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CARLOS REUTEMANN'S GERMAN GRAND PRIX VICTORY

AUTOSPORT

Tony Pond dominates third Tour of Britain



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Typical of the spirit of cameraderie on the Tour of Britain; here exemplified by Gerry Marshall.

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EDITORIAL

Tighten the Tour

The third Avon/*Motor* Tour of Britain which finished at Birmingham on Sunday was another tremendous success. It was an event which tested the true skills of drivers throughout the sport and again produced a winner whose overall talents observers knew were present but which were emphatically confirmed to establish him at the top of the virtuoso performance tree.

The Avon/*Motor* Tour of Britain is becoming an established event. It means a great deal to those who compete in it. It's an event which is watched closely by many critical observers in motor sport, both for the winners and superstars that it produces, and in the manner in which it is conducted.

It is this latter point which we wish to discuss. Many competitors from different branches of motor sport find their way into the Tour of Britain because it offers a superb challenge in varying circumstances which they may never have experienced before. Thus the need to control these competitors; keep their antics on both stages and roads, and their cars, within the letter and spirit of the regulations, is of supreme importance.

The nature and timing of the event meant that unfortunately roads were crowded, chaotically on occasion, and it does no good for either sponsors or the sport to have to disregard basic traffic manners to ensure arrivals at a stage or race location. The event thus poses a problem which could be overcome in two ways: a different and perhaps earlier date in the calendar, or looser road penalties with tighter restrictions on road time. There were regulations on road timing, but although they were regularly flouted, there were few penalties. The road timing must be more relaxed to eliminate illegal driving, and the regulations tightened up on blatant regulation flouting.

On the mechanical side, mumbles and grumbles about illegal cars should never have arisen – strict and accurate scrutineering must be implemented. Regulations about what can and can't be done to a car in certain areas and at certain times were often unclear to the marshals who should be controlling the event. There's no point in leaving it up to the competitor – he wants to finish and finish well up. A running check on cars is not possible by a team of scrutineers, but in the dead of night at Snetterton, it's easy to change all kinds of mechanical parts which can be taken out again before the finish. Agreed, it's a hard event to control, but these rumours and murmurs of illegal cars have been plagued the event throughout its life and this reputation must be scotched in order to save the event from devaluation.

But these are comments which concern few people. The event needs encouragement, it has a superb format, and this year the stages were even better than before. Furthermore, if the Forestry Commission could have their decisions to use stages implemented, then there's every chance that the Tour of Britain will be a force majeure in the British calendar and possibly in Europe. The Norwegians may well have started something.

Our cover picture

*For the second year running a Ford RS2000 dominated the Avon/*Motor *Tour of Britain. Here the winning car of Tony Pond/Dave Richards leads Brian Culcheth's second placed Dolomite at Oulton Park.*

Photo: Colin Taylor Productions

F1CA boycott Canada

So it's finally happened, a Grand Prix organiser has refused to pay the F1 Constructors Association basic "fee" for running a Grand Prix.

During a meeting at the German Grand Prix last Saturday, F1CA agreed that in their continuing inability to reach agreements both financial and otherwise with the organisers of the Canadian GP, the Association would not be participating in the event.

As F1CA speaks for virtually every Grand Prix team, the ability of the Mosport mangement to hold their event as planned on September 21 must be very doubtful.

Even the two most recent American F1 entrants, Vel's Parnelli Jones and Roger Penske's First National City Bank Travellers Check teams, have recently been accorded membership of F1CA and the managers of both teams stated in Germany that they would honour the Association's stand.

Saying that it was now "a matter of principle," that the Canadians had been given more than enough time to come to a meeting requested months ago, a member of the Association stated that the decision was now final and that no further offer would be considered.

The full statement from F1CA secretary Peter Mackintoch read: "Despite numerous attempts by the Formula One Constructors Association to convene a meeting with the Organisations of the Canadian and United States Grands Prix during the past three months, it was not until July 23, only six weeks before the scheduled departure of the teams, that the Organisers finally agreed to hold a meeting. At this meeting and during the subsequent discussions, the Canadian Organisers would not agree to meet the normal expenses needed for a Formula One race outside Europe.

"In the circumstances, the members of the Formula One Constructors Association have regretfully agreed that they are unable to participate in the 1975 Canadian Grand Prix.

"However, the Formula One Constructors Association are pleased to confirm that acceptable terms have been agreed with the Organisers of the United States States Grand Prix, which will be held at Watkins Glen on October 5, 1975."

There had been reports for some weeks that both of these GPs were in some doubt and it was reported that part of the problem was that the Canadians were also refusing to pay their share of the costs of transporting the teams to North America. This money is usually shared by the two GP organisers. The American GP management have traditionally paid more money than other GP organisers and it is expected that they would pay the required sum. The doubt there thought came about because of the safety precautions at Watkins Glen, however, we are reliably informed that all the demands in this area are being met.

Monday was a public holiday in Canada and we were unable to get any official reaction from there. However, one informed source told us that the Canadians, thinking they were in a strong enough position, had been determined to make a stand against the Constructors, who, they felt, were becoming too powerful and excessive in their demands. They hoped that if they and the American organisers took a joint stand they might be able to reduce the demands.

Late on Tuesday afternoon the Mosport organisers announced that as far as they were concerned the GP was still on and that they expected one of the American teams to be there.

They said they were shocked by the decision of F1CA because on Saturday evening they had agreed to pay the money demanded.

The reason they wouldn't agree earlier was that they still had a year of a three-year contract with F1CA to run and didn't like the way it was being broken.

They have appealed to the CSI to intervene on their behalf.

Williams' Lambo near fruition

Parked predominantly alongside the Frank Williams Racing Team transporter in the paddock at Nurburgring last weekend was something magnificently special in the way of Lamborgini Countachs. A one-off works development car, it has been fitted with a V12 engine specially bored and stroked to 4800 cc to produce a power output of 468 bhp. There were also suspension alterations at both ends, and some absolutely enormous Pirelli 50 series road tyres were housed under moulded wheel fairings. A skirt type spoiler under the nose was balanced by a large aerofoil above the tail.

All this was the property of Walter Wolff the man behind the Frank Williams Lamborghini deal. Wolff has, in fact, been the man behind Williams for some time although he shied away from publicity but last weekend was willing to let it all out.

He is completing, he said, the final stages of purchasing the Lamborghini factory and when that is completed he will set about the design and construction of the F1 Wolff-Lamborghini, which will be run by the Frank Williams team.

The car, which will initially be Ford powered, is currently being worked on by Ray Stokoe, who has left Williams' factory to work on the project. Another designer likely to be involved on the design side is Gianpaulo Dall'aro, Lamborghini chief designer and formerly with Williams on the De Tomaso, and briefly, Iso, projects. Wolff however, says that he cannot work on the project full time and that he is still looking for a top designer. Maurice Phillippe's name has been mentioned with the project although he is known to have had talks with Lotus and BRM about future work.

CSI and F1CA talk and talk

A further meeting of the CSI and FICA took place at the Nurburgring last weekend. The meeting lasted for a full two hours during which many matters, both short term and long term, were discussed regarding alterations to the Formula One regulations.

It is reported that agreement was reached on most subjects and that the FIA will be announcing the 1976 regulations after their scheduled full meeting in Milan in September.

While no party to the German meeting is willing to make known the substance of their agreements, a wide spread impression is that not very much will be done to alter the present familiar appearance of the cars, and also that the present 3-litre engine regulations will probably be extended for several years past the 1977 deadline.

Shadow and Matra friction

Although all parties were keeping firmly non-committal about any troubles, it was thought at the Nurburgring last weekend that the relationship between UOP Shadow and Engins Matra was going through a sour patch. Although the new Shadow-Matra DN7 car was on hand and in running order, it was put away into the transporter on Friday morning after being warmed up. There were some technical problems following the brief sortie at Silverstone last week, but it was widely rumoured that disagreements of a financial nature were the more important reasons for withdrawing the new car.

"I don't want to say anything that might worsen the situation," said Shadow team owner Don Nichols, "but I can say that we will definitely continue our testing and development programme with the car."

Crawford in F2 again

Jim Crawford will compete in the Silverstone F2 race on August 31. He told us on Tuesday that he wasn't sure which chassis he would be using but it will certainly be a Chevron and more than likely his Atlantic car suitably modified and fitted with a Brian Hart BDA.

"There's only two John Player Championship rounds left and as this season's been a bit of a disaster really, I thought I'd scrape together all my money and have a go at this Formula 2 race. The Chevron works really well round Silverstone in Atlantic trim and I don't see why it shouldn't as an F2."

Crawford denied that the venture was connected in any way with Atlantic driver Derek Cook, who drove Jim's Chevron at Silverstone last Sunday. "Derek wanted a new Atlantic car from Chevron for the rest of the year but he would only have it they could provide one right away. They couldn't build one in time so they lent him my car, which belongs to the factory anyway. He'll have a new one next week though."



Jim Crawford – an F2 Chevron?

On the F1 front, Crawford hasn't spoken to Lotus since the British Grand Prix but they have written to ask to extend their option which ran out on July 31, for a further three months.

The beginning of a fruitful relationship? John Watson drove the JPS at Nurburgring for the first time and qualified well, but retired in the race.





Looking very smart in Hermetite and Shellsport livery, Tom Walkinshaw's F5000 March.

Tom's 3.4 March

Off the secret list this week is Tom Walkinshaw's new F5000 car. Sponsored by Hermetite and Shellsport he will be driving a V6 powered March for the remainder of this year, probably starting at Thruxton on August 17.

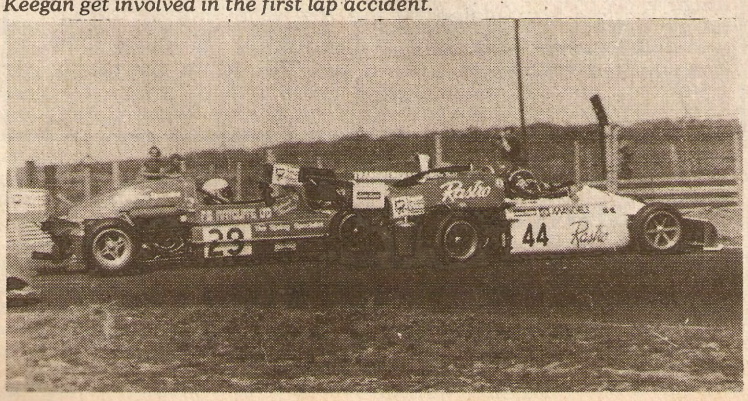
The car is based on a March F2 chassis and all the conversion and building of the car has been carried out by Roy Kennedy's team in London. Kennedy, who ran Masami Kuwashima while he was in Europe, will prepare the car and manage the team in its F5000 programme. The car was completed early this week and looked really immaculate in its Hermetite/Shellsport colours. The Team has two brand new Ford V6 engines which will be prepared by the Twickenham based Racing Services tuning firm.

Hermetite, who also sponsor Scotsman Walkinshaw in Les Blackburn's European Ford Capri team see the move into F5000 "as a natural progression from our sponsorship of the Capris in Europe." Incidentally all their sealant products will be used in the preparation of the V6 engines.

The car also shows allegiance to Graviner, the fire extinguisher and life support system manufacturers whose equipment, not unnaturally, is fitted to the F5000 car and is also being put in the Capris.

Testing of the March is due to start this week and there is a slim chance of the car being at Mallory although Thruxton is more likely the following week.

More F3 carnage at Knockhill as Alex Ribeiro, Richard Hawkins and Rupert Keegan get involved in the first lap accident.



Marigold's one-off F1

After the organisers refused to allow Japanese driver Hiroshi Fushida an entry at the German Grand Prix last weekend, due to his lack of experience, a hasty deal was put together on the Wednesday before the race to allow Tony Trimmer to drive it at the 'Ring (the scene, incidentally, last year of the Maki's final European appearance when it broke during practice and sent Howden Ganley into the Armco very hard and broke his leg).

Tony Trimmer – last minute F1 drive.



The eleventh hour support for the all Japanese team came from LR Industries, the Durex people, through its export division and associated German company to part sponsor the team under its rubber houseglove brand name Marigold.

The ban on Fushida and withdrawal of the car's part sponsor caused the team a cash crisis, to which main sponsor, Citizen Watches of Japan, were unable to respond.

F5000 and saloon car driver, Clive Baker, who apparently was under consideration as a possible driver of the car, approached Marigold with the problem knowing of LR's F5000 involvement. Coincidentally LR are in the process of re-launching housegloves in Japan and saw this as a good move. Baker, not surprisingly, did not drive the car but Tony Trimmer did get to practice the car before having an accident when an upright broke.

LR Industries spokesman told us on Monday that this was purely a one-off deal and the company were not thinking of getting involved in Formula 1.

Stommelen to practice Hill

Rolf Stommelen was due to practice the spare Embassy-Hill at the Nurburgring — his first drive since his horrific accident in the Spanish Grand Prix. However, following Tony Brise's practice accident there was no car for him to drive.

It is likely that he will test a car prior to the Austrian Grand Prix and if his leg feels okay then he will race there. This, of course, means that Alan Jones, who ironically scored the team's best ever championship placing at the Nurburgring last Sunday, will be out of an F1 drive.

Wheatcroft in F2?

Tom Wheatcroft said on Sunday that every effort would be put into getting his own car, Wheatcroft 002, ready to compete in the Formula 2 championship race at Silverstone on August 31. Designer Mike Pilbeam has been given the go-ahead to modify the car suitably. "It's just the extra tankage that we need and deformable structures. It'll be no problem if we can get the rubber tanks in time," said Pilbeam.

No driver has been decided on for the car if it is ready for this race but it could just be a big name.

● The Mike Hailwood poster which we featured last week is available at 75p in folded form or 95p rolled (incl P&P) from Motormedia Publications, The Studio, Claremont, Avenue, Esher, Surrey.

Another for David Pearson

David Pearson won his third NASCAR Grand National of the year last Sunday when his Purolator Mercury scored a timely win in the Purolator 500 at Pocono. He covered the 200 laps at an average speed of 111.179 mph.

The race was a four car battle virtually throughout between Pearson, Richard Petty (STP Dodge), Buddy Baker (Ford Torino) and Benny Parsons (Chevelle). Baker and Parsons dropped back in the closing stages but after the last yellow flag, 20 laps from the end, Petty took the lead. Pearson by this time was smoking very heavily and Petty let him go by thinking that he would be black flagged for making the track greasy and very slippery. Pearson was indeed black flagged, two laps from the end. However, he ignored the flag and went on to take the chequered flag. Everyone thought he'd be disqualified but a NASCAR ruling says you can run three laps being black flagged before having to come in. Thus Pearson was the winner and Petty second.

Nevertheless Petty was able to increase his Winston Cup Championship lead "to astronomical and unapproachable proportions" said our correspondent.

● Rumours continue among the American UOP Shadow personnel about Mario Andretti racing for them next year. Apparently it's Don Nichols who wants to do Indy but neither the American race personnel, nor UOP for that matter, are really interested.

Small break for Ashley

Ian Ashley was due to have an operation on his broken ankle, suffered during practice at the Nurburgring, on Tuesday morning, Richard Oaten Racing's F5000 team manager Mike Smith told us that he had cracked a small bone at the top of his ankle and it was uncertain how long he would be out of racing. "This weekend's Mallory F5000 is definitely out but beyond that we don't know at the moment."

There was a chance that the F5000 Lola would be run for somebody else at Mallory but Smith said on Tuesday afternoon that it would not appear. "We've had plenty of offers naturally but we'll forget this weekend and see if we can fix something for Thruxton".

Ian Ashley had a bad time in his first drive for Frank Williams when he crashed in practice.



Perkins T cleans up

The name of Perkins and Ron Tauranac's Ralt concern continue to wipe the board when it comes to major foreign F3 internationals. This time though it was the younger of the Perkins brothers, Terry, who took the honours, Ralt's third major international success. The race was held last Sunday at Djurslandring and was titled the Grand Prix of Denmark. In fact, the Australian brothers dominated the meeting, Terry being fastest in practice, Larry winning his heat and the two dicing in the final before Larry hit trouble leaving Terry to win by five seconds.

The race itself was the final round of the European Cup F3 championship. Generally this has been regarded as a three race series (the first two being at Monza and Arras) although foreign sources indicate that the earlier races at Monaco, Nurburgring and Anderstorp also count. However, whichever way it is calculated the overall result is still that Larry Perkins is the winner with Conny Andersson second, Renzo Zorzi third and Patrick Neve, Terry Perkins and Freddy Kotulinsky fourth equal.

In fact the biggest threat to the Perkins/Ralt domination came from Conny Andersson, who was just six points behind Larry P. in the championship before the event. Thirty six cars turned up for practice (there was a clashing BP race in Scotland). Terry Perkins was quickest in the first heat on 44.3s but after leading into the first corner became involved in an incident which left him fourth at the end, Conny Andersson's Rotel March winning.

Larry Perkins dominated the second heat having changed the M&H tyres, which he practised on, for Goodyears. His winning time was quicker than Andersson's so he took pole for the 40 lap final.

It was Andersson though who led initially, but he spun at the hairpin on the second lap and it was then down to the dicing Ralts. Larry P. held off the pressure from his brother until the 14th lap, but great rivalry was evident and this was genuine F3 racing. Terry lost his lead on lap 22 but he soon repassed Larry who had a puncture. On lap 25 Larry pitted and Terry was left to run out the final laps with a 5s lead.

Anders Olofsson (GRD-Nova) was just .4s in front of Ulf Svensson (Brabham BT41) in second and third places with Henrik Spellerberg (GRD) a further 2.6s behind the fourth. Andersson recovered to take fifth but this was not good enough to enhance his championship status while Renzo Zorzi (GRD-Lancia) was sixth. Larry P. rejoined to finish ninth.

No Hesketh for Sheene

Britain's motor cycle king Barry Sheene was due to make his public Formula One debut at Silverstone this weekend but unfortunately this has had to be called off. Sheene was to have done some demonstration laps in the new Hesketh prior to the John Player Motorcycle Grand Prix this Sunday but Hesketh's misfortunes at Nurburgring, when they lost two engines has made this impossible.

Apparently Sheene was very keen to drive the car and is still interested if another car can be found.

Following Mike Hailwood's retirement, Formula One is lacking a top motorcyle-turned-car driver and an entry by Sheene would be a welcome addition.

Wrangler go F5000

American driver Randy Lewis, who raced Formula Three in Europe during the 1600 cc days, has again secured sponsorship from Wranglers (tailors of denim for Jackie Stewart) and will be seen in the American F5000 series beginning at Road Atlanta on August 31. This being Lewis's home track he has also persuaded Wrangler to sponsor the race. Lewis will be driving one of the ex-Redman Lola T332s, which was driven earlier this year by Steve Durst.

British race promoters might be interested in the fact that there is a pop concert being held at the same venue at the same time with the world's biggest money earning group, Led Zeppelin, topping the bill. Now that sounds like a *real* race meeting.

Neve's start cleared

It was a fairly unhappy Safir Engineering representative who phoned us on Monday following discord at the Knockhill F3 race. Patrick Neve's Safir had to be started by means of an auxilliary battery on the grid and this was protested by Team Modus after the race (Neve won, while Danny Sullivan's Modus was second). The protest was overruled on the understanding that the RAC will send a copy of a recent FIA regulation amendment stating that this is legal practice (at the beginning of the year it certainly wasn't, however a recent FIA bulletin said that it now was). "If I get that confirmation from the RAC, I'll be perfectly satisfied," said Modus Team manager John Peterson on Monday. F3 is getting back to normal!

Patrick Neve was most distressed about the protest after the race but left the circuit before it was sorted out as he was flying back in Holbay managing director John Reid's aeroplane. When they were 6,000 feet above The Wash, Reid called London Air Information to find out about aeroplane traffic only to be given a message that the protest had been settled and that Neve had won the race. Reports that the plane looped the loop are unconfirmed.

The message had been passed on by Edinburgh airport where Safir's Ray Jessop had been held up waiting for a scheduled flight.

Meanwhile, back at Safir, work is progressing on an F2 car for the Belgian Neve, who is currently second in the F3 series. A car has been entered for the Silverstone race at the end of this month and it is, in fact, a much modified Rondel/Motul chassis which designer Ray Jessop still has lying around. It is the last car built by Rondel but which was never completed.

The new car will be fitted with a Holbay Pinto engine, which has never really had a competitive F2 outing, and will be testing during the next couple of weeks. If the testing is satisfactory the car will race at Silverstone but if not the project will remain as a test bed.

Ingliston 2 Litre race

Well if you can't race a 2-litre sports car in Europe, Scotland must be the next best thing. Following the recent race at Knockhill, the enterprising Scotscircuits company, promoters at Ingliston, have arranged with Sportsmen International Management (a subsidiary of MRC) to hold a 2-litre race on September 13/14.

The race will be held over two 30 lap parts of the Ingliston circuit which will total 100 kms. A budget of £2,000 has been guaranteed by the organisers. On the ball as ever Scotscircuits' intention is to make this a meeting of major importance in the North and will feature several attractions including an appearance by Noel Edmonds.

Early entries for the sports car race (this will be only the fourth time that these cars have had the chance to race this year) include the works Chevron B31 of Ian Grob, Martin Raymond's similar Fisons car, Guy Edwards' C1 Caravans/Findlater's works Lola and John Lepp's works March. Richard Scott is entered with a choice of Lola or Chevron.

Applications for entries should be made to SIM Ltd, 40 Pall Mall, London SW1 (tel: 01-930 9546).

● The Avusrennen 2-litre sports car race scheduled for August 23 and won last year by Ian Grob has become yet another victim of Europe's axe on this class of racing.

Brise's FA in Canada?

Very interested in competing in the Trois Rivieres round-the-houses non-championship Formula Atlantic race in Canada on August 31 are Team Modus and Tony Brise. According to team manager John Peterson on Monday "the whole car is ready to go but, we need a sponsor to help us with the travel costs."

It would be a real shame if the funds cannot be found for this venture as it would be interesting to see the John Player championship leader take on the Canadian series regulars and also the fact there will be a strong French representation in the shape of Jean-Pierre Jarier and Jean-Pierre Jaussaud.

There were stories that Brise would do the Silverstone F2 race on the same day instead but we are told that although this was talked about there is now no chance of it coming off.

● Eddie Cheever the young American driver, who has recently switched from Formula Ford to an F3 Modus, hopes to be even more competitive from the Thruxton round on August 17 as he will have a Novamotor Toyota engine to replace his twin cam Ford. In three races in F3 Cheever has been increasingly impressive ending up with pole position at Knockhill last Saturday.

Schurti breaks away

Supporting the German Grand Prix last Sunday was another round of the European Formula SuperVee Championship. Like the F1 men the FSV brigade suffered terribly from the excessive heat which led to engine and tyre trouble.

Ninety cars entered the event but only 48 were supposed to start (in fact 52 did). The fastest 12 after practice qualified automatically while the rest had to take part in a qualifying race. In the first session Keijo Rosberg crashed heavily but had the car rebuilt in time to qualify fifth in the second session behind Ege Elgh (ATS Lola/8 m 13.8s), Manfred Schurti (ATS Lola) Mikko Kozarowitzky, Helmut Bross, Rosberg, Peter Scharmann, Miki Arpiainen, Kennerth Persson and Britain's John Morrison who was ninth in his Supernova but suffering from a very down on power engine.

In front of nearly half a million spectators Schurti took an immediate lead in the race chased by Elgh, Persson, Rosberg and Morrison, who made a demon start.

In a hard but, at the front, rather processional race, Schurti broke away on a lap two and went on to win by 8.8s from Kozarowitzky who climbed through the field in great style after making a poor start. Rosberg went out with a blown engine, Bross with a blown tyre and Arpiainen went off. Elgh took third place with Persson, suffering from back trouble, fourth, Scharmann fifth and Morrison a good sixth ("next time I'm going with a good engine and I'm going to win that race.")

Of the other British contenders Mike Young drove a good race to move up to 16th after starting at the back following a puncture in the qualifying race. Bruce Venn was 20th, Peter White 25th, Ronnie Grant 28th and Mark Litchfield 31st.

Persson now leads the championship with 57 points from Kozarowitzky, 50; Elgh, 35; Schurti, Rosberg, Bross and Scharmann 20 and Morrison 16.

FA debut

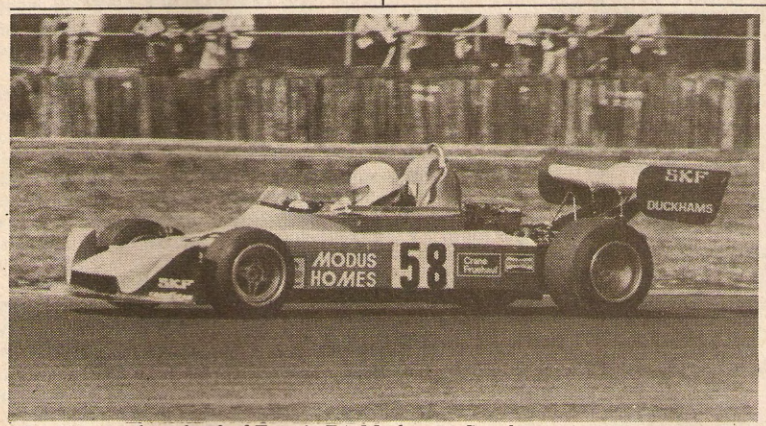
Making his racing debut at Silverstone in the Formula Atlantic race last Sunday was 17 year old Steve Carvill. He was driving the now rather aging, but still competitive, Surtees TS15 of Peter Wardle having helped in the preparation of the car this year. Carvill has three years of karting experience behind him and is hoping, by fitting in all the remaining Southern Organs Atlantic rounds and some *Libre* races, to obtain his International licence this year. Wardle will continue to drive the car in the John Player Atlantic rounds.

If all goes according to plan they will probably form a two car Atlantic team next year.

Laffite leads

With just four rounds to go (Silverstone August 31 being the next) the European Formula 2 championship looks to be virtually the property of Frenchman Jacques Laffite. He needs to score just two more points to make sure of it. There appears to be some doubt as to whether he will make Silverstone though as he apparently wants a silly sum of money, although it seems most likely that he will turn up eventually in the Elf Martini. The current championship points situation is:

1, Jacques Laffite, 54 pts; 2, Jean-Pierre Jabouille, 20; 3, Gerard Larrousse, 19; 4, Patrick Tambay, 18; 5, Claude Bourgoigne, 16; 6, Giorgio Francia and Maurizio Flamini, 14; 8 Michel Leclare, 12; 9, Duilio Truffo, 10; 10, Gabriele Serblin, 9.



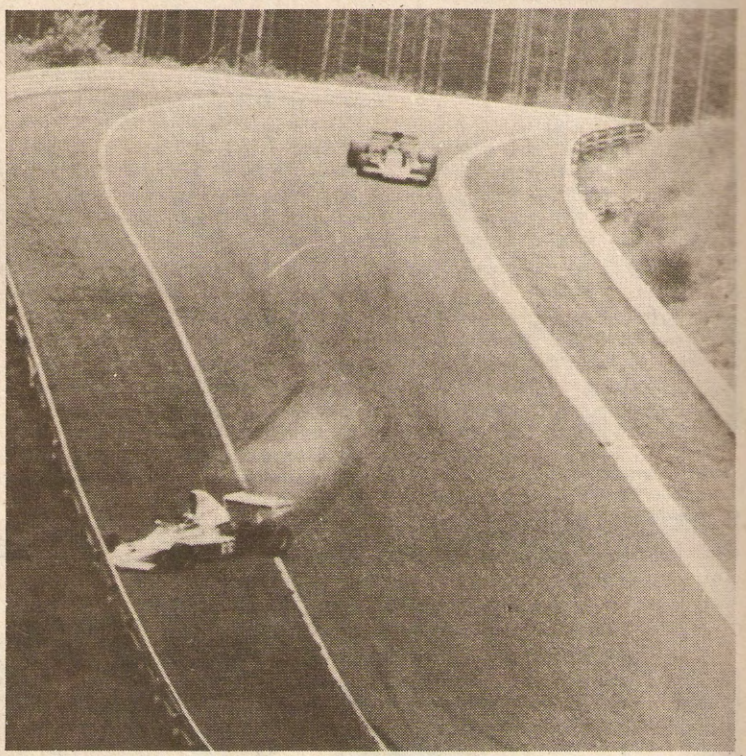
Tim Brise at the wheel of Tony's FA Modus on Sunday.

