green to dominate the race in the Bamford Maserati 250F, ex-Temple Buell and the one which Fangio drove in his last Grand Prix at Reims in 1958. Fangio was fourth but Willie won as he pleased, which was also the way to please the spectators as he grappled with the car's excessive oversteer. In his wake roared some potent sports cars led initially by David Ham in the fastest of several Lister-Jaguars present, from the Costin-bodied car of Bruce Halford, Martin Morris in his genuine road-racing D-type Jaguar, which he generally drives to races and Frank Sytner in the Bamford birdcage Maserati T61. As Sytner settled into the art of four wheel drifts and steering on the throttle, he made his way past the other three and came through to finish second, raving enthusiastically afterwards about a whole new world which he had discovered.

Next up were the first 2-litre cars with Alan Cottam's ex-McAlpine/Moss/Salvadori A-type Connaught staying tantalisingly ahead of Simon Phillips in his ex-Bob Gerard Mk 2 Cooper-Bristol which developed a misfire, probably due to a carburettor fault which caused a minor conflagration in the paddock afterwards. Separating Cottam from Phillips at the finish was Bert Young's Lister-Jaguar while Chris Drake's Lister and Jeffrey Johnstone's very fast Lotus Eleven were in hot pursuit. Altogether a superb race with very few retirements despite the warm weather and which could have gone on longer than its allotted 15 laps.

Instead we were confronted with 19 assorted saloons destined to cover 50 laps with the non-G1 and production cars forced to make one 2-minute pit stop with the driver out of the car. After uncertain handling in the heat caused by a harder compound on the nearside rear, Gerry Marshall chose to run the same rubber all round which was fine for a couple of laps as he clung to the boot of the Adlards Capri but which proved to be his undoing a few laps later when the same tyre chunked badly. So on lap 11, just as he had been caught and passed by Alec Poole in the Skoda, which had started from the back of the grid with a new half shaft courtesy of Damien Magee's Palliser, Marshall came into the pits for a tyre change which lasted 15 secs longer than the obligatory two minutes. Poole came in at the same time with the first manifestation of the problem which was to afflict the car for the rest of the race. For some reason the fuel was vapourising which brought the Irishman into the pits several more

Quick pit work in the compulsory-stop final for Martin Birrane's victorious Adlands Capri.



Damien Magee takes the works Palliser past Adrian Reynard's spinning Reynard at Fosters.

times with a dead engine although in between times the car was on full song and going well.

Marshall's stop dropped him to 10th while Birrane carried on at a good pace, clicking up another £10 every time he crossed the line in the lead. On lap 17 there was a mix up at Fosters with Stuart Graham's Camaro which was third and being lapped for the first time, which sent the Capri over the kerb, denting the front spoiler and ripping off the ducts to the front brakes. Martin carried on undaunted and did not stop until lap 39, by which time his lead over Marshall and Graham was such that he was able to rejoin the race still in front with Marshall, who simultaneously passed Graham, still half a lap behind. Mick Hill, who looks after the car for Birrane to pay for his F5000 March, was anxious that the hot V8 engine might not start on the button but it did so without hesitation and the car then carried on as relentlessly and reliably as ever to complete the 50 laps. Gerry was a good, albeit very very hot second and the only other car on the same lap.

Graham's non-stop run was rewarded with third place although he confessed to finding the race rather tedious as it wore on. He reckoned a front wheel bearing was on its way out and doubted whether the car would have done many more laps on its tankful of petrol. Tony Sugden turned in the sort of fast, steady drive in his Escort which you would expect from him and was a worthy fourth, two laps down and ahead of Brian Pepper's Camaro and Chris Craft's Capri, both non-stop runners and untroubled by their problems from the first heat. Andy Rouse, after setting in behind Graham in the early stages, had the same trouble as Pepper in the heat and stopped to have the power steering disconnected. He carried on to the end but was beginning to feel the strain of wielding the heavy car on muscle power alone. Jim Evans in his Turbo Escort RS2000, after trouble in the heat with a melted air scoop blocking the air intake, had no problems in the final and finished eighth on the same lap as Rouse according to our lap chart while Jon Fletcher had to stop for some primitive refuelling on his Camaro which cost him a lot of time so that he was ninth, five laps behind. Divina Galica retired her new style Escort BDE after a steady drive when the throttle cable broke although she made a gallant attempt to reach the pits by pulling the broken end and found herself with yards of cable in the cockpit.

Hairiest do of the day concluded the meeting in the Brush Fusegear FF1600 Championship in which Geoff Lees (Royale RP21) leads Matthew Argenti (Van Diemen RF75) and Jim Walsh (Hawke DL12). It was these three who sat on the front row and the first two who dominated the race, dicing furiously for the lead in a very intrepid manner. First one then the other would be in front with whoever it was doing his best to squeeze out the other. Eventually Lees made a mistake at Old Hall which allowed Argenti to repass and open out the length or two which was all he needed to give him victory. Walsh was a secure third but out of contention while Eddie Jordan brought his Crossle 30F up to fourth after a poor start. Chris Woodcock (Dulon MP15C) spun at Fosters while disputing fourth with Chris Fearon's Titan Mk 6 but they still finished fifth and sixth behind Jordan, which says something for the standard of the rest of the field.

IAN TITCHMARSH

Production Saloon and Group 1 Cars (30 laps): 1, Stuart Graham (5.7 Chevrolet Camaro Z28), 36m 33.0s, 81.45 mph; 2, Andy Rouse (5.7 Chevrolet Camaro Z28), 36m 52.6s; 3, Jon Fletcher (5.7 Chevrolet Camaro Z28), 37m 3.0s; 4, Chris Craft (3.0 Ford Capri II), 29 laps.

Group 1 over 1600 cc class: 1, Graham, 81.45 mph; 2, Rouse; 3, Fletcher. **Fastest lap:** Graham, 1m 11.4s, 83.39 mph (**record**).

Production Saloon Cars over £1700 class: 1 Phil Dowsett (3.0 Ford Capri GT), 72.20 mph; 2, Rod Birley (3.0 Ford Capri GT); 3, Tony Stubbs (2.0 Ford Escort RS2000). **Fastest lap:** Dowsett, 1m 21.4s, 73.15 mph (**new record**).

Group 2 and Special Saloon Cars over 1000 cc (30 laps): 1, Martin Birrane (5.0 Ford Capri V8), 33m 40.4s, 88.41 mph) 2, Gerry Marshall (2.6 Vauxhall Firenza), 34m 15.0s; 3, Tony Sugden (1.8 Ford Escort BDE), 29 laps; 4, Jim Evans (2.1 Ford Escort RS2000 Turbo), 25 laps. **Fastest lap:** Birrane, 1m 4.2s, 92.75 mph (**circuit record**).

Allied Polymer Formula Ford 2000 Championship round (15 laps): 1, Bernard Vermilio (Merlyn-Scholar Mk 28), 16m 11.8s, 91.91 mph; 2, Derek Lawrence (Crosslé-Thomas 31F), 16m 13.0s; 3, Damien Magee (Palliser-Minister P742), 16m 36.8s; 4, Adrian Reynard (Reynard-Oselli 75SF), 16m 41.6s; 5, Roger Orgee (Royale-Vegantune RP22), 16m 42.4s; 6, Ronald Remeeus (Van Diemen-Scholar RF75), 18m 15.8s. **Fastest lap:** Lawrence and Reynard, 1m 3.8s, 93.33 mph (**circuit record**).

JCB/Speed Merchants Historic Car Championship round (15 laps): 1, Willie Green (2.5 Maserati 250F), 18m 11.6s, 81.82 mph; 2, Frank Sytner (3.0 Maserati T61), 18m 38.4s; 3, David Ham (3.8 Lister-Jaguar), 18m 39.6s; 4, Bruce Halford (3.8 Lister-Jaguar), 18m 40.4s; 5, Martin Morris (3.8 Jaguar D), 18m 41.0s; 6, Alan Cottam (2.0 Connaught A-type), 19m 11.4s.

3000 to 5700 cc class: 1, Ham, 79.78 mph; 2, Halford; 3, Morris. **Fastest lap:** Ham, 1m 12.8s, 81.79 mph (**record**).

2001 to 3000 cc class: 1, Green, 81.82 mph; 2, Sytner; 3, Hon Patrick Lindsay (2.5 Maserati 250F). **Fastest lap:** Green, 1m 10.6s, 84.34 mph (**new record**).

Up to 2000 cc class: 1, Cottam, 77.57 mph; 2, Simon Phillips (2.0 Cooper-Bristol Mk 2); 3, Jeffrey Johnstone (1.2 Lotus-Climax Eleven Le Mans). **Fastest lap:** Phillips, 1m 15.0s, 79.39 mph (**new record**).

ShellSport Saloon Car Final (50 laps): 1, Martin Birrane (5.0 Ford Capri V8), 59m 8.2s, 83.90 mph; 2, Gerry Marshall (2.6 Vauxhall Firenza), 59m 32.8s; 3, Stuart Graham (5.7 Chevrolet Camaro Z28), 49 laps; 4, Tony Sugden (1.8 Ford Escort BDE), 48 laps; 5, Brian Pepper (5.7 Chevrolet Camaro Z28), 48 laps; 6, Chris Craft (3.0 Ford Capri II), 48 laps.

Group 1 over 1600 cc class: 1, Graham, 81.98 mph; 2, Pepper; 3, Craft. **Fastest lap:** Graham, 1m11.4s, 83.39 mph (**equals record**).

Production Saloon Cars over £1700 class: 1, Stuart Patterson (3.0 Ford Capri GT), 56.78 mph; only finisher. **Fastest lap:** Phil Dowsett (3.0 Ford Capri GT), 1m 22.2s, 72.44 mph.

Group 2 and Special Saloon Cars over 1600 cc class: 1, Birrane, 83.90 mph; 2, Marshall; 3, Sugden. **Fastest lap:** Birrane, 1m 5.6s, 90.77 mph.

Brush Fusegear Formula Ford 1600 Championship round (10 laps): 1, Matthew Argenti (Van Diemen-Scholar RF75), 11m 35.2s, 85.65 mph; 2, Geoff Lees (Royale-Minister RP21), 11m 36.0s; 3, Jim Walsh (Hawke-Scholar DL12), 11m 40.6s; 4, Eddie Jordan (Crosslé-Woodie 30F), 11m 44.0s; 5, Chris Woodcock (Dulon-Cooper MP15C), 11m 51.8s; 6, Chris Fearon (Titan-Thomas Mk 6), 11m 52.6s. **Fastest lap:** Lees, 1m 7.8s, 87.82 mph (**record**).

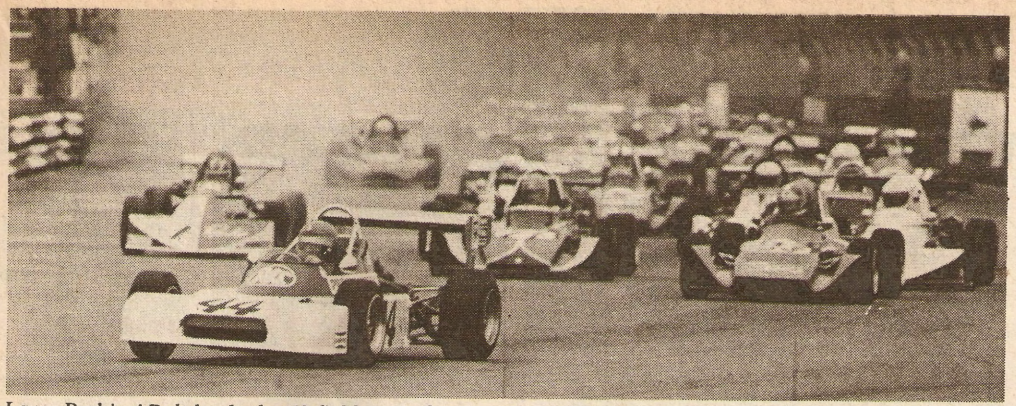
SILVERSTONE

Perkins leads, Sullivan wins

The BARC's Championship meeting at Silverstone on Sunday provided a series of races to satisfy the most blasé spectator and not even the rain which affected most of the midday practice sessions could prevent every race from being full of drama on a gradually drying track. Highspot of the day was of course the second round of the BP Super Visco championship for which 33 cars were entered, which makes the so-called international Formula Atlantic championship look rather sick at the moment considering this was a club meeting. After almost drowning in practice, although no one complained (again unlike certain elements in Formula Atlantic), the F3 drivers were rewarded with a more or less dry surface for their race in which Larry Perkins was busy making amends for his Thruxton indiscretion in the Ralt RTI until a tyre went flat. Danny Sullivan in the works Modus M1 had been the only other driver to keep the Cowangie Kid in sight and he inherited the win with six laps left. Second and third place men Chris Barnett and Pierre Dieudonné were disqualified by RAC eligibility scrutineer Cecil Mitchell for having the wings of their March 753s too high so Mike Tyrrell was officially placed second. Perkins equalled the lap record and was proclaimed Allied Polymer Driver of the Day as some consolation.