Tim Brise's F3 Modus

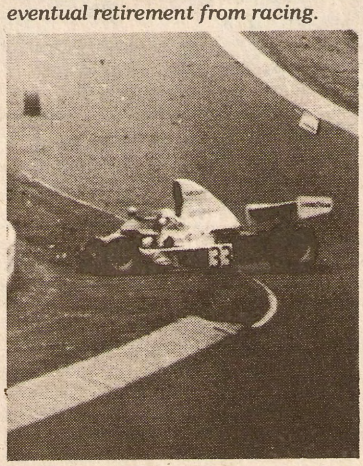
Tim Brise, the younger brother of Tony, had his first outing in a Modus last Sunday when he drove Tony's successful Atlantic car in the Southern Organs event at Silverstone. Plans are for Tim to do just one more Atlantic race in the car at Oulton Park in October as Tony will be available for all the others.

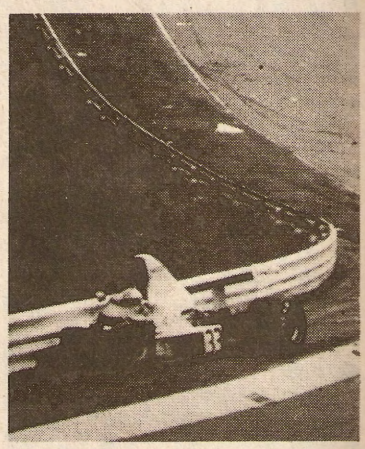
However, Tim will be driving a Modus in works colours for the rest of the year starting at Thruxton on August 17 — in Formula 3. He will be joining Danny Sullivan, who currently lies third in the BF championship, and the Swiss Fritz Stehlin who missed the last race following a family bereavement. A new car will be built up although it has not been decided who will drive which car as yet. One thing is certain though, all the cars will be fitted with Novamotor prepared Toyota engines following Sullivan's recent run of success since switching from a Ford twin cam.

Hailwood's last drive



Better late than never. These pictures failed to arrive in time for last week's retirement story from Mike Hailwood. They show the accident at last year's German Grand Prix in which Hailwood's legs were badly injured causing his eventual retirement from racing.





Raymond and Dowsett test FA

Seen testing Jim Crawford's works Formula Atlantic Chevron at Silverstone last week were FF and G1 Capri racer Phil Dowsett and 2-litre sports car driver Martin Raymond.

Dowsett, who has proved to be extremely quick in both his cars this year, used to work for the Marlboro public relations team when Peter Gethin was driving for Marlboro-BRM and his drive was fixed up by Gethin while Raymond, who currently drives the Fisons backed Chevron B31 sports car, is looking for an alternative class of racing following the collapse of the 2-litre series.

Crawford reported that both drivers went well and were turning in respectable times.

Price runs May

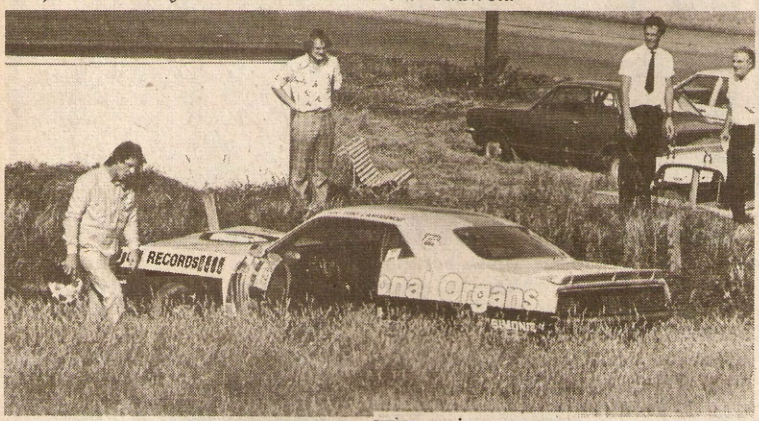
Nick May's Formula Atlantic Lola T360 appeared under a new banner at Silverstone last Sunday. The car was entered and run by Dave Price Racing, an organisation run by Dave Price ace spanner and Adlards Rallysport department man. The car was previously run under the Strakers of Wimbledon banner but following a merger with another Ford dealer, Reynolds, the agreement came to an end on July 31. May and Price have got together to run the car at least until the end of this month and they hope, maybe, to the end of the John Player Championship. "All we need is about £2,000 to see us through to the end of the year" said Price. May used a loaned Broadspeed BDA on Sunday which kept him in a strong second place until the fuel pump packed up but this agreement is only for two races.

● Rumour has it that Dr Joseph Ehrlich has quit F3 and turned his attentions to power boats.

Tour of Britain action



There were quite a few visitors to this hay field at Cotham fields. Stuart Rolt and Eddie Charlton seem to have gone well in. Below, an exhausted Tony Lanfranchi surveys his battered Camaro at Cadwell.



Don't they make a pretty pair! Starry eyed Tony Dron (right) and "Madeleine" were class winners



This weekend

OULTON PARK

Saloons and Formula Fords top the championship line-up at Oulton Park on Saturday while the programme also has three historic races.

Because it's a Radio 1 championship round there are, of course, plenty of production saloons entered. All the usual contenders will be there with, of course, Mazda RX3s dominating the entry. As well as all the regular rotarians Ivan Dutton will be having his first outing in this class, having recently forsaken his very small class Simca (which Neville Knight has bought and has been racing to good effect).

National Organs FF points are on offer once again and Geoff Lees, Mike Blanchet, Phil Dowsett and Matthew Argenti are just some of the young pretenders who will be searching for glory.

Racing starts at 2 pm.

MALLORY PARK

The biggest race meeting of the weekend is at Mallory Park on Sunday when the Leicestershire circuit hosts the ninth round of the Shellsport F5000 series.

Ian Ashley currently leads the series by four points but following his GP accident is unlikely to be able to defend it from Peter Gethin's challenge. Gethin's VDS Lola teammate Teddy Pilette will also be well up there as will Snetterton winner Bob Evans. Richard Scott and Guy Edwards should complete the strong V8 challengers while for the first time there may well be four Ford V6 runners in a championship event, Alan Jones, David Purley, Tom Walkinshaw and Dutchman Boy Hayje. It's just a shade over a year since this engine made its F5000 debut and although it has been a little unreliable it is certainly very competitive. Both Walkinshaw and Jones will be making their race debuts in their respective Hermetite and RAM/Thursdays Marches. Purley's Chevron is currently lying third in the championship, equal with Edwards, so the V8 stranglehold on the series is very much in the balance.

Other races at the meeting include rounds of the Allied Polymer Group FF2000, Radio 1 Production Saloon and BRSCC Production Sports championships.

Derek Lawrence should clinch the FF2000 title in his Crossle although he should get some tough opposition from the likes of Jeremy Rossiter, Adrian Reynard and Ian Taylor. The Radio 1 race is, of course, full to overflowing and all eyes will be on the return match between Noel Edmonds and Gerry Marshall. Chris Meek is the most likely winner of the Prodsports event.

Racing starts at 2.30 pm.

CROFT

The BARC (Yorks) are in charge at Croft on Sunday for a seven race programme. The main race is a round of the National Formula Vee championship which will see a continuation of the tough battle between Ian Flux and Peter Whimhurst. Mick Starkey, John Simpson and Richard Philip are the main FF contenders while the ASM Modsports team of Kenny Allen and Andy Smith should clean up the Northern Sports Cars/Players No 6 round. Other races cater for Special Saloons, T-Type MGs, Clubmen's and *Libre* cars.

Racing starts at 2.45 pm.

BRANDS HATCH

The Maidstone and Mid Kent MC are in charge at Brands Hatch on Sunday for a seven race programme which has a round of the National Organs FF championship as the top of the bill. The entry list is, of course, oversubscribed and it will take two heats to sort out the points contenders. Needless to say all the usual front runners will be there including Geoff Lees, Rob Newall, Kenny Gray, Fred Sigafoos, Rob Wicken, Tiff Needell, and Rod Bremner.

A round of the Classic Saloon Championship should provide a nice change of tempo and there is a full entry of Mk9 Jaguars, Lancias, Wolseleys, MG Magnettes and Austin A35s.

Other races cater for Simoniz Special Saloons and Modsports.

Racing starts at 2.30 pm.

SNETTERTON

A round of the Southern Organs Atlantic championship tops the programme at the BARC Snetterton meeting on Sunday. Tony Brise will be there and hoping for a decent finish after his recent run of bad luck; if all goes well he'll have an on form Ted Wentz to contend with and the last Snetterton winner Richard Morgan. Bobby Muir, Alo Lawler, Matt Spitzley and Val Musetti will also be there. Jim Walsh and Chris Skellern lead the huge BAF FF entry.

Other races cater for championship contenders in the Monoposto, Miller Organs, Forward Trust Special Saloon and Lec Clubmen's series with all the leading contenders taking part.

Racing starts at 2.30 pm.

SILVERSTONE

For those unable to get to any of the car race meetings, this weekend sees the biggest motorcycle meeting of the year at Silverstone, the John Player Grand Prix run in two parts on Saturday and Sunday. All the world's top names will be there on Saturday and Sunday including Barry Sheene, Giacomo Agostini, Teuvo Lansivuori and Johnny Cecotto and many others. There will also be a special parade to mark the retirement of Mike Hailwood.

CATCHPOLE

By Barry Foley



PRIVATE EAR



NICK BRITTAN

Broken egg

News filtered through this week from South Africa of the voluntary liquidation of the Jody Scheckter Chicken Farm. But fear not, the Elf-Tyrrell driver and AUTOSPORT columnist is not in financial trouble. It's just that the news was a little late in getting through.

The Scheckter Chicken Farm enterprise folded some fifteen years ago. Jody's mother, holidaying in Europe, revealed that the chicken farm was one of Jody's first business ventures at the age of ten. The embryonic tycoon built a chicken pen from two giant car packing crates behind his father's garage in East London. At the age of ten he plumbed in running water and electricity and had a whole heated and lit production line running.

Broody hens and eggs were purchased from pocket money and there they sat in serried ranks performing to order. Eggs hatched, chicks were raised and business boomed. Then the dreaded itch set in. A specialist was called in to diagnose the cause of the dreaded itch. After weeks of tests the specialist came up with the answer. Young Scheckter was allergic to chicken feathers.

So the stock was sold and the hatchery closed down. It is perhaps typical of Jody that he can only remember very little of the whole operation — except that he recovered more from the sale of the stock than he had invested. A further insight to the character of the young businessman is that he immediately plunged his funds into a new business venture. The refurbishing of beaten up push bikes. These were doctored, repaired, tarted up and resold at a handsome profit.

It was the profit on these early Scheckter Specials that funded his first 50 cc moped which was quickly converted into a street racer. There followed the inevitable series of spills, split chins and being captured by the local law for speeding, running without lights and being under age.

The bikes eventually gave way to karts and ultimately to his own hand crafted Renault saloon racer with which he took on and beat the factory-prepared versions.

From failed chicken farmer to formula one racer in only fifteen years. Beat that for an unusual success story.

Bubbly offer

My good friend Bill Brodrick, who runs the Union Oil PR operation in the States runs a regular lottery amongst the racing journalists who cover the major USAC races over there. The deal is very simple. A week before the race all the scribes are invited to record their prediction of who will win the race and at what speed. The latest one was the Pocono 500.

Ronnie White of the *Alabama Times* was one of over 50 entrants and he named A. J. Foyt to win at a speed of 140.432 mph. Foyt duly obliged the man from Alabama and did it at 140.712 mph. White scooped the pool. And if you think that was a close run thing consider the prediction of second placeman who opted for Foyt with a speed of 141.462.

Any of Private Ear's readers game for a similar little flutter? Here's the deal . . . On a postcard simply give me the name of next week's Austrian Grand Prix winner and his race speed. First prize is a bottle of Cordon Rouge champagne for the pundit who gets closest to the result. Don't forget your own name and address so we know where to send the bubbly. All entries must be received in the office by the Friday before the event.

You want a guideline? Last year's winner was Carlos Reutemann in a Brabham at a speed of 134.10 mph. The year before it was Peterson in a JPS at 133.3 mph. Off you go then.

Anonymous heros

How do you measure the success of a racing driver? In Europe if he's won a world championship you can hang that title on him, hoping that everyone knows what it means. If the man in question hasn't won the title what do you say? You say he's a leading GP driver or some other similar platitude. How do you describe someone like Ronnie Peterson for example. No world title. Is he merely a leading GP driver?

Does anyone know how many GPs Ronnie has won? Don't all put your hands up at once. The real answer lies in the fact that we are a nation of lazy, semi-interested watchers without any real sense of proportion or deep interest in our heroes.

Now, the Yanks have a real yardstick for their heroes. A man is measured by his earning ability, or more precisely the sum total of his career winnings. Who is the ace NASCAR driver? Richard Petty of course. And what makes him so? The fact that in a career that started in 1958 he has won 172 Grand National races and in the process earned $1,989,588. Yes that's just $10,000 short of two million. In case you're wondering what that comes to in real money it's £833,000 give or take a quid or two. *(Editor's note: he topped $2 last week.)*

Maybe it's the good old British reserve that prevents us talking about something as vulgar as money. Or maybe it's the fear that copies of AUTOSPORT go to the Inland Revenue Offices. Maybe it's just that it's not polite to be seen to be boastful.

I'm a simple soul but I find it very comforting to know that Richard Petty is a real hero and that he's won 172 major races and earned nearly two million dollars in the process.

What about Carlos, or Ronnie or Regazzoni? All we know is that they've each won "several GPs" and are "quite well off as a result of it."

Dean Delamont at the RAC has an interesting theory on the matter of the almost complete absence of super heroes in Grand Prix racing "Continuous professional promotion in all the countries where the events hapen is what's needed. Who better to attend to this than the Formula One Constructors Association or the GPDA – or a combination of the two." Good thinking, but unlikely that anything will ever come of it.

Today's drivers are greatly criticised for dashing off and hiding in their caravans from their fevered fans. But much of the reasons for their scarcity can be directed at the circuit owners, promoters, and sponsors. It is they who should be organising side shows, autograph signing sessions and the like so that the great public can get see and touch their heroes.

One of the most popular items at the GP charity cricket match two years ago was the autograph tent. Drivers willingly took their half hour stint in the tent and joked with fans and signed books, pictures, tee shirts and even some rather attractive naked flesh.

But maybe I've got it all wrong. Maybe we're into a new era of the anonymous hero.

Debrief?

How to spot the team manager at race tracks. He is the man rushing around with a purposeful and constipated expression carrying an expensive executive-style leather brief case. Sir John Whitmore, former European Saloon Car Champion, now a fellow Alp-sitter of Jackie Stewart's out there in tax haven land, made this observation at the British GP. We got around to wondering what they carried in their cases. Contracts, money, calculating machines . . . sandwiches?

John recalled the days when he worked for the David Ogle design group. The late David Ogle was something of a martinet and one day sitting around the board table he announced that the contents of a chap's brief case told you everything about him and his life and work style. All directors were required to open their cases. From John's tumbled a bundle of motoring magazines and not much else. He thought he'd blown it, until one of his fellow directors opened his to reveal nothing but a small cleaned and trussed chicken. If directors of design groups carry oven ready chickens in their expensive brief cases what on earth do you suppose team managers carry in theirs?

Overnight success

Remove two letters from your surname and become an overnight success in motoring racing. Headlines in three national newspapers and a mention in this column. This is the formula adopted by the 25-year-old Swede who recently won their National Formula Ford championship.

Now it's not something that will work for everyone. For instance if your name is Fred Flange — forget it. After all who wants to know a Fred Flng? But it did work for Ronnie Pettersson. By the Swedish equivalent of deed poll he removed one T and one R from his surname and became Ronnie Peterson — just like the JPS version.

Will it work? Tell me how else you would have known who the hell won this year's Swedish Formula Ford Championship?

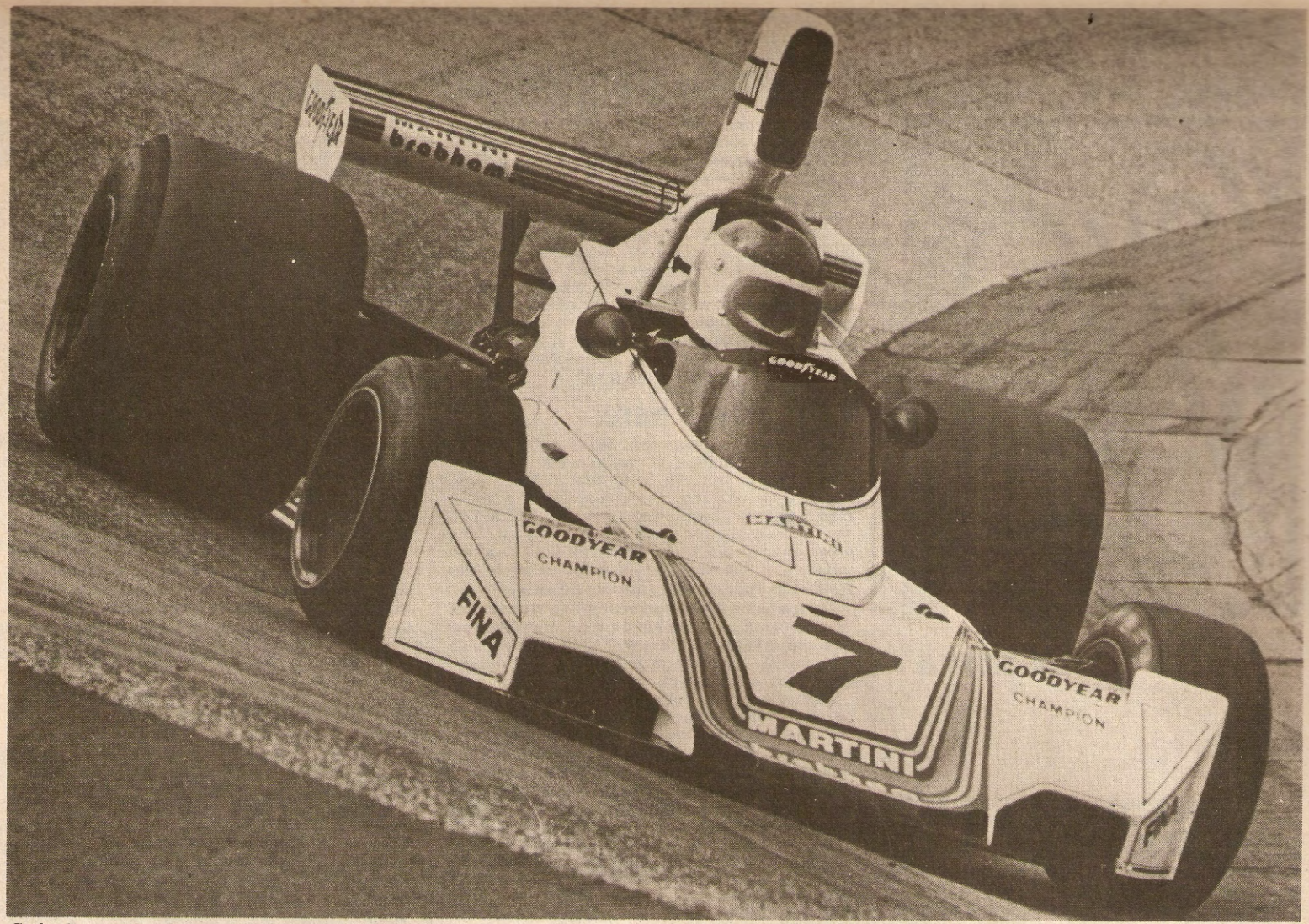
Strange present

How's this for male chauvanism at its worst. Bumped into Tony Brise in London's Hatton Garden clutching a neatly tied little box. "First anniversary present for my wife Janet," he announced. Diamonds, precious stones, jewellery? I enquired.

No it's one of the new super Heuer electronic split timers. A strange sort of wedding anniversary present for a lady, I ventured. "Not really, she needs something decent to do my lap times with."

The RAC's Dean Delamont meets Ferraris Luca Montezemolo while "super-heroes" (see above) Niki Lauda and Clay Regazzoni (left) stand by.





Carlos Reutemann takes his Martini-Brabham round the Karussell on his way to his first Grand Prix of the year and second place in the World Championship.

GERMAN GRAND PRIX/NURBURGRING

Reifen über alles

by PETE LYONS **photos by PHIPPS PHOTOGRAPHIC**

Race data by ALAN PHILLIPS

It was misfortune reversed in the Eifel last Sunday. As the British GP had been visited with Nurburgring style weather, so the German GP dissolved in the same kind of ruinous wholesale tyre puncturing that spoilt last year's Brands Hatch race. Bits of stone and, perhaps, other debris all around the 14.2 miles circuit was a constant plague throughout practice, and was the single most important determinant of the race outcome. Out of the 24 starters at least nine drivers suffered a total of 12 punctured tyres, this factor alone causing the retirement of six cars — two of them of massive crashes. It was a punctured and consequently a totally destroyed left front tyre which forced Niki Lauda into the pits and back to third place at the end, a poor outcome indeed of a race meeting that had produced for Ferrari the first ever official sub-seven minute lap time at the 'Ring.

There were outstanding performances from other drivers but in the end something drastic had happened to almost all of them and it was Carlos Reutemann's Martini Brabham that had avoided all the sharp stones and mechanical troubles too and come home to Lole's first GP victory of the year. He was all alone on the track, over one and a half minutes ahead of the next car, which was the Williams of Jacques Laffite. Only these two of the nine running cars had gone the distance trouble free. Thirteen cars had retired.

But the weather for once was great. The crowd was enormous. There was plenty of action and the issue was in reasonable doubt to within a few yards of the end. In fact the German GP of 1975 was a perfect meeting in every respect but one — the racing!

ENTRY

Over the generations enough stories have built up that one has come to fear the Nurburgring weather, but much of the quality of this year's German GP was established by the weather a fortnight earlier at Silverstone! Several teams, hard hit by the multiple shunts in the second rain there, had to forego certain ideas and plans, and the Surtees team found themselves unable to go to Germany at all.

In fact but 26 entries arrived for the meeting, although earlier in the year it had been expected that 28 drivers would be allowed to start the race; practice incidents reduced the eventual grid to but 24 on this the longest circuit in use for International motor racing today.

Only Elf Team Tyrrell were actually forced to produce a brand new replacement car, but they did this with impressive speed between Monday morning following Silverstone and "three o'clock on Friday morning." It was another in the 007 series, the eighth actual chassis, although for paperwork reasons it was numbered "6." Jody Scheckter was thus in position to contest the German GP almost as if the British had never happened. Patrick Depailler's car was not as badly damaged at Silverstone and was presented to him again at the 'Ring.

At Martini Brabham there was also a new car in use, following Carlos Pace's write-off, but this was the fourth BT44B that had been completed earlier in the season. Carlos Reutemann was still in the original chassis.

There was at Texaco-Marlboro a car that was not actually new but totally rebuilt as good as new, the eighth McLaren M23 handed back to Jochen Mass several weeks after he'd damaged it in a testing shunt at Chapel at Silverstone. When he damaged it at Eschbach at Nurburgring, he had to race the spare No. 7. Emerson Fittipaldi retained his Silverstone winning ninth chassis. All three of the team's cars were virtually identical, having long wheelbases and the new V-shaped rear wing; the only difference was the pair of small "kick ups" now moulded permanently on the rad ducts of Mass's car. The personnel running Fittipaldi's car don't agree about their value. On all cars were fitted older pattern airboxes in conjunction with straight, rather than curved, inlet trumpets. This was a matter, one gathered, of trading a very slight aerodynamic edge for a very slight horsepower edge. No car had the driver-adjustable anti-roll bar fitted.

The rest of the cars entered were by and large as seen before, although in several cases there were unfamiliar helmets protruding out the tops. John Watson, released from Surtees for this event, was using the second JPS — Team Lotus having brought only two cars for once — which was essentially as raced at Silverstone with long wheelbase, coil spring rear suspension, etc, although there were further revisions to the front suspension in the area of the torsion bar levers. Ronnie Peterson still had his 72 in the "older" configuration complete with short wheelbase, rearward weight bias, and rear torsion bar link rods rather than cables.

March Engineering, having traced a mysterious engine problem on Vittoric Brambilla's Beta tools car to a duff electrical switch, had gone on to add some work with longer exhaust pipes for better torque characteristics. The orange car, undamaged at Silverstone, was in otherwise unaltered trim although on the second day of Nurburgring practice the driver decided he didn't want to carry around the bulky rear wheel fairings. For Lavazza-sponsored Hans Stuck only a few repairs were necessary on his white car, which still did not have the new suspension geometry. Lella Lombardi's Lavazza March was as run, so briefly, at Silverstone.

So was Mark Donohue's fifth-place Citibank March, although in the Penske team's case it was thanks to a tremendous rebuild involving several

new chassis bulkhead castings and some reskinning.

Ferrari brought along a trio of T-models to the familiar specification, not deeming that anything new would be needed on this circuit where even last year's model had been clearly superior. Indeed, few people doubted that Niki Lauda and, perhaps, Clay Regazzoni too would be able to at last break the magic 7-minute barrier.

Despite two spectacular shunts in Britain, Shadows found that neither of their UOP cars needed drastic repairs and they were simply prepared for the 'Ring with spacers giving a longer wheelbase. The third car too, when it was needed in practice by Tom Pryce, was converted to the longer dimension which adds stability. All these were Ford Cosworth powered DN5s; Shadow did have along their all-new and, so far, only briefly tested Matra-engined DN7 which Jean-Pierre Jarier hoped to be able to try again in official practice at least. However for reasons which appeared to be more political than technical the V12 car was locked away in its transporter on Friday morning and not seen again.

Jacques Laffite had his usual Ambrozium-sponsored Williams, while his teammate this time in the older car was Richard Oaten's protege, the F5000 star, Ian Ashley. An unfortunate crash late in practice wrote off this chassis and sent the driver to hospital with injuries to his ankles which will keep him out of racing for some weeks.

There was a plan to let Rolf Stommelen try out one of the Embassy Hills but this fell through, at least partly because Tony Brise damaged the team's spare car slightly during Saturday practice. Thus it was only he and Alan Jones who appeared on the circuit.

The Ippocampos seahorse appeared on three machines this weekend, on the pair of regular type Hesketh 308s and also on the new 308C which, following encouraging tests, made a single exploratory official lap during German practice.

A fourth Hesketh, the ex-Jones private car, was now painted in Warsteiner beer gold colours for the German F2 driver and journalist Narald Ertl.

One of Vel's Parnelli Jones cars was converted to outboard front brakes, a complicated operation involving beefed up bulkheads and wishbones as well as altered uprights. Mario Andretti did not drive the other car at all in Germany, so he had no way to say he could feel any difference in the behaviour of the modified suspension.

There were several suspension changes on Wilson Fittipaldi's Copersucar, involving more anti-drive on the front and anti-squat at the rear, together with roll centre and camber change alterations. Besides that Richard Divila had adopted a new wing which, he reported with a smile, "proves that all the aerodynamic theories are so much poppycock."

The HB Bewaking Ensign team had their older model as a spare, but used only the N175 which had been altered by separating the engine from the chassis by 1¼ inches. This was done in conjunction with relocating the oil coolers from the tail of the car to the sides of the engine bay, the separation allowing a cleaner run of the oil lines than otherwise. As at Paul Ricard, the driver was Gijis van Lennep.

Another driver change was Tony Trimmer appearing in the Citizen watches Maki, which had been modified in its fuel system as well as by narrowed rear track. An unfortunate failure of a rear upright during final practice meant the car failed to qualify to race.

PRACTICE

A few minutes before first practice was due to start on Friday morning, a party of spectators out at the Pflantzgarten jump looked up to see the familiar figure of the president of the GPDA among them. They were instantly uneasy.

They saw their chance to speak quietly to one of his companions and took it. "Please, is the GPDA going to cut out the jump? Is he here to put in a chicane?"