There were five Group 1 Chevrolet Camaros in the first race and every one of them had a moment before it had finished on a treacherously slippery track. Bob Ridgard's rebuilt car led as far as Becketts on lap 1 before spinning, handing first place to Roger Payne in Trevor Moore's car but he only lasted as far as Woodcote which he entered too fast and understeered into the sleepers and out of the race. This left Derrick Brunt ahead of David Howes, the latter in Barrie Boult's ex-Malcolm Kay car, and on the last lap Howes, after gradually reeling in the former Vauxhall driver, forced his way past at Becketts. Brunt just edged in front again on the run down to Woodcote which Howes entered too fast on the outside line, losing the car under braking and spinning into the wire netting. Brunt had left his braking too late too and emulated Payne's earlier effort. Fortunately his lead was sufficient to let him coax the quite badly damaged car across the line off the grass before it expired in a cloud of steam. Howes stayed in the netting. The other class in this race was deservedly won by Phil Dowsett's Capri from Marc Smith's similar car and Mike Smith's Capri II which lost time with a spin at Becketts. The Vauxhall Magnums of Gerry Marshall and Jeff Allam followed in close formation ahead of Brian Rice's Camaro and Ivan Dutton whose chances of a class win disappeared when he spun his Capri avoiding Ridgard. The South African did rather better and had climbed back through the field to second by the finish.

A truly vast entry of Formula Ford 1600s was received for the MCD National Organs Championship round but, despite the foul weather, most of the right people qualified for the race in more or less the right positions on the grid. Into the lead went Rick Morris in his Hawke DL12 but he did exactly the same as Ridgard and made nonsense of Becketts so that the leader at the end of the lap was Silverstone expert Jim Walsh in his Shell-Sport Hawke, ahead of John Bright's old Merlyn, pole position man Mike Blanchet in his Crosslé 30F, the Elden of Fred Sigafoos and Geoff Lees in his DJ Bond Royale RP21. Lees soon sorted his way through to second place, aided by an error by Bright at Becketts on the second lap which dropped him to sixth, and the Royale was on the tail of the Hawke by half distance. A lap later Lees led and pulled away to win by nearly six seconds. Walsh stayed second until two plug leads jumped off (he had had to hastily fit a new engine between practice and the race too) and he pulled in to retire, elevating the dicing Van Diemens of Matthew Argenti and Kenny Gray, Sigafoos having spun at Becketts. Not until the last few yards of the race did Gray get past Argenti but he did so by taking a lighter and cleaner line out of Woodcote to clinch second place and add to his championship lead. Bright set fastest lap on his way back to fourth ahead of Phil Dowsett's Crosslé 26F, the other elderly Merlyn of Terry Richards, a recovering Rick Morris and a fading Blanchet.



Larry Perkins' Ralt leads the F3 field away for the second BP championship round.

The Forward Trust Special Saloons were all together for their race with a paucity of cars over 1300 cc. Two of those present, however, provided a great struggle for the lead although Tony Strawson ensured his Capri V8 was in front all the way. His pursuer was Joe Russell in the ex-Brian Muir G2 Camaro which caught right up on Strawberry after climbing from fifth place, only to find the back markers forcing him off line on to the wet, causing loss of traction which affected the Camaro more than the Capri. Russell was still a strong second though well ahead of Dave Millington's Firenza, and Phil Winter (Cooper S) and 1974 champion Graham Goode (Escort BDA) in the leading 1300s. Following the early demise of Ray Payne's Imp, the 1-litre class was a three-way battle between the ex-Goode Anglia of Richard Belcher and the Imps of Brian Prebble and Basil Dagge. The Anglia finally blew up opposite the pits after setting fastest lap and Dagge overcame the oversteering car of Prebble. Roger Gill's Imp gave Chrysler their other class win by dominating the 850 section.

Practice times meant little for the F3 race because of the rain but for the record Ian Taylor put the works GRD 375 on pole with Danny Sullivan's works Modus M1 and Larry Perkins works Ralt RT1 alongside. On the second row was Stephen South in the works Ray and Tony Rouff in the works Ehrlich. Larry's brother Terry should have been on the inside of row three but lost it on a puddle on the straight and rubbished a corner so next up was Patrick Neve in the works Safir F3 and Hervé Regout in the first of the Bang and Olufsen March 753s. Neve chose to run on wets in the race while Rouff opted for wets on the front only but everyone else who mattered were on slicks. Bob Arnott was another casualty of practice losing his ex-Ippokampos March 743 on a puddle and doing enough damage to put him out although the car was almost repaired in time.

After one pace lap, which the organisers had intended to be two without telling the drivers, the cars got off to a ragged start with Perkins leading convincingly into Copse from Sullivan and Taylor. At Becketts Alex Ribeiro, who had looked distinctly unhappy in the wet in practice with the works March 753, tried to outbrake everyone in sight and rammed Taylor, putting both cars out of the race and setting off a chain reaction which caused Richard Hawkins to run over South's rear wheel and damage his March's monocoque. Neve also ran into trouble on that first lap when the engine mysteriously stopped but his tyres would have hampered him had he continued anyway. So Perkins led Sullivan with Rouff in the Ehrlich holding off Dick Parsons who was going very well in his Modus M1 ahead of Regout, Rupert Keegan's March 743 and South. Pierre Dieudonné in the second B&O March was eighth, Graham Hamilton's Ecurie Ecosse 753 ninth and Mike Tyrrell 10th.

Perkins, whose car was sporting some new sponsorship from that long-time supporter of F3 drivers, Rodney Bloor of Sports Motors of Manchester (remember Tim Schenken and Peter Gethin), made it look so easy as he pulled further away from Sullivan, the American the only other driver in remotely the same race. Rouff soon ran into tyre troubles while Parson's promising performance petered out in the pits after three laps so South soon found himself third chased by Dieudonné, who had come up well as his team-mate fell back and began a hairy old dice with Chris Barnett's March-BMW fo fifth. On lap 9 Regout spun at Woodcote and almost caused an accident as he rejoined too quickly ahead of Pete Clarke's Modus and Dyfed Roberts in the ex-Santo March 743, and this allowed Tyrrell to move up to sixth.

Suddenly on lap 14 the leader came round Woodcote with a flat rear nearside tyre which disintegrated as he passed the pits and the race belonged to Sullivan. South, who had just been passed by Dieudonné, suffered exactly the same fate one lap later and left the Belgian to the mercy of Barnett who was showing good form on his home circuit. With four laps left the Heidegger/BMW-powered March passed the Schrick/BMW-powered one but it was all to no avail because they were both disqualified anyway so Tyrrell took second ahead of Regout, whose wing went unchecked, and Clarke. Roberts tried to wrest Clarke's place from him at Woodcote on the last lap but ended up spinning harmlessly and then stalling the engine in his rush to set off again, so he never crossed the line. Keegan retired with handling problems from a flat tyre and damaged bodywork while Rouff picked up a puncture too before the finish.

The best things about the second Radio 1 Group 1 race was the finish for those at Woodcote and the first lap for those at Becketts. Taking first things first Simon Watson spun his Imp while leading the cheapest class and upset several others including the Lada of Tony Stubbs, the Mini-Clubman of Tim Dodwell (which stayed put) and the Moskvich of Tony Hepworth, and left Peter Jopp with a good class lead in his first outing in the Broad-prepared Mini. The other class was purely Mazda which made for some good racing apart from the two leaders. By virtue of being the fastest driver Jock Robertson won and, by having what seemed to be the fastest car, Wendy Markey came second. All the rest fell over each other and provided a hilarious finish as Cozy Powell drummed up enough support from his 4-door version to outbrake "Jean-Pierre Aux" who spun. As he sat there watching all the other light bulbs go by, the French milord's brain whirred into action, he thrust the car into reverse and shot across the line backwards to clinch fifth place behind Barry Andrews. Jopp won his class but was being caught by Ivan Dutton's Simca Rallye towards the end, the latter making up for an earlier moment on the grass at Woodcote. Simon Kirkby's Simca slowed opposite the pits in a cloud of smoke so Watson was rewarded with third in class and a new class record ahead of the ailing Kirkby and Stubbs.

A consolation Formula Ford race was won quite comfortably by Australian Jim Adamson in his Van Diemen RF74, who would normally have qualified for the championship race, as would Bryan Sharp whose Merlyn Mk 24 came second.

The second round of the BARC's Modsports championship sponsored this year by the inevitable Organs saw a repeat of last week's battle at Mallory Park between the Elans of John Evans and Richard Jenvey and Robin Gray's Morgan Plus 8. A super start from the second row by Evans took him straight into the lead where he stayed under increasing pressure from Jenvey until Richard suffered a puncture and only just held on to second as Gray closed up again on the last lap. The E-types of Brian Mills and Bryan Litherland repeated their Aintree tussle for fourth overall with Mills once more taking the honours while Litherland was almost caught on the last lap by Andy Fraser's impressive Marcos V6 which set up a new class record on its way through the field from the back of the grid, passing Roger Andreason's wife's shopping Datsun 240Z to win the 3-litre class. The 1150s ended in a threeway battle between Ian Hall's Mini-Jem, which had made the front row of the grid, Andrew Bailey's Mk 1 Sprite and Roger Cowdry's Ginetta G15 which the Sprite just won as Hall hit tyre trouble.

IAN TITCHMARSH

BBC Radio 1 Production Saloon Car Championship round (10 laps): 1, Derrick Brunt (5.7 Chevrolet Camaro Z28), 12m 57.4s, 74.46 mph; 2, Bob Ridgard (5.7 Chevrolet Camaro 28), 13m 30.4s; 3, Phil Dowsett (3.0 Ford Capri GT), 13m 40.2s; 4, Marc Smith (3.0 Ford Capri GT), 13m 43.0s.

Over £2,300 class: 1, Brunt, 74.46mph; 2, Ridgard; 3, Brian Rice (5.7 Chevrolet Camaro Z28). **Fastest lap:** David Howes (5.7 Chevrolet Camaro Z28), 1m 14.8s, 77.39 mph.

£1,701 to £2,299 class: 1, Dowsett, 70.57 mph; 2, Marc Smith; 3, Mike Smith (3.0 Ford Capri GT II). **Fastest lap:** Dowsett, 1m 19.4s, 72.91 mph.

National Organs Formula Championship round (10 laps): 1, Geoff Lees (Royale-Minister RP21), 11m 52.8s, 81.21 mph; 2, Kenny Gray (Van Diemen-Scholar RF75), 11m 58.6s; 3, Matthew Argenti (Van Diemen-Scholar RF75), 11m 58.8s; 4, John Bright (Merlyn-Whitehurst Mk 11/11A), 12m 1.2s; 5, Phil Dowsett (Crossle-Minister 25f), 12m 1.6s; 6, Terry Richards (Merlyn-Scholar Mk 11A), 12m 3.8s. **Fastest lap:** Bright, 1m 8.6s, 84.39 mph.

Forward Trust Special Saloon Car Championship round 10 laps): 1, Tony Strawson (5.0 Ford Capri V8), 11m 1.6s, 87.49 mph; 2, Joe Russell (6.0 Chevrolet Camaro), 11m 4.2s; 3, Dave Millington (2.3 Vauxhall Firenza t/c), 11m 35.2s; 4, Phil Winter (1.3 Mini-Cooper S), 11m 41.4s.

Over 1300 cc class: 1, Strawson, 87.49 mph; 2, Russell; 3, Millington. **Fastest lap:** Strawson, 1m 3.8s, 90.73 mph.

1001 to 1300 cc class: 1, Winter, 82.53 mph; 2, Graham Goode (1.3 Ford Escort BDA); 3, Dave Thomas (1.3 Mini-Cooper S). **Fastest lap:** Winter, 1m 9.0s, 83.90 mph.

851 to 1000 cc class: 1, Basil Dagge (1.0 Hillman Imp), 77.87 mph; 2,, Brian Prebble (1.0 Hillman Imp); 3, David Edge (1.0 Mini-Holbay S). **Fastest lap:** Richard Belcher (1.0 Ford Anglia), 1m 12.6s, 79.74 mph.

Up to 850 cc class: 1, Roger Gill (850 Hillman Imp), 75.76 mph; 2, Reg Ward (848 Mini); 3, Jak Wines (850 Mini). **Fastest lap:** Gill, 1m 14.2s, 78.02 mph.

BP Super Visco Formula 3 Championship round (20 laps): 1, Danny Sullivan (Modus-Brown M1 t/c), 19m 35.6s, 98.48 mph; 2, Mike Tyrrell (March-Brown 733 t/c), 19m 49.6s; 3, Herve Regout (March-Shcrick 753 BMW), 20m 16.4s; 4, Pete Clarke (Modus-Brown M1 t/c), 20m 21.6s; 5, Ingo Hoffman (March-Novamotor 753 Toyota) 20m 33.6s; 6, Peter Dugdale (March-Holbay 733 Pinto), 19 laps. **Fastest lap:** Larry Perkins (Ralt-Novamotor RT1 t/c), 57.0s, 101.56 mph **(equals record).**

BBC Radio 1 Production saloon Car Championship round (10 laps): 1, Jock Robertson (2.0 Mazda RX3 Coupe), 12m 47.4s, 75.43 mph; 2, Wendy Markey (2.0 Mazda RX3 Coupe), 12m 53.2s; 3, Cozy Powell (2.0 Mazda RX3 Saloon), 13m 7.6s; 4, Barry Andrews (2.0 Mazda RX3 Coupe), 13m 11.0s.

£1,300 to £1,699 class: 1, Robertson, 75.43 mph; 2, Mrs Markey; 3, Powell. **Fastest lap:** Robertson and Mrs Markey, 1m 15.8s, 76.37 mph.

Up to £1,299 class: 1, Peter Jopp (1.3 Mini-Clubman GT), 67.38 mph; 2, Ivan Dutton (1.3 Simca Rallye 1); 3, Simon Watson (875 Sunbeam Imp Sport). **Fastest lap:** Watson, 1m 23.4s, 69.41 mph. **(record).**

Formula Ford (8 laps): 1, Jim Adamson (Van Diemen-Minister RF74), 8m 58.0s, 86.08 mph; 2, Bryan Sharp (Merlyn-Longman Mk 24), 9m 3.8s; 3, Steve Williams (Merlyn-Scholar Mk 20A), 9m 4.2s. **Fastest lap:** Adamson and Sharp, 1m 5.4s, 88.51 mph.

Miller Organs Modified Sports Car Championship round (10 laps): 1, John Evans (1.8 Lotus Elan), 10m 32.8s, 91.48 mph; 2, Richard Jenvey (1.6 Lotus Elan), 10m 51.8s; 3, Robin Gray (3.5 Morgan Plus 8), 10m 53.2s; 4, Brian Mills (3.8 Jaguar E), 11m 14.4s.

Over 3000 cc class: 1, Gray, 88.62 mph; 2, Bryan Litherland (4.5 Jaguar E). **Fastest lap:** Gray, 1m 3.0s, 91.89 mph.

2001 to 3000 cc class: 1, Andy Fraser (3.0 Marcos-Ford V6), 85.25 mph; 2, Roger Andreason (2.4 Datsun 240Z); 3, Ed Stephens (3.0 TVR Tuscan V6). **Fastest lap:** Fraser, 1m 3.8s, 90.73 mph **(record).**

1151 to 2000 cc class: 1, Evans, 91.48 mph; 2, Jenvey; 3, Ian Clark (1.6 Lotus Elan). **Fastest lap:** Jenvey, 1m 1.6s, 93.97 mph.

Up to 1150 cc class: 1, Andrew Bailey (1.1 Austin-Healey Sprite Mk I), 80.87 mph; 2, Ian Hall (1.1 Mini-Jem Mk 2); 3, Roger Cowdry (1.1 Ginetta-Imp G15). **Fastest lap:** Bailey and Cowdry, 1m 9.6s, 83.17 mph.

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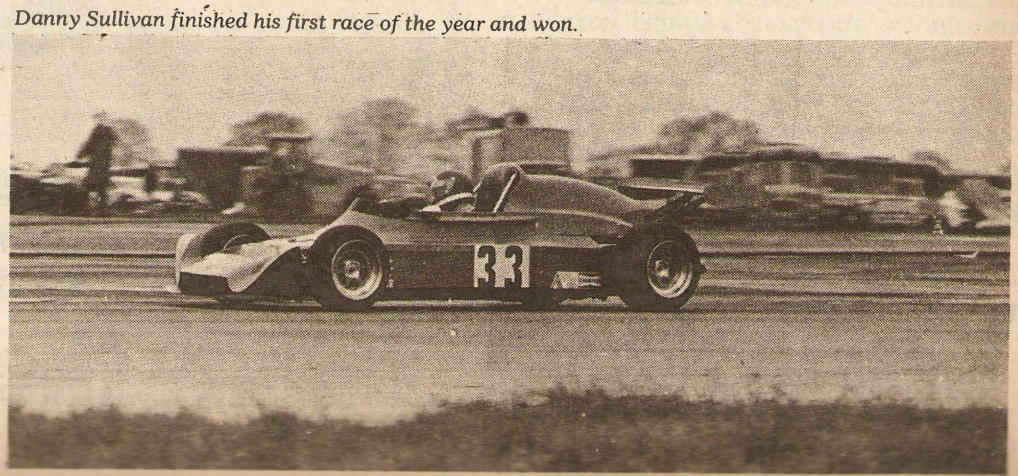
Danny Sullivan finished his first race of the year and won.



Ian James just leads Bob Deverell in the Clubmen's race, but it was the latter who won the ten lapper.

LYDDEN

Baillie heads Monopostos

With their customary brisk efficiency TEAC organised an eight race programme at Lydden last Sunday. Their reward was some exciting racing, especially for that all important first place and sultry conditions which raised the Lydden dust. One thing marred the proceedings, the red flags had to stop the National Championship FV race due to an unfortunate incident in which, thankfully, nobody was hurt.

Half the events were for saloons with an amazing George Champion winning the 850 race. Fred Hall (Escort) led the large capacity race from start to finish but fell back behind the battling Coopers of Jeff Drew and Kevin Williams once a ten second penalty had been docked. The Mini 7s really started off with a ding dong battle but eventually Alan Corbishley pulled out ahead while, no surprises, John Homewood (Imp) easily won the 1000cc race after his customary poor start.

Bob Deverell (U2 Mk 14) diced all the way with the racing policeman, Ian James (U2 Mk12) to win the Clubmen's race, Alan Baillie (Viking) took an amazingly fraught Monoposto round and reigning TEAC FF champion, Don Smith (Merlyn Mk20A) led his race from the beginning. However, it was in the FV race that the drama happened and although Peter Wimhurst's Veemay was in the lead when the race was stopped on lap twelve it was young Ian Flux who provided all the excitement.

With only Roger Skippen's Imp to vary the Mini monotony the 850 special saloons started off the day. Pete Northover was first into the lead but could only hold off the spectacular George Champion for one lap before the latter blasted past. Northover tried to stay with the leader but could not do it and so the nearest Champion, who had clutch trouble in practice, came to losing was when, lights ablaze, he almost overcooked it at the Pits bend. Pete Knipe, who had made a very poor getaway, finished third on the road but was given a ten second penalty for a pre-start push and so left third and fourth places to the tussling due of Skippen and Robert Harman.

The Pole Position Clubmen's race was both a two car battle for the lead and a great four car scrap for the FF engined class. Dealing with first things first we had former hillclimber Ian James taking off into the lead driving the U2 in which Alister Douglas-Osborn so nearly won the Leaders hillclimb championship. Bob Deverell was right with him though and, with James's ex-F3 car cutting out on the left hander, took the lead soon after the start of the third lap. The police officer didn't stop speeding though and there was only a second and a half in it at the end. The excitement did not stop there. Melvyn Coon's Dino maintained third place throughout, pressed hard all the way by former Turner pilot, Tony Dunderdale. Unfortunately the diff of the 7X broke on the very last lap leaving fourth place to the deserving Brian Green (Gryphon), who had fought his way from the back following a push start.

Then came this tremendous Class B scrap which Nick Scott (U2 Mk11B/14) managed to lead throughout although winning by just 0.2 from Andrew Houston (Gryphon). Keith Money (U2 Mk14) and Mike Sales were the other two involved although they dropped back just a fraction towards the end. Yes, it was exciting all the way down the field.

Benefitting from a winter rebuild Fred Hall's two litre Escort led all the way in the large special saloon race. However starter problems meant that the car had to be pushed before the race and the resulting ten second penalty dropped Hall to third place. Jeff Drew and Kevin Williams really fought hard all the way for what was, in effect, the lead. The two Coopers swopped places at half distance with Drew gaining the upper hand. They were chased for much of the time by John Davies's Cooper but, on lap eight the car chose to make a ferocious attack on the start line marshals and sent them all scattering. This left fourth place to Derek Foy's Cooper with Brian Hill's similar machine right down his neck.

While most of the races were over ten laps both the Varley Batteries Monoposto championship round and the FV race were meant to take fifteen. As it was only the Monoposto event went the full distance and what fifteen laps! The race quickly sorted itself out into two battles with Trevor Scarratt (Brabham BT21B), Nigel Howard Jones (RTW 74/M), Alan Baillie and Paul Maxwell (Brabham BT21) in the leading fight. Baillie had almost non-started when an aerofoil staunchion had snapped on the grid but, with a delayed start, it was broken right off and Scarratt took off into the lead. Baillie was initially third but took on Maxwell and the pair could be heard coming together at the Pits bend like a pair of Mini dicers. Once past this fraught situation Baillie went for the lead which he took on lap seven. From then on he pulled three seconds away. The other three remained locked together speeding across the line at the finish in the order Scarratt, Maxwell and Howard Jones as they lapped Len Marchant's FF Brabham, the survivor of the second battle.

The first half of the TEAC Mini 7 round was really good with the whole field bunched together. Chris Tyrrell led on the first lap and dropped to third for the third lap, Alan Corbishley took over at Hairy Hill. There he stayed but it was not until about half distance when Tyrrell lost ground coming out of the hairpin that he was able to pull away. The other two diced to the end with the clocks unable to separate them although Devine took the place. In fourth place almost throughout, and not far behind, came Martin Moorhead.

Peter Wimhurst would be the first to admit that Ian Flux should have won the FV race with his Royale bodied Scarab. It looked at first as if that is what was going to happen as the eighteen year old Embassy mechanic took off into a commanding lead. The first of his troubles was not far away and on lap five he slowed briefly with a blocked carburettor enabling Wimhurst to take the lead. The carb, having cleared, Flux was off in pursuit and really looked like reclaiming the lead. He really is quick, this boy, but he was trying too hard and on the twelfth lap spun at the Elbow. Believing that the marshals were flagging him back into the race he took off only to drive into the path of backmarker Paul Davey. Davey's CG hit the bank with a thump that looked far worse than it was. However, there's an old saying that it's better to be safe than sorry and the red flags were immediately out. The results were awarded on the strength of eleven laps which meant that Flux was able to claim second place behind Wimhurst. Gordon Rae (Rae) took third spot some way behind having been in that position ever since Tim Green slid his CM Vee off the track when about to complete the second lap.

John Homewood's start was so poor in the 1000cc special saloon race that he didn't take the lead until the fourth lap, but then he was worried about his transmission. Thus, for a while, we had a four car dice with Colin Craven leading the way in his Imp and the Coopers of Steve Hall and John Schneider locked in combat just behind. However, once Homewood was past it was all over bar the shouting as far as the race winner was concerned. Schneider broke away from sports car dealer Hall and broke up the Imp monopoly by taking Craven on lap seven. Hall tried hard to do the same but could not and so that is how it finished with these four having made the race.

John Tait leads rivals in the 850 Special Saloon event.

The FFs finished the day with Hastings' Don Smith leading all the way in the Bridge Garage Merlyn Mk20A, recording on the way a fastest lap that was not far shot of the record. For almost ten laps he was chased by John Poxon's Crossle 25F which seemed to creep closer and closer. It was to no avail though and coming out of the hairpin for the last time Poxon spun. Remembering where he had left the track last time out at Lydden, Smith took the final bend gently to emerge the winner from Tony Howard's Merlyn Mk17/25 while Poxon recovered to take third. David Conway (Brabham BT21) was next up on the road but fell behind Geoff Illes' Merlyn Mk20A with a ten second penalty.

IAN WAGSTAFF

Special Saloons up to 850 c.c. (10 laps): 1, George Champion (850 Mini), 8m 55.4s 67.24 mph; 2, Pete Northover (850 Mini), 9m 0.0s; 3, Roger Skippen (850 Imp), 9m.12.0s; 4, Robert Harman (850 Mini), 9m.14.2s; 5, Alan Humberstone (850 Mini), 9m 17.2s; 6, Pete Knipe (850 Mini), 9m 20.2s;

Pole position clubmen's Sport Championship (10 laps), overall and fully modified engines: 1, Bob Deverell (U2 Mk 14), 7m 33.4s 79.40 mph; 2, Ian James (U2 Mk 12), 7m 34.8s; 3, Melvyn Coon (Dino 4), 7m 55.8s; 4, Brian Green (Gryphon C4A) 8m 06.4s.

1600 cc Formula Ford engines: 1, Nick Scott (U2 Mk 11B/14), 8m 9.2s 73.59 mph; 2, Andrew Houston (Gryphon C4A), 8m 09.4s; 3, Keith Money (U2 Mk 14), 8m 11.2s.

Special Saloons over 1000 cc. (10 laps), overall: 1, Jeff Drew (1.3 BLMC Cooper S), 8.20s 86.40 mph; 2, Kevin Williams (1.3 BLMC Cooper S), 8m 20.2s; 3, Fred Hall (2.1 Ford Escort), 8m 22.0s; 4, Derek Foy (1.3 BLMC Cooper S), 8m 36.0s.

Overall 1300 cc class: 1, Hall (87.80 mph) only finisher.

1000-1300 cc class: 1, Drew 2. Williams 3. Foy.

The Varley Batteries Monoposto Championship (15 laps): 1, Alan Baillie (1.6 Viking 1AM), 11m 30.2s, 78.28 mph; 2, Trevor Scarratt (1.6 Brabham BT21B), 11m 33.2 mph; 3, Paul Maxwell (1.6 Brabham BT21) 11m 34.0s; 4, Nigel Howard Jones (1.6 RTW 74/5M), 11m 34.2s; 5, Len Marchant (1.6 Brabham-Scholar BT 21/28), 11m 35.2s; 6, Julian Pratt (1.6 Merlyn 11A) 11m 43.0s.

Teac Mini 7 Championship (10 laps): 1, Alan Corbishley, 9m 8.0s, 65.69 mph; 2, Andy Devine, 9m 15.0s; 3, Chris Tyrrell, 9m 15.0s; 4, Martin Moorhead, 9m 17.2s; 5, Alan Seekings, 9m 20.2s; 6, Roy Finlay, 9m 21.2s **Fastest lap:** Corbishley, 53.4s, 67.42 mph.

National FV Championship (11 laps): 1, Peter Wimhurst (Veemay), 8m 47.6s (75.06 mph); 2, Ian Flux (Scarab), 8m 48.0s; 3, Gordon Rae (RAE), 8m 58.4s; 4, Les Mercer (Scarab) 9m 09.0s; 5, Nick Hawkins (McNamara), 9m 24.4s; 6, Ray Simpson (JSR Alvo), 9m 25.0s. **Fastest lap:** Wimhurst, 46.8s, 76.93 mph.