It must be some kind of measure of the times that a group of enthusiasts who had journeyed all the way from Sweden to the Nurburgring should jump to such a conclusion. Where they had come to stand was certainly one of the most exciting pieces of racing circuit left anywhere in the world. The F1 cars approach it flat out between thick fir forest walls at something like 150 mph; there is a left-hand kink and suddenly the road drops away from under them. The cars carry straight on, appearing to spring from the road, for several lengths before the tyres, distended from centrifugal force, reach down for the surface again.



First lap: Lauda leads Pace, Depailler, Mass, Reutemann, Stuck, Emerson F and the rest.

Should the car be pointed the way it's travelling, and travelling in line with the road, and should it touch down squarely, or better yet, with both rear wheels first, and should the spring rates and damper settings be approximately right, and should the driver be holding the steering properly and use his foot on the throttle pedal properly, then all should be well.

If it isn't well, the next couple of seconds can be very entertaining. The car may go into a fearful series of oscillating wobbles, bouncing and heaving across the road, the driver working both desperately and tentatively at the same time to keep it between the white painted kerbings. Almost always he manages to bring it back into line, to tame it down, to keep it driving forward with his foot hard down on the power. It isn't, after all, how neatly he gets over the jump but how fast. Providing he doesn't lose it entirely.

From the spectator embankment here one can hear the cars coming through the forest for some time, the engines blaring out hard through their airboxes, blipping for downchanges, accellerating through the gears. As the machine plunges into view at last its rushing much too fast to make out much detail. One has only a fleeting, bleering impression of colour and bouncing and twirling. As it gets a bit farther along the rear view comes into better focus. There's a swerve to the right now. An abrupt left-hand kink over a brow, below a marshal's box. Wheels lift here a trifle too, and the engine revs whing up for an instant. Then the car is vanished from sight. But it can be heard for a long time afterward. It's a straight bit, medium revs in fifth until suddenly everything shuts off abruptly for the series of swerves up to the Schwalsenschwany. A sudden broaching of the power again away from the little cement bowl, and the further climb up over a brow onto the main straight, and then, wide and free, the engine can be heard singing up to peak revs and holding it for the longest time. Should no other car come along to steal away the attention — and one can go many minutes between cars at the Nurburgring — the haunting cry of the racing engine going away can be kept in the ear for almost half a minute.

Half a minute can cover not short of half the complete lap time at many racing circuits.

The Nurburgring, which is something like half a dozen circuits all strung together with sections that no other circuit in the world has, is full of corners but this section at the Pflantzgarten jump actually is without corners. The road twists and veers, yes, but it can actually be taken flat out. During the whole several hundred yards the car is in view of the people on the embankment. A good driver in a good car who knows the road needn't lift his foot.

One can stand for quite a while before realising this. It is usual for driver after driver to lift his foot not only once but perhaps several times. He's not sure of the road, of his car, of himself. He progressively charges along the road in nervous spurts.

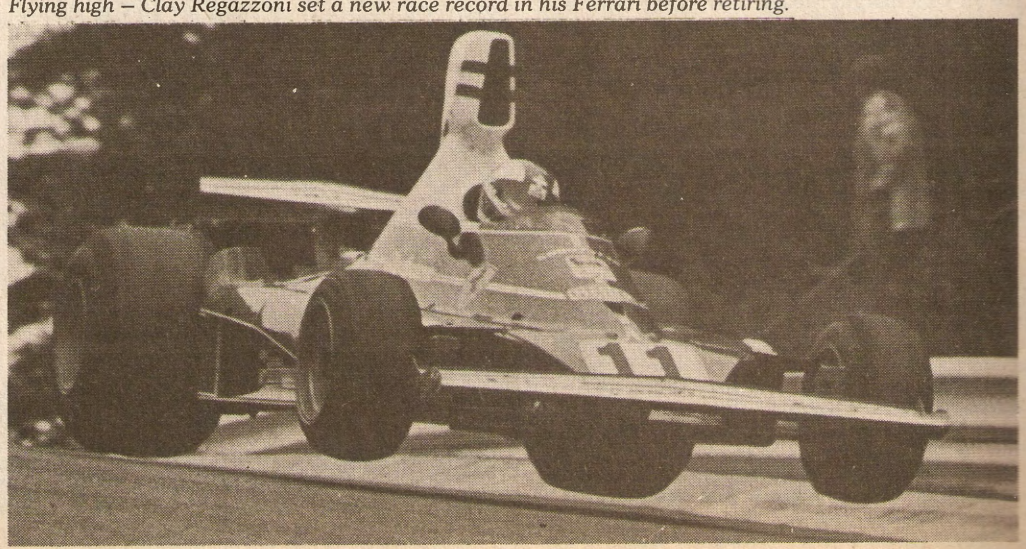
The spectator can watch this and enjoy the spectacle, can perhaps put himself into the cockpit. The imperfection of the driver can, in fact, give a telling impression of what is going through his mind and nerves and senses. But when a really fine driver arrives in a well tuned car, there is something else given. The car bursts into sight, touches down with a solid smash, carries on perhaps weaving and even sliding a little, but with an economy of line and a grace of movement that strikes as a revelation. His foot never falters, the engine drives without hesitation, and the car whips out of sight still accellerating.

To see this is to feel the same kind of sudden thrill that flashes through a mathematics classroom when the master finally, with a few strokes, reveals the simple, elegant solution to the gnawing problem.

That the visitors from Sweden should feel nervously protective of the Pflantzgarten jump is rather sad. But not difficult to understand, modern times in motor racing being what they are. Nor were they easily set at ease. No, the GPDA man was there looking over the jump for no other reason than that was the part where photographers, with whom he had hitched a lift had taken him. He was innocent of any plans for a chicane. He didn't, he went on, think much of chicanes anyway. He smiled.

But the spectators were heard the next day worrying aloud about the chances of their losing a

Flying high – Clay Regazzoni set a new race record in his Ferrari before retiring.



section of racing circuit they'd travelled halfway across Europe to see.

But for a disturbing, indeed distressing rash of tyre punctures—there were over twenty counted and one team had at least five — the two days of practice were surprisingly short of mechanical troubles. A few cases of engine problems, or of suspension problems, or of leaking fluid problems, and there were three incidents of which two might be lumped loosely as crashes.

Ian Ashley's was the serious one. Toward the end of the second day's practice, having set up the 20th fastest time and having been driving with great energy, he simply let the Williams get away from him on the cresting uphill left-hander a few hundred yards before the infamous jump. The right side wheels ran onto the grass and the car half spun back across the track and slammed nose on into the steel barrier. The steel bowed back a little but held firm. The front structure of the car was massively crushed and the footbox back beyond the instrument panel was bent askew, and one of the driver's ankles was injured.

A somewhat similar, although far less serious incident befell Tony Brise when, perhaps because of a tyre puncture, he shunted the spare Hill during the same day. The damage to this was only a somewhat tweaked bulkhead.

While it didn't actually crash the Maki gave Tony Trimmer a nasty fright at the Karussell not long before the end of final practice. Disturbed twice already by rear wheel nuts which, apparently because of an incorrect bevel angle, had worked loose, he had a rear wing side plate rip off in the middle of the double apex right hander just before the Karussell. Already well sideways because he was trying to go harder than ever before, Tony felt the Maki brush its left wheel over a kerbing. In the next instant the upright casting snapped — later examination suggested a core-shift during casting. The blue car arrived up into the speed-bowl dragging along the ground with the wheel drunkenly askew, but it was parked on the grass on the inside with no serious damage. Except to the driver's spirit. Trimmer had been reasonably well pleased with the car and was on what he anticipated would be a lap within the 110 per cent margin needed to start the race. But his best time recorded to that point meant he had to stay on the sidelines.

The happiest story of the weekend was Niki Lauda's "six minute" lap. It was actually about a year overdue, because during private testing before last summer's race Ferrari had timed him below the seven minute "barrier": a combination of circumstances had prevented him breaching it again under official watches. He was 8/10 of a second off it then.

On Friday this year with the generally improved 'T model Niki was able to take a mere 2/10s off his year-old pole time, and it began to look like a combination of circumstances might be developing again. Ferrari hadn't pre-tested the car at the 'Ring this year for one thing (in truth, it hardly seems to have needed it.) And for another some drivers thought that the surface was bumpier than before. Then there was rain on Friday that spoilt much of the afternoon's practice (all the good times of the day were set in the first 90 minutes). Besides that "022" was being irksome in little ways. There was a puncture, just another of too many ominous omens, and also on two occasions there was a problem with leaking shock absorbers.

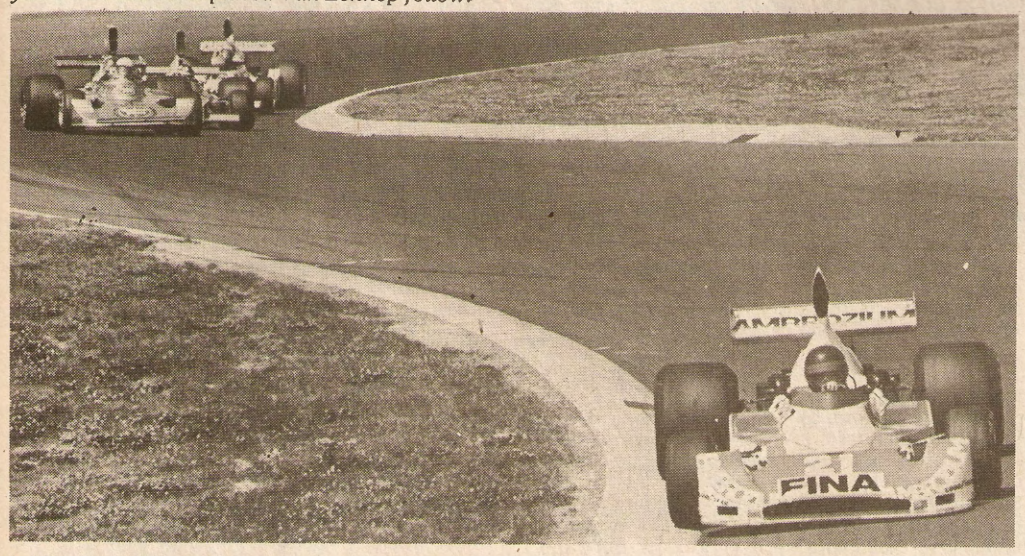


Hans Stuck drove aggressively in practice but had an early engine failure in the race.

When asked what he expected, the champion-elect didn't seem very confident of breaking into the sixes this year either.

But late in the final hour of Saturday, with the weather warmer and hence probably less helpful than before, but dry at least, and having settled the tune of the chassis on full tanks for the race to his satisfaction, he had the petrol pumped out and took to the track again.

Jacques Laffite had a trouble free race and his fine second place gave Frank Williams his best result in six years. Ertl and sixth-placed Van Lennep follow.



The first lap went badly, he got stuck for miles behind a slower car. On his second trial he had to lift off for the waving flags at the scene of the Ashley accident. Yet he was nearly down to the magic 7m and he set off around the 14.2 miles one more time. This time it went perfectly. He said later that it hadn't felt a particularly faster lap than any other, but 6m 58.6s after he started he flashed up onto the pits straight and over the line. It was historic. The track announcer, almost overcome with emotion, launched into an elaborate eulogy in long-winded German; he announced the date, the hour, the minute, the place, and the average speed, 196.363 kph (121.953 mph). It was a moment when, should he happen to want it, the Austrian driver in the Italian car would have had any application for German citizenship processed through in less than six minutes flat!

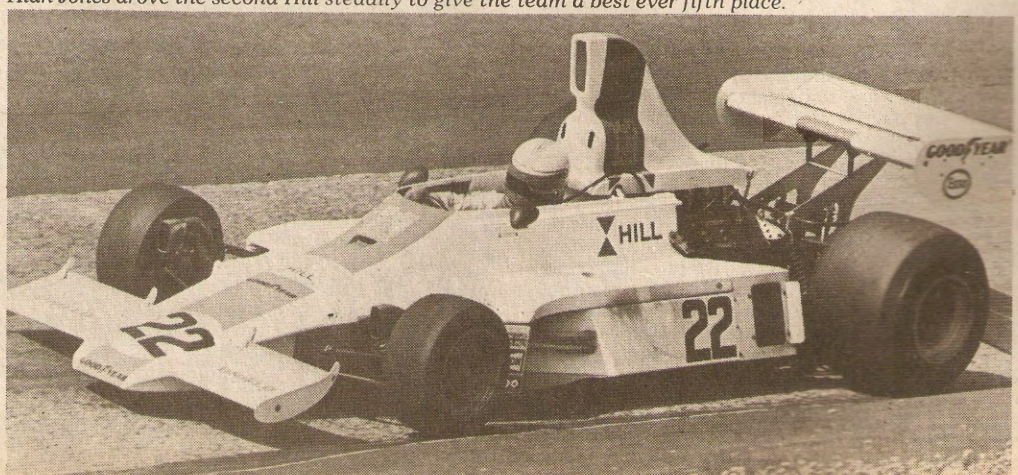
On the basis of the grid times it looked like the fellow in the red helmet in the red car had the race pretty well pre-packaged. But various other drivers had come close to making him wonder about it.

Right at the end of Saturday as Lauda was doing his record lap, Carlos Pace was out too and running as hard. Held up as well by the Ashley shunt, Moco had to go around another time, and this one went perfectly until only a few hundred yards from the line, exiting the "braking chicane", the engine started spluttering as if out of petrol. Even so it was a seven minute lap dead, and there would have been time for another one but he had to come round back into the pits instead. He was visibly a little upset — he was seen standing in the cockpit shouting and waving his fists at his men — but he calmed down when he realised that in fact they hadn't let him run out of fuel. There was something wrong in the system, a stuck valve instead. Moco is going to spend the next 12 months, though, thinking he could have had Lauda's record.

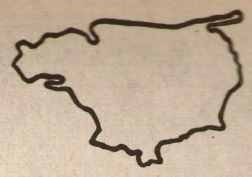
These two were the only drivers to ever beat the existing record. Not that others weren't trying: in fact there was a lot of very hard driving going on. For some reason, here at this most challenging of the Grand Prix road circuits there seemed to be the least amount of grumbling about bad handling. A lot of drivers were in fact enthusing openly about how well their cars were going. There must be some sound scientific reason why at the simplest artificial tracks they can't find anything good to say about their chassis at all.

The Elf Tyrrell twins were ranked side by side on the second row, Scheckter just a bit quicker than Depailler. Patrick had had rather more trouble than average during practice. His dramas started within the first little bit of his first full practice lap on Friday. The casting which is affixed to the front of the 007 chassis, which had lived through the Silverstone shunt, now snapped off the ear which mounts the coil spring unit. He tried to drive it around the lap but it didn't want to

Alan Jones drove the second Hill steadily to give the team a best ever fifth place.



GERMAN GRAND PRIX. DATE AUG. 3. 1975. CIRCUIT NURBURGRING



WORLD CHAMPIONSHIP ROUND 11 — LENGTH 14 laps of 14.19 mile circuit. 198.64 miles

WEATHER HOT. FINE. — No. of STARTERS 24 — FINISHERS 9

WINNER C. REUTEMANN in MARTINI-BRABHAM BT 44B — av. speed 117.73 mph

FASTEST LAP C. REGAZZONI in FERRARI 312T — No. 11 on lap 7 — in 7 min. 06.4 sec. 119.79 mph

EXISTING LAP RECORD J. SCHECKTER in TYRRELL-FORD — in 7 min. 11.1 sec. 118.49 mph

PREVIOUS YEAR'S RESULT C. REGAZZONI in FERRARI 312 B3 — at 117.33 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	DFV 217	
2	J. MASS	TEXACO-MARLBORO M23	MARLBORO TEAM TEXACO	TEXACO HAVOLINE	GOOD	M 23/8		CRASHED IN PRAC
2T	J. MASS	TEXACO-MARLBORO M23	MARLBORO TEAM TEXACO	TEXACO HAVOLINE	GOOD	M 23/4	DFV 919	RACE CAR.
3	J. SCHECKTER	TYRRELL-FORD 007	ELF TEAM TYRRELL	ELF ELF	GOOD	007/"6"	DFV 196	NEW CAR. ACTUALLY 007/8
4	P. DEPAILLER	TYRRELL-FORD 007	ELF TEAM TYRRELL	ELF ELF	GOOD	007/4	DFV 172	
5	R. PETERSON	JPS-72	JOHN PLAYER TEAM LOTUS	- DUCKHAMS	GOOD	72-9	DFV 190	
6	J. WATSON	JPS-72	JOHN PLAYER TEAM LOTUS	- DUCKHAMS	GOOD	72-8	DFV 130	L.W.B.
7	C. REUTEMANN	MARTINI-BRABHAM BT44B	MARTINI RACING	FINA FINA	GOOD	BT 44B-1	DFV 175	BT 44B-3 UNUSED SPARE.
8	C. PACE	MARTINI-BRABHAM BT44B	MARTINI RACING	FINA FINA	GOOD	BT 44B-4	DFV 150	
9	V. BRAMBILLA	MARCH 751	BETA TEAM MARCH	- -	GOOD	751-3	DFV 195	
10	H. STUCK	MARCH 751	LAVAZZA MARCH	- -	GOOD	751-2	DFV 084	
11	C. REGAZZONI	FERRARI 312T	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312T (021)	Type 312 B	
12	N. LAUDA	FERRARI 312T	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312T (022)	Type 312 B	018 UNUSED SPARE
16	T. PRYCE	UOP-SHADOW DN5	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DN5-2A	DFV 126	
16T	T. PRYCE	UOP-SHADOW DN5	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DN5-3A		
17	J-P. JARIER	UOP-SHADOW DN5	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DN5-1A	DFV 116	DN7/1A - MATRA UNUSED SPARE
19	G. VAN LENNEP	ENSIGN N175	HB BEWAKING TEAM ENSIGN	- DUCKHAMS	GOOD	MN-04	DFV 178	MN-02. UNUSED SPARE.
20	I. ASHLEY	WILLIAMS FW	FRANK WILLIAMS RACING CARS	FINA FINA	GOOD	FW-03		DNS. CRASH IN PRACTICE.
21	J. LAFFITE	WILLIAMS FW	FRANK WILLIAMS RACING CARS	FINA FINA	GOOD	FW-04	DFV 161	
22	A. JONES	EMBASSY-HILL GH	EMBASSY RACING WITH GRAHAM HILL	ESSO ESSO	GOOD	GH-3	DFV 073	
23	T. BRISE	EMBASSY-HILL GH	EMBASSY RACING WITH GRAHAM HILL	ESSO ESSO	GOOD	GH-1	DFV 226	RACE CAR.
23T	T. BRISE	EMBASSY-HILL GH	EMBASSY RACING WITH GRAHAM HILL	ESSO ESSO	GOOD	GH-4		
24	J. HUNT	HESKETH 308	TEAM HESKETH	- -	GOOD	308-2	DFV 142	
24T	J. HUNT	HESKETH 308C	TEAM HESKETH	- -	GOOD	308 C		308.3 UNUSED SPARE.
25	H. ERTL	HESKETH 308	WARSTEINER BREWERY	- -	GOOD	308-1	DFV 143	
27	M. ANDRETTI	PARNELLI VPJ-4	VEL'S PARNELLI JONES RACING	- -	GOOD	VPJ-4-002	DFV 118	VPJ-4-001 UNUSED SPARE.
28	M. DONOHUE	CITIBANK-MARCH 751	CITIBANK TEAM PENSKE	SUNOCO -	GOOD	751-4	DFV 171	
29	L. LOMBARDI	MARCH 751	LAVAZZA MARCH	- -	GOOD	751-1	DFV 119	
30	W. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	COPERSUCAR-FITTIPALDI	- -	GOOD	FD-03	DFV 194	
35	T. TRIMMER	MAKI F101C	MAKI ENGINEERING	- -	GOOD	F101C-002		DNQ. DNS.

RESULTS

POS.	NO.	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS.
1	7	C. REUTEMANN	MARTINI-BRABHAM BT44B	14	1h. 41m. 14.1s.	117.732 mph.	GIRL FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
2	21	J. LAFFITE	WILLIAMS FW	14	1h. 42m. 51.8s.	115.869 mph.	LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
3	12	N. LAUDA	FERRARI 312T	14	1h. 43m. 37.4s.	115.069 mph.	LOCK FER	KONI	FERRARI 312 TRANS.	CHAMPION	LUCAS	MAZELLI DINOPLEX
4	16	T. PRYCE	UOP-SHADOW DN5	14	1h. 44m. 45.5s.	113.773 mph.	LOCK FER	ARM	HEW TL 200	CHAMPION	LUCAS	LUCAS
5	22	A. JONES	EMBASSY-HILL GH	14	1h. 45m. 04.4s.	113.432 mph.	LOCK FER	ARM	HEW FG 400	CHAMPION	LUCAS	LUCAS
6	19	G. VAN LENNEP	ENSIGN N175	14	1h. 46m. 19.6s.	112.095 mph.	LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
7	29	L. LOMBARDI	MARCH 751	14	1h. 48m. 44.5s.	109.605 mph.	GIRL-F LOCK-R FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
8	25	H. ERTL	HESKETH 308	14	1h. 48m. 55.0s.	109.429 mph.	LOCK FER	ARM	HEW FGA 400	CHAMPION	LUCAS	LUCAS
9	4	P. DEPAILLER	TYRRELL-FORD 007	13			LOCK FER	ARM	HEW FG 400	CHAMPION	LUCAS	LUCAS

RETIREMENTS

NO.	DRIVER	LAPS	REASON
2	J. MASS	0	CRASH. DUE TO PUNCTURE
28	M. DONOHUE	1	PUNCTURE
5	R. PETERSON	1	CLUTCH SLIP.
6	J. WATSON	2	BROKEN SUSPENSION
9	V. BRAMBILLA	3	BROKEN SUSPENSION
10	H. STUCK	3	ENGINE.
30	W. FITTIPALDI	4	ENGINE.
1	E. FITTIPALDI.	5	BROKEN SUSPENSION
8	C. PACE	5	BROKEN SUSPENSION
17	J-P. JARIER	7	PUNCTURE.
3	J. SCHECKTER	7	CRASH.
23	T. BRISE	9	CRASH
11	C. REGAZZONI	9	ENGINE.
24	J. HUNT	10	BROKEN REAR HUB
27	M. ANDRETTI	12	FUEL LEAK.

CHAMPIONSHIP POINTS

DRIVERS

N. LAUDA	51	T. PRYCE	5
C. REUTEMANN	34	M. DONOHUE	4
E. FITTIPALDI	33	J. ICKX	3
J. HUNT	25	R. PETERSON	3
C. PACE	24	A. JONES	2
J. SCHECKTER	19	V. BRAMBILLA	2
C. REGAZZONI	16	J-P. JARIER	1½
J. MASS	14½	T. BRISE	1
P. DEPAILLER	12	G. VAN LENNEP	1
J. LAFFITE	6	L. LOMBARDI	½
M. ANDRETTI	5		

MANUFACTURERS

FERRARI	54
BRABHAM-FORD	53
McLAREN-FORD	39½
HESKETH-FORD	25
TYRRELL-FORD	24
SHADOW-FORD	6½
WILLIAMS-FORD	6
LOTUS-FORD	6
PARNELLI-FORD	5
MARCH-FORD	3
HILL-FORD	3
ENSIGN-FORD	1

DATE FRI. 1 AUGUST WEATHER DULL, MILD SOME SUN BEFORE END

PRACTICE 1

12	N. LAUDA	7m. 00.6s.
2	J. MASS	7m. 01.8s.
1	E. FITTIPALDI	7m. 02.7s.
11	C. REGAZZONI	7m. 04.3s.
9	V. BRAMBILLA	7m. 06.0s.
3	J. SCHECKTER	7m. 07.2s.
17	J-P. JARIER	7m. 07.6s.
10	H. STUCK	7m. 08.3s.
7	C. REUTEMANN	7m. 10.8s.
16	T. PRYCE	7m. 12.2s.
24	J. HUNT	7m. 13.2s.
5	R. PETERSON	7m. 13.3s.
8	C. PACE	7m. 13.3s.
6	J. WATSON	7m. 13.6s.
27	M. ANDRETTI	7m. 14.9s.
23T	T. BRISE	7m. 16.2s.
24T	J. HUNT	7m. 18.2s.
21	J. LAFFITE	7m. 20.3s.
23	T. BRISE	7m. 21.3s.
30	W. FITTIPALDI	7m. 21.5s.
20	I. ASHLEY	7m. 21.8s.
28	M. DONOHUE	7m. 26.6s.
19	G. VAN LENNEP	7m. 28.1s.
25	H. ERTL	7m. 28.8s.
22	A. JONES	7m. 41.3s.
29	L. LOMBARDI	7m. 42.3s.
4	P. DEPAILLER	8m. 12.5s.
35	T. TRIMMER	8m. 24.1s.

DATE SAT. a.m. 2 AUGUST WEATHER WARM, FINE

PRACTICE 2

11	C. REGAZZONI	7m. 01.6s.
3	J. SCHECKTER	7m. 02.3s.
12	N. LAUDA	7m. 02.4s.
4	P. DEPAILLER	7m. 02.7s.
1	E. FITTIPALDI	7m. 02.8s.
10	H. STUCK	7m. 02.9s.
7	C. REUTEMANN	7m. 04.0s.
2	J. MASS	7m. 04.2s.
24	J. HUNT	7m. 04.2s.
17	J-P. JARIER	7m. 07.1s.
8	C. PACE	7m. 07.6s.
27	M. ANDRETTI	7m. 08.3s.
6	J. WATSON	7m. 09.4s.
16T	T. PRYCE	7m. 10.1s.
21	J. LAFFITE	7m. 10.8s.
9	V. BRAMBILLA	7m. 10.9s.
5	R. PETERSON	7m. 11.6s.
23T	T. BRISE	7m. 13.3s.
20	I. ASHLEY	7m. 15.9s.
23	T. BRISE	7m. 17.2s.
22	A. JONES	7m. 18.6s.
28	M. DONOHUE	7m. 18.9s.
25	H. ERTL	7m. 19.5s.
19	G. VAN LENNEP	7m. 20.4s.
30	W. FITTIPALDI	7m. 22.0s.
29	L. LOMBARDI	7m. 36.4s.
35	T. TRIMMER	7m. 53.4s.

DATE SAT. p.m. 2 AUGUST WEATHER WARM, FINE

PRACTICE 3

12	N. LAUDA	6m. 58.6s.
8	C. PACE	7m. 00.0s.
3	J. SCHECKTER	7m. 01.3s.
4	P. DEPAILLER	7m. 01.4s.
10	H. STUCK	7m. 02.1s.
11	C. REGAZZONI	7m. 02.2s.
24	J. HUNT	7m. 02.7s.
2T	J. MASS	7m. 03.0s.
1	E. FITTIPALDI	7m. 03.6s.
7	C. REUTEMANN	7m. 04.7s.
9	V. BRAMBILLA	7m. 07.4s.
27	M. ANDRETTI	7m. 08.2s.
21	J. LAFFITE	7m. 10.0s.
23	T. BRISE	7m. 10.9s.
28	M. DONOHUE	7m. 11.8s.
5	R. PETERSON	7m. 12.1s.
6	J. WATSON	7m. 14.1s.
17	J-P. JARIER	7m. 16.6s.
20	I. ASHLEY	7m. 18.7s.
30	W. FITTIPALDI	7m. 19.1s.
22	A. JONES	7m. 19.3s.
19	G. VAN LENNEP	7m. 25.0s.
16T	T. PRYCE	7m. 25.5s.
25	H. ERTL	7m. 30.5s.
29	L. LOMBARDI	7m. 44.5s.

STARTING GRID

POLE

12 N. LAUDA 6m. 58.6s. | 8 C. PACE 7m. 00.0s.

3 J. SCHECKTER 7m. 01.3s. | 4 P. DEPAILLER 7m. 01.4s.

11 C. REGAZZONI 7m. 01.6s. | 2 J. MASS 7m. 01.8s.

10 H. STUCK 7m. 02.1s. | 1 E. FITTIPALDI 7m. 02.7s.

24 J. HUNT 7m. 02.7s. | 7 C. REUTEMANN 7m. 04.0s.

9 V. BRAMBILLA 7m. 06.0s. | 17 J-P. JARIER 7m. 07.1s.

27 M. ANDRETTI 7m. 08.2s. | 6 J. WATSON 7m. 09.4s.

21 J. LAFFITE 7m. 10.0s. | 16 T. PRYCE 7m. 10.1s.

23 T. BRISE 7m. 10.9s. | 5 R. PETERSON 7m. 11.6s.

28 M. DONOHUE 7m. 11.8s. | (20 I. ASHLEY 7m. 15.9s. DID NOT START)

22 A. JONES 7m. 18.6s. | 30 W. FITTIPALDI 7m. 19.1s.

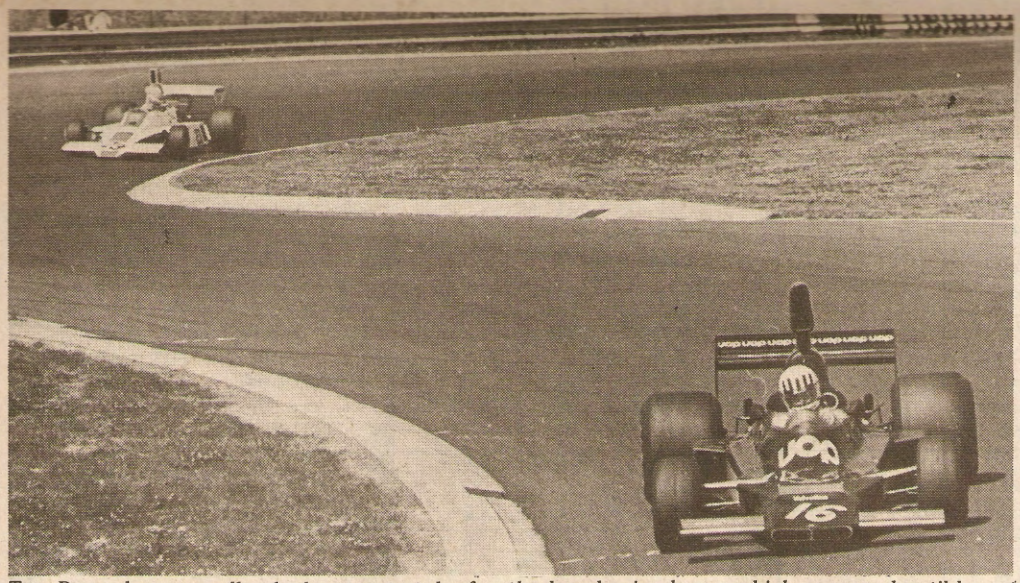
25 H. ERTL 7m. 19.5s. | 19 G. VAN LENNEP 7m. 20.4s.

29 L. LOMBARDI 7m. 36.4s.

LAP CHART

AUTOSPORT

GRID	ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14
12	N. LAUDA	12	12	12	12	12	12	12	12	12	7	7	7	7	7
8	C. PACE	4	4	4	4	4	4	4	4	11	24	16	21	21	21
3	J. SCHECKTER	8	8	8	8	11	11	11	11	7	16	21	16	12	12
4	P. DEPAILLER	7	7	11	11	7	7	7	7	24	21	12	12	16	16
11	C. REGAZZONI	11	11	7	7	24	24	24	24	16	(12)	22	22	22	22
2	J. MASS	10	10	24	24	(8)	17	3	16	21	22	19	19	19	19
10	H. STUCK	1	24	10	17	17	3	17	21	23	19	25	25	25	29
1	E. FITTIPALDI	24	17	17	3	3	16	16	23	22	25	29	29	29	25
24	J. HUNT	17	27	27	16	16	21	21	22	25	29	27	27	4	
7	C. REUTEMANN	9	9	3	(27)	21	23	23	25	19	27	4	4		
9	V. BRAMBILLA	27	6	16	23	23	22	22	19	29	4				
17	J-P. JARIER	6	3	23	21	22	25	25	29	27					
27	M. ANDRETTI	16	16	21	22	25	19	19	27	4					
6	J. WATSON	23	23	22	25	19	29	29							
21	J. LAFFITE	3	22	25	19	(29)	(27)	27							
16	T. PRYCE	22	21	19	29	27									
23	T. BRISE	21	25	29	30										
5	R. PETERSON	25	19	30											
28	M. DONOHUE	30	29	(9)											
22	A. JONES	19	(30)	1											
30	W. FITTIPALDI	29	(1)												
25	H. ERTL	(5)													
19	G. VAN LENNEP	(28)													
29	L. LOMBARDI														



Tom Pryce drove a really plucky race to take fourth place having been as high as second until he got soaked in fuel. He was awarded the Rouge et Blanc award for his courage.

be driven. Patrick didn't want to be stuck there however, so putting his head to work he borrowed some tools from a marshals' post and set about redesigning his chassis. He removed the whole damper unit entirely, as it looked to be menacing the brake lines, and then he jacked up the spring perches on the opposite, left front, corner and right rear corner. Leaving the nose piece where it was so as to be free of its downforce, he tried it again and found the car willing to be driven back to home base for more permanent repair.

But the Nurburgring wasn't finished with our Patrick, for in the afternoon session he'd only got one more lap in because of a puncture. A day gone and no quick driving under the belts. Yet on the second day, despite another puncture and also a leaking damper, he got in enough time to find himself delighted with the car.

"The car is really very good," he enthused, his eyes sparkling. "I think with another lap I could really go into the six minutes."

As it was he was a bit slower than Jody, whose car beyond a duff fuel pump gave the mechanics far less trouble and was being driven around in a particularly forceful, although superbly clean style.

A fabulous initial performance was put up by Jochen Mass, who was second quickest only to Lauda on the first day. Perhaps it was Hans Stuck back on the scene, but the Texaco Marlboro driver was really fired up and, although the car was leaping around pretty dramatically at the Pflantzgarten jump and Jochen said that castor adjustments for this race made it heavy to drive, he was again, as in France, quicker than his famous teammate. But only up to a point. He overstepped it in the Saturday morning session when at Eschback, a fast descending left hander, he arrived already well sideways to find the road covered in dirt flung out by another car. There was no saving it: The M23 plunged nose first into the inside barrier, just like a couple of other cars had done or would do, hard enough to write off the front of the tub. At least. Luckily, Jochen was unharmed and with distinctly less enthusiasm he set about sorting the spare car for the race.

Meanwhile Stuck, back in his second F1 race of the year, was finding his Lavazza March a thing of joy. "It's absolutely fantastic . . ." he announced to Max Mosley. "It will do anything. I can drive like a lunatic. I can go flat in fifth at places I was lifting in fourth last year."

That was before, in the final session, it first started running out of petrol and then picked up a puncture. So which German driver was the faster was a question that would, several hundred thousand fellow countrymen fondly hoped, be taken up again on the morrow.

Ronnie Peterson had an incident that raised a ghost of a smile on Saturday. He missed an "In" signal and set off on one more lap than had been planned for him. The petrol ran dry within a few minutes, too few to complete another 14 miles, so there he was stranded. Like Depailler the day before, however, he didn't fancy sitting idly there so he went along until he found some spectators willing to sell him a few litres of spare fuel for the price of a smile, a memory, and an autograph or two.

There were to be sure a quote of more prosaic difficulties many of which did effect grid position. Fittipaldi had a duff engine on Friday, and so did Pryce all weekend so he had to use the training Shadow, which he didn't like as well. Reutemann had a series of things going wrong: the clutch, the fuel system, and a couple of punctures. Andretti had a rear damper mounting fail which produced a lurid moment at the jump. "I knew I was into a good one, so I was a little reluctant to abandon it, you know? But she almost got away from me there . . ." Later on the next day Mario had a duff front damper and also a burst oil cooler, but he felt the car was getting pretty good.

Beyond these difficulties and the alarming and unceasing rash of punctures. The grid formed up without much drama. Perhaps there is no substance in appearances of this nature. But there have been times in the past when a relatively trouble free practice is prelude to an utterly disastrous race. Hmmm.

Not that it was all trouble. John Watson having his JPS drive found himself quicker than Peterson, which must have caused a raised eyebrow or two here and there. Not having a chance for a direct comparison between Surtees and JPS he merely would say "This one feels different." Harald Ertl, settling into his new car, found that in almost every respect the big one was easier to drive than a little one. "Its very easy and soft to drive, very controlable. The only thing that takes more effort are the brakes." And then there was Wilson Fittipaldi, who found once again that the latest revisions of the Copersucar were distinct improvements. But he didn't want to show them too much. "We had to slow him down at the end' said his ever-cheerful designer. "We wanted him to win the prize for predicting his own grid position so when he reached what he'd planned we called him in."

This was a prize of DM1000 put up by a German Magazine, and by doing 7m19.1s Wilsinho had achieved exactly what he'd expected to and won.

Good racing management covers a multitude of fields.

The Nurburgring, being one of your authentic festival grounds, presents a scene that would be wonderful to experience if you don't particularly need to be fresh for the motor race next day. Song and shout rise with the sky rockets and the camp-fire smoke all night long. From the air, it is said, the 'Ring on Saturday night presents a rare sight with the entire circuit traced out by the bonfires twinkling along both sides of the road. Even from ground level, someone reported next day, the fires are beautiful to watch. He had gone along on a coach that was touring the circuit for just this purpose. Or so he thought. "But the minute we started off the driver called out for everybody to hang on and, my God, I didn't know a bus could go so fast. We did the lap in 18 minutes flat."

What with something well over a quarter of a million people in a holiday mood camping and carousing all night, strolling on the circuit and even sleeping on it — maybe it was the retained heat of the day, or maybe it was a more mystical warmth, sleeping on the sacred tarmac — it was probably inevitable that there would be debris on the surface the next morning. An army of men with brooms did what they could, but a proportion of the smallest fragments couldn't but escape to be picked up by the wide gummy racing tyres. Half an hour round the pits loop at 8.30 Sunday morning was enough for Watson and Scheckter both to puncture two more tyres. Goodyear's stock was going down fast and there were a few teams beginning to worry out loud about having enough for the race.

For it did look like a race of punctures and pit stops. The little circuit around the pits had to have been the quietest place of the whole 14 miles.

RACE

Racing on the Nurburgring is something you can appreciate better with the imagination than with the eyes. It's a rare point from which you can see more than about one fifteenth of the lap. You can hear only a little bit more.

So you have to know the circuit. You have to be able to picture in your mind's eye what's happening out across the hills and in the forests as the reports come back from the Flugplatz, from Breitscheid, from the Karrussell and the Schwalbewschwantz. You watch the big illuminated scoreboard above the pits and try to feel what the drivers are feeling.

Lauda and the red Ferrari, looking to be feeling confident in the hot Sunday run, got off perfectly and led the way down through the South Curve. Pace had slotted in behind from the start but behind the pits Depailler pulled alongside and went ahead into the North Curve. Mass was up to fourth, a good start, and Reutemann was fifth, an even better one. The rest were a blurred stream of colours and aerofoils and airscoops pouring away over the hill and down under the trees into Hatzenbach. The stream slackened to a couple of stragglers, Lombardi followed by Ertl who would have been last (his throttles were sticking open, he was suddenly having to learn all about 465 bhp controlled by an ignition switch) except that Peterson was straggling around even slower. His engine revving erratically (his clutch was slipping). Ronnie vanished well after the rest and his engine was last to fade away in the treetops.

Presently the only sound left was the excited chatter of tens of thousands of spectators. It was a beautiful day and the crowd was fantastic. Looking out across the sunlit fields, occasional little villages in the folds of the hills, dense patches of dark forest, everyone was trying to visualize the progress of the race. It was only a moment before the big board lit up and a string of numbers popped into place: the Flugplatz report.

It was still Lauda, Depailler, and Pace, still close together, their numbers coming up pop-pop-pop. Still Mass next, and Reutemann, then Regazzoni, and then Stuck seventh. That was as far as the board could show them.

Wait for the Breitscheid report, trying to think of the twists and turns leading to it. The long, fast descent into Schwedewkreuz (almost *flat* left hander over a hump) – the first hairpin and then the frightening drop down the Fuchsronre (peak revs in fifth, nothing in sight under the trees at the bottom but the deep grooves and scratches in the road) the abrupt kink up out of the woods at the Adenauer forest. The second hairpin deceptively similar to the first (lots of that kind of trick around this place) and then the descent through esses and the fast, multiple-apex right handers and sudden tight left handers (more tricks), the bridge over the road and the second report.

Yes, Lauda and Depailler and Pace, still close — good for them — but the number for Mass was missing in favour of Reutemann and after Regga and Stuck now was Fittipaldi on the board for seventh. So what had happened to Jochen?

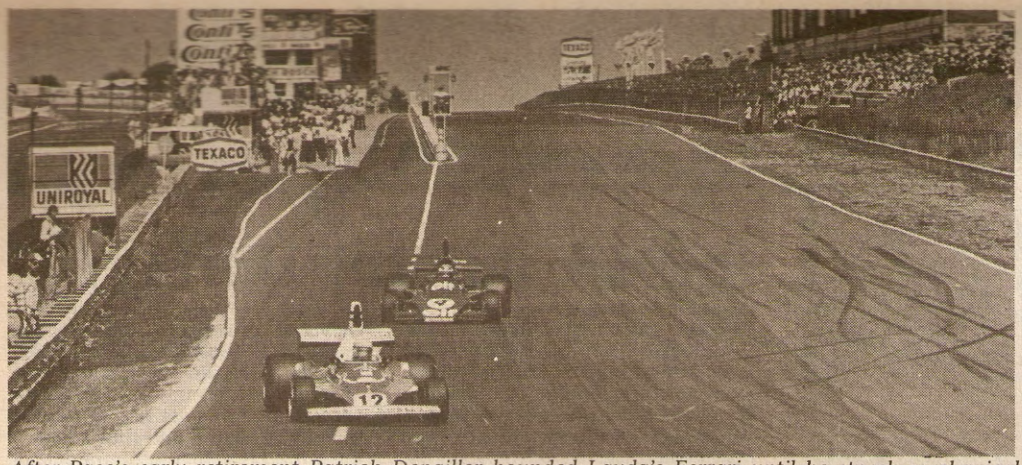
He'd crashed. The track address system was just now breaking in excitedly, describing how he's gone off the road on the way out of the Foxhole. Car heavily damaged, but driver unharmed. (A front tyre, probably cut by something moments before, thought the tyre engineers, had exploded from the gee-loads at the bottom of the dip. A flat-out crash from a puncture so early on.

Another wait to hear about the rest. They'd slung around the Bergwerk, out across the stream at the Kesselhen, stormed up the long hill and slid around the bends before the Karrussell. Ah, here it was – same as before.

No more excited announcements, so wait for the Swallowtail. They've climbed the Hohe Acht, dropped down the swerves in Brunnchen, ripped through the Plflatzgarten, leapt over the jump – here it comes. No change. Still Lauda-Depailler, Pace and a bit of a wait before the rest.

Another announcement, something about Donohue. Time to feel a stab of apprehension: no, it's only a tyre. He's been seen going along slowly with a front tyre gone flat.

A couple of helicopters, big buzzing dragonflies, making for us and here they come, the red Ferrari



After Pace's early retirement Patrick Depailler hounded Lauda's Ferrari until he struck mechanical trouble, followed shortly by Lauda having a puncture.

blasting over the rise with the blue Tyrrell and white Brabham hard behind. Metal and sound at last. Instead of lights and images. The order, though, is just what we've expected, the only new information being added was Hunt himself charging along in eighth place, hard after Fittipaldi. Next is a little gap before Jarier appears leading Brambilla and Andretti. Next is Watson in the JPS, leading Pryce, Brise, Scheckter (Jody's clutch having fried at the start) and Jones. Another gap and then the single remaining Williams with Laffite in 17th place. Ertl has moved up to 18th, solving his problems nicely, and then it's Wilson, Van Lennep and Lombardi is 21st, yes, that's right, with Donohue still to come and Peterson appearing just now and going straight into the pits. His clutch hasn't fixed itself and after one more attempt at a lap he gives up within a mile and cuts back into the pits by the back door.

One lap at the Nurburgring, enough for five ordinary ones. Thirteen more to go.

Report by report, less frequently, sight by sight, the race developed, the leading trio stayed close together, Lauda carefully not pushing his slightly understeering front tyres any harder than necessary and thus not going away from Depailler and Pace. Close together they stayed, nose to tail, in fact, until on the fifth lap the Karussell reported that Moco had suddenly dropped back. He came into the pits at the end of that lap, pointing to the rear of the car. The Brabham men changed his left rear wheel, but as he accelerated away again he realised that hadn't been the problem and at the Flugplatz he got into a giant slide. Then he tried to take it more soberly back to the pits., when at the Karussell again the hasty tendency to swerve became an uncontrollable slide as the rear left upright snapped. Finito Moco.

Patrick carried on, Tyrrell chasing Ferrari, as close as half a second behind on some laps, until Breitscheid reported on the ninth lap that he was falling back. He was fifth at the Karussell and not on the board at all at the Swallowtail. It wasn't until the leaders were on the board for the tenth time at Breitscheid that Depailler finally arrived at the pits. All his tyres were inflated, and the trouble turned out to be a buckled front suspension rocker. That had never failed before, and the surprised crew had to take a replacement off their spare car before they could get him out, a lap and more behind.

Depailler's misfortune had played perfectly into the hands of Regazzoni, who after a substandard start had been going as hard as he could. Lap after lap it was Clay doing fast times, and at half distance he was recorded at 7m 6.4s, a new race record, and he was a dozen seconds behind his team mate.

There he stayed as poor Patrick dropped out and so it was Ferrari one-two at the end of the ninth lap. A day for the Prancing Horse in Germany for sure.

But Clay never got to Flugplatz on the next lap. His engine, its oil pressure failing, had blown-up at Hochedichen.

Another few miles, halfway along the same lap Lauda was still leading at the Karrussell, just as before, but all alone this time — and seconds later the post at the Home Acht reported with a shout that Niki was going slowly with a front tyre flat: (it had actually happened back down the hill, in Kesselchen, "about ten metres" after the scene of his huge 1973 BRM crash.

By Swallowtail Reutemann and Hunt, running closely second and third, had moved up for first and second, and by the time the crippled Ferrari got to the pits its left front rim nearly bare of rubber except for some wildly flapping shreds, Tom Pryce had gone through for third.

No, hang on — it was second for Pryce. Hunt was coming back into the pits from the North Curve Loop only a moment after starting his 11th lap. It was all happening at once! His unorthodox short cut must have disqualified James Anyway. But it didn't matter because the drive pegs to one rear wheel had sheared and the hub was damaged. So as Niki blasted away after a good 19s pit stop, he had fallen only to fourth place.

Yes, some important earlier numbers were indeed missing. Fittipaldi had been still in seventh place near the end of the second lap when he had picked up a slow puncture in his left rear tyre and the leap over the jump had made it burst as had Mass' — not a crash this time, but a slow limp into the pits with the carcase in tatters (carbon copy of his 1974 appearance) after fitting a replacement Emerson went out again, but the suspension had been damaged and extreme vibrations told him he'd better retire.

Watson ended his Lotus race when a front suspension member broke — the torsion bar reaction lever may have rubbed through on the road. Brambilla, who other drivers said had been showering stones all around the circuit, came into the pits to report a puncture and his crew found three of them. He retired, like Fittipaldi, with bent suspension. His spectacular team mate Stuck had his engine blow up after a water leakage.

Jarier, who had inherited sixth place part way round the eighth lap, never finished it because his right rear tyre deflated and wrapped itself around the drive shaft only a few hundred yards before the pits, at the chicane. The man Jean-Pierre had inherited from, Scheckter, had, a few miles earlier on that lap, gone off in a giant accident on the climb up to the Karrussell.

Jody, having nursed his clutch back to life, had stormed up from 15th place on the opening lap. But as had been happening with gruesome frequency today, a slow puncture meant sudden explosion. It was at another of the flat-in-fifth points and this brand new Tyrrell was completely destroyed. The lad himself escaped unharmed.

So it was all getting fairly serious, and by the time of Lauda's trouble, with still a good third of the race left to run, it had all fallen apart. Reutemann must have been wondering if every corner was going to be his last, for surely it was only a matter of time in this wholesale disaster before something went

It went on like a roll call, Donohue, driving in on the first puncture, slowly after it had started catching fire, had over-heated his engine. On the very next lap the other front tyre exploded in an identical manner, and as he was "about five miles farther back from the pits" this time Mark decided to quit.

Brise: a rear radius rod pulled loose from the tub. Andretti: first a stop to fix the fuel mixture, which had gone on to full rich; a second one to replace a broken wheel (broken against Brambilla it was reported) and a stop for a third time, but not in the pits, when a fuel leak into the cockpit drained the last of the petrol.

Uncomfortable as this lead was to Mario, he was at least better off than Pryce because he got to stop. Tom had to keep going even though a loose filler cap was allowing petrol to slosh all over him. It got in his mouth and his eyes, and in one manoeuvre to try to see where it was coming from he let the shadow bash into a rail. He kept going without losing what had become second place at this point, but when his skin really began to burn he undid his belts to hoist himself out of the bath if he could. This meant that he was slacking off over every humpback so as not to fly out, and towards the miserable end both Laffite — the only other driver besides the winner not to have a single problem — and Lauda got by before the end.

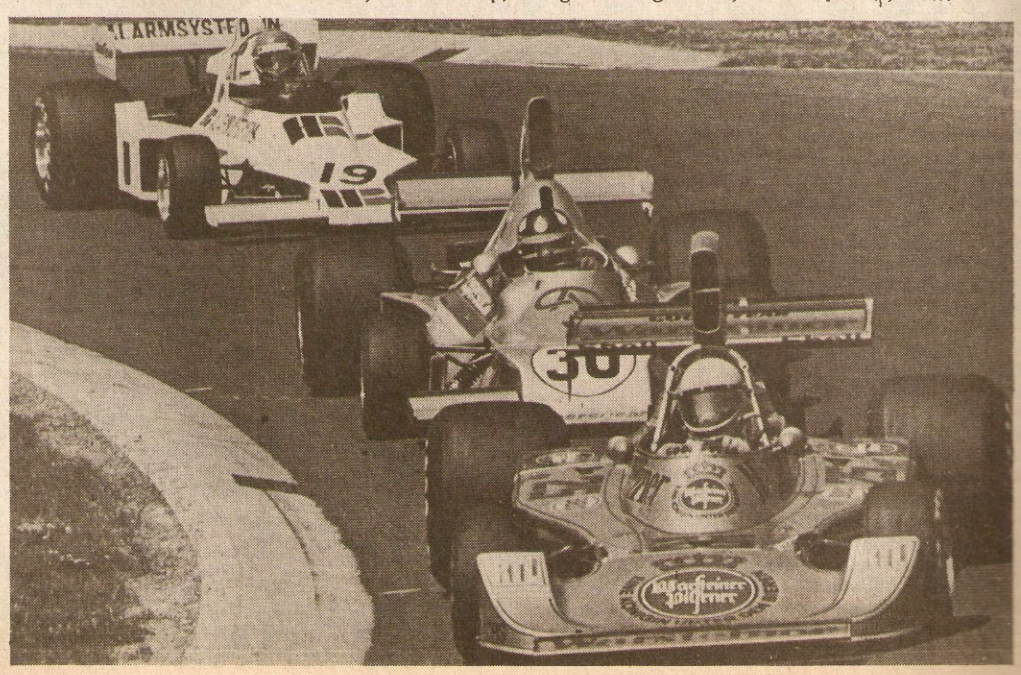
Jones scored a nice fifth. Fighting fuel starvation and severe wheel vibrations as well. Van Lennep brought the Ensign home with a point after a race spoiled with an ignition fault. Lella had a puncture of her own, while Ertl's throttle situation had been joined by fading rear brakes and a slow, but fortunately not disastrous, rear puncture at the end.

Depailler, after his pit stop, had lost a lot of ground but because of the general rout he brought the car in with a ninth place after all, which wasn't as bad as it might have been. At least he finished. Thirteen others couldn't say the same.

Reutemann's almost delirious crew saw him come by to take the flag and then they saw him come in around the back entrance before the second place car – its crew even more delirious, if possible — arrived. It was that kind of a race.

So tailed away in wholesale turmoil the 11th GP of the year. Fifteen cars had failed, usually in a spectacular manner, and seven of the survivors had a long rough run of it. It was a German GP that almost everybody will want to forget about. But they probably won't be able to. That old Nurburgring may have had to surrender a point about the seven-minute barrier, but she still showed 'em who's boss.

F2 racer cum journalist Harald Ertl had a number of problems but came eighth in his debut with the 'Warsteiner Hesketh. Wilson F and Gijs van Lennep, who gave Ensign their first ever point, follow.



Two Lancias on San Martino?

The scene is already beginning to sort itself out for the next big ECR round, the San Martino (coefficient four), which starts on August 28. If our most up-to-date information is to be believed, there will be a Stratos entered by the factory on the event for Pinto, and a Beta coupe for Pregliasco, while Paganelli and Ballestrieri will be entered in Fiat 124 Spyder and Alfetta GT respectively. Looking further into the crystal ball it appears that we may be seeing Shekhar Mehta in a Beta Coupe for the San Remo (as last year) while later still, on the Tour de Corse in November, Dieppe will be sending an Alpine 1800 for Andruet to drive, thus renewing his old ties with the French firm, while Guy Chasseuil is entered in the BP Opel Ascona. Pauli Toivonen, the Finnish Chrysler importer and past ECR champion, is to make a return to rallying at the wheel of the second Simca Rallye 2 (these beasts are reported to produce 140 bhp from their 1300cc engines on fuel injection). The number one car is to be driven as usual by Bernard Fiorentino.

Andy's Burmah Ford drive

The long awaited parts to which Andrew Dawson and Chris Sclater have been looking forward, have been delayed yet again. Andrew had hoped that they might have arrived after the Tour of Britain, but when we spoke to him last Tuesday he had just received a telex from Japan indicating that the second week in September was to be the revised date, after which Andrew may be able to liberate his Datsun from its dusty lair.

Meanwhile he is at last to get his second works Ford drive. It is scheduled for the forthcoming Burmah Rally at the end of the month and comes at a time when rumours are again rife as to where the "lost" Tour of Dean car (which Dawson was to have driven on that event as his second of the prize drives) has ended up. The car Dawson is driving on the Burmah is Gilbert Steapelaere's new Boreham-built RS 1800, which the Belgian tarmac star is using in a Hungarian event the weekend before the Burmah. With January's Tour of Dean debacle very much in mind, Dawson is keeping his fingers crossed that the car survives the event and reaches Dunoon via Boreham without a hitch.

Andrew is also planning to open a Chrysler competition centre in London to prepare customers' cars for racing and rallying. The new project was given a good send-off on the Tour of Britain when Richard Piper's Imp, the car in which Andrew won his class last year and which he re-prepared for Richard this year, again took the up to 1000 cc honours. Dawson himself was thwarted to the up to 1600 cc class by the Halesfield Avenger of Bernard Unett. We shall know more about the competition preparation centre in about 10 days' time.



Cahal Curley — Stuttgart product?

Chequered Flag to invest in new car for Curley?

Rumour is now rife that Mr Cahal Curley, far from severing his ties with the Chequerd Flag following the trials and tribulations with the Lancia Stratos, is about to step back into his favourite tarmac rally car (could this just be a RHD 3-litre lightweight version of the ubiquitous Porsch Carrera RSR?) entered by the Chiswick Garage concern?

If there is truth in these rumours, as we have every reason to believe, the addition of the Porsche will make the Chequered Flag rally team the strongest private entrants in the business, as it seems that the Stratos will be reserved exelusively for Walfridsson and Curley will tackle the tar in the latest acquisition. It seems the 'Flag found that running one car for two very different people and purposes was merely adding to their problems with the Stratos . . . there is surely only one real solution to that problem — buy another car! This it appears is what the Chequered Flag have done. Roll on the Manx!

Boyd: a walk on the wild side

Not just content to set trends in the United Kingdom with the running of a works engined Alpine A110, or the planning of the successful quarry-location Texaco Rally, Adrian Boyd will be spreading his wings to Los Angeles, California, early in September to take part in "some sort of off road Volkswagen racing." The trip has been masterminded by old-time rally partner Beatty Crawford.

● Special Stage readers will be please to know that Arthur Jasper has made a good recovery after his recent major operation in London. Arthur is expected to make his return debut on the Burmah.