Special Saloons 851-1000 cc (10 laps): 1, John Homewood (Imp) 8m 17.2s (72.41 mph); 2, John Schneider (Cooper S), 8m 24.8s; 3, Colin Craven (Imp) 8m 28.2s; 4, Stephen Hall (Cooper S), 8m 29.6s; 5, Jo Lockyer (Cooper S), 8m 35.0s; 6, Roy Marsh (Cooper S), 8m 49.2s. **Fastest lap:** Homewood, 47.2s, 76.27 mph.

Formula Ford (10 laps): 1, Don Smith (Merlyn-Rowland Mk 20A) 7m 55.0, 75.79 mph; 2, Tony Howard (Merlyn-Minister Mk 17/25), 7m 59.0s; 3, John Poxon (Crossle-Rowland 25F) 8m 3.2s; 4, Geoffrey Illes (Merlyn-Minister Mk 20A), 8m 18.4s; 5, David Conway (Brabham-Rowland BT21), 8m 14.4s; 6, John Waters (PAC-Minister), 8m 20.0s. **Fastest lap:** Smith, 46.0s, 78.26 mph.

Chris Meek's Prodsport Europa holds off a hoard of Modsports before spinning.

CROFT

McMichael's FF success

The Darlington & DMC really did have a "Sun"day for this, their first meeting of the year at Croft last weekend and they were rewarded by a good crowd. Again the Formula Fords provided thrills and spills with Bruce McMichael having his first win to give a different result from previous meetings. The Mod and Prod Sports ran reasonably true to form while the Clubmen's winner, Tim Wood, showed everyone a clean pair of wheels. The Saloons saw Graeme Walker take his Firenza to a finish at Croft for the first time this year, and second place overall. In the Libre final a good race-long tussle resulted in a win and new class record for Andrew Jeffrey (Chevron B25).

A large Formula Ford entry meant two heats, and a final for the fastest twelve from each heat in the Tate championship qualifier.

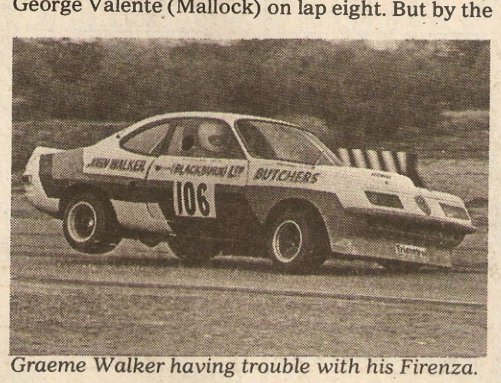
In the first heat John Simpson was on pole in the Nike with Colin McLean (MRE) and Richard Phillip (Crossle) on the front row with him. It was McLean in the lead for the first two laps until Simpson went by for the next two. Then, as McLean retook the lead on lap five his airbox fell off at Sunny Corner and on the next lap he was again demoted to second place behind Simpson. McLean was obviously at a disadvantage now and Allan Wilson (Van Diemen) in third was able to overtake him into second place on the eighth lap. On this last lap McLean had to retire and so the finishing order was Simpson, Wilson, 0.4s down, and then Phillip.

The second race was for Mod and Prod Sports cars and saw the MGB of Anthony Palmer and the MG Midget of John Bury flanking the ASM Elan of Andy Smith on the front row. Chris Meek (Europa) was the quickest Prod Sports car with a second row position next to the Sprite of Ian Wilkinson.

As the flag fell Andy Smith in the Elan took the lead closely followed by John Bury and the V12E Type of Rod Gretton. The MGB had refused to start and Anthony Palmer eventually got away when the rest of the field had rounded Tower, but this in no way put him off and he commenced to leapfrog up the field at the rate of one place per lap. At the front all was not well with the Elan which disappeared on lap three letting Bury through into the lead which he held to the end of the race. In second spot was the V12E Type until Gretton succumbed to a moment and the Sprite of Garry Wilson. Chris Meek had a spin coming into the Chicane on lap five which dropped him from sixth to tenth place — the Europa promptly went onto three cylinders and was retired on lap seven. Back with the leaders was the MGB, on lap eight, pushing Garry Wilson for second place. This continued until the last lap when he got past; but no one was able to catch John Bury who finished over 20s in front. Palmer was second and Wilson held his third place.

Heat two of the FFs gave Eddie Jordan from Dublin, in the Mondello Racing Drivers School Crossle 30F, a flag to flag lead over Mick Starkey (Merlyn) and Kelvin Hesketh (Crossle). These two swopped places on lap two and the race ran out in the order Jordan, Hesketh and Starkey with Starkey setting a new trend in open-air motoring by losing his ATS Merlyn's nose and top body section somewhere round the circuit. Fourth and fifth places in this somewhat processional race (run faster than heat one, however) went to Bruce McMichael (Crossle) and Neil Williamson (Van Diemen).

In the Clubmen's Supersports event Ray Edge in his Mallock took an early lead over David Pattle (Mallock) and John Holroyd (Mallock) after Tim Wood made not the best start ever. A coming together at Tower on the first lap saw Roy MacNab (Gryphon) rammed by the Mallock of Jorgen Olsen, this deposited a quantity of 5 star on the racing line, together with numerous bits of debris. While all this was being cleared up by the efficient (as ever) marshals, Tim Wood had got the Magnum wound up and into the lead which he extended for the rest of the 10 laps. Behind Wood, Holroyd and Barry Joel (Gryphon) fought over second place after Pattle demoted himself by spinning on the petrol at Tower, a fate shared by George Valente (Mallock) on lap eight. But by the



Graeme Walker having trouble with his Firenza.

flag Pattle had managed to redeem himself somewhat by taking fourth place.

All sorts of problems beset the expected front runners in the FF final which was run over 12 laps. Jordan took off into what seemed a fairly safe lead chased by Kelvin Hesketh, who tried a little too hard and promptly went off at Sunny on the first lap and was forced to retire. Just behind Hesketh was John Simpson, whose second place was short lived as his electrics went all funny and forced him to retire as well. This left Mick Starkey to chase the Dubliner, a task for which he was rewarded when Jordan disappeared on lap eight.

The order was now settled down with Starkey in the lead, McMichael in second place, Wilson in third, Douglas Ballie in fourth and George Emmett in fifth. But Starkey's car was losing water and on lap 11 he pulled off near the Paddock with a well and truly cooked engine. As a result everyone moved up a place and McMichael scored his first ever FF win by 1.2s from Wilson.

Brian Whiting had clutch trouble with the Escort in practice but this did not prevent him from winning the Saloon race by 20s from the Firenza of Graeme Walker, who made up ground after a bad start. As Whiting drove off into the distance Walker came from eighth on lap one to his second place on lap three. Most of the fun and games came, as usual, from the hordes of Minis in the smaller classes, who seem to delight in making lap charting as difficult as possible without being impossible. The winner of the up to 1300 class was J. Pinkerton from E. Paterson and O. Corrigan — all in Minis of course — after Gerald Clark had retired on lap five.

In the small 850 Mini class R. Ratcliffe came home the winner from C. Hesford, and the up to 1000 cc class also went to a Mini driven by R. Matthews.

As usual at Croft a *Libre* race completed the programme and this time we were to see the first outing of Andy Barton's "new" March 73/74B which is the ex-Geoff Frisewell car fitted with an Atlantic BDA and painted in the colours of Southern Organs. It would appear that Andy will at last be able to compete in a class of racing where he can show his undoubted ability to a wider audience.

However Barton was beaten to Tower by the Chevron of Andrew Jeffrey but took the lead by the start of lap two. However, at Tower this time round Andy's helmet visor had come loose and he was forced to tear it off and dump it over the side. The discomfort caused by the airflow forced him to slow his pace somewhat and on lap three Jeffrey and Iain McLaren (Chevron B26) went past him while Bill Wood in the F5000 Trojan closed right up. The Chevron driver was cutting all his corners in his attempts to catch Jeffrey and keep in front of Barton. This meant that stones were thrown up at the March driver who could not duck far enough into the cockpit to avoid them. The inevitable happened on lap seven when Barton went off down the straight, luckily the only damage done was to the nose of the March.

Jeffrey held off the Chevron to win the race by 0.2 s from McLaren who was a further 20s ahead of Bill Wood.

PAUL BOOTHROYD

Tate of Leeds Formula Rord championship, heat 1, (6 laps): 1, John Simpson (Nike Mk10), 10m 18.8s, 81.21 mph; 2, Allan Wilson (Van Diemen), 10m 20.2s; 3, Richard Phillip (Crossle) 10m 24.2s; 4, F. Potts (Hawke), 10m 33.6s. **Fastest lap:** Phillip, 1m 15.0s, 84.00 mph.

Production Sports Cars and Modified Sports Cars (10 laps): Overall and Modsports: 1, John Bury (MG Midget), 13m 36.8s, 77.13 mph; 2, Anthony Palmer (MGB), 14m 2.8s; 3, Garry Wilson (Austin Healey Sprite), 14m 3.8s; 4, D. Hall (Lotus Elan), 14m 15.8s. **Fastest lap:** Andy Smith (Lotus Elan), 1m 16.0s, 82.90 mph.

Production Sports cars: 1, Rod Gretton (Jaguar E type V12), 14m 23.8s, 72.93 mph; 2, Colin Blower (TVR); 3, A. Roughton (Lotus Europa). **Fastest lap:** Chris Meek (Lotus Europa), 1m 24.6s, 74.47 mph **(equals record).**

Tate Formula Ford championship, head 2 (6 laps): 1, Eddie Jordan (Crossle 30F), 10m 11.0s, 82.49 mph; 2, Kevin Hesketh (Crossle), 10m 11.4s; 3, Mick Starkey (Merlyn), 10m 12.0s; 4, Bruce McMichael (Crossle). 10m 13.6s. **Fastest lap:** Starkey, 1m 14.8s, 84.23 mph.

BRSCC Northern Centre Clubmen's Sports Car championship, 1001 to 1600 cc fully modified, and up to 1000 cc modified and 1001 to 1600 cc FF engined (10 laps): Overall and 1001 to 1600 cc modified: 1, Tim Wood (Magnum E74), 11m 52.4s, 88.43 mph; 2, John Holroyd (Mallock U2), 12m 15.0s; 3, Barry Joell (Gryphon C74A), 12m 16.6s; 4, Dave Pattle (Mallock U2), 12m 39.8s. **Fastest lap:** Wood, 1m 9.6s, 90.52 mph.

Up to 1000 cc modified and 1001 to 1600 cc FF: 1, Ken Shipley (Mallock U2), 13m 3.6s, 80.40 mph; 2, A. McIntosh (Mallock U2); 3, G. Lambert (Mallock U2). **Fastest lap:** Shipley, 1m 16.8s, 82.03 mph.

Tate of Leeds Formula Ford championship round, final (12 laps): 1, Bruce McMichael (Crossle), 15m 22.4s, 81.96 mph; 2, Allan Wilson (Van Diemen), 15m 23.6s; 3, Douglas Bailey (Hawke), 15m 25.8s; 4, George Emmett (Hawke). 15m 30.0s; 5, Neil Robinson (Merlyn), 15m 43.0s; 6, G. Mundell (Royale), 15m 44.2s. **Fastest lap:** Eddie Jordan (Crossle), 1m 14.6s, 84.45 mph.

Troy Tyre & Auto Centre Special Saloon Car championship round, up to 850 cc and 851 to 1000 cc; BRSCC Northern Centre Special Saloon car championship round, 1001 to 1300 cc and over 1300 cc (10 laps): Overall: 1, Brian Whiting (Escort) 12m 39.6s; 2, Graeme Walker (Vauxhall Firenza), 12m 59.2s; 3, J. Pinkerton (1.3 Mini, 13m 34.4s; 4, E. Patterson (1.3 Mini), 13m 35.0s.

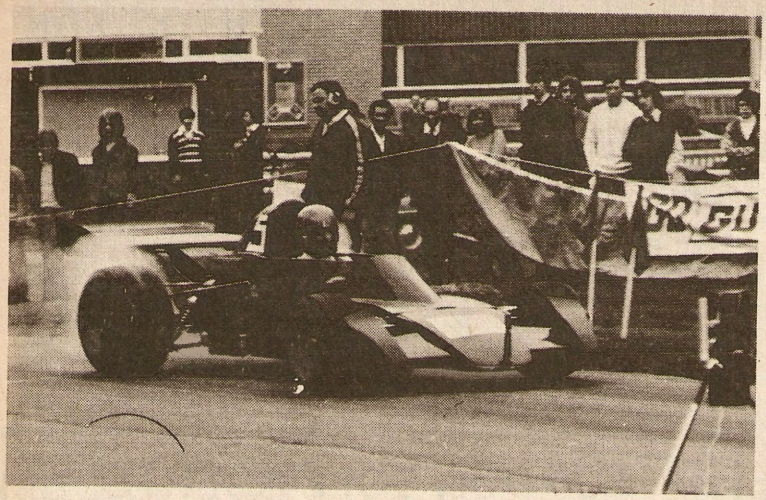
Up to 850 cc: 1, R. Ratcliffe (Mini), 9 laps, 65.0 mph; 2, C. Resford (Mini); 3, C. Hill (Mini); **Fastest lap:** Ratcliffe, 1m 34.2s, 66.88 mph.

851 to 1000 cc: 1, R. Matthews (Mini), 13m 50.4s, 75.87 mph; 2, C. Lawson (Mini); 3, Frank Wright (Mini). **Fastest lap:** Matthews, 1m 19.8s, 78.95 mph.