McAlorum's Orchard

Last Friday night the North Armagh MC ran their Burmah Orchard rally, an all-navigation affair counting towards the Northern Ireland rally championship. It was won by John McAlorum/Paul Phelan in the ex-David Agnew lightweight BMW from David Lindsay/Derek Lindsay in their new RS 1800. Third was Joe Pat O'Kane in his ex-Eyre Maunsell Avenger 1500. This win means that McAlorum has now taken the lead in the championship which was formerly held by Dickie Whittler/-Leny Weir in an Avenger.

● An excellent rally preparation booklet is now available from DOT covering both G1 and G2 Asconas/-Mantas giving details of special parts required plus hints on assembly. The publication is available from Dealer Opel Team, Tong Park, Baildon, Shipley, Yorks at a cost of £1.30.

Globetrotter

John Taylor will shortly be putting some more rally experience under his belt as the Haynes of Maidstone driver will be leaving for Africa in early September to drive in the Star Roof of Africa Rally for Ford South Africa. The event runs from the 11th to the 13th and consists of a 1400 mile cross-country route preceded by a "round the houses" dash in Maseru. The first section should suit the ex-European Rallycross Champion — for it is held over a combined circuit of tarmac and gravel. Taylor's local co-driver has yet to be named.

Also planning to tackle the Star Roof of Africa Rally is one Parnelli Jones who will be at the wheel of an F100 pick-up truck, supercharged, and supported by NBC. Ove Andersson will be driving a 16 valve Toyota Corolla and Per-Inge Walfridsson will be back behind the wheel of a Volvo.

Walter Jensen is popular Ryland Rally Man

Walter Jensen, the Norwegian private entrant entered in the Tour of Britain in a BMW 2002 tii, together with co-driver Haakon Stamnes were awarded the Ryland's Rally Man Trophy for the most outstanding performance of the event, at 8.00 pm on Sunday night, as the post-Tour festivities swung into top gear.

Ryland director, Peter Whale, presented the trophy and a case of wine to the Norwegian crew who, in the opinion of a panel of those motoring journalists present, put up the most outstanding performance.

The panel, representing AUTOSPORT), *Motor, Autocar, Motoring News, RallySport, The Birmingham Post, Coventry Evening Telegraph and Wolverhampton and Shropshire Express and Star*, were virtually unanimous in their decision. Their reasons for selecting this crew included the facts that in achieving 10th place overall in a car taken straight from the showroom, the crew had received virtually no service throughout the event (they had one service car between three entries) and they were totally inexperienced in the types of "stages" used, let alone the fact that Jensen had not raced before. In addition to this, the panel highly commended them for their initiative in travelling so far to tackle this demanding event. The BMW finished almost as pristine as it started — looking for all the world as though it had "never been raced or rallied." In fact it says a lot for Jensen's driving on stages that the crew finished 10th, for the car was outclassed on the circuits with its genuinely standard engine. His reply to the question "where is your service?" was as often as not, "BMW House, London!" In fact many of the other competitors chipped in to give him a hand, such is the spirit of the Tour of Britain. Walter was totally new to circuit racing at the start of the event, and at Silverstone on Friday it certainly showed. However by the close of the second day he was noticably smoother and was mixing it in fine style with the rest.

Delighted Jensen (left) receives the trophy from Peter Whale (right). Co-driver Haakon Stamnes looks on.



Two into one won't go

The dilemma of the two Finnish aces, Markku Alen and Hannu Mikkola following Fiat's dramatic withdrawal from the 1000 Lakes has been at least partially resolved, for Alen is to drive the 16-valve Datsun Violet (the ex-Kallstrom Swedish Rally car) that he has been driving earlier this year in Finnish national events. By as yet undisclosed means he has managed for this event to elude the bindings of his very tight contract with Fiat and so will get a drive in his home rally after all. This leaves Hannu Mikkola who of course won the 1000 Lakes last year for Ford. As we went to press he was still without a drive for the rally, and when we spoke to him over the weekend there was nothing fixed up, but rumour has it that he has been talking to Ove Andersson so we may yet see the amazing Finn in a Toyota.

Lake swamped

By the first of this month the Kendal and Morecambe CC's Lakeland Stages Rally was swamped under 150 entries for the 120 place event. A qualifying round of the BTRDA Gold Star and *Triple "C"* championships, the Lakeland Motor Co supported event has attracted competitors of the calibre of John Taylor, Bob Bean, Gordon Batchelor, David Stokes, Robin Farrington, George Beever, Pip Dale, Clive Holker, Mike Smith, Randolph Whittal-Williams and Terry Kaby.

Stages to be used will include Greystokes, Setmurthy, Wythop, Ennerdale, Dunnerdale and also one brand-new never-before-rallied forest.

On the Friday evening prior to the rally the sponsors are holding a rally forum at their Kendal premises (MR: 89/518937) and on the panel will be Russell Brookes, and John Taylor with Morcambe CC man Tony Mason in the chair. There will also be showing of the new '74 RAC Rally film "The Unknown Forest" plus two other films. The forum will commence at 8.15 pm on Friday, August 29 and all are welcome. Full details of the entry and special stages will be available in the programme which will be on sale at both the forum and the Kendal Showgrounds start area.

Over and out

Following our report of the Arkell last week, in which our correspondent described Dave Jephcott's driving as rather wild, Mr Jephcott would like it to be known that his new Escort 2 was suffering from great understeer problems and a lack of rear brakes. It was also the car's first sortie on the loose.

Latest news we have is that Jephcott has now finally turned his back on rallying having sold the RS 1800, which only had one outing in his hands, on the Arkell where the engine failed. It will be remembered that the luckless Jephcott totalled his car on the Scottish where the front wheels were alleged to be as much as six inches out of line with the back pair after the accident.

RAC regs: new charges and route

Regulations for the 1975 Lombard RAC Rally are available now and entries opened last Friday. Regrettably, entry fees have had to be increased, especially as the RAC is the first international to pay the increased forestry charges. The prize list has been extended. Up until September 10 the fee is £95 where the entrant is the driver, £125 when not the driver. Until the closing date of October 15 cost is £105 and £135 respectively. Club team entries cost £10, manufacturers and trade teams £50.

Route and time changes for this year's rally will allow spectators and marshals, in areas which have been visited in darkness for the past few years, the chance to see the event during daylight. The rough route outline is as follows: Saturday, November 22: York, Collingham, Wetherby, Harwood, Dale Moor, Pickering, York, overnight halt. Sunday 23/Monday 24: York, Rainworth, Ashby-de-la-Zouch, Birdlip, Bridgwater, Bristol, Hereford, Llandrindod Wells, Newtown, Dolgellau, Betws-y-Coed, York overnight halt. Tuesday, 25/Wednesday 26: York, Kewsick, Carlisle, Dumfries, Bonchester Bridge, Barnard Castle, Scotch Corner, Thirsk, York finish.

● This year's Dukeries rally, a BTRDA counter scheduled for September 27, is to use Clipstone Forest as a major spectator point on the rally. Car parks will be established with adequate signposting and marshaling. Full details of this service will be published in the rally programme, and AUTOSPORT will, of course, include it in a preview of the event in our issue of September 23. The organisers are hoping that by supplying an organised spectator stage, fewer spectators will be following the rally, thus lessening the traffic and public relations problems.

Potential

The RAC have published an interesting leaflet explaining the publicity opportunities available — and the seemingly near limitless potential — to tie-in with the forthcoming Lombard RAC Rally. It is estimated that during the course of the 1,800 mile event, 250,000 spectators will turn out (an impressive figure, even though a far cry from the 2 millions the "old" broadsheet Sun newspaper estimated in the late 'sixties) and in ratio with this figure, 100,000 official programmes will be printed.



Jim Porter – to Belgrave Square.

Main points are as follows: Static displays can be arranged at any of the 75 points at which cars will have to visit. The rally logo will be available for over-printing on to clothing. Programme advertising, nationally distributed. Donation of awards or prize money secured by name for as little as £25. Donation of goods as awards. Special stage sponsorship. Catering and allied interests — with the interesting sounds of "Market research opportunities and mass sampling."



Out of the darkness – the 'breadvan' cometh. The Kuun brothers' rapid Toyota Corolla 2.1-litre estate on the Total.

BRIEFLY...

● Over 100 entries, over half of which are from Scottish crews, have been received for the Burmah rally on August 23. All the top RAC Gaelic/*Scotsman*, and Castrol/AUTOSPORT contender have been entered, not to mention the Chequered Flag Stratos for Per Inge Walfridsson. AUTOSPORT will be publishing a full preview next week.

● Northallerton Automobile Club will be holding their Autumn Stages Rally on Sunday, September 21. A similar format to last year's rally is on the agenda with a mixture of tarmac and farm tracks spanning maps 85, 80 and 91. Start and finish will be in the Northallerton area. The organisers hope to boast a film show at the finish to take your mind off protests whilst waiting for results. Regs will be available from mid August from: Mrs Lyn Owen, Motoscope, 12 Station Road, Billingham, Cleveland TS23 1AQ.

● Paul Martin's foot has been out of plaster a week now and he reports that he is capable of pressing the appropriate pedal with more than enough urgency to excite the 1800 TC motor which he has been building up while an invalid, and which wil shortly be disappearing into the murky depths of his Escort. Paul tried to get a late entry on the Burmah as he is still keen to compete on some Castrol/AUTOSPORT rounds, but as this was not possible he will be competing on the Bushwhacker, a new Irish tarmac event, on the same weekend. Paul however, will undoubtedly be back in England soon and it is more than likely that he will be competing on the Marina Holidays Rally of the Forest (formerly the Armstrong Forest) which takes place on September 6.

● Young Ulster rally-entrepreneur Fred Gallagher, is air-lifting himself to sunny Norway this week to honour his new-found commitment with Skoda and John Haugland. Fred will be spending two weeks in the country practising with John and will be co-driving on both the Barum Rally and the Baltic.

● With the RAC wending its way down to the South west this year, enthusiasts at last have something to shout about down there; however we have just heard that the South West Stages, a BTRDA Gold Star round, has been granted national status next year, so things are looking up in the ASWMC area.

CASTROL/AUTOSPORT RALLY CHAMPIONSHIP

Points—who, where and how many...

DRIVERS — OVERALL

	MINTEX DALES	TAVERN RALLY	TOUR OF LINCS	WELSH	DONEGAL	ETC GROUP STAGES		
G. Hill	15	19	19	—	—	16		69
T. Fowkes	17	—	—	17	—	20		54
R. James	—	16	16	—	—	14		46
T. Drummond	12	—	—	9	14	—		35
R. Illiffe	11	—	18	4	—	—		33
P. Appleby	5	12	4	—	4	6		31
B. Bean	18	—	—	13	—	—		31
R. Brookes	13	—	—	16	—	—		29
L. Richards	10	1	—	—	—	18		29
C. Holker	—	7	10	—	—	11		28
M. Rawson	—	5	11	—	—	12		28
M. Davidson	—	13	—	—	—	10		23
P. Martin	—	10	13	—	—	—		23
P. Dale	8	—	14	—	—	—		22
I. Lawless	—	—	11	—	—	9		20
A. Dawson	7	—	—	12	—	—		19
R. Mullenger	—	17	—	—	—	—		17
A. Boyd	—	—	—	—	16	—		16
D. Agnew	—	—	—	—	13	—		13
G. Beever	—	—	12	—	—	—		12

CO-DRIVERS — OVERALL

P. Short	15	19	19	—	—	16	69
B. Harris	17	—	—	17	—	20	54
D. Richards	7	—	—	12	—	19	38
T. McMahon	11	—	18	4	—	—	33
A. Greenwood	18	—	—	13	—	—	31
K. O'Dell	5	12	4	—	4	6	31
B. Tilley	—	16	—	—	—	14	30
J. Brown	13	—	—	16	—	—	29
J. Tew	10	1	—	—	—	18	29
F. Gallagher	—	10	13	—	—	—	23
T. Weaver	—	13	—	—	—	10	23
P. Scott	—	—	—	—	18	—	18
J. Coulthard	—	7	10	—	—	—	17
D. Rogers	—	17	—	—	—	—	17
A. Dixon	—	5	11	—	—	—	16
F. Main	—	—	—	—	16	—	16
A. Richards	—	—	16	—	—	—	16
D. Whitley	—	—	14	—	—	—	14
R. Harkness	—	—	—	—	13	—	13

GROUP ONE — DRIVERS

P. Appleby	14	15	14	—	12	13	68
I. Lawless	4	14	11	—	—	15	44
C. Field	—	10	—	8	—	14	32
H. Inurietta	11	13	—	—	—	8	32
T. Walton	3	12	8	—	—	6	29
A. Baines	12	—	15	—	—	—	27
R. Badham	—	—	13	—	—	12	25
B. Banning	—	—	3	11	—	11	25

GROUP ONE — CO-DRIVERS

K. O'Dell	14	15	14	—	12	13	68
M. Whale	11	13	—	—	—	8	32
K. Carter	3	12	8	—	—	6	29
A. Walker	12	—	15	—	—	—	27
B. Fawkes-Underwood	—	—	13	—	—	12	25
J. Brown	15	—	—	—	—	—	15
N. Wilson	—	—	—	15	—	—	15
J. Wylie	9	—	6	—	—	—	15

LADIES — DRIVERS

J. Denton	—	6	4	9	6	—	25
J. Robinson	—	—	9	—	—	9	18
J. Neate	—	—	6	—	—	6	12
S. Lawson	—	9	—	—	—	—	9

LADIES — CO-DRIVERS

D. Rogers	—	9	9	—	—	9	27
R. A. Clinton	—	6	—	9	—	6	21
F. Brake	—	—	—	6	6	—	12
G. Olsen	9	—	—	—	—	—	9
C. Hill	—	2	6	—	—	—	8
V. Guest	6	—	—	—	—	—	6
A. Whale	—	4	—	—	—	—	4

Idi Amin in RAC Rally shock

President of Uganda, Field Marshal Idi Amin, created something of a new precedent in diplomacy in his continual striving towards better public relations during the recent African Nation's conference in Kampala. To celebrate the conference "spectacular" Field Marshal Amin had organised a punishing car rally — the gruelling OAU. The president succeeded not only in successfully flagging away the competitors — but managed to participate himself at the same time.

Stylishly attired in paratrooper jacket and jaunty "Edgar Herrmann" Safari Rally hat, the President drove professionally down the ramp with his air conditioned group one Citroen SM (one handed) and tackled the first stages of the event.

President Amin evidently set a hot pace for he managed to fit in to his schedule the opening ceremony of an agricultural centre some way along the route. Unfortunately the President was later forced out with pressure of other urgent business, though the rally-driving Field Marshal later found time to marry his attractive nineteen-year-old co-driver, herself a member of the famed Suicide Revolutionary Mechanised Regiment.

Soon after the news of the President's epic drive became worldwide knowledge, rumours began circulating to the effect that President Amin could well be seen on this year's Lombard RAC Rally with a works-backed Escort RS. Stuart Turner has issued a denial to the story.



Tour of Britain: Russell Brookes (above) coped initially with an ill-handling car and then with collapsed shock absorbers — he finished sixth. Brian Culcheth was the moral winner of the 1601 cc to 2000 cc class in his Triumph Dolomite Sprint, but the organisers announced that Tony Pond had won the class. Our sources suggest that according to the regs, the overall winner cannot be the class winner but even so, Pond was announced the class winner. British Leyland didn't spot the error until after the half hour allotted protest time, so Pond appears to stand as winner.

TOUR OF BRITAIN STAGE TIMES

Silverstone
1= Lanfranchi and Pepper 109.6; 3, Spice 111.1; 4=Vandervell, Poole and Andrews 111.9.

Stoke Park 1
1, Culcheth 165; 2, Pond 167; 3, Cooper 168; 4=Poole and Brookes 170.

Stapleford Park
1, Pond 75; 2=Sparrow, Brookes, Culcheth and Field 80; 6, Jensen 81.

Cotham Fields
1, Pond 155; 2, Sparrow 156; 3, Culcheth 158; 4, Brookes 160; 5=Marshall and Vandervell 162.

Cadwell Park
1, Pond 941; 2, Culcheth 942; 3=Vandervell and Poole 945; 5, Unett 951.

Sennowe Park
1, Pond 297; 2, Sparrow 307; 3, Jensen 308; 4, Brookes 310; 5, Culcheth 311.

Snetterton
1, Spice 176.9; 2, Pond 177.3; 3, Vandervell 178.2; 4, Culcheth 178.5; 5, Poole 179.3.

Stoke Park 2
1, Pond 164; 2, Sparrow 170; 3, Brookes 172; 4, Vandervell 173; 5=Culcheth and Dawson 174.

Hanyards
1, Pond 144; 2, Culcheth 145; 3= Sparrow and Brookes 148; 5, Boyd 149.

Weston Park
1, Pond 100; 2, Culcheth 101; 3, Dawson 103; 4=Brookes and Vandervell 104.

Burwarton
1, Pond 144; 2, Sparrow 145; 3=Culcheth and Brookes 147; 5, Dawson 148.

Ditton Priors
1, Pond 257; 2, Brookes 262; 3, Jensen 268; 4, Dawson 269; 5, Culcheth 270.

Loton Park
1, Pond 143; 2, Brookes 145; 3=Culcheth and Sparrow 147; 5, Boyd 148.

Oulton Park
1, Pond 163.2; 2, Spice 163.4; 3, Vandervell 163.5; 4, Culcheth 164.0; 5, Unett 165.5.

Eppynt 1
1, Culcheth 255; 2, Brookes 257; 3, Sparrow 269; 4=Pond and Vandervell 274.

Eppynt 2
1, Culcheth 617; 2, Pond 634; 3, Sparrow 649; 4, Cooper 661; 5, Dawson 662.

Builth Wells
1, Boyd 94; 2, Drummond 96; 3=Culcheth, Unett, Close and De Costa 97.

Mallory Park
1, Pond 123.7; 2, Culcheth 124.3; 3, Hollis 125.0; 4, Unett 125.3; 5, Pepper 126.3.

Money Money Money Money Money Money

As we swelter into the second half of the national rally season, there are more than a few competitors who are suffering financial problems. One of the most unlucky of these is Russell Close who has managed to keep his Blazespeed powered G1 RS2000 in contention for top honours on all RAC rounds this year only to suffer sickening minor mechanical failures almost within sight of the finish. After being forced to retire in the last stages of the three internationals he has done this year, his most recent tale of woe was last weekend on the Tour of Britain, when, while lying seventh overall, the thermostat stuck open after four laps of Mallory Park on the last day and cooked the engine. The disconsolate Russell crept in to finish 18th, poor reward indeed for another good drive. Now the financial state is criticial as the strain of attempting to keep his car to the professional standards of the works G1 cars in the RAC championship is proving too much, and though he intends to compete on the Burmah, there is some doubt that he can go much further.

Another contender whose plans are at best undecided after the Burmah is David Lang, who finished his first British event on the ETC Stages recently. Since he arrived in this country, David has largely been self-sponsored although he has received a lot of very welcome assistance from David Sutton. The financial crisis is now not far away, and after the Burmah, David is undecided as to what his next move will be, as he would very much like to remain in this country and make a name for himself in stage rallying. His Escort was originally purchased from Graham Lepley and now has a Terry Hoyle 1800 BDA with which David is very pleased.

● The Dukeries Motor Club will be running their Sherwood Rally on the night of August 30/31. Not a "forest" rally, the closed co-promoted Sherwood will feature 115 miles of all types of road including one selective. No entries are being allowed from crews who have finished in the top three of recent restricted rallies to give less experienced crews a good chance of finishing in the awards. Members of Matlock, Clowne, Poachers, East Wood and One Eleven clubs may enter besides Dukeries members. There will be "severe penalties" for any irresponsible behaviour from competitors. Entries secretary: Christine Hethershaw, 96 All Hallowes Street, Ordsall, Retford.



A familiar sight. After a slow start Roger Clark took the Ford SA team Escort 2 to a 43s victory over Waldegaard's 2 litre Toyota.

TOTAL RALLY

Bringing it all back home

By JOHN DAVENPORT **Photos by ROGER SWAN**

The name of the driver is so familiar at the top of rally results in this country, that to say "Roger Clark" is to say "British rallying." Last weekend our most famous driver shunned the Tour of Britain that he won last year and went several thousands of miles south to the Total Rally in South Africa and, driving a locally prepared Escort Mk 2 based on the car he used there unsuccessfully last year, won the rally in fine style after a rather slow start. His co-driver was an English ex-patriot called Stuart Pegg and the Ford SA team was under the control of the irrepressible Bernie Mariner so all but the car was pretty unfamiliar to Clark. Despite this he retained his cool and drove excellently to stave off a determined attack from the Toyota Team who brought their cars in second and third places behind him.

Second place was occupied by the four-door Corolla of Bjorn Waldegaard/Hans Thorselius which was powered by the SA-developed 2.1 litre eight-valve engine and after a long hard struggle they finished just 43 seconds behind Clark. Third some way back was the Toyota number one, Ove Andersson and Arne Hertz in a more normal Corolla powered by the "little" 1600 cc 16-valve engine. Bearing in mind that all the cars entered in the first five classes of this rally could be subject to any modifications whatsoever, the first genuine Group 2 car was the Peugeot 504 of Hannu Mikkola and Jean Todt who were running under the sponsorship of Gitanes and finished in fourth place. A mere 34 seconds behind them was the leading Datsun of Harry Kallstrom and Lofty Drews who would have finished at least one place higher had they not been penalised one minute for an early arrival right in the very beginning of the rally.

The best South African drivers were the brothers Jannie and Christo Kuun in the infamous Toyota Estate, nicknamed the breadvan, which is powered by a similar engine to that in Waldegaard's car. Some 10 minutes behind them came the Castrol sponsored Escort RS 1600 of Harry Fekken and Peter Swanepoel which did very well to finish at all considering that Fekken sprained his wrist on the very first stage and was driving for the rest of the event in considerable pain. Just behind him came the Dodge Avenger of Andrew Cowan and Gerry Phillips which finished eighth after a list of calamities which belied its preparation. Ninth was the local pair Louis Cloete/Frans Boshoff driving a Datsun 180 B fitted with a 240 Z engine which did not prove to be such a happy combination as they had hoped. Just behind them in 10th place were another unhappy Datsun pair, Chris Sclater and Henry Liddon. Sclater was hoping to improve on his excellent second place last year but his 16-valve 160J had other ideas and their list of problems if anything exceeded that of Cowan.

One of the most interesting battles was again the struggle to win the Standard Car class which as its name suggests is more Group 1 than Group 1. Apart from sump guards and lights, the cars have to be virtually as sold in South Africa and for sales this is a very important category. Datsun, Toyota, Peugeot, Mazda and Alfa Romeo were the principal contenders and the early leader was the 1800 Alfetta of Ian Miller and Richard Leeke from the Datsun 160J of Omrie Prinzloo and Lotie Vermaak. Hard on their heels through most of the first half of the rally was the Peugeot 504 inj driven by Achim Warmbold and John Davenoort which then took the lead, only to retire four stages from the end with a differential devoid of oil. Miller went on to win the category from the husband and wife team of Hein and Ronel Dahms in their little Toyota Corolla. It is indicative of the hard fight among the Standard Cars that the best four finished in 11th, 12th, 13th and 14th places overall.

The best Ladies Crew to finish were the German girls, Oda Dencker-Andersson and Charlotte Heuser driving one of the little Datsun 120 Ys who also won the up to 1300 cc class. They had a rather nasty experience in hitting a bank on the third special stage which nearly wrecked the front end of the car, but they got going again and pulled back a lot of time to defeat the other Ladies teams.

The early leaders of the rally were Klaus Kleint and Brian Woodhead in a Datsun 160J SSS who set fastest time over the first three stages and thus left the re-start in Pretoria in first place, a big advantage in the dusty conditions. However, he crashed after six stages and left the way open for the Fords and Toyotas to take over the lead. Lying fourth at the half-way was the Mk 1 Escort RS 1600 of Roelof Fekken and Johan Borman but in two stages after the re-start, they were out with a missing camshaft belt. Also among the first ten at half-way was Simo Lampinen and Willem van Heerden in the V8 Rover engined Marina, but both they and the Dolomite engined Marina driven by Eric Sanders and Jan Hofmeyer retired with transmission failure.

The rally, which was being finally observed for inclusion in next year's World Championship of Rallies, was a great success not only from the point of view of the competitors but also for the hundreds of spectators who travelled to some of the more remote areas of the Transvaal to watch the action.

ENTRY

Toyota were last year's winners and set about winning this year's event with a great deal of determination. The Corolla has just been introduced in South Africa and so their effort concentrated on this car. Andersson sent out a 16-valve 1600 cc engine for his two-door version which apart from a solid non-slip differential was virtually identical to his normal European rally car. Waldegaard had a four door version of the same car and this was powered by the 2,150 cc engine with eight valves that has so successfully powered Andersson's Celica in previous South African events. Team manager is Vincent Wright and the cars are prepared under the supervision of Scamp Porter, no mean driver in his own right, and this combination is largely responsible for Toyota's considerable success. The two Kuun Brothers, Janni and Christo, have not been too successful with their special 2.1 litre Corolla estate in the past as it has either proved unreliable or has wound up off the road but they were back with it for this Total Rally determined to finish. Toyota's interest in Group 1 was maintained by the entry of two 2-litre GSLs plus a standard Corolla for Hein and Ronel Dahms.

Datsun, naturally enough, are Toyota's biggest rivals in South Africa and under the direction of Ewold van Bergen they had mounted a formidable onslaught with no less than nine cars entered under their name. Harry Kallstrom and Lofty Drews were paired in the highest seeded Violet 16-valve, while in similar cars were Klaus Kleint/Brian Woodhead and Chris Sclater/Henry Liddon. Louis Cloete and Frans Boshoff were in a 180 B with a Datsun 240 Z engine squeezed under the bonnet and this was something of an unknown quantity as it had originally been prepared for the Roof of Africa rally in September and this was its rally shakedown. Louis Coetzee was driving an eight valve version of the Violet while the ladies had drawn the GX version of the 120 Y that they have driven on this event before.

Last year, Ford sent Roger Clark and Tony Mason to the Total and their Escort retired with

clutch failure. The car which had originally been built by Clark's brother Stan for a proposed sale in Poland, stayed in South Africa and the bits were rebuilt into a new Mk 2 shell for Clark to drive this year. This was Ford's only official works entry for the two Mk 1 Escorts driven by the Fekken brothers were ostensibly private entries though supported by the Port Elizabeth service cars. Old hands would have recognised a face in one of those cars as Ken Wiltshire, who is now working for Ford in South Africa and the former Boreham hand was seconded to help the service effort on this rally. The fourth competitive Ford Escort was driven by Andre Liebenberg and Jan Kriek who were formerly leading lights in the Dodge team in South Africa. This year Chrysler/Dodge had restricted themselves to interest in a single entry of an Avenger for Andrew Cowan and Gerry Phillips. The actual entry was made by Cowan but the car was built in South Africa from parts supplied from Coventry and a mechanic, Gerry Spenser, was sent out to put the finishing touches and service the car on the rally. One problem is that it still had the standard gearbox and a 3.9:1 axle ratio and Cowan commented that he could only remember one occasion on a stage that he got it into fourth gear.

The local British Leyland team are pretty keen under the direction of Geoff Mortimer who not only builds some good cars but also drives them as well. On this occasion he had stepped aside to let Simo Lampinen drive the Rover V8-engined Marina with Willem van Heerden. This car has a virtually standard Rover engine with the compression ratio lowered slightly and mated to an MGB gearbox with overdrive and an Alfa Romeo van axle. The standard of preparation was very high and Mortimer had very high hopes for this car as the engine weighs much less than the 16-valve Dolomite engine that he has fitted to the similar Marina driven by Eric Sanders and Jan Hofmeyer. Another small team was that of Peugeot who had sent down the ex-Makinen Safari car with a new engine, for Hannu Mikkola and Jean Todt to drive in the Peugeot Dealer Team, which this year was completed by a single entry of a Standard Car 504 for Achim Warmbold and John Davenport. Their car was exactly the same one that Davenport had co-driven with Mikkola the previous year. An even smaller effort was the lone Volvo 142 S for Per-Inge Walfridsson and Kasse Kasselman. This was the same car that he had driven last year with very little changed on it as Volvo seem to have lost nearly all interest in rallying their own brand car and are concentrating very much on the 1300 cc DAF. Jan Hettema who is synonomous with GM in South African rallying and is probably the fastest man in that country, had elected this year to drive a Firenza with 2.6 litre straight four Chevrolet engine in place of the more normal V8. This engine was some 200 lbs lighter and he felt sure that it would be a better car as a result.