1001 to 1300 cc: 1, Pinkerton, 77.36 mph; 2, Paterson; 3, O. Corrigan (Mini). **Fastest lap:** Pinkerton and Paterson, 1m 19.0s, 79.75 mph.

Over 1300cc: 1, Whiting; 2, Walker; 3, S. Oliver (Escort). **Fastest lap:** Whiting, 1m 14.0s, 85.14 mph.

Formula Libre (10 laps): 1, Andrew Jeffrey (Chevron), 10m 58.8s, 95.74 mph; 2, Iain McLaren (2.0 Chevron B26), 10m 59.0s; 3, Willy Wood (5.0 Trojan T101), 11m 19.8 s; 4, Joe Applegarth (1.6 Brabham BT21B), 12m 10.0s. **Fastest lap:** Jeffrey, 1m 40s, 98.44 mph **(1600 cc class record).**



Alister Douglas-Osborn scorches off the line to another BTD.

ADO back on top

Last Sunday, the South Wales Centre of the BARC produced an all action meeting when the third round of the Guyson/BARC hill climb championship took place at Pontypool Park. The day proved to be a monumental success for Alister Douglas-Osborn making a reappearance with his rebuilt Pilbeam R15 BDG following his devastating accident at Prescott three weeks ago. With the rebuild only completed in the early hours of the morning of the event, ADO quickly showed that he is still a force to be reckoned with by taking victory in the class runs with a fine 29.04s run from Chris Cramer and Roy Lane and then capped the day in the fastest eight run off with a shattering run at 28.17s which took no less than 0.43s off Mike MacDowel's hill record.

Having finished third in the class runs, Roy Lane also hit top form in the run off with his Fenny Marine GM1; his second run momentarily looked like the BTD time equalling the course record at 28.60s. But he was destined for second place only while David Franklin again amazed everyone with his Huntsman Ensign to take a superb third place with the 1600cc car at a staggering 28.95s, even quicker than his earlier class winning time which set a new class record.

Chris Cramer suffered clutch slip throughout the day with his Grunhalle Lager March but persevered and followed up his second place in the class runs with fourth in the top eight run off ahead of Ken MacMaster who despite a fine climb in the Modus of 29.59s was still only fifth, such was the pace.

The top eight was completed by Anthony Boshier-Jones in an excellent sixth place with his Clubman's U2 ahead of the Dinitrol Vixen of 1100ccs racing car class winner, Terry Smith and the twin cam U2 of John Pascoe.

In the class runs, Nicky Porter again was in fine form with his championship leading Cooper S with a class record breaking run of 35.50s while in the top ten Terry Sims and the Terrapin Mk5 also claimed a record with a tidy climb of 32.47s to clip the long standing Peter Voigt mark.

BTD: Alister Douglas-Osborn (2.2 Pilbeam R15 BDG), 29.17s. **(Course Record).**

Guyson/BARC Top Eight Run Off: 1, Alister Douglas-Osborn (2.2 Pilbeam R15 BDG), 29.17s; 2, Roy Lane (5.0 Fenny Marine GM1, Chevrolet), 28.60s; 3, David Franklin (1.6 Huntsman Ensign LNF373 Holbay), 28.95s; 4, Chris Cramer (2.2 Grunhalle Lager March 74B Hart), 29.16s; 5, Ken MacMaster (2.0 Modus M4 Hart 420R)I 29.59s; 6, Anthony Boshier-Jones (1.6 Mallock U2 MkIIB Ford), 31.60s; 7, Terry Smith (1.0 Huntsman Vixen VB5 Imp), 31.67s; 8, John Pascoe (1.6 Mallock U2 MkIIB Ford TC), 32.64s.

Class winners: Nicky Porter (1.3 Mini Cooper S), 34.50s **(Class record);** Stuart Browne (1.6 Ford Escort TC), 35.74s; Colin Rogers (1.0 Carlow Mini Cooper S), 34.20s; Richard White (1.6 Ford Escort Cosworth BDA), 33.39s; Pete Waldon (1.3 Richard Davies Tyres MG Midget), 36.37s; Stuart Watts (1.6 Lotus Elan), 34.12s; Jeffrey Dean (2.9 MGC GT) 41.86s; Russ Ward (1.3 John Brown Motors Sprite), 35.86s; Simon Price (1.6 Lotus 7 Ford), 35.06s; Brian Wilson (1.6 Mallock U2 MkIIB Ford), 31.68s; Terry Sims (1.3 Terrapin Mk5 BMC 32.25s), John Pascoe (1.6 Mallock U2 MkIIB Ford TC), 32.68s; Norman Hutchins (1.8 Mallock U2 Mk 8B BMC), 33.64s; Guy Murray (0.5 Cooper Mk8 Norton), 37.48s; Terry Smith (1.0 Dinitrol Vixen VB5 Imp), 32.18s; David Franklin (1.6 Huntsman Ensign LNF3 Holbay) 29.13s **(Class record);** Alister Douglas-Osborn (2.2 Pilbeam R15 BDG), 29.04s.

None faster than Light

One of the few clubs in the country to own 52 acres of land, North Devon MC held the first of their autocrosses on part of the site at Sugworthy last Sunday when the Scorpion Special of Bob Light scored a narrow overall win from David Baskerville's 1430 Mini Cooper. Light whipped round on his third run over three laps of a 1200 yds course in 2m 7.0s to Baskerville's best of 2m 7.4s.

About 70 competitors turned up for the usual autocross classes but the biggest entry was in the rally class where 19 cars did battle. Local man Philip (Pip) Denning showed everyone a clean pair of heels as he took his Escort 1600 round in 2m 18.8s to beat the rest by some 11 s.

There was a fair old thrash in the small Mini class where Hugh Davies managed to beat Adrian Taylor by just over a second while Ivan Gill's 999 Mini beat 11 contenders in the 1 litre class with 2m 20.0s, beating Terry Sowden's similar car by 1.6s.

Baskerville's car was in a class of its own but poor Dave Harris rolled his 1430cc machine end over end four times without too much personal harm. An incredibly stable 1300 Popular headed the up to 1300 front engined rwd class in the hands of Ron Grimwood who beat Bob Mack's Anglia by a whole second.

In the combined sports and rear engined class the power of Winston Percy's Datsun 240Z was too much for John Button's two litre VW by a long way.

BTD: B. Light (Scorpion Special), 2m 7.0s.

Class winners: H. Davies (Mini), 2m 29.6s; I. Gill (Mini), 2m 20.0s; D. Baskerville (Cooper), 2m 7.4s; R. Grimwood (Popular), 2m 24.4s; W. Percy (Datsun 240Z), 2m 8.4s; P. Denning (Escort 1600), 2m 18.8s.

JP protests

Jean Pierre Aux had a huge protesting session at Silverstone on Saturday, Not one, not two, but three Radio One G1 cars were protested, all Mazda RX3s, prepared by Arian Automotive. Before the race, he protested Wendy Markey's car for a 4.1 diff, two branch exhaust system and incorrect springs. Cozy Powell got done for incorrect rear springs, and Barry Andrews had his rear springs protested and some doubt about the location of his rear axle. All parts were sealed by Cecil Mitchell the RAC scrutineer.

It's possible that with these actions the good Viscount was celebrating new sponsorship. Marshall Wingfield and he have parted company amicably, and Squires Lane Motors of Finchley, Mazda dealers, are now supporting his G1 effort.

Autocross problems

The BT&RDA Autocross Championship suffered its second blow when last Sunday's Peterborough MC round was cancelled 72 hours beforehand because of a waterlogged course. This weekend's scheduled round down in Gloucestershire run by Cheltenham was cancelled some time ago and the series is now due to get under way on May 11 at the West Essex CC round.

Incidentally, the late cancellation by White Horse MC of their opening round on April 20 cost the club more than £300. They have taken up an option of running their round on June 15 – the date vacated by Dudley & Dist – but still have to negotiate a site.

Ilkley march on

Last Sunday, Ilkley & Dist MC ran the second round of the Yorkshire Shell PCT Championship at Pateley Bridge, nr Harrogate, and the organising club again headed the team entry and thus consolidated their lead over Sheffield & Hallamshire CC.

Overall winner of the event, run over 40 sections for a field of nearly 70 competitors, was the Rhyl based Englishman Mike Hinde. He appeared with his 875 Imp and took the outright win on 19 marks which was eight less than Rod Dawson in a similar car while Ron Beecroft, quickly recovered from his previous night's rallying where he finished second, brought his Stiletto home third in class on 31 marks.

Brian Midgley led the closely contested front engined fwd class all day in his Clubman GT. If he had made a mistake, Ray Thompson or Ian Waddington would have gobbled him up so close was the class which Midgley finally won by a single mark with Waddington only two away in third.

In contrast David Metcalfe had things all to himself from an early stage in the front engined rwd class. His Anglia returned a score of 71 marks which left Geoff King (Escort) and John England (Anglia), trailing by thirty odd marks. John Busfield's MGB also scored a clear-cut win in the sports car class and Richard Clarke's HRG was best of three in Class 5.

Overall: M. Hinde (Imp), 19 marks lost.

Class winners: B. Midgley (Clubman GT), 67 marks; D. Metcalfe (Anglia), 71 marks; J. Busfield (MGB), 63 marks; R. Dawson (Imp), 27 Marks; R. Clarke (HRG), 90 marks.

Teams: 1, Ilkley, 488.6pts; 2, Sheffield & Hallamshire, 351.2pts; 3, Yorkshire SCC, 263.3pts.

Shell League: 1, Ilkley, 781.86pts; 2, Sheffield and Hallamshire, 618.46pts.

New Diemen

Ronald Remeeus, who came third in the Dutch FF championship last year, was driving the FF2000 Van Diemen at Oulton on Saturday, and will probably continue to do so for the rest of the year. Donald MacLeod, who has driven and tested the car so far this year, feels the car is uncompetitive in racing, and generally feels that he wishes not to race the car any longer as he feels that he and the development of the Van Diemen aren't getting anywhere.

Remeeus' debut on Saturday was inauspicious. He spun twice in the race and finished sixth.

Times win for Pettie

Quicker times on the two selectives in the second half gave Ian Pettie and John Jones (Mexico) a narrow win last weekend on the Hampton & District's MC's Oak Trophy Rally run entirely in Hampshire over 180 miles. The Bognor Regis crew dropped 200 marks on the event to head a field of 90 starters. Halftime leaders Mike Harrington and John Dixon collected the runners-up spot in their RS 2000 and they finished some 21 marks up on Derek Skinner and Peter Rushforth in the well known MGB.

The battle for the next three places was very close and in the final results B. Eastwood/M. Kingsland brought their 3 litre Capri to fourth on 277 marks with Vic Shappelle/Dave Hennessy (Escort TC) hard on their heels. They, in turn, were pursued by Derek Webb and Peter Horsburgh in their RS. 1600. Mrs D. Warne and Keith Edwards were more than pleased with ninth overall to collect the mixed crew award handsomely.

1, I. Pettie/J. Jones (Mexico), 200 marks; 2, M. Harrington/J. Dixon (RS2000), 204 marks; 3, D. Skinner/P. Rushforth (MGB), 225 marks; 4, B. Eastwood/M. Kingsland (Capri), 277 marks; 5, V. Shappelle/D. Hennessy (Escort TC), 281 marks; 6, D. Webb/P. Horsburgh (RS 1600), 285 marks. **Semi-experts:** R. Nicholls/D. Warwick (Hunter), 384 marks. **Novices:** P. Nicholls/C. Molyneux (Mexico), 511 marks. **Mixed:** Mrs D. Warne/K. Edwards (Escort), 315 marks.

Moffatt beats surface

Collecting a clean card with a faultless afternoon performance, Bill Moffatt won his second BTRDA spoon of the year last Sunday when he won the Coventry and Warwickshire round of the RAC and BTRDA production car trial championships at Fenny Compton.

With Geoff Spencer, Mike Stephens, and Colin Valentine all winning their classes, the positions in both the championships remain unaltered after six rounds.

Very heavy dew on a rock hard surface caused problems early on but the sun allowed the sections to become easier as the day wore on and the event was basically won or lost in the morning. An exception to this was Spencer's drive in his Cooper. He trailed by six points at lunch to Kevin Caley and Barry Parker both in Minis. However, he really got to grips with the situation after the break and ran out a class winner on 38 marks to Caley's 47 marks while Parker returned 55 marks.

Class two was expected to produce another tight struggle between Mike Stephens and Peter Higgins in their Mexicos but Stephens spoiled it all by clearing off into the lead and was 14 ahead by lunch. There was nothing that Higgins could do in the post-luncheon period to reduce the deficit. Third, in a class of 16 was Dave Slater who had a good outing for once in his Sport but the Skoda contingent found life very hard and Dennis Wells, fourth, might have done better but for morning carburation problems.

Fenny Compton is dreamland for Malcolm Brown and he duly collected the sports car class. His Sprite opened up a huge 27 mark lead by the break over Reg Bradbury (Sprite) with Mike Harrison's Midget third. Brown continued on his merry way in the afternoon and Harrison managed to beat Bradbury by a single mark.

Colin Valentine's Stiletto duly collected his fourth class win from 18 in the rear engined class but he was pressed all day by Bob Main (Imp), an infrequent but always challenging competitor. Valentine had an interval lead of five marks but Main reduced this by a single mark in the afternoon while John Hodgson, having transferred his allegiance to an Imp, had a promising start and collected third spot.

Moffatt's Ginetta easily disposed of the other three Imps in class five and although for once the Irishman did not have the day's lowest total, he beat Valentine by three per cent.