Alfa Romeo's greatest effort was in the Standard Car class where they had no fewer than four Alfettas entered headed by the very experienced team of Ian Miller and Richard Leeke.



Unlucky Sclater – his Datsun finished tenth after a plethora of troubles.

In the more exotic classes, they had acquired the services of young Sarel van der Merwe from Datsun and built up a beautiful looking Alfetta GT for him from parts sent by Autodelta. Mazda too were interested in Standard Cars and entered two RX3s for the Ferreira brothers which were basically their race cars with sump guards.

The total entry was 103 cars of which exactly 100 came to the start after scrutineering was finished on the Tuesday evening.

RALLY

The format of the rally was virtually identical to that of last year with one significant change. For the first time ever, the rally was going to run completely within South African territory. In the old days it used to start in South Africa and finish up in Mozambique at the port of Lourenco Marques, but since that state gained its independence, liaison has been more difficult and last year's event finished back in Pretoria after a halt in Mbabane, the capital of Swaziland. This year the rally was not even going into Swaziland as the co-operation of forest owners and the government of South Africa had enabled the organisers, the Pretoria Motor Club, to find all the stages that they needed in South Africa itself. Thus the rally started at seven o'clock on Wednesday morning and tackled a 200 kilometre loop round Pretoria with three stages before returning to Pretoria for a little rest before starting the first all-night section. The results of those first three stages gave the order of departure for this second part of the rally which covered another 800 kilometres or so of rally route and finished in Nelspruit the next morning. The competitors that were left then had eight hours of rest before leaving on the third part which led back to Pretoria and finished there at breakfast time.

Like the Portuguese Rally of a few weeks ago, the dust was terrible for that part of South Africa has its rainy season during the summer, ie: in December, and the dirt roads were exceptionally loose and dusty. Thus it was very important to get an early starting number and it was clear that on those first three stages, the local drivers had something of an advantage for after them, Sclater was best classified overseas driver and he was in seventh place. However, things sorted themselves out much better during the rally and since cars could run up to an hour late without road penalty, the leaders had no trouble in spreading themselves out so as to get at least three minutes between the cars. In any case the organisers had wisely decided to start cars at two minute intervals which did at least reduce the problem a little bit.

The first stage was at a military area and fastest man, as indeed he was on the other two stages as well, was Klaus Kleint who is now living down in South Africa and working for the Datsun team. There was one shocking bump which Harry Fekken caught at just the wrong angle with his Escort and sprained his wrist, while Warmbold hit it and found that both his rear shock absorbers had gone like bicycle pumps. He did all three stages on them and then changed for a set of old ones that had done the rally the previous year and

Bjorn Waldegaard/Hans Thorselius drove this latest shell Corolla with Toyota SA developed 2.1 litre eight valve engine into second place.





Top standard car proved to be the battle-scarred Miller/Leake Alfetta.

were much more pliant. The second stage was in and around the racing circuit of Kyalami where none of the proper track was used, and the cars ran on a dirt road inside the circuit and a narrow tarmac one outside. Roger Clark got a big wrong here when he hesitated at the junction just after the track and backed up to make sure that he was right and consequently he was classified 13th at the re-start. Mikkola went very well with the Peugeot despite not having much power and was second best overseas driver after these three stages lying in ninth place. The only real drama occurred when the Datsun 120 of the girls clobbered a bank on stage three and opened up the front suspension so that the steering arms, etc. needed changing after the re-start. Only three cars retired on these three stages so that 97 cars were still running at the re-start that evening with Klient first, closely followed by Van der Merwe in the Alfa Romeo. Hettema was third ahead of Roelof Fekken and Jannie Kuun.

There was a long run to the first few stages with the only interest centring on where the speed traps would be. The first stages were quite short with no big problems. However, Andre Liebenberg retired with a broken transmission in his Escort while Naty Ferriera bent his propellor shaft and had all the oil drain out of a broken oil seal in the rear of his Mazda gearbox. Stage six was the first of the long ones at 24 kilometres and here Walfridsson retired when his Volvo distributor broke. He dismounted it to see if there was anything he could do to mend it but when he removed the cap, all the rest fell out in little pieces. He and Kasselman hitched a lift with a passing Datsun which was having trouble keeping its rear wheels on, and after a few kilometres the extra weight in the back broke the Datsun rear suspension and they were all walking again.

Stage seven was one of the longest at 36 kilometres and already the overseas drivers were starting to forge ahead with Waldegaard in the lead from Clark and Andersson. Kleint misjudged a brow and fast left shortly after the start of stage seven and rolled his Datsun off into an irretrievable position between two trees without hurting the crew. Van der Merwe had lost his exhaust manifold and was running quite a long way back after sticking the car off for 33 minutes and eventually the Alfetta GT's engine expired under the strain of no back pressure. On stage six too, Andy Cowan had a coil lead come off and this lost him a minute as the engine misfired for some while before finally dying and forcing them to get out and trace the fault. He had some trouble with a front strut which was going soft and this had to be changed at least twice in the course of the night. In stage ten, the Avenger savaged a rock on a very slippery wet section of the stage and lost a couole more minutes getting out of the stage with bent steering. It took them 40 minutes to repair the damage which meant that for the last few stages into Nelspruit they were running in the dust of slower cars and losing more time as a result.

Stage nine was the one for offs as both Chris Sclater and Bjorn Waldegaard visited the same spot up a fire break and virtually rebuilt the road back single-handed. Coetzee in the Datsun had been off on the same stage as Kleint and was now back in the running after spending 30 minutes getting pushed back on by spectators. Poor Harry Kallstrom had been done for a minute early clocking in at the Kyalami stage and consequently was running way back down the field behind a lot of much slower cars. At the same time, Lofty Drews was struggling with an electronic trip which first packed up altogether and then started reading double, while his language problem with the Swedish driver meant that very often they were overshooting junctions through the description not being understood. Nevertheless, their Datsun was recording good times and they were moving up into the first five. Sclater, as well as having his brief off, was suffering from two things that was slowing him up. Firstly, the exhaust was very close to the steering link and consequently the steering link was seizing with the heat and had to be freed off every so often with graphite grease. Then the engine was misfiring and continued to do so throughout the rally despite the efforts of the Datsun mechanics. Finally, he had had a lighting failure leaving Pretoria and like Kallstrom was running with the slower cars as a result of stopping and doing a lot of re-wiring.

Despite a few punctures between them, the leading cars of Clark, Waldegaard and Andersson were running like trains, and by Nelspruit were out in front with Roelof Fekken as best South African driver in fourth place just ahead of Mikkola's Peugeot. Lampinen's Marina was not far behind despite having an off on stage eight in which he bent the steering arm and lost a couple of minutes driving to the finish with it bent.

The situation changed quite radically once the cars re-started from Nelspruit for Clark made a decisive bid for the lead and was soon pulling ahead of Waldegaard. Andersson had a puncture on the very long stage 23 and then had the throttle connection fall off the injection unit and had to finish the stage with Arne Hertz sitting under the bonnet operating the controls of the engine. He lost 10 minutes through this but his nearest rival, Mikkola, was also in trouble with a broken bolt connecting the steering rack to the cross member and he lost over four minutes driving one and a half stages with the steering loose. Roelof Fekken dropped out when the alternator bolt came loose and interfered with the camshaft belt on his BDA and pushed it off the engine altogether as he went to the start of stage 20. Sclater was further delayed with a front wheel puncture on stage 24 which he stopped to change whereas in fact he could have continued for it was a safety tyre and was still half inflated — but no one had told them that they were running on self-sealing tyres. He also had a throttle cable break which he changed in a stage while on the next one the alternator packed up. Jannie Kuun was going faster in this last part as he had been very careful in the first part of the rally and was matching the times of Mikkola and Kallstrom. He lost a minute through getting started late on stage 19 by the marshal and then his engine started to misfire as an exhaust valve cam follower started to pick up and by the finish of the rally the car was down to three cylinders and was firing back through the carburettors.

The Standard Cars had their own very serious private battle going and though two of the Alfettas had dropped out, Ian Miller was holding his lead in one of the survivors despite having shunted the front on stage nine. Warmbold had started out in 59th place and by Nelspruit had brought the Peugeot up to lie just behind Omrie Prinzloo in the Datsun and was 16th overall. In the last part of the rally he pulled ahead of the Alfetta and the Datsun and then had the misfortune to scrape a rock with the differential on stage 24 and it lost all the oil and broke on the next stage. Prinzloo lost his exhaust completely and had to concede second place in the Standard category to the Dahms family in the Toyota while Miller had a nasty run-in with Sanders' Marina which was stopped with a split gearbox on stage 23 and then opened the door as the Alfetta sped by causing a lot of damage to both cars. The Marina limped out of the stage to retire while in the same stage was the other Marina of Lampinen which had broken some studs on its rear wheels. He had pinched some off one side and fitted them to the broken side but then they broke again and he could do nothing but sit and wait for the service crew to come and rescue him after the rally.

Of the other fancied cars, Cloete's six cylinder special Datsun was not going as well as had been hoped and was going through front suspensions rather fast while the engine did not seem to be developing the torque in the right places. Jan Hettema had run into alternator trouble on the first night and then just before Nelspruit had cracked the rear axle in two. Though he was able to drive off the stage with the limited slip differential creaking away, the car was in no state to continue.

So the rally ran out to its climax with Clark and Waldegaard undisputedly out in front. There was a spurt of hope for the Toyota team when they learned not only that stage 24 had been cancelled because of a clock that went wrong but that on the stage before, Clark had been credited with a time two minutes too fast, but when the final addition was done, it was still the Ford in front.

Van Der Mevwe's Alfetta Coupe which set a fast pace early in the event.



19th International Total Rally

1. R. Clark/S. Pegg (Ford Escort RS 1800 Mk 2) 6hr 06m 30s
2. B. Waldegaard/H. Thorselius (Toyota Corolla 2 litre) 6hr 07m 13s
3. O. Andersson/A. Hertz (Toyota Corolla 1600) 6hr 19m 04s
4. H. Mikkola/J. Todt (Peugeot 504 inj TI) 6hr 21m 14s
5. H. Kallstrom/L. Drews (Datsun 160J SSS) 6hr 21m 48s

6. J. Kuun/C. Kuun (Toyota Corolla Estate) 6hr 28m 45s; 7. H. Fekken/P. Swanepoel (Ford Escort RS 1600) 6 hr 38m 26s; 8. A. Cowan/G. Phillips (Dodge Avenger) 6hr 38m 46s; 9. L. Cloete/F. Boshoff (Datsun 180B 2.4 litre) 6h3 40m 17s; 10. C. Sclater/H. Liddon (Datsun 160J SSS) 6hr 41m 20s.

Class winners

Class A (up to 1150 cc). No finishers.
Class B (1151 to 1300 cc). O Dencker-Andersson/C. Heuser (Datsun 120 GX);
Class C (1301 to 1600 cc). Andersson/Hertz (Toyota);
Class D (1601 to 2000 cc). Clark/Pegg (Ford);
Class E (Over 2000 cc). Waldegaard/Thorselius (Toyota);
Class G (Standard car up to 1600 cc). H. Dahms/R. Dahms (Toyota);
Class G (Standard car over 1600 cc). Miller/Leeke (Alfetta);
Best Standard Car: Miller/Leeke (Alfetta);
Coup des Dames: O. Dencker-Andersson/C. Heuser (Datsun);
Manufacturer's Team Award: 1 Toyota; 2, Datsun.

Correspondence

The editor is not bound to agree with readers' opinions

Tobacco advertising is taboo

Although a keen follower of both motor racing and cricket, I am very strongly opposed to tobacco advertising.

I regard Nick Brittan's recent remarks as disgusting.

At a time when the cigarette is killing more than 50,000 Britons each year, it is a national disgrace that we have not yet put a total ban on advertising by these merchants of death.

Germany has done so, it is now regarded as certain that Sweden will do it within two years, and several other countries have the same idea in the pipeline.

I would rather see less motor racing, less cricket, and less sport in general, than see this useless slaughter continue.

If motor racing killed even one tenth as many, it would have been banned years ago.

As my personal protest, I have ceased to attend the British Grand Prix since it was prostituted by a change of name.

In a sport in which almost every top driver, past and present, was and is a non-smoker, the current name is an insult.

CLWYD, WALES. R. E. WRIGHT

Thanks . . .

May I through the columns of your magazine, offer our thanks to Mr Mike Keegan of British Air Ferries for his efforts in initating an appeal for funds for our Rescue Unit. We would also like to extend our thanks to those who sent him donations.

The idea of the appeal was to enable us to replace our rather ancient long wheel base Transit with something more reliable and up to date. We do appreciate that, in these days of inflation, budgets are extremely tight but the donations we did receive will certainly go part way to purchasing some additional necessary equipment.

RUSSELL MARTIN
(Secretary, Motor Race Rescue Unit)

Fund-raising concern

This season we have been taking collecting tins round the Paddock during the lunch break at Mallory Park for the Roger Williamson Fund and I feel I must write to express my concern at the lack of support from Competitors.

We found it necessary to organise a number of collecting tins after the grand sum of approximately £2 was donated into a collecting box that was situated at the drivers' signing on at two major international meetings last year. It is true that we are now collecting between £30 and £50 per meeting, but almost 70% of this total is donated by members of the public and the marshals. The apathy of the drivers is unbelievable – we get numerous drivers stating they don't carry money in their overalls – fair enough; but they soon find plenty of money when they arrive at the bar! One driver recently said how he really wanted to help the fund, as he thought the marshals did a magnificent job and reached deep into his pockets and brought out *4 – 1p pieces!* Surely a driver, such as this does not deserve rescuing yet he was a Formula Ford driver who probably needs the help more than anyone else. The marshals are doing the best job they can under the circumstances but desperately need more and better equipment, plus the training to operate the equipment efficiently.

If the drivers are not prepared to help us to help them, it won't be very long before we lose a lot of very experienced marshals. Already several marshals have declined to take collecting tins round, after listening to some of the pathetic excuses that the drivers offer (and I don't blame them either).

After all, what better form of Life Insurance can a driver obtain anywhere?

Only two years ago, one driver said to me that if he knew that all the money would be used to buy equipment and train Marshals who might one day save his life, he would gladly give £50 per year. That driver is now dead and this fund is set up in his name.

DAVID HAWNT
(Captain, BRSCC Rescue Unit Midlands Centre)
INKBERROW, WORCS.

Undesirable factors

How many more people must die before the organisers of the 24 hours Race at Spa realise that their race should be modified or struck off the calendar completely?

While not wishing to apportion blame for the deaths at Spa last week, as, thank God, I was not on the scene at the times of the accidents, I do feel that these accidents are almost inevitable because of the very nature of the race and the drivers taking part.

Let us consider the following situation:

A race with four or five good competitive cars with experienced drivers. Several reasonable cars with experienced drivers. Many average cars with drivers without international experience or experience of driving at night. Many very slow cars (*eg* Simca 1000's) with or without competent drivers. A circuit where even the fastest cars are flat out in top gear for most of the circuit. Long flat out corners where a fast car can enter seeing a clear road and before the exit is confronted with a car going 60 mph slower on his line. Plus driving at night with the hazards of blinding headlights.

No racing is completely safe but the Spa race, as set out above, does contain several undesirable factors.

Many people will say "Well, don't go and race there." In fact I do not intend to go back again to the 24 hours if it is held in its present form, but when a driver has contracted to do a series of races for a team and this event forms part of the series, he is not in a position to refuse or he will lose his drive. We are not in the same position as the GPDA who are at the pinacle of the sport and are listened to.

The Spa race should be reduced to a four or six hour daylight race. The organisers would then not have to accept so many make-up slow entries to ensure that a few cars are left for the spectators to watch at the end of the race. Marshalling in the daylight must be a far safer and simpler affair and the faster cars would be able to race more instead of going at eight tenths to try and finish the race, thus making more of a spectacle for the paying public.

Another interesting point is the fact that Group 2 cars, in my opinion, would be far safer in the Spa situation than Group 1 or Group 1½. Take the Capri which I drove at the Spa weekend. A car with much improved road holding over the standard machine but a car which, when taking a corner like the flat out Burnenville at approx 130/140 mph is completely committed to one line and one line only. To meet a car half way round the corner doing 60 mph less means a very hazardous avoiding action which could be impossible in certain circumstances. The Group 2 car has far superior road holding and would, of course, be taking the corner much faster but is far safer in unexpected circumstances with better brakes, better tyres and better controllability.

The faster cars can, of course, try to stay out of trouble but the unexpected always happens. Take 1973 when the leader of the race was killed at night in an accident with two slower cars, also killing one of the other two drivers.

This year Ken Coffey was not allowed to start as he did not make the qualification time in his class because of practice problems. Many cars with slower lap times than Ken's and drivers with far less experience and awareness, were allowed to start because they were in a less well supported class.

I have been competing at Spa since 1965 and have gradually watched the situation deteriorate. I have had many near misses myself over the years and I have seen many personal friends and acquaintances die.

To the British readers these names might not mean much and are quickly forgotten, but what would the reaction be if the regular British competitors at Spa were involved?

My name will certainly not be among them in the future as I will not be there!

SOLIHULL, WARWICKS. JOHN FITZPATRICK

Essential requirements

For those who were not fortunate enough to be able to attend the British Grand Prix, who might be thinking after T. W. T. Gardner's letter that all 77,000 spectators spent half the day queuing in traffic, who might be thinking that BBC plus Jackie Stewart is preferable to a six-hour crawl through the Northamptonshire lanes – think again.

It is only once in two years that it comes to the south midlands – 1977 seems a very long way away. So to get the best from the day needs a little forethought and a bit more cash than any other meeting. And a bit more effort perhaps.

I would not pay £6 a seat (South Grandstand) to watch anything but the Grand Prix; nor would I book my ticket six months in advance; nor even get up at 5.30 am. But for a Grand Prix this is not just advisable but essential. This is not just another race meeting, remember.

How about these timings. The 60-mile trip to the circuit (Red Route) was accomplished in 90 minutes, and that is home to car park in a steadily driven 5-up 1300 Cortina! In our seats for 8.30 in time to eat before the F1 practice at 9.00 am not wishing to miss a minute of our £6's worth. Leaving *directly after* the last race, the time from getting in to the car to arriving at the Stratford-on-Avon Hilton (44 miles) was 65 minutes – same car, same passengers, no problems.

Seldom in nearly twenty years of going to Silverstone have we had such good racing (Special Saloons expected). The GP was a fascinating race, just about possible to follow the ever-changing leaderboard without PA or lap-chart, and spoiled only because the climax that was brewing up was destined not to unfold. And for those who left before the end, you missed the final clash between Wentz and Muir at Stowe (was this the same incident that your reporter saw at Club?) to round the day off.

R. J. LIGHT

Out-driving view

When John Poxon protested the driving of Fred Sigafoos at Brands Hatch it merely went to prove what we all already knew: the best driver doesn't always end up the winner.

Even now I cannot decide what reporter Brian Phillips' opinion is on the matter; whether he feels that, this being a non-championship race, Sigafoos should have let the Crossle past or that Poxon should aggrandise himself with the driving styles of the big league. I hope it is the latter, for this is motor *racing* and I believe that if a competitor can out-drive his opponent to the flag in an inferior machine, more power to his elbow. Certainly the crowd loved it.

After all, Poxon had 44 turns and 17 straights to pass the underpowered Jamun, and having failed, who would begrudge Sigafoos the Crossle's road on the run to the finish.

LONDON SE21 J. DANIELS

Not feuding

May I, through the columns of AUTOSPORT clarify Graham Gould's report on the July Ingliston meeting. Mr Gauld stated that a personal feud exists between Jim Dryden and myself. This statement is *false*, as I have the highest respect for Jim Dryden both as a person, and as a competitor.

As I travel from Northern Ireland to Ingliston, which is a round trip of 375 miles, false reports such as this have a damaging effect. The organisers and fellow competitors at Ingliston have always treated my entrant and myself with courtesy.

CO DOWN, N. IRELAND. JAMES MCCLEMENTS

IT'S NEW, IT'S BRITISH, IT'S A HESKETH,





Malcolm Neill – "I would like to stay in motor sport, at something like the same level as on the Circuit . . ."

INTERVIEW

Malcolm Neill—Irish legend

by RICHARD ST JOHN YOUNG

Few people can have had such an effect on the Irish motor sporting scene in the past three years as Malcolm Neill.

Best known for his activities as Clerk of the Course of the Circuit of Ireland, a job from which he officially "retired" after the 1975 event, Malcolm has been everything from a competitor (in both races and rallies) to a press officer.

Whatever he has done, his enthusiasm and inventiveness have ensured that he was at the forefront of whatever was going on. This was no more evident than on the Circuit of Ireland, which he revitalised in 1973 after the 1972 event was cancelled due to the "troubles" in Ireland. In three short years he has put it back "on the map" as a major international event.

Not a man to suffer fools gladly, Malcolm has been called rude, and even arrogant on occasion, but his detractors have invariably found that at the end of it all he was also right.

Richard St John Young talked to him of his plans now that he has quit the Circuit of Ireland job and of his views and thoughts on the motor sport scene in general.

How did you arrive at the high and mighty position of Clerk of the Course of the Circuit of Ireland?

That could take up the whole interview, but I think briefly, I come from a motor sporting family. Father was very deeply involved in circuit racing before the war, and after the war he was responsible for getting the Tourist Trophy race at Dundrod, and the Circuit of Ireland rally, so it was in my blood right from the start.

My first competition actually was an autocross; I was working in England at the time, and I had a little 850 Mini, tuned up to Gp 2, I was about 18 at the time. I raced and rallied this Mini with a notable lack of success for a couple of years. I gradually progressed through racing and rallying, through a series of major accidents, and started racing a Sprite in 1968. I had a fairly successful season, punctuated by a series of spins and near accidents, and at the end of the year, I decided to spend a lot more money on the car and really go at it the following year, which I duly did; and racing suddenly started to cost a tremendous amount of money, and I still wasn't competitive, so I just stopped; and got involved in the organisational side of motor sport.

You were a press officer to start with?

Well, the Ulster Automobile Club needed a press officer at the time, and I suddenly found myself doing that. I worked fairly hard at this job. I think I was fairly successful. I think I certainly brought a new dimension to the job, more through ignorance than through planning, and of course the high spot of the Press officer's year was looking after the Circuit of Ireland in 1971. I got very deeply involved in the atmosphere of the event and I really loved every minute of it, and as a result got more deeply involved in the organisation of the 1972 event which was subsequently cancelled because of the Galway incident. However, come the end of 1972, a decision had to be made as to whether the event was to be run in 1973 or not. David Mitchell, who had been Clerk of the Course in previous years, wasn't in a position to do it, through pressure of business, and we had a very dramatic council meeting of the Club, to decide whether first of all the event should be run, and I think the voting went seven against running, eight for running, so it was close. After that thoughts were passed around as to who should run the event, and I agreed to do it. Of course, things were very difficult, as, having missed a year a lot of people believed that the thing could not be run in Ireland in the current political situation. It was very difficult to get a committee together and get special stage team leaders and so forth together. So we sat down, myself and a few stalwarts like Peter Allen and Niall Hannigan, and laid out a course of action, that basically we were going to run the event, but at the same time we were going to run a very simple rally, with the accent on it being a good clean affair. That we duly did. I'd never run so much as an autotest before, the only experience I could draw on was my own in motor sport, and what I thought I would like done.

Did you find it a pretty horrendous experience being responsible for all this?

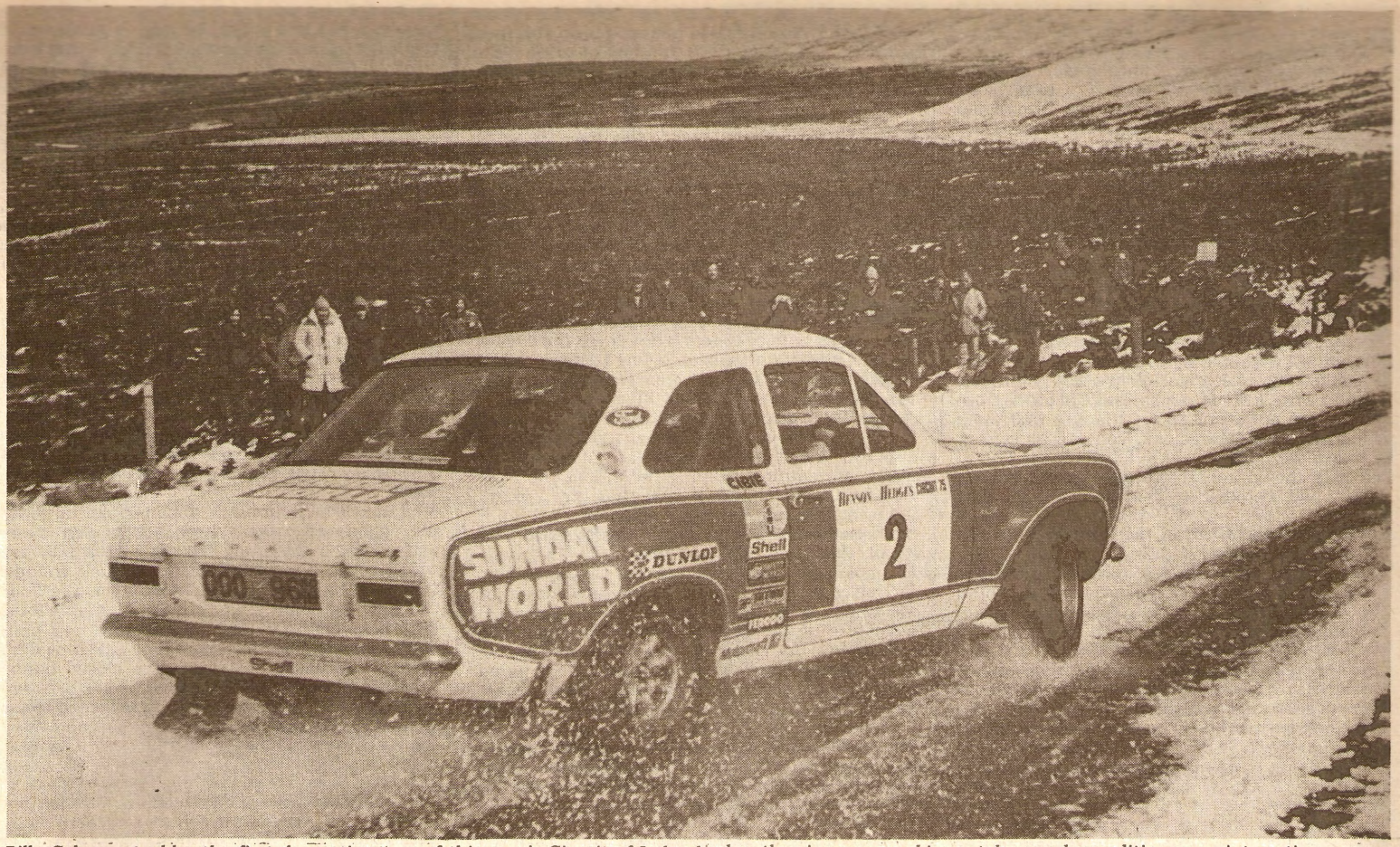
Not really, it never actually bothered me very much. A job was there to be done, and I suppose my natural conceit saw me through. I must admit I had my share of sleepless nights that year, but that to me was my best year running it. We all worked together, we all got a tremendous amount out of it. Nobody, England, Ireland or anywhere else, believed we could do it. We ran the event and we ran a super smooth rally, and that set a stamp on Irish rallying for the following years. There was one stage cancelled due to the fact that the official responsible was elsewhere when he should have been doing his job. There were no timekeeping errors at all. Everything went like a dream. And the best thing that happened was, of course, that Jock Tordoff won it. I think four cross channel crews competed in that event, and Jack won it, of course, which was marvellous. Nothing better could have happened to us. This was the year of the famous Stratos incident when we were rubbished by AUTOSPORT, and I took an extremely dim view of the whole matter. I have to this day in my possession, a cable from Lancia entering two cars in the names of Munari/Manucci, and Andruet/Biche. It's framed in the Ulster Automobile Club I believe, along with the telegram of withdrawal some months later.