Overall: W. Moffatt (Ginetta), 18 marks lost.
Class winners: G. Spencer (Cooper), 38; M. Stephens (Mexico), 30; M. Brown (Sprite), 33; C. Valentine (Stiletto), 15; M. Whitehouse (Imp), 70.
BTRDA championship: 1= Spencer and Moffatt, 50; 3, Valentine, 49; 4= Higgins and Stephens 47.
RAC championship: 1=, Spencer and Moffatt, 90; 3, Valentine, 88; 4, Stephens 86.

Warren takes eliminator

Torrential rain midway through practice made conditions decidedly slippery at Knebworth Park last Sunday for the first round of the London Counties Association Autocross Championship run by Falcon MC. Fortunately the course eventually dried out somewhat and times became quicker late in the day. Mike Smith clinched BTD with a run in his Cooper of 1m 46.2s while in the four abreast eliminator, George Warren collected the gold with his BDA Escort from the 848 Mini of Clive Thomson.

With two and a half laps of the three-quarter mile course extremely slippery on the first runs, most people relied on a good second run for their best placing but one embarrased contender for honours in the 1300 Escort Anglia class was Bob Merridale who was demoted to third when he spun on his second outing with his Escort and finished seven seconds down on Bruce Peers' 1300 Anglia.

In the rear engined class the 2.1 litre VWs of Peter Harrold and Geoff Thomas of Autocavan always headed the small entry with Harrold some five seconds up on Thomas. Dave McDine, 1973 LCC Champion showed he had not lost the touch with a five seconds win with his 998 Mini and brothers Ian and Clive Thomson, in different Minis, were only four tenths apart at the head of the 865 Mini class.

Warren's big Escort blew off the opposition by a margin of three seconds with Dimi Macropolus second in an Escort with a reputed 1900cc unit. In the over 1 litre Mini class, Graham Hathaway borrowed brother Barry's Mini to take the class from Ian Thomson in the same car. Specials class winner was John Greasley in his 3.5 litre Buick engined Imp which rumbled round in 1m 50.9s and he got into the eliminator final along with Clive Thomson, Warren and Macropolus. The latter was slow away all day at the starts and this left him with no chance in the final thrash and he spun and collected Greasley in the process of trying to catch Thomson who had little hope of catching Warren.

BTD: M. Smith (Cooper), 1m 46.2s.
Class winners: I. Thomson (Mini), 1m 50.5s; B. Peers (Anglia), 1m 57.8s; P. Harrold (VW), 2m 3.2s; D. McDine (Mini), 1m 51.4s; G. Warren (Escort), 1m 51.0s; B. Rodemark (Porsche Carrera), 2m 00.1s; G. Hathaway (Mini), 1m 47.8s; J. Greasley (Buick-Imp), 1m 50.9s.
Eliminator: Warren.

Hollow win for Roland Shepherd

With sponsorship from Motor Europe of Hitchen, the Volkswagen OC (Great Britain) attracted some 40 crews for their Lupin Rally over 125 miles of the Home Counties on Saturday night. Predictably, against a field of amateurs in the truest sense, Roland Shepherd and Mike Wise scored a somewhat hollow victory in their RS 2000. They dropped 11m 15s to win by no less than 15m.

Second, and the only other crew to pick up all the secret checks, were E. Manktelow and J. Evans in an Escort Sport while former autotest exponent Peter Noad and David Kirkham took an Audi GT round in third spot. Only other confirmed position is the fourth spot of Peter Greenslade and Mick Smith in a Viva GT.

1, R. Shepherd/M. Wise (RS2000), 11m 15s; 2, E. Manktelow/J. Evans (Escort Sport), 26m 22s; 3, P. Noad/D. Kirkham (Audi GT), 46m 0s; 4, P. Greenslade/M. Smith (Viva GT), 62m 55s.

● Alan Foster in a VW dropped only four marks on the 18 hills to produce the lowest score on the Getitup production car trial run by Guildford MC at Tunnell Hill, Pirbright last Sunday. Foster beat Tammy Aberg in the same car by three marks and the next lowest score fell to Jim Simmons-Hodge who won class 2 in his Popular on 13 marks.

Other class winners were A. Terry (Mini), 33; P. Skelton (Midget), 14.

Shipp leads throughout

Ron Shipp and Don Davidson took an overall win of 2m 13s last Saturday night in Yorkshire when they won the Castleford MC's Glanfield Lawrence Bury 100 Rally over a 150 mile route which comprised 120 miles of selectives. On a fine night they took full advantage of an early number and led throughout to beat Ron Beecroft and John Millington in their Mexico who, in turn, were more than a minute ahead of third placed Peter Edwards and Gordon Capstick in an Escort 1600.

Five seconds down in fourth place were Ken Goodall and Martin Cantrill in a Mexico while only four more seconds separated John Laley and Brenda Cartwright in their Escort TC.

The latter crew did extremely well from a low start number and they headed Geoff Birkett and Dave Orrick in their "short of power" Ascona by almost half a minute. In the only major incident of the evening, David Lawton and Steve Hazeldine rolled their Escort TC in the first half when they were well in touch with the leaders.

1, R. Shipp/D. Davidson (Firenza), 453s; 2 R. Beecroft/J. Millington (Mexico), 589s; 3, P. Edwards/G. Capstick (RS1600), 659s; 4, K. Goodall/M. Cantrill (Mexico), 664s; 5, J. Laley/Miss B. Cartwright (Escort TS), 668s; 6, G. Birkett/D. Orrick (Ascona), 694s. **Novices:** J. McNeil/M. Craggs (RS1600), 863s.

● Neil McGrath's first outing in the ex-Hermetite Capri at the weekend was not a successful one. His race at Oulton was cut short very quickly when the gearbox broke.

Hillclimbers' errors

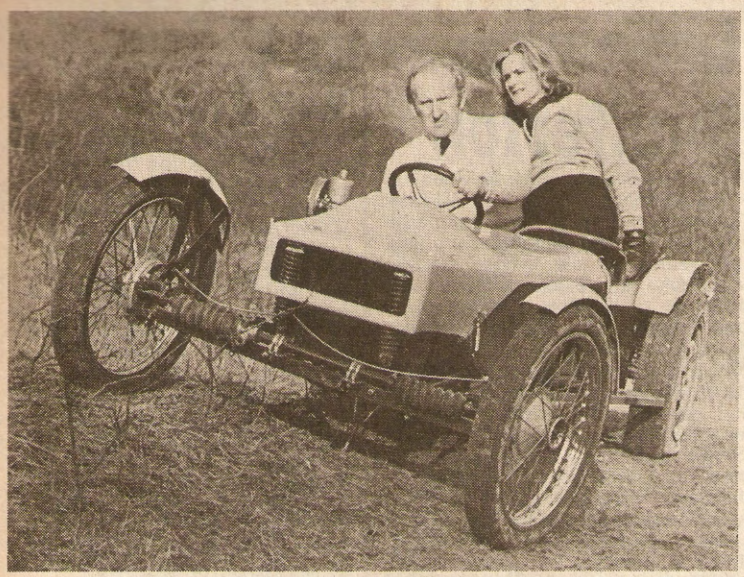
Last Sunday the Pontypool course claimed two very experienced hill climbers in the form of Martyn Griffiths and Davis Morris. Griffiths lost his Severn Advertising McLaren M10B Chevrolet under braking for Pool Bend during practice and smote off two wheels and damaged the monocoque while on his second class run David Morris, having clipped the bank with his Ensign FVA, ran off the road and also took two wheels off his car. Fortunately neither driver was injured.

XK120 sold?

That man with the superb Jaguar XK120 modsports car, John Pearson, was ruefully watching the F3 cars at Silverstone on Sunday. But at least there was a gleam in his eye, for Pearson has had lots of interest in the Jaguar of late, and hopefully, it will be sold soon and we can be treated to the sight of it again. Meanwhile, Pearson was back in the company of Victor Raysbrook, so perhaps there may be a tie-up again.

● Derek Lawrence's Roy Thomas engine was sealed after the FF2000 event at Oulton on Saturday, as part of a routine check.

Recognise those mournful eyes? Not a bloodhound called Henry, but his friend Clement Freud MP. Freud heads a team of MPs challenging a team from the House of Lords, led by Lord Hesketh, at Brands this weekend.



Gordon and Peggy Jackson ran out the winners of the final Duckham's trial by one point.

Jackson wins by 1 point

Gordon Jackson won the Duckham's championship series in his home grown Ibex by taking the final round in a hair-raising finish, pipping John Benson by one and Colin Taylor by two.

The well established Kentish Border Car Club masterminded the whole affair at the ten hill course at Ferrycourt near Brands Hatch. With double points at stake, the final saw 45 competing cars gather at this improving venue.

Success of southern trialing stems from its class structure with 750, 950 and National Formula cars all having their experts, ingenious designers and basically at a low costing.

Reg and Denis Allen made a welcome visit from the Midlands in their classy Kincraft, but went home without hitting the high spots. As the testing hills were tackled scores ranged far and wide, all but two hills were cleanable and at the end of the first round the low slung Cannon of Colin Taylor was leading with a 39 score, followed by John Benson 42, Colin Walker 45, current championship leader Chris Highwood 46 and Gordon Jackson 48. In the 750 class, Dick Lee 66 was already fighting the Austin powered special of Cyril Gamblen who led with a 63. The 950 saw Alan Gisby leading on 56.

The second round over the same sections had a few adjustments which suited Gordon Jackson and John Benson, pulling them up with their 31 scores, chased by Colin Walker and Colin Taylor at 34. Cyril Gamblen's 41 kept him master of the 750 brigade, and Alan Gisby 53 had the 950 class firmly in his grasp.

Lunch over, the heavier crews and jollier marshals took to the hills once more. The last ten sections proved the most interesting — Gordon Jackson drove expertly and won the day with a final round of 21, John Benson finishing with his front axle tied up made 28, and Colin Taylor, 29, took third place on the day and the same in the overall championship. Chris Highwood, 31, finished fifth, and took the second overall place in the title stakes. Colin Walker, 42 was fourth twice over.

Alan Gisby duly took the 950 class, with Cyril Gamblen the 750 class winner followed by Dick Lee the series class winner.

So ended a good season of Duckhams trials and it is hoped that they will continue their support to this most popular series.

Duckhams Oil Sporting Trials Championship results:

1, Gordon Jackson (Ibex), 100 marks lost; 2, John Benson (Jab), 101; 3, Colin Taylor (Cannon), 102; 4, Colin Walker (Mudsport), 121; 5, Chris Highwood (Cannon), 123; 6, Reg Allen (Kincraft), 137.

750 class: Cyril Gamblen (Pilgrim), 172. **950 class:** Alan Gisby (Trialmaster), 180.

Series winners: Overall: 1, Gordon Jackson (Ibex) 102 points; 2, Chris Highwood (Cannon), 89. 3, Colin Taylor (Cannon), 85; 4, Colin Walker (Mudsport), John Benson (Jab), 80; 6, Roy Denton (Mudsport), 66.

750 class: 1, Dick Lee (Reliant Spl); 2, Cyril Gamblen (Pilgrim); 3, John Murrell, (Jemetric).

950 class: 1, Alan Gisby (Trialmaster), 29; 2, Dick Hansford (950 Spl), 28; 3, John Higgins (Trialsmaster), 20.

First away and first home

Following his win the previous night with John Price, Mike Sones moved into the navigator's seat of Don Kettleborough's Allegro to complete a unique personal double last Saturday when they won the Redditch and District CC Wheelspin Rally.

First away, Kettleborough and Sones won only because they didn't make a mistake in the first half. Both the Allegro and the Hunter of Paul Ridgeway and Rob Parrott dropped four minutes in a field of sixty starters. But Parrott missed out on a twisty bit of navigation in the first half which cost them a minute and left them second.

The next three places were also decided on the tie decider, the trio of crews all dropping nine minutes. Don Day and Malcolm Oxborrow (RS1600) were given third ahead of Roger Fairclough/C. Strong (MG 1300), with R. Penrose/J. Coupland in fifth in their Mexico. Sixth, on eleven minutes, were D. Thompson and T. Timms (Mexico). The novice award went to R. Flaherty and R. Craven (RS1600) on 16m.

Rose is still the King

Although only third quickest after the first runs at the Nuneaton MC event at Curborough last Sunday — the club had dry weather for the first time in over three years — Bob Rose eventually showed everyone who exactly is King of Curborough by turning in the first time in the sub 32s bracket on his last run.

In a superb half minute plus of controlled speed, Rose took his McLaren M14D round in 31.7s to leave Rob Turnbull and David Render with their Brabhams to ponder a little more.

Turnbull, in the up to 1600 class with his BT 35 did a fine 32.6s which led the field initially from David Render's bigger engined car by a mere tenth but neither was able to approach the times again.

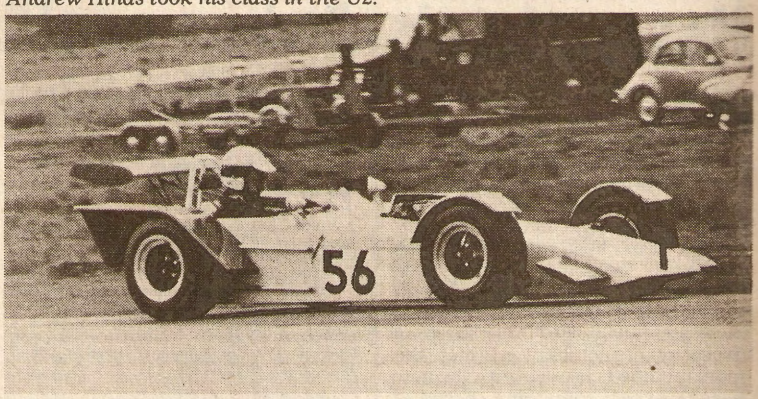
With his new BDA engine in his Anglia, Ron Hand beat Wayne Wainwright (s/c Capri) by a mere four tenths and among the modified 1 litre contingent, Alan Hunt gained revenge for the previous weekend's beating when he pipped Neale Johnstone by two tenths.