From getting the thing together in 1973, it obviously progressed considerably for 1974. You've been responsible for changing the whole face of the Circuit, not, perhaps in one vast upheaval, but in a lot of little ways.

Yes, and no. I think, possibly the major change I have made to the circuit was in making the event more publicity conscious, and a good deal more colourful. I think this came through my experience with the press, which was useful, as we were able to plan the event to a certain extent to suit the requirements of the press. It's very important, when you're running any rally, not to have the cars coming in to the finish at nine o'clock at night, because nobody writes about it at that time. You've got to have them coming in when the evening or morning papers are being published. I think an organiser must think along these lines to a certain extent. Without sponsorship there's no rally, and without successful press relations there's no sponsorship. It's as simple as that.

What about the finances of running an international such as the Circuit?

The Circuit this year was not financially successful, and over the last two years it barely washed its face. I think in many ways this was due



Billy Coleman tackles the first dramatic stage of this year's Circuit of Ireland when thawing snow and ice patches made conditions very interesting.

to over ambitious planning on our part, and over-optimistic budgeting. Certainly this year we got caught out very badly with inflation, but the cost of running an international rally in Ireland is considerably less than it would be to run it elsewhere in the British Isles. For instance the RAC rally, for the use of all their forestry roads, say 350 odd miles, costs them a fortune. To close the same amount of public roads in Ireland would cost a great deal less. We closed 560 miles of public roads in Ireland this Easter, at a cost of round about £1,700. This is one fundamental reason why prize funds in Ireland are higher than those across the water.

How about the staffing situation. Every year before the circuit we hear almost frantic appeals for marshals.

Well you've got to do all that. At a rough estimate, we're relying on the amatuer efforts of about 2500 people every Easter, to get the thing off the ground and run it successfully. Running a closed public road rally, there are certain rules that must be followed. Every road junction must be blocked by a person, and I mean a person, not a piece of rope and a sign. Every arrow must be marshalled, and these are the criteria for staffing the event. We produce what we call our 'pace notes' prior to the event, with all the arrowing instructions and so forth, and that sets the standards for the marshalling. Then there are the extra people, the results staff, the *bin men*, press staff, scrutineers, information desk girls, it's a massive work force, but it's quite easily found, the Circuit is the only event which makes a song and dance about marshalling and we get the marshals we need. The Circuit this year was better marshalled than any Circuit I've ever seen, or for that matter, any rally I've ever seen in Ireland. Our crowd control, with one or two notable exceptions, was quite good. I think if you make a noise about it, people will get involved. They want to get involved with something like this.

Can you see any means in future, if rallying continues to increase in popularity of doing something about the potential spectator danger?

Well I think we've got to do something about the spectator problem. We took a few steps along the line this year, with the safety notices we had, and I would like to think that people read them and paid attention to them. We certainly can't do without spectators. There's no point in running rallies so that spectators can't see them. To get spectators we must ensure that they are kept in safe places. I think a lot can be done with spectator special stages, and a lot is to do with the planning of the rally. The Clerk of the Course should know where the most popular spots are along his particular route, and flood them with marshals. For instance, on a stage like Aughavannagh, on the last night of the Circuit, which is run about midnight (and it's invariably raining and generally horrible), if you get 100 spectators on that 19 miler you'll be lucky, so that's no problem, but again on the last stage on the Sunday run in Killarney you might get 5,000 spectators, but we know about that in advance. I think this business of having secret stages is rubbish. The vast majority of spectators know where they are and will go to them anyway. This is a waste of time. I think the best thing to do, is to let spectators know where the route is going to be, and at the same time try and educate them.

Having resigned as Clerk of the Course, where do you feel the Circuit is going to go from here?

This, of course, is the big question; running the Circuit for the last few years has been restricted to a certain extent by the political situation of the country. For example we always had to get across the border during the hours of daylight, and that took away a certain amount of flexibility. If I was running it next year, I would basically try to make it cheaper and more attractive for the competitor. I'm not saying it's unattractive to the competitor, but it is an expensive event to do. Particularly with the rather ridiculous situation we seem to have at the present time with tyres which vanish after 20 miles of special stages. I would like to see the Circuit becoming shorter, without losing the round Ireland aspect, or the Killarney aspect. Ideally, the event would start considerably later on Good Friday, possibly at ten o'clock or even midnight, and that there would be a non-stop run to Killarney. No breakfast halts or anything, just a straight 20 or 24 hour run. I would retain the Sunday run as usual, I don't think you could improve on that anywhere, and again on the Monday, a direct run home, without any stops in the middle. By doing this I think we would at least cut down a one night's stay for overseas competitors, and also the total mileage of the event.

What do you think has been the reason for the upsurge in popularity of Irish rallying?

I think possibly the two main things are the fact that you can close public roads which you can't do anywhere else in the UK, apart from the Isle of Man, and secondly the atmosphere which we have about our events. Our rally drivers go out to enjoy their events. They are great social occasions. We have fabulous stages. Anyone who can't pick a rally route in Ireland must be an absolute nit. The place literally abounds with special stages. Anybody in this country can drive five miles from his home and find a special stage there. Our rallies are cheap to run by virtue of their road closing orders, and our organisation is very good. The reasons for this last fact are to be found in the competitive situation we have had in the last three or four years. Before 1971, the Circuit was the only worthwhile rally ever run in Ireland. It plodded on quite happily making improvements. Then along came Galway and Donegal and everybody started pushing on a bit. There was a bit of competition which improved all the events. This has all been the best of fun, I might add, there has never been any enmity between any of the organisers. This has led to better and better events. At the same time, in many cases we use much the same organisational team on each event. We all use the same group of timekeepers, that's why our timekeeping in Ireland is so good. On the Circuit of Ireland in the past three years we have cancelled three special stages. Not one of these has been due to a timekeeping error. Donegal this year ran without cancelling any. We did that last year. These are the sort of things that make Irish rallying good. We communicate well between the events, each person learns from one another. The money is here, the atmosphere is here, the rallying is good.

There has been a lot of talk about the virtues of Group One as the way to go. How do you feel about the Supercars?

The first question I would ask is "What Supercars?" We have had one doing rallies regularly in Great Britain, and it hasn't yet proved to be very super. I think, seriously, that we can do without cars like the Lancia Stratos. I think the Porsch Carrera is about as far as we dare go along those lines. At least it makes some pretence towards being a road car. The Stratos is a pure homologation special. The reasons for it you can take straight back to the CSI in Paris. I believe it is virtually impossible to buy a Stratos at the present time, so why rally the car? Or why have regulations that allow the things to run? I haven't any firm opinions about what sort of car should or shouldn't be allowed to run, but I would like to see the road aspect kept in rallying, and the road car playing a part. I would hate rallying to reach the stage of becoming a Formula One type circus with 25 or 30 people touring around the world being paid vast sums of money to drive very specialised motor cars on a series of almost identical events.

There is a lobby to confine rallying to Group One.

It would take a lot of the spectacle out of it. Certainly one of the most memorable sights you could see on any rally is somebody like Bertie Fisher out of control in a Group One Escort, but

I'm not in favour of that. I like to see sports cars, I like to see modified saloon cars. There are people in this world who would lead you to believe that the answer to everything in motor sport is Group One. I don't think this is the case. I think it's a thing to be encouraged. I think the Circuit has done more to encourage it than any other major rally in the the UK. We were the first people to have it. We have still got the best prize fund in Group one, and I think we've got it in perspective. It is important. It is still a cheaper way to go rallying successfully, but I think that as long as Group two cars keep going they are going to hold the spectators' interest.

What about the Group one "homologation specials" which seem to appear quite a lot now?

This is terribly difficult. The next thing we'll see, I suppose, is the RS 1800 homologated in Group one, but again I think this is the way in which the regulations have been written. It's a very difficult thing to write a set of regulations for professionals, because professionals are there to find ways round those regulations, and you can be certain that they will find a way. But I think the Group one regs should contain the phrase "the basic model", and with that we could improve things a bit.

Having retired as Clerk of the Course, where do you intend to go now?

When you run an event like the Circuit, you give every part of your life to that event, and I think every Clerk of the Course does, to the exclusion of all else, and having run this year's event, which I think was the biggest and best Circuit, it's very difficult to climb down and do something less. At the same time, I would not wish to take myself out of motor sport, and particularly out of rallying, but I wouldn't wish either to become a sort of motor sport "bar fly". So I'm at the moment sitting around, going to events, and I'm open to offers. I would like to stay in motor sport, at something like the same level as on the Circuit, but with something less arduous. Everybody has got to make their living, particularly myself, having just attained married status.

Do you agree with the principle of buying in talent for rallies?

Yes and no. I think that when you are running an international rally, which is sponsored, you are running a promotion, and an international rally is not an international unless it has an international flavour. A leading event of World or top European championship status will probably attract a reasonably international entry. Another event will not unless the organisers go out and see European competitors on their own home ground and invite them. How this is done should be left to the organiser concerned. There are very few rallies in this world which don't do this. They don't on the Monte Carlo, and it shows.

You've been involved with both rallying and racing during your career. Which do you think gives better value all round.

Well I think the competitor gets better value in a rally, based on a £££ spent per miles covered basis. I think the rally driver and the racing driver are entirely different breeds. Racing at the moment bores me to a certain extent. I just don't quite know why. I went to the Grand Prix last year at Brands Hatch, and I hated every minute of it. Having been nearly trampled to death by the crowds, I think successfully poisoned by the Brands Hatch caterers, deafened by Formula 1 cars, and treated to some fairly indifferent racing from a very poor viewing spot, it'll be a long time before I go back there again.

I like the spectacle of rallying, there is nothing more fantastic than standing in the middle of a forest, preferably at five or six o'clock in the morning, listening to the mark of a BDA coming from a mile or so away through the woods. The whole thing is absolutely inspiring.You really see drivers driving and cars going sideways, which you don't see on a race track any more. Having seen Moss driving a 300 SLR Mercedes at Dundrod, that is what racing should be about. Events like the Mille Miglia to me were absolutely incredible. I would just love to run the Circuit of Ireland that way.

I think it's a pity the way racing is going, I think the popular idea of the racing driver is of a heroic daredevil, and I think it's a pity this image is fading. At the same time, I'm not driving one of these 180 mph petrol tankers. I'm not in a position to say much about the Emerson Fittipaldis of this world. If they get their own way, best of luck to them.

Do you feel that the ECR status that the Circuit got this year made any significant difference to the quality of the entry?

Not in the slightest. I think the rally championships we have in Europe at present are an absolute farce. As far as the ECR is concerned, it does appear that Fiat and Alfa Romeo are chasing that, which means that they will be doing all the coefficient four events and none other. Really, you've got to be a coefficient four event or you can forget it. As far as the world championship is concerned, there's Lancia who'll stay in for as long as it takes to win, and then they'll pull out. I think the World Championship in many ways has lost its way. The biggest mistake they ever made was to start taking events out to America and Canada. The one in America appeared to be very bad, the one in Canada appeared to be very good, but the Americans and Canadians are not yet ready for rallying; and why on earth they award status for events out there when there are events in Europe which have been trying to get into the World Championship for years and years and would be far more successful, I'll never know.

Now the American/Canadian thing has fallen flat on its face because the Rideau Lakes can't find a sponsor which just shows the lack of knowledge about international rallying there, and the POR was such a shambles last year that they daren't put it into the championship again. But I think it has been mooted; I know Jack Kemsley has talked about this, that we just drop the European Championship, and have a World Championship for rallies or rally drivers, or manufacturers, or mechanics, or whoever it may be which consists of a mixture of the current World Championship events and European championship events, all with different coefficients. But again we're going to be back to the same old position. I think people have got to accept the fact that rallying is different from racing.

The coefficient business is extremely confusing to follow and it makes for first and second class status for events. There has always been a case of "Circuit versus Safari". Surely there is a very good case for both.

Indeed. I think the answer is simple enough. If the Circuit wants to get into the World Championship then it should change its date. Personally I would be dead against the Circuit changing its date. It has been traditionally an Easter event, and should remain so. One could suggest to the Safari organisers that they should change their date because we have Easter first anyway, but I hardly think they would be prepared to listen to that one. From what I glean from between the lines in Safari reports, the event could be better run.

Do you feel pace notes are the way to go as far as rallying is concerned?

It's not so much a case of what I feel,or what any organiser feels, it's a case of what the customer, ie: the competitor, wants. There seems to me to be a fairly strong lobby nowadays in favour of the use of notes. They certainly are an equaliser. It would certainly take away the aspect of foreign drivers coming over and saying they hadn't a chance against local knowledge. On the other side of the coin, the Circuit of Ireland is an event which I think requires to be driven with intelligence and not purely pace, as a lot of people found out to their cost on the first night this year. But I think that an organiser who wishes his event to progress must do what his customer requires. But I don't think we should ever allow practicing on the circuit. Practicing would be difficult to control.

As an ex-Clerk of the Course, how do you feel about the government on International motor sport?

I think it's lacking a bit, and that's an understatement. I would say straight away that I think the RAC are excellent in every way. And I've had a lot of help from them during my three years in organisation. I think this recent reorganisation they've carried out has proved to be a good thing.

As far as the CSI are concerned, I really think they will have to do something about themselves before somebody else does it, because they are totally out of touch. For example; in January of this year I wrote to the CSI requesting that the event be observed for upgrading in the European championship, and I received no answer whatsoever to my correspondence. The matter was eventually taken up by Jack Kemsley in Geneva at a CSI Rallies Committee meeting, very shortly before the Circuit took place. Jack quite rightly raised merry hell about it, and when he came back he very kindly phoned me and suggested I get in touch with M. Le Guezec. So I sent the following cable to M. Le Guezac. *"Dear sir, reference our letter, requesting that the above mentioned event be observed. What the hell do you propose doing about it?"* Surprisingly enough two days later I had M. Le Guezec on the telephone, informing us that Mr Lindell was coming from Finland to observe the event. But that is not the way to do things. If we hadn't pushed the matter, the CSI would have quietly forgotten about it. We pay fees to the CSI to keep M. Le Guezec and his cohorts in employment, and they really will have to pull their fingers out. A recent example of their utter stupidity in my view is, to digress into the world of racing, this business about imposing unrealistic restrictions on F1 cars. As far as I can gather they draw their information from the wrong sources. They have got to get committees in the CSI which are more representative. 'I'm not saying that the CSI should become over-democratic because I think that is a bad thing, but if they had people who could talk on the sport with some intelligence, some authority. At the present time it is an organisation which, God help me for saying this, but it's completely biased towards the French, and in many ways completely out of touch with what is going on in motor sport in the rest of the world.

Having mentioned motor sport in the world, obviously you have looked at other events when you've been putting your own together, what conclusions have you drawn from what you've seen?

Well there's no doubt that some people run some very good rallies and some others run some not-so-good rallies, but I'll not say which are which because most organisers are my friends. One event I was terribly taken with was the Tour de Corse. I thought it was absolutely marvellous. It runs for 25 hours and they have a half hour break in the middle of it where they get some kind of servicing done. The stages are closed public roads, and they also close the link roads between the stages and set it at an overall average of about 50 mph. It's bloody hairy, very quick, and most spectacular to watch. I went out there last year with Eric Silbermann as interpreter-cum-drinking companion, and I think we were both very taken with the rally indeed. The roads in Corsica are fantastic, and some of the drivers out there really have a go. Where the whole thing came a cropper was that it had no social aspect whatsoever. The event finished on Sunday lunchtime, the prize-giving took place on Monday night. Everybody had gone home by then. There was no rally headquarters as such. Of the other events I think the RAC is the greatest. It's the rally I love to go and watch every year, all the best drivers in the world are there. Everybody makes a song and dance as to which is the best rally in the world, but I suppose the best rally in the world is the one with the best entry. When the Circuit of Ireland gets the best entry in the world, I'll say it is the best rally. At the moment it isn't I'm afraid.

The other interesting rally I saw this year was the BergsLags rally in Sweden, which I visited with Peter Allen. Again there was very little social aspect, but the people were most charming, and very friendly indeed. But again that is just another 24-hour road race. They have one stage there which is 45 miles of forest. The stage is known as the memorial to the bear hunter, a glorious name for a special stage, I was able to drive over 20 miles of it, and was absolutely exhausted after it! The thought of having to drive it competitively would make your hair stand on end. Again a fascinating event that is different.

What do you think about drivers?

Of course, they're an absolute shower. Individually, the majority of them are very nice. The drivers are the people whom one runs events for; they will decide whether it's a good event or a bad event. They come in various breeds. There are people who are hell-bent to win, these are the seriously sponsored gentlemen of this world, very good drivers, under considerable pressure. Then you have the lesser lights who are there for the fun of it, who go out to enjoy themselves, and maybe win something, and then there are the "moaners and groaners" for whom nothing is ever right. I think the latter gentlemen must be treated in a proper fashion, but at the same time taken with a pinch of salt. But rally drivers are fascinating people. I think the most fascinating combination is that of Russell Brookes and John Brown. Two less likely looking rally stars you are unlikely to find anywhere, but they are quite incredible. I think Russell's drive on the Circuit this year should have earned him the Victoria Cross, instead of the Ford Rallyman of the Month title. The car was in bits from Friday night onwards, yet he made fastest time on the last stage in a Group 1 RS 2000. They are two delightful people to organise a rally for. The more you throw at them the better they seem to like it. Adrian Boyd I think has been driving better this year than ever. I still think he is the best rally driver in Ireland, and as soon as he gets the equipment right, he will be right back on top.

Pendulum swings to Mario

By GORDON KIRBY **Photos by CHARLES LORING**

The Formula 5000 pendulum swung back to Mario Andretti at Road America. He had qualified on the pole, nearly three seconds faster than last year, and when Brian Redman failed to finish the second qualifying heat, Mario was left unchallenged in the 25-lap final. He led it from start to finish, driving neatly and easily, pulling clear of second placeman Jackie Oliver's Shadow by more than a second a lap initially and then settling back to maintain a sixteen second cushion.

Brian Redman, starting from nineteenth after his Lola failed him in his heat, worked up rapidly, swept through the field, caught and passed third man Eppie Wietzes, setting the race's fastest lap in the process. But then it all went wrong. A flat tyre brought him into the pits, gearbox troubles sjowed his pace and he eventually came home eighth, still on the same lap as Andretti and at least salvaging some points.

ENTRY & PRACTICE

With so many people talking negatively of American F5000 just recently it was a pleasing sight to see 31 of 33 entries arrive at Elhart Lake's 4-mile Road America circuit thus far this year (last year it was likewise and spurned an expansion that was to carry on all year) and although many of the cars were mid and back field entries there were a few which seemed to offer the potential of running well toward the front of the lapchart.

Most notable of these was Francisco Mir's Lola T332 making its second appearance of the year but now with a different engine, sponsor and driver. Since practising at the rained-out Pocono weekend in Vern Schuppan's hands Mir's T332 had been rebuilt with a lot of niceties of its own, fitted with one of Mir's own engines (of which there were two spares available), built by an ex-Ferrari man and painted white. A couple of blue swaths cut across the car's mid-section with white stars breaking these and indicating Mir's association with stunt biker Evel Knievel and Eliott Forbes-Robinson. It is for EFR, a major, mew step.

A second worthwhile entry was USAC ace Gordon Johncock who would drive the Patrick Racing Team's Lola T332. The car — a bog stock T332, we might add — has been prepared of course, by George Bignotti. Although both Johncock and Bignotti have a minimum of road-racing experience this was a welcome new addition from among the USAC ranks and one which should, in time, become competitive.

The rest of the faster runners were much as they were at Watkins Glen two weeks before.

A lot of practice time was offered and it was not long before the form of practice began to show itself. As expected Brian Redman and Mario Andretti in their Lola T332s were the pacemakers and too, Jackie Oliver in The Shadow was again well in the hunt. However, there was another driver going almost as quick as these three and it soon became obvious that here, at the first circuit of the F5000 season on which he has driven before, B. J. Swanson, the find of the year in America, was going to be a major contender. Driving with even more precision and control that he had shown in the previous three races Swanson eventually qualified third behind Abdretti and Redman.

Andretti finally took pole, recording a 2 m 2.077 s in the final session and looking very neat and contained in so doing. Mario's Lola T332 used a new airbox on the second day and with it the car saw a readable increase in rpm and subsequently used a little more wing than earlier in the day. The new airbox was very similar to the familiar, tall Chaparral version even to having an extended snout and a more angular back edge. In conjunction with this the team also used deeper wing dams.

Redman's T332, now repainted in the more familiar Haas/Hall red with large, white number ones on the nose and airbox, was set up similar to its Watkins Glen disposposition in terms of a lowered front end and exceptionally flat wings. The car had been fitted with larger front brakes and a pair of extra, higher ducts were readied just in case they proved necessary. Displaying lots of low to medium-speed oversteer and subsequently driving the car very hard Brian got down to a beat of 2 m 02.338 s. "I really don't like to drive it that way," said Brian, "but that's the only way to go quickly the way it's set-up."

In qualifying third fastest B. J. Swanson (2m 03.476 s) showed that he has well and truly arrived on the Formula 5000 scene. He was quick all through practice and observers everywhere reported that he was neat and smooth in doing so.

Jackie Oliver had a bit of a struggle with his pair of UOP Shadow DN6s. He tried both cars and over the course of practice he gradually grew to prefer the newer car which he described as being, "Generally smoother although it's more unstable under braking than the old car." Nevertheless both Shadows looked rough and choppy, throwing up clouds of dust as they dropped wheels off the road exiting corners and changing attitude constantly and unpredictably through any given turn. The Shadow men were trying to decide if all of this was the car or the driver . . .

Oliver managed 2 m 04.232 s with the newer car which he decided to race, although he was a little faster with the old car. Fifth fastest but well behind Oliver on time was David Hobbs and the Hogan Racing Lola-T322. Hobbs recorded 2 m 05.515 s, saying that the chassis was working very well, better in fact, than it had all year, but that he was pulling 800 rpm less than Redman with the same top gear.

Next up was Al Unser, again learning a new circuit with the second Viceroy Lola-T332 which still carried the standard VPJ airbox and had it's oil radiators beside the gearbox as they had been at the Glen (Andretti's had been relocated to standard positioning for Elkhart, the team manager saying, "We're just looking for combinations that work, that's all."). Al had a couple of off-course excursions, once damaging the nose and a brake duct, and in general he seemed to be showing a little more sympatico toward throwing the car about. His best was 2 m 05.543 s.

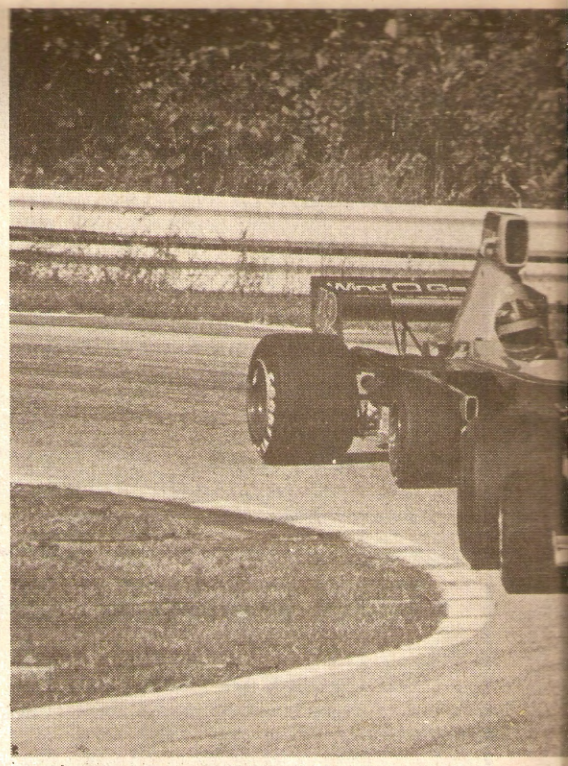
Eppie Wietzes fitted a T332 wing to his Lola-McLaren T400/332 to complete its transformation and with its new, slimmer bodywork now turned out in fibreglass, he felt ready to find out if he could really make the car work. It turned out that he did, so that by the end of Saturday he was pitching the car around confidently and looking as fast as anybody. Eppie returned a best of 2 m 05.557 s.

Eighth fastest was Elliott Forbes-Robinson who adapted quickly to the Knievel/Mir T332, and driving neatly got down to 2 m 05.752 s. Elliott said the car felt good and that it seemed to do all the things that a quick Lola is supposed to do but for some reason it did them slower. He began to think about skulking around the Viceroy and Chaparral T332s with a tape measure . . . EFR got down to 2 m 05.752 s and suggested that he had probably managed more laps on this weekend than he had during his whole, abortive F5000 season of last year.

Behind the Knievel/Mir Lola came the pair of Talon MR1As drived by Warwick Brown and Jon Woodner. Brown's Molloy-engined, works-supported car down to 2 m 06.053 s and Warwick reported that hhis was the first occasion that he had the chassis working to his satisfaction, "we've finally got rid of the understeer," he added. Woodner did not manage a great deal of practice due to breaking an input shaft and running into a problem with brake pads. He felt that the car had immense potential and added that "It's really fine to drive after that T4000." By tossing it around enthusiastically Jon recorded 2 m 06.220 s.

Graham McRae followed Woodner on 2 m 06.969 s with the Eddie Lewis Lola T332 with Evan Noyes next up on 2 m 08.070 s in his Lola-T332.

"It's OK on the faster corners but in the slow ones it's terrible," so Vern Schuppan summed up the Jorgensen Eagle this week. He recorded 2 m 08.375 s on Saturday morning but missed the afternoon session while the engine was changed for a stronger unit. Right behind the Australian came Tuck Thomas, making his first professional appearance of the year with his yellow Lola T332 and getting down to a respectable 2 m 08.431 s. John Cannon, now running Whitehurst



Mario Andretti's easy win took him closer to Redman in t

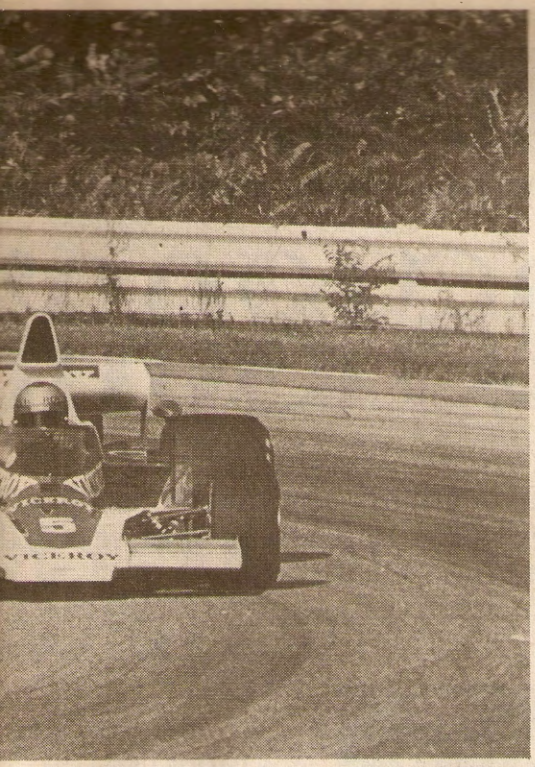
engines in his March 73A recorded 2 m 09.197 s while Gordon Johncock managed 2 m 09.298 s while trying hard to sort out his Sinmast Lola T332 and learn about road racing at the same time. Danny Ongais was the last man under the 2 m 10 s mark, recording 2 m 09.565 s in the Interscope Lola T400/332 but generally confused about the car's apparent lack of response. Then came the rest.

HEATS

The heats were a pleasing improvement over those at recent meetings, but they were still comparatively thin and uncompetitive. Andretti won the first easily (one might say 'of course'), pulling slowly away from Swanson in the opening laps and then rushing away all on his own when Swanson's brakes began to disappear. For some reason an air pocket had not been bled from the Bay Racing Lola's system so that B.J. had to drive through the last seven or eight laps with virtually no brakes. As a result he dropped right back, losing second to Eppie Wietzes, then third to

Neither of the Talons featured strongly this time: here Jo





nship standings.

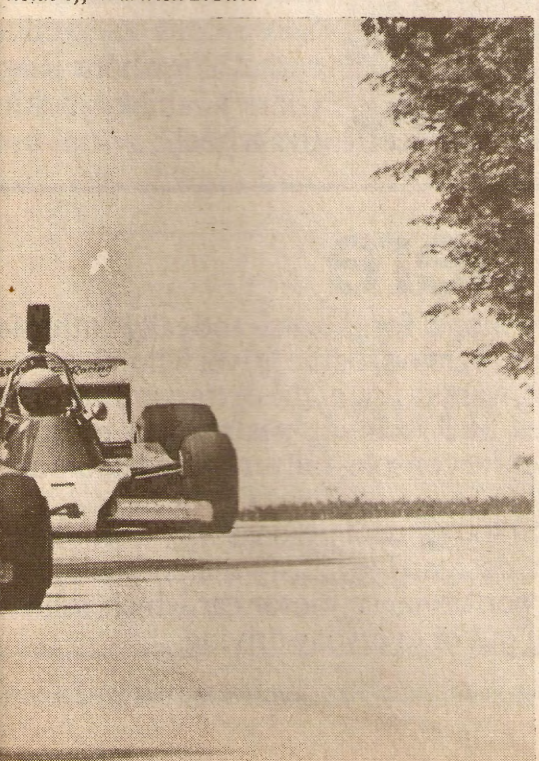
Warwick Brown and finally fourth to David Hobbs.

Wietzes was well back in second, slowed by a sluggish motor which turned out to be a result of a poorly-baffled sump and was fixed before the final. Brown followed Wietzes closely throughout the race but was unable to really make a run at the blue Lola, while Hobbs spun out of third on the second lap, when, "I tried too hard with new brake pads," then worked his way from second last position to Brown's gearbox, lapping almost as quickly as Andretti.

Jackie Oliver got the drop on Redman at the start of the second heat and for five laps the Shadow held off the Chaparral Lola. But then Ollie dropped a wheel into the dirt as he came through the last turn so that the Lola was able to reel in the Shadow under acceleration and pull itself through into the lead just beyond the pits. But six laps later Oliver was back in front when Redman ground to a stop after a couple of lurching, frightening moments when the centre of a rear upright pulled apart. The car was hauled back to the paddock and the Haas/Hall team leaped into repairing their car for the final.

So Oliver ran on to win by a large margin from

holds off Warwick Brown.

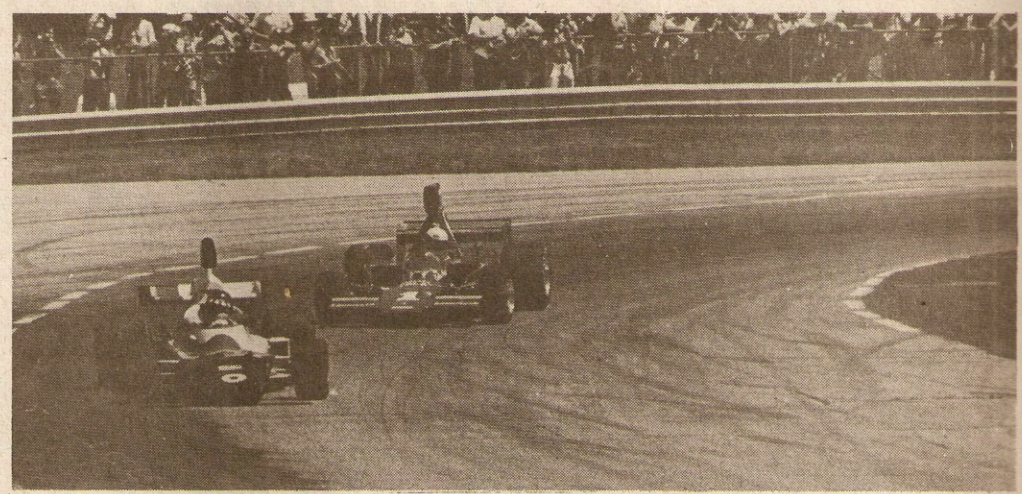


Elliott Forbes-Robinson who moved up at the expense of Al Unser when the latter pulled in just before the midpoint of the heat with a broken rocker arm. John Gunn went well to take third ahead of Woodner who flat-spotted his tyres in a first lap spin caused by locking rear brakes. For a while Schuppan and Ongais pursued Woodner, but the Eagle, which Vern found much better after some changes to the rear suspension, broke a clevis pin and Ongais lost first gear. So Ongais finished a distant fifth while Schuppan was left as a non-starter for the final as the Eagle team had no spares.

FINAL

Twenty-seven cars came out for the final with Redman taking up nineteenth place and Al Unser twenty-fourth. Up toward the pits the Corvette pace-car pulled out of line, but Andretti came over the hill well ahead of the rest so that the starter held his flags steady, sending the field around for another lap. This second pace lap counted as a race lap (fuel consumption would have been very marginal otherwise) so that when Andretti and Oliver nosed together down to the starter again they had only 24 laps ahead of them.

Mario darted immediately clear of Oliver so that Jackie had no hope of getting his Shadow inside the Viceroy Lola into the first turn. In fact Andretti left Oliver with no hope of settling for anything but second as he pulled clear throughout the first lap. Behind the Shadow a tight knot was forming up with Wietzes (his engine now working well) at the head and Redman charging through and tacking his nose onto the tail of the group. Between these two



Jack Oliver on his way to a fine second place holds off a hard trying Redman who got no higher than third before mechanical trouble intervened.

Brown, Hobbs, EFR, Swanson and Ongais boomed furiously around while Gordon Johncock, trying all he knew to stay with this train lost his Lola under heavy braking for a tight right-hander, spun to the inside, stalled and was unable to restart.

Meanwhile Andretti was running away with the race, driving neatly and easily and pulling out a comfortable second per lap to Oliver. Oliver tried hard to keep the flying Lola within range, he and the Shadow looking much tidier than they had in practice, but still showing notes of raggedness under braking and on the exit phase of tighter corners. Nevertheless he pulled well clear of Wietzes after only a few laps and Eppie in his turn, broke free of the others.

But further back, in the midst of the hammering train led by Brown's Talon the wide, red dart which was Redman's Lola was knifing quickly past the others so that by the fifth lap he was through to fourth place. In no time at all Brian had left the others to their own battle and in little more than a lap he was throwing his Lola's nose into the wake from Wietzes' wing. A lap later Redman was through to third place!

At about the same time however, he began to run into troubles with selecting second gear and even earlier the Lola's front tyres had turned on their rims and subsequently the wheels had gone out of balance. So after chipping away at Oliver's margin for a few laps Brian began to lose time and soon it became apparent that he was going to be hard-pressed to even maintain his place ahead of Wietzes.

Then, ten laps before the end, even his grip on third place went away when a rear tyre suddenly deflated. Fortunately this happened just before the pits and Redman was able to pull in without losing much time, have a new wheel fitted and get out before Andretti could come around to lap him. Brian got going down in tenth place and promptly lost fourth gear as well! He plugged on however, passing Brown just before the end and inheriting another place when Hobbs made a stop, so that the Haas/Hall car came home in eighth place.

So Wietzes, his Lola looking much better than ever and he far more confident in the car, found himself back in third place. Not far behind him the battle for fourth was now being fought out by Hobbs and Swanson as Brown faded back with a weakening engine. But Hobbs, who had been fighting an understeer situation brought about by using wider rear wheels and raising the wing, also began to experience funny handling so that Swanson was soon pressuring him very hard. After a few laps B.J. managed to get by and got away in pursuit of Wietzes while Hobbs dropped further and further behind, eventually stopping four laps from the end with a flat rear tyre.

The highlight of the final laps then was Swanson's chase of Wietzes. The youngster caught the veteran with five laps to go but despite a lot of efforts he was unable to get by. Once B.J. managed to get inside Eppie at the end of the pit straight, but as he slid across the corner raggedly, Wietzes drove back inside him and held off through the next turn.

Forbes-Robinson, unable to get second gear for most of the race and subsequently spinning once, worked through the train behind Wietzes and was able to keep Eppie and B.J. in sight until the end. Not far behind came Al Unser who worked up from the back of the grid, slowly catching the long battle for fourth until the very last laps when his engine began to go off as the repaired rocker arm loosened up. Behind Unser came Graham McRae who drove his underpowered Lola well, hanging onto the back of the leading lot throughout the race and remaining comfortably unlapped. Redman almost passed McRae on the last lap, having got by the slowing Brown the lap before, while Hobbs got back out after replacing his flat tyre to finish tenth. Woodner faded away from his early place as a front tyre deflated and finally stopped completely when his engine dropped a valve. Of the others, Cannon's March lost a wheel and Gunn's Lola its clutch.

Overall, Elkhart Lake was the best race of the year so far. For Mario Andretti it was a race he *had* to win in order to remain in the hunt for the USAC/SCCA F5000 Championship. And he did so, in style.

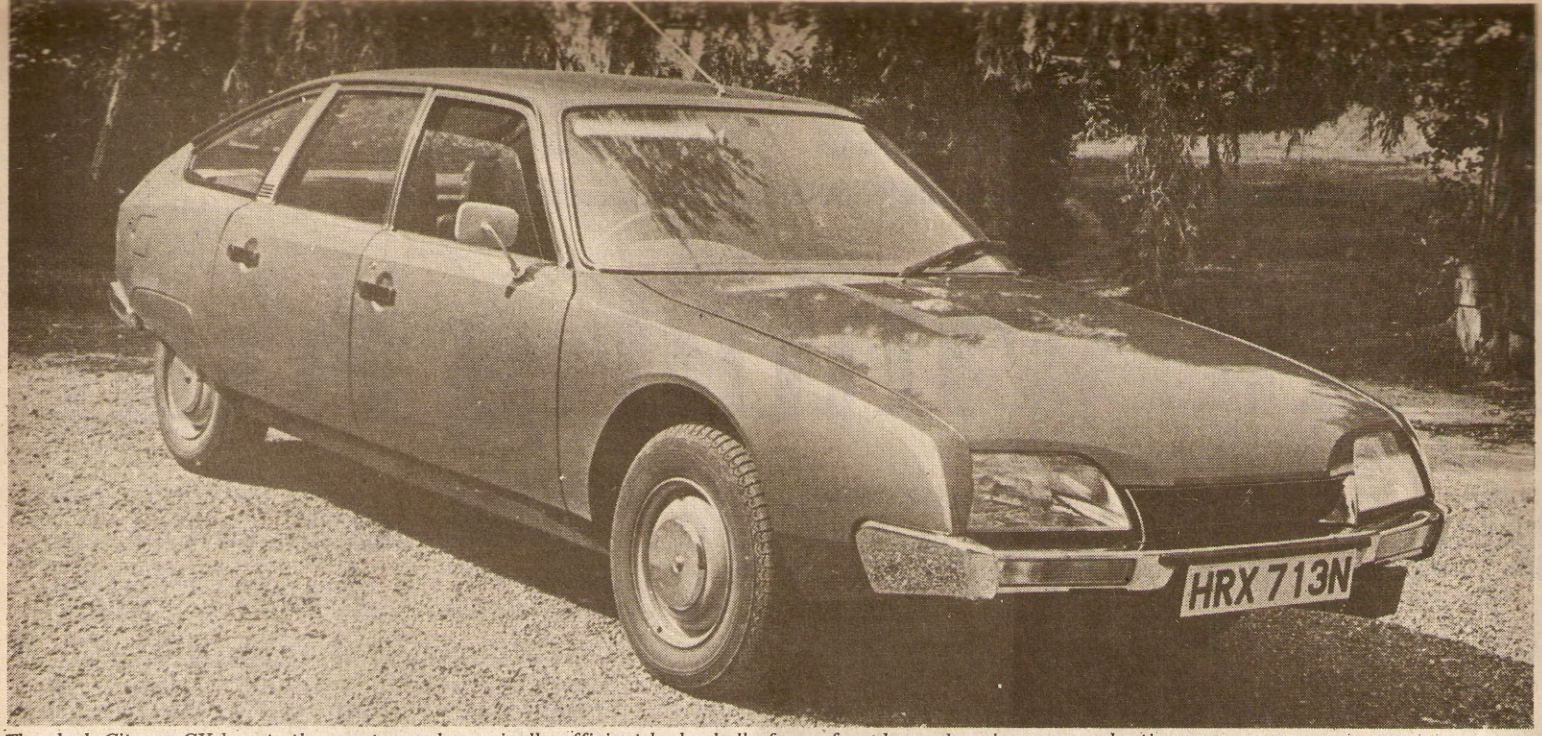
Road America
Elkhart Lake — July 27
25 laps — 100 miles
USAC/SCCA F5000 Championship — Round 4

1, Mario Andretti (Lola-Falconer Chev T332), 54m 22.2s, 110.355 mph; 2, Jackie Oliver (Shadow-Shadow Chev DN6), 54m 38.8s; 3, Eppie Wietzes (Lola-McLaren Chev T432); 4, Bernie Swanson (Lola-Shaparral Chev T332); 5, Elliott Forbes-Robinson (Lola-Mir Chev T332); 6, Al Unser (Lola-Falconer Chev T332); 7, Graham McRae (Lola-McRae Chev T332); 8, Brian Redman (Lola-Chaparral Chev T332); 9, Warwick Brown (Talon-Malloy Chev MR1A); 10 David Hobbs (Lola-McLaren Chev T332), 24 laps.

Fastest lap: Redman, on lap 7, 2m 04.01s, 116.120 mph (record).

Heat 1 (15 laps — 60 miles): 1, Andretti 31m 31.9s, 114.171 mph; 2, Wietzes; 3, Brown; 4, Hobbs; 5, Swanson; 6, Tuck Thomas (Lola-Bartz Chev T332). **Fastest lap:** Andretti, 2m 05.139s, 115.072 mph.

Heat 2 (15 laps — 60 miles): 1, Oliver, 31m 49.6s, 113.113 mph; 2, Forbes Robinson; 3, John Gunn (Lola-Bartz Chev T332); 4, Jon Woodner (Talon-McLaren Chev MR1A); 5, Danny Ongais (Lola-McLaren Chev T432); 6, John Cannon (March-Whitehurst Chev 73A). **Fastest lap:** Redman, 2m 05.235s, 114.985 mph.



The sleek Citroen CX boasts the most aerodynamically efficient body-shell of any four-door saloon in mass production.

Super-slippery Citroën CX

It is all but 20 years since the Citroën DS brought a new kind of motoring to the roads of France. It had less wind resistance than any other large saloon, the softest suspension that had ever been known, an engine-driven pump – that levelled the suspension, irrespective of the load, and worked the brakes and steering as well – plus countless other futuristic novelties. At that time, it could out-corner almost anything, and I remember the pitiful screams of my passengers as I entered curves at speeds which would have been suicide in the typical British saloon of the period.

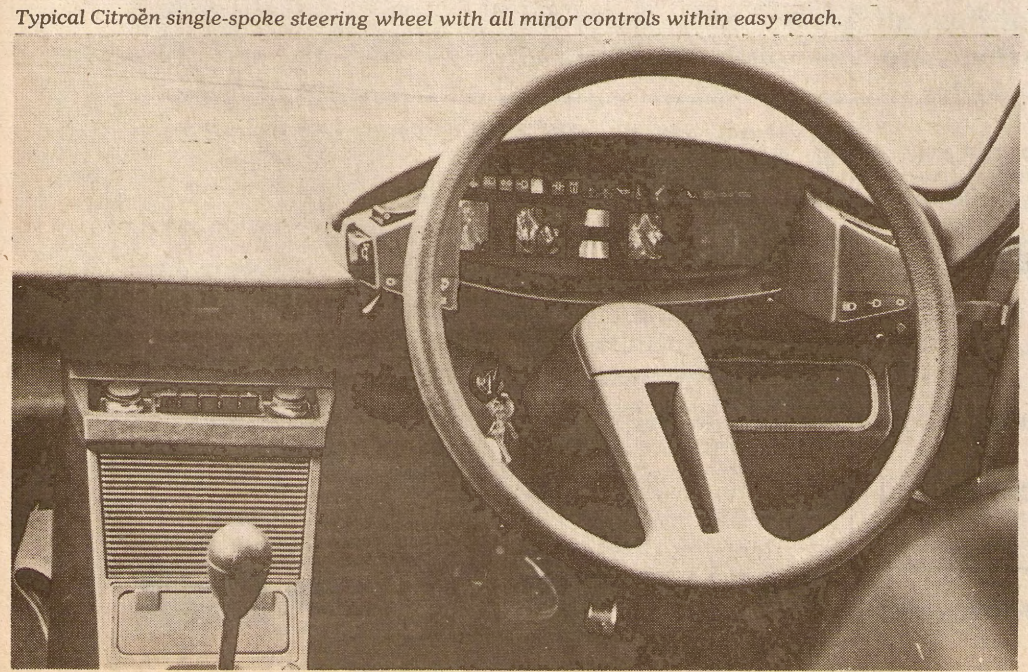
Time marches on, and at last the wonderful old lady has been superseded. The new car still carries five people, with exceptional space in the back, so that it is quite suitable for chauffeur-driven state occasions. Nevertheless, the main object has been to produce a more compact car, to make driving easier for the owner, and especially for the lady of the house. This has been achieved by adopting a transverse engine layout, which incidentally eliminates that bulge in the centre of the front bulkhead.

In spite of employing virtually the same engine and giving as much lounging room to the pampered passengers, the Citroën engineers have contrived to reduce the wheelbase by 11in and the overall length by 9½in. The car is less crab-tracked, with a slight reduction of the front track and a similar increase of that at the rear, but the overall width of the envelope is 3in less, so that the dimensions affecting parking add up to a much more manageable car. The DS had a long, low look, but a drop in roof level of nearly 4½in has more than maintained this impression.

The new Citroën is called the CX, which signifies the coefficient of air penetration in French mathematical formulae, or the drag factor, if you wish. The body shell of the CX has the most efficient shape of any 4-door saloon in mass production, so the name is well chosen. The elaborate research into the reduction of cooling drag on the DS has been adapted to the new car, but perhaps the greatest improvement in the profile concerns the windscreen. The shape chosen for the CX would not have been accepted by the public when the DS was introduced, but many Italian dream-cars of the motor shows have broken the ice and now such an extreme angle can be used on the cars of presidents as well as those of play-boys.

Technically, the CX retains all the advanced features of the DS, with two exceptions. One of these is the inboard front brakes, which cannot readily be combined with the transverse engine layout adopted. In the racing world, some doubt is being cast on the advantage of inboard brakes and perhaps this is therefore not a serious loss. I deeply regret the absence of those self-levelling head-lights that turned with the steering, for they added greatly to the safety of night travel. Let us hope that we shall meet them again on the more powerful and expensive versions that are yet to come, at least as an extra.

Typical Citroën single-spoke steering wheel with all minor controls within easy reach.



One of the greatest improvements concerns the under-bonnet layout, which is tidy and well arranged for easy servicing, and that could not be said of the DS. There are shields to protect the distributor and the belts from a careless fellow who drops the spare wheel when replacing it. The front tyres are of greater section than those at the rear, but the smaller size is chosen for the spare – front tyres seldom puncture and the difference in handling would be acceptable. The boot, with no spare wheel to get in the way, has a low floor and no sill, to make the loading of luggage effortless.

Entry through the four doors is easy and one sinks blissfully into the soft embrace of the seats; they also give splendid lateral location for fast cornering. The driver can see the corners of his car, for accurate placing at speed or easy parking. The 2000 has no power assistance for the steering and the big tyres require low gearing at the wheel. Though one does not notice this at high cruising speeds, it means a lot of winding on sharp bends and we are promised a power-steering option, which is obviously a worthwhile extra, although the brakes have full power operation from the high-pressure pump, they are controlled by a normal pedal and not the "button" of the DS.

Even a very tall driver has ample leg room, without depriving the passenger behind him of space. All the minor controls are arranged for finger-tip operation, without any of those horrible little stalks that stick out beneath the steering wheels of most cars. This is going to cause a change of fashion because its such an improvement, but why don't Citroën direction indicators self-cancel, and why can't we have the proper round speedometer dial of the GS Pallas? There are plenty of storage spaces for oddments, but the curved interior styling makes full glasses difficult to park when one picnics in the car.

Comparing the CX2000 with its predecessor, its obvious that the new body shell is worth an extra 10 mph or so. This is the lowest-powered engine option and if the 2200 becomes available with fuel injection, it should be capable of something in the region of 130 mph. Even with this "cooking" engine, a timed 112 mph is on tap. The smaller overall dimensions have only reduced the weight by less than a hundredweight; perhaps safety regulations have called for the use of stronger steel reinforcements at strategic points. The result, predictably, is that the speed shows a greater improvement than the acceleration.

By far the greater advance is in the field of mechanical refinement. This must be the quietest and smoothest four-cylinder car that has

yet been produced. The engine picks up cleanly from 12 mph in top gear, without the faintest rumble, and there is literally no body drumming at any speed. At last we have a Citroën with a silent transmission and the gearchange is a pleasant and friendly thing to operate.

The result is that the machine travels fast with that superior near-silence that can only be written as "swish." Curiously enough, the lack of wind noise that might be expected from such a shape is not fully realised, but the sound seems to come from the bright metal trim that is loosely clipped to the rain gutters — what's the French for Araldite? I've had these things fall off several cars lately and would be happy to do without them.

On this car, the insulated front and rear sub-frames have been joined, to avoid the relative movement which gives poor directional stability. In this it is entirely successful, the insulation of road noises being also excellent. There is, however, reduced compliance, so the sound of the tyre hitting an obstruction can occasionally be heard. With more compliance, the handling would be less crisp.

Overall, the standard of refinement and riding comfort is very fine indeed, though it is necessary to ride in another car immediately afterwards to appreciate its full excellence. The cornering power is high, the car handling best on the faster curves, where the low-geared steering is not so noticeable. On a racing circuit, some tyre scream is heard, but quite hard driving on the road does not produce this effect. The stability in side winds and on wet roads is outstanding.

The heating and ventilation are very effective and the quiet fan can be used to boost the cool breathing air from the proper eyeball vents. Those big lamps give a beautiful carpet of light, even if I still miss the swivelling ones of the DS. The car at first feels less potent than it is, because the engine cannot be felt in action, but the acceleration is praiseworthy for a luxurious 4-door 5-seater with a 2-litre engine. The power-brakes are light in operation but permit heel-and-toe, which some people found difficult with the button.

Fuel consumption is moderate, indeed the CX is almost as economical as the GS at 70 mph cruising speeds. The rise in consumption is not great if a spot of illegal 100 mph motoring is enjoyed. This is a most important new car and I'm longing to try the CX2200.

SPECIFICATION AND PERFORMANCE DATA

Car tested: Citroën CX2000 4-door saloon, price £3,195 including car tax and VAT.

Engine: Four-cylinders 86 × 85.5mm (1985cc). Compression ratio 9 to 1. 102 bhp DIN at 5500 rpm. Pushrod-operated overhead valves in hemispherical combustion chambers. Weber twin-choke downdraught carburetter.

Transmission: Single dry plate clutch. 4-speed synchromesh gearbox with central remote control, ratios 0.80, 1.13, 1.83, and 3.17 to 1. Final drive by helical-toothed spur gears, ratio 4.77 to 1. Constant-velocity driveshafts to front hubs.

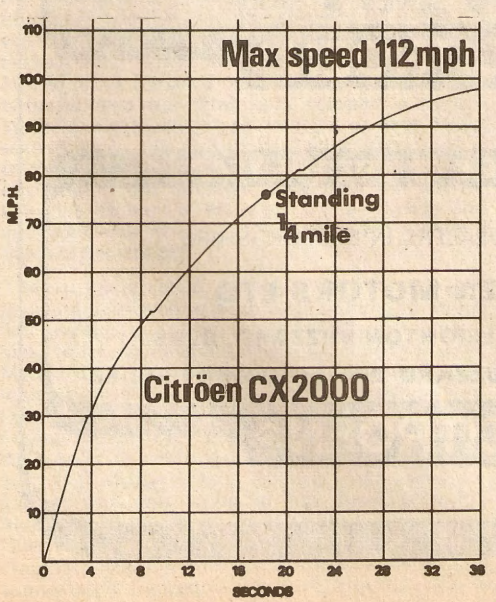
Chassis: Steel monocoque with full-length sub-frame. Independent hydropneumatic self-levelling suspension of all four wheels, powered by engine-driven pump, with front wishbones and rear light-alloy trailing arms, plus anti-roll bars both ends. Rack and pinion steering. Fully power-operated dual-circuit disc brakes, ventilated in front, with compensation for weight transfer. Bolt-on steel wheels, fitted Michelin 185/175 SR-15 tyres.

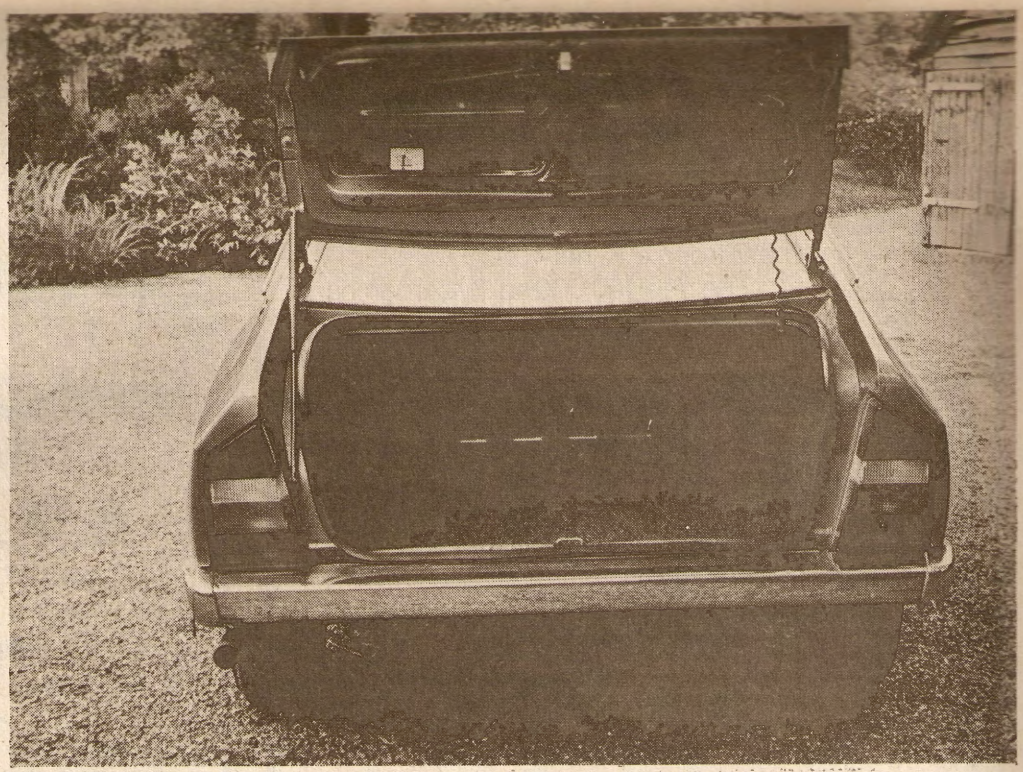
Equipment: 12-volt lighting and starting. Speedometer. Fuel and temperature gauges. Clock. Heating, demisting, and ventilation system, with heated rear window. 2-speed windscreen wipers and washers. Flashing direction indicators. Reversing lights. Cigar lighter.

Dimensions: Wheelbase 9ft 4in. Track 4ft 10in/4ft 5.5in. Overall length 15ft 1in. Width 5ft 8in. Weight 1 ton 4½ cwt.

Performance: Maximum speed 112 mph. Speeds in gears: Third 82 mph, second 52 mph, first 30 mph. Standing quarter-mile 18.2s. Acceleration: 0-30 mph 3.5s, 0-50 mph 8.2s, 0-60 mph 11.6s, 0-80 mph 20.5s, 0-100 mph 42.0s.

Fuel consumption: 22 to 28 mpg.