One of the longest serving Curborough regulars, Herbert Shepherd appeared for the first time this year with his faithful E Type and collected an easy class win while C. Matthews drove his little Imp impressively to take the road going class in 41.7s against the 42.0s of R. Yarwood's two litre Escort.

BTD: R. Rose (McLaren M 14D), 31.7s.

Class winners: T. Sofiano (BMW 3 litre), 42.4s; C. Matthews (Imp), 41.7s; A. Hunt (Cooper), 37.9s; D. Carvell (Cooper), 36.5s; R. Hand (Anglia), 36.4s; H. Shepherd (Jag E. Type), 39.1s; D. Richardson (Sprite), 39.4s; W. Cole (Jaguar E Type), 35.5s; D. Booth (Spectre), 35.8s; A. Hinds (Mallock U2), 36.8s; R. Turnbull (Brabham BT 35), 32.6s; D. Render (Brabham BT35), 32.7s.

Andrew Hinds took his class in the U2.



Stone's mill

Dave Stone will be reverting to his 440 wedge engine for this weekend's drag meeting, having again broken a couple of valves at Blackbushe in his big 426 Hemi — for reasons that are still a mystery. But the big 'Cuda should still be a top contender in Super Street.

Friend Dennis Wheatley also runs a 440 in his Top Street Charger, and after winning at Santa Pod with a best yet of 13.4s with the big car, still equipped with street gears, will be looking for substantial improvement when he switches to something more suitable.

Quiz final

The South Wales Centre of the British Automobile Racing Club have won this year's Welsh Association of Motor Clubs' Castrol Quiz. In a final game at West Monmouth Old Boys' Club, Pontypool, the BARC team led throughout from Welsh Counties CC, although the visitors' looked like pipping the home team in the closing minutes.

It was announced that next year's quiz would be supported with cash from Semperit Tyres, who sponsored last year's Welsh Speed Championship.

Arthur Collier is now the proud owner of the ex-John Turner 5.0 Skoda and will be at Silverstone on Sunday.

Trevor Smith recovers

Although he collected a double penalty on the very first test, Trevor Smith recovered to notch an exciting last test win on the Bolton-le-Moores CC round of the BTRDA autotest championships at Dawes St car park, Bolton last Sunday. Smith, in his Midget, did the eight tests in 515.5s to beat Stephen Stringer in his Lotus 7 by four seconds.

Forty one competitors were set some very tight tests and penalties were plentiful. In class one, John Larkin went astray on the fourth test in his Clubman GT and the 20s deficit left him second to David Barney who had a clean day in his 1275 Cooper and took the class by 10s. Phil Darbyshire missed the event as his wife presented him with a daughter the previous day.

In the class for saloons, Tony Hunt aired his new RS2000 for the first time, but he also erred on test four. He also collected 20s for his errors and this left him second to Gordon Aird in a Datsun Cherry who had a clean sheet and finished 18s to the good.

Another to lose his way but he managed to win his class, was Richard Squire. He made mistakes on the first and second tests in his Sprite but he managed to hang on and beat Owen Hunter (Sprite) by seven seconds.

The class five battle was always Stringer's. Poor Peter Cox (Sprite) collected 20s penalty and this gave Stringer the class by nearly a minute.

BTD: T. Smith (Midget) 515.5s.
Class winners: D. Barney (Cooper), 556.1s; A. Berry (Clubman Estate), 643.9s; G. Aird (Datsun Cherry), 601.9s; R. Squire (Sprite), 531.1s; S. Stringer (Lotus 7), 519.0s. **Ladies:** Mrs P. Barney (Cooper), 675.6. **Novice:** S. Simons (Mini), 616s. **Best Bolton:** J. Morris (Mexico), 765.3s.

Howes back

Getting his hand in at Silverstone last weekend for this weekend's Super Saloon event was one David Howes. Howes, it may be remembered, assured us all that he probably wouldn't race again, especially if he could sell his AMC Javelin G2 car. Well, it hasn't been sold. The car has apparently been very much lightened and is much more Super Saloon than Group 2 now. In his occasional races previously, the G2 car has gone exceptionally quickly against the more modified class, so with the new tweeks, expect something special at Silverstone on Sunday.

Howes' training session took place in Barrie Boult's ex-Malcolm Kay G1 Camaro but he unfortunately, spun off at Woodcote during the Radio Production saloon car event.

● The Newquay Motor Club opened the gates to the public for their sprint on Sunday at their own course and had 700 spectators. A maximum of 80 cars were entered, and BTD was taken by Guy Bedington's fuel injected E type Jaguar over the one mile circuit. Bedington also demonstrated his F5000 March to good effect.

Club championship positions

Varley Battery Monoposto challenge: 1, Allan Baillie, 48; 2, Paul Maxwell, 34; 3, Nigel Howard-Jones, 23; 4, Trevor Scarratt, 20; 5, John Chambers, 17, John Lancaster, 17.

BRSCC Productions sports car championship; £2,250 to £4,000: 1, Andrew Roughton, 9; 2, John Britten, 8; 3, Rod Gretton, Chris Meek, 4, **£1,400 to £2,250:** 1, Chris Alford, 12; 2, G. Vaughan, 7; 3, Doc Griffiths, 6. **Up to £1,400:** 1, R. Goodwin, Chris Wadsworth, 5; 3, D. Kraskas, 2.

BRSCC Penthouse Ford Escort championship: 1, Mike Freeman, 31; 2, Nick Weir, 14; 3, Gordon Bruce, 13; 4 Gordon Rigby, 10; 5, Steve Thompson, 9; 6, Peter King, Geoff Evans, Dennis Bradley 4.

BRSCC Renault 5 Elf challenge: 1, Neil McGrath, 31; 2, Keith Collier, 28; 3, Stuart McCrudden, Dave Hedges, 23; 5, Mick Hill, 19; 6, Darrell Lord, Peter Truscott, 16

● Ray Tunney, former Wilments staffman and Noel Edmonds' former racing manager, has secured sponsorship for a season's Mexico racing from Limpet windscreens. The Mexico is an ex-Shellsport car and is owned by Davrian driver Pat Longhurst, who will run in the car occasionally. Tunney won his first ever race in a Shellsport Mexico event at Brands last year.

Drag at Snetterton

This weekend, May 3/4, drag racing returns to Snetterton, where the first meeting this year was virtually snowed out. Heading the entry will be Dennis Priddle, whose star is definitely in the ascension at the moment. At the time of writing it is not definite which car he will field, but if it is the dragster, Liz Burn, Roz Prior and Trevor Young will have their work cut out to match him.

If, however, he turns up with the new funny, it will at least give Clive Skilton a chance to beat him with his new car, which will be fully painted for its second appearance, and either one could run a six if pushed hard enough. The Hillbillies Reliant and Liam Churchill's Capri will round out the foursome.

In the Pro Comp class, the favourite looks to be the DB Motors car, fresh from its 8.2s run recently — which was in fact, accompanied by a speed of 173 mph, not 153 as reported here last week. The team are determined to get into the sevens with the unblown car, which should be within reach, and eventually hit 200 mph as well.

Mike Hall with his altered and Peter Barnett in Stratton's funny will be out again, and will be joined by Pat Cuss's 392 powered dragster and Martin Rowat's smart rear-engined car, now sporting a 427 Chev and two speed — by far the best entry yet for the new class.

All the other regular competitors will be out for qualifying between 12 and six on Saturday, and racing all day Sunday. Admission is £1 all-in on the first day and £1.50 on Sunday with children free.

● Kevin Williams rang us to mention that he was not in an Anglia at the Dereham and DMC autocross, but a Morris Minor.

● Jim Ward, a successful Formula Ford driver in the late sixties, was back in the driving seat at Snetterton again last Sunday. The Great Yarmouth driver has obtained the ex-Mo Munn Lotus 41C from Roy Lewington, fitted a potent 1.0 Holbay and is now contesting the Low Cost Racing Ltd F4 championship.

First time win for Price

Airing his ex-Gilbert Staepelaere Porsche Carrera for the first time, John Price with Mike Sones scored a runaway win last Friday night when Wolverhampton & South Staffs CC moved into the Eppynt ranges for their Spring Stages Rally. Leading throughout, Price and Sones cruised round some 50 miles of stages, made up of four stages done twice, with the loss of 622s to head a field of 55 starters by some three minutes.

A surprisingly good result considering he was returning after a two year lay off, was that of runner-up Paul Derry who took his Escort TC, with David Stephenson navigating, to a satisfying result just over a minute and a half ahead of local men Duncan McDonald and John Williams in their Clubman GT.

In the early part of the event, Pat Ryan was going well in the Allegro but after holding fourth spot, he collected a couple of punctures which dropped him well down and eventually he retired.

Bob Jeffs and Don Davidson turned up with a heavy Avenger GT which they are hoping to use on the Welsh and finished fourth nearly a minute down on the Clubman and Chris Clark/Tony Evans (Ascona) and Pat Jerome/Lee Vincent (Midget), filled the remaining leader board spots.

Despite rolling their Imp on the new road section in the second half Malcolm White and Eric Riches recovered to win their class.

1, J. Price/M. Sones (Porsche Carrera), 662s; 2, P. Derry/D. Stephenson (Escort TC), 842s; 3, D McDonald/J. Williams (Clubman), 945s; 4, B Jeffs/D. Davidson (Avenger GT), 1000s; 5, C. Clark/T. Evans (Ascona), 1060s; 6, P. Jerome/L. Vincent (Midget), 1126s.
Class winners: M. White/E. Riches (Imp), 1170s; M. Chick/P. Shaw (Escort), 1332s.

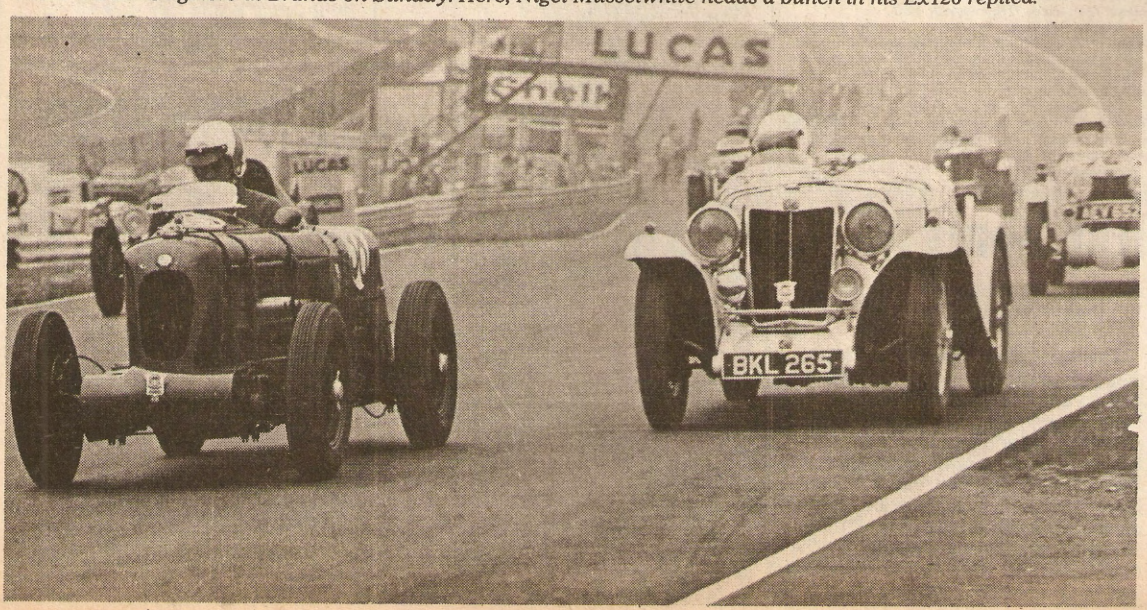
Niven's Capri

It's good to hear that Doug Niven has not been deterred by his horrific accident at Ingliston recently. Through the good services of Marshall Wingfield, he has purchased the Capri body and chassis belonging to Colin Hawker. Hawker had the immaculate car fitted with a DFV engine, but Niven will use his 5.7 Ford again and is hoping that it will be ready in two weeks time.

So why is Hawker hanging on to his Cosworth DFVs? Rumour hath it that he has something mid-engined up his sleeve. Apparently the plans are now going through the offices of the RAC for approval. Current bets are on either a mid-engined Capri or a VW. In the case of the latter, it is possible that he has bought the plans drawn up by Mick Hill for such a project.

● Tonight, (Thursday), the Surrey Centre of the BARC and the United Kingdom Offshore Powerboat Association hold a joint meeting at the Drift Bridge Hotel, near Epsom. The evening kicks off at 7.45 and as well as films, prominent power boat men Tim Powell (Embassy Team), Keith Dallas (Wiggins Teape), John Frost (Passing Cloud), and Jacqui Smith of UKOBA will be in attendance.

There were MGs galore at Brands on Sunday. Here, Nigel Musselwhite heads a bunch in his Ex120 replica.



Sports extra

McGarrity breaks record

There was the usual good entry for the IMRC's Enniskerry Hillclimb on April 19, which this year made up a Speed Weekend with the same club's Mondello on the next day, jointly sponsored by Motor Import (BMW) Ltd. and Rennicks Distributors Ltd. Last year Patsy McGarrity in his Chevron B25 broke the 1971 record held by Brian Cullen (Brabham BT30) at 35.81s, setting a new time of 34.91s. This time he did it again, getting down to 33.77s which is frighteningly quick on this tricky and bumpy hill, with its weird cambers and kerbs, stone walls, banks and trees to catch the unwary!

Ken Fildes was second fastest at a respectable 34.04s in the Lotus 69 which is too heavy and not nearly as sophisticated as McGarrity's new Chevron B29. Maybe his new sponsors, Encyclopaedia Britannica, can come up with something more modern for Ken to show he can be a winner again instead of an also ran.

Third fastest at 35.25s was Derek Shortall in the Vista-Gryphon, the front-engined Supersports, with its 1.6 pushrod engine, only fractionally off the '71 record time of Cullen's Brabham-FVC!

Only incident this year — there's always one at Enniskerry dating back to many years ago when the famous Joe Kelly flipped before the finish and his Riley-based IRA (Irish Racing Cars) crossed the line *sans* driver — was when Gerry McGarrity rolled his Honda Civic on the first left-hander, knocking the little Japanese car out of shape but not hurting himself.

BTD: Patsy McGarrity (Chevron B29), 33.77s **(record).**
Class winners: Dermot Faulkner (BMW 2002Tii), 43.23; Stee Griffin (1.3 Mini), 39.86; Rosemary Smith (1.8 Ford Escort-FVC), 40.59; Ed Mahon (MG Midget), 44.09; Derek Shortall (Gryphon C74), 35.25; Ken Fildes (Lotus 69), 34.04; David Kennedy (Merlyn MkII), 39.64. **Handicap:** Frank O'Rourke (Opel Ascona 1900s), 32.59. **Vintage Handicap:** T. Beatty (MGTD) 39.14.

Aintree's Sports

The ambitious Aintree Circuit Club are holding a non-championship Mexico Escort Sport race at the circuit on May 17. They're offering roughly double the normal prize money, and interested parties should contact the hard working Ian Smith at 13, The Clough, Halton, Runcorn. His telephone number is 68692. Special Saloons, Formula Ford, *Libre*, SuperVee, 750s, Monoposto and Clubmen's are also catered for, with excellent prize money allocations.

● Russell Bracegirdle, former driver of a modified Spitfire, appeared for the second round of the Miller Electronics modsports round with a Lotus Europa with Richardson 1850 twin cam power. The Europa is eligible for the series, and Bracegirdle has made a substantial weight-saving by fitting it with Lotus 47 body. Sadly, the car didn't last too long, going off in practice.

● Sorry Peter Jopp, for spelling the name of your sponsor wrongly. It should, of course, be Henlys. And they had their first win at the weekend.

Ward's new Imp

Imp special saloon ace, Jeff Ward, who is currently well in contention in the Simoniz special saloon car championship, appeared at Silverstone with a new car. Still based on the Imp bodyshell, the new car utilises a spaceframe construction and uses one of the Greetham Imp engines which he has used so successfully.

The new car has been built by Richard Wallinger who campaigns a GRD 272 in *libre* races. Wallinger was in fact responsible for the original 1300 BDA engined Escort on which John Robinson has capitalised so successfully. The new Imp has Clubmen's type front suspension, but sadly disappeared from Sunday's race after two laps.

Alcoa return

The Alcoa Man of the Meeting award, which reappeared at Thruxton recently, will this year have a new side award. At certain meetings, the poleman of a certain race will receive 100 cans of beer. On May 11, it is the FF championship round, May 26, Forward Trust special saloons, August 17, BP F3s, and September 14, Miller Organs Modsports.

The Alcoa Awards continue for the man voted to have put up the best performance at the six championship meetings to be held at the circuit. This year, £30 and an Alcoa plaque may be won.

Lock by nine mins

Fog three quarters of the way through the night on Exmoor caught out many competitors last Saturday night on the Minehead MC's Highwayman rally and scores rocketed.

Winners of the 160 mile event were Brian Lock and David Edwards in a Mini from North Moulton who dropped 34m 14s. They finished a comfortable nine minutes ahead of Mike Sweetland and Norman Painter in a Simca Rallye and Richard Eyles and T. Brown (Viva GT) were third, nearly two minutes down on the runners-up. Fourth only half a minute later were Richard and Eddie Norman in a Dolomite Sprint but Brian Crockram and Clive Rayson (Mexico), who were fifth, were the first to feel the effects of the fog and they were some 25m further away The leader board was completed by the Escort of R. Hicks and H. Clements.

● Despite ADO's excellent win the Pontypool meeting still showed that hill climbing is a closely fought sport for Terry Smith took the 1100cc racing car class by just 0.02s from the Terrapin of John Frampton, while Richard White, in winning the large special saloon car class with his Escort BDA at 33.39s, was less than a second and a half ahead of the eighth placed man in the class.

● Total cubic capacity of this weekend's Super Saloon event at Silverstone is 79888 cc for anyone's information. That's an average of 3661 cc per car.

All your weekend sport

SILVERSTONE

Formula Atlantic and Super Saloons share the top billing at this Sunday's BRDC meeting at Silverstone. Once more the club have lined up a superb programme to constitute what are always regarded as the highest quality club race meetings.

The John Player Formula Atlantic contenders are out again for the sixth time this year, although it is their first visit to the Silverstone Club circuit.

The current championship positions see Tony Brise ahead by just ten points from Jim Crawford. Both of these two young drivers have tasted Formula 1 recently, Brise's debut in Spain being exceptional. His driving of the works Modus this year in Atlantic has, with one exception, been without blemish. It'll be a brave man who tips anyone else to win.

However, the Silverstone Club circuit is one of the easiest in the country and tends to level skills rather. Jim Crawford and Richard Morgan have both shown the potential to beat Brise on occasions but have suffered mechanical misfortunes. If everything works out right this weekend then a thrilling race is in store. Ted Wentz is another who has shown much improved form recently and he, too, could be right with them. Cyd Williams, Ray Mallock, Steve Choularton, Matt Spitzley, Nick May and Val Musetti are also capable of mounting a strong challenge.

The Tricentrol Super Saloon event has the best line-up yet seen in this class of racing. Silverstone specialists Ian Richardson and David Howes have entered their respective Corvair and Javelin for the first time this season to attack the well run-in, potent cars of Gerry Marshall (Firenza), Martin Birrane (Capri), Brian Cutting (Escort), Alec Baillie Russell (Camaro), Alan Minshaw (Daf), Tony Strawson (Capri), Brain Cutting (Escort), Alec Poole (Skoda), Jim Evans (Escort), Nick Whiting (Escort) and Divina Galica (Escort).

There are five other races on the programme. Jim Walsh, last year's Vandervell Novice award winner, heads the Brush Fusegear FF championship event which will be fought out over two heats and a final, while Robin Gray's potent Morgan +8 tops the Modsport entry. Completing the programme is a race for 1-litre saloons with Ray Payne, Jeff Ward and Basil Dagge taking on Richard Long's Anglia.

Racing starts at 3 pm.

BRANDS HATCH

It's BBC Radio championship race day at Brands Hatch on Sunday when the youth of today meet head on with the aristocracy and parliamentarians. On the one hand there is a round of the Radio Production Saloon Car championship, which is opposed from the other hand by a challenge match in Shellsport Escorts between the learned gentlemen from the House of Lords and House of Commons.

Clement Freud leads the Commons mob which includes Geoffrey Johnson Smith, Ivor Stanbrook, Neil Macfarlane, Hector Monro, and John Corrie. Lord Hesketh assures us that he will turn out for the House of Lords, 'I've even bought a new helmet for the occasion. I haven't practiced, no, I don't need to.' Others giving up their Sunday roast beef in stately homes for a Brands beefburger are Lord Strathcarron, Lord Denbeigh, Lord Kimberley, Lord Cowley, Lord Normanton and Lord Suffolk. The prize money will go to charity and the winner will receive a National Organ, six free lessons and a case of Iver House Scotch.

The Radio One series is now in full swing and taking merriment with it around the country. The most hilarious class is better known as the Rotary Club. The current nine members have invited two more eminent gentlemen to join their list of after closing time drinkers (oops, speakers), Tony Lanfranchi and Bill Sydenham. Yes, 11 Mazda RX3s to contest the class. Lanfranchi has been the only person to beat Jock Robertson so far this year. Can he do it again? Time and, hopefully, a forward facing Jean-Pierre Aux (some say he looks better from behind anyway) will tell. The other classes will feature all the usual names including, of course, Noel Edmonds.

Other races at this BRSCC organised feast of entertainment include rounds of the *Penthouse* Escort, National Organs FF and BRSCC Renault 5 championships.

Racing starts at 2.30 pm.

MALLORY PARK

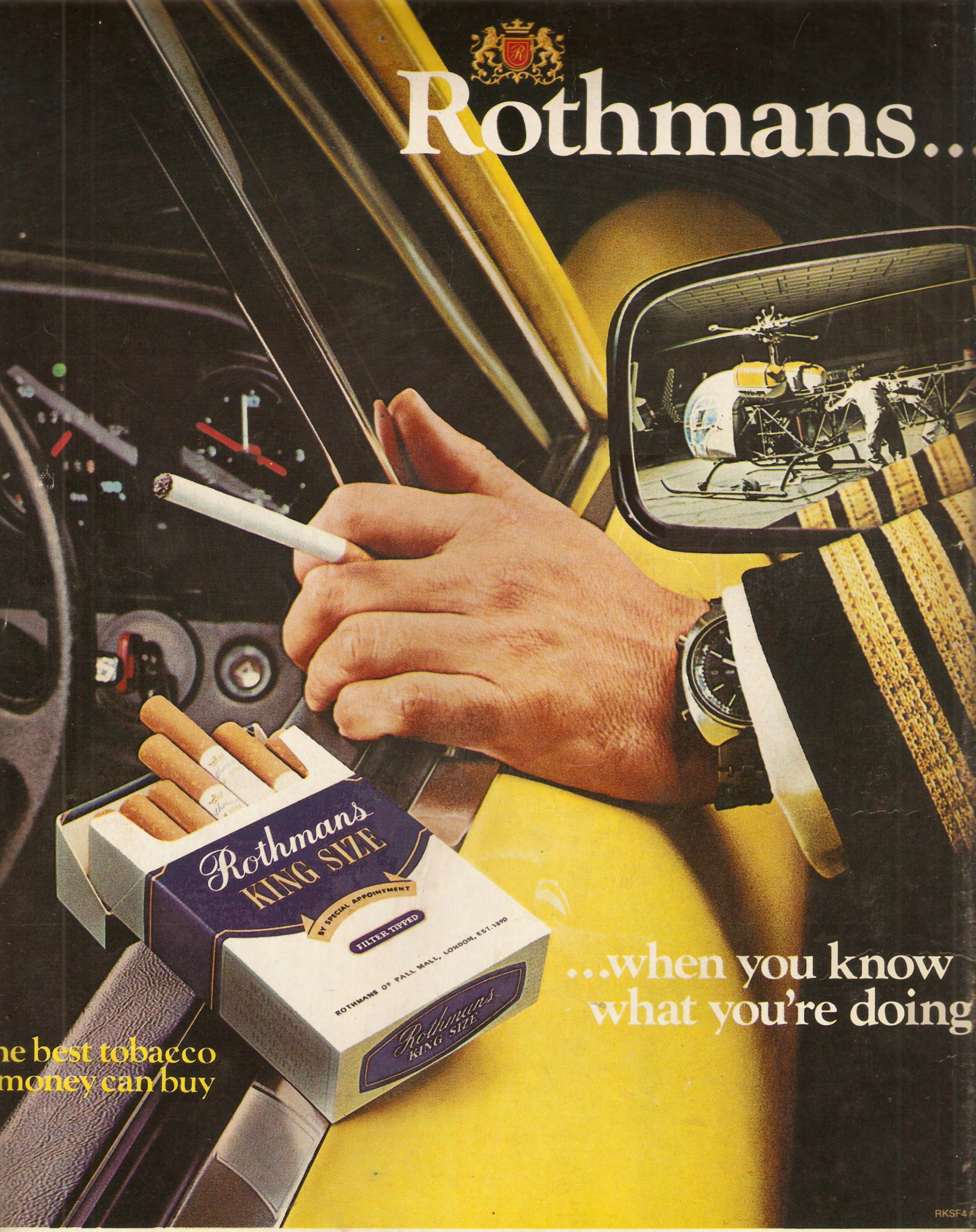
The 750MC are in charge for a meeting of low cost racing formulae on the Mallory Park club circuit on Sunday. These classes of racing have provided some really fine entertainment this year and with rounds of the Reliant 750, Super Visco F1300, Mini Se7en, Low Cost Racing Formula 4, Mini Miglia and Monoposto championships, it's almost a supershow of strength from this area.

Each race has a capacity entry and three reserves so, all in all it promises to be a good day out, even if only for the congenial atmosphere that these boys provide.

Racing starts at 2.30 pm.

● The Nottingham Sports Car Club are in charge of proceedings at Croft on Sunday but unfortunately were unable to provide us with any details of the meeting. Races will probably cater for Formula Fords, Special Saloons, Clubmen's, *Libre* cars and Modsports.

Racing starts at 2.30 pm.



MIDDLE TAR GROUP

As defined in H.M. Government Tables.

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING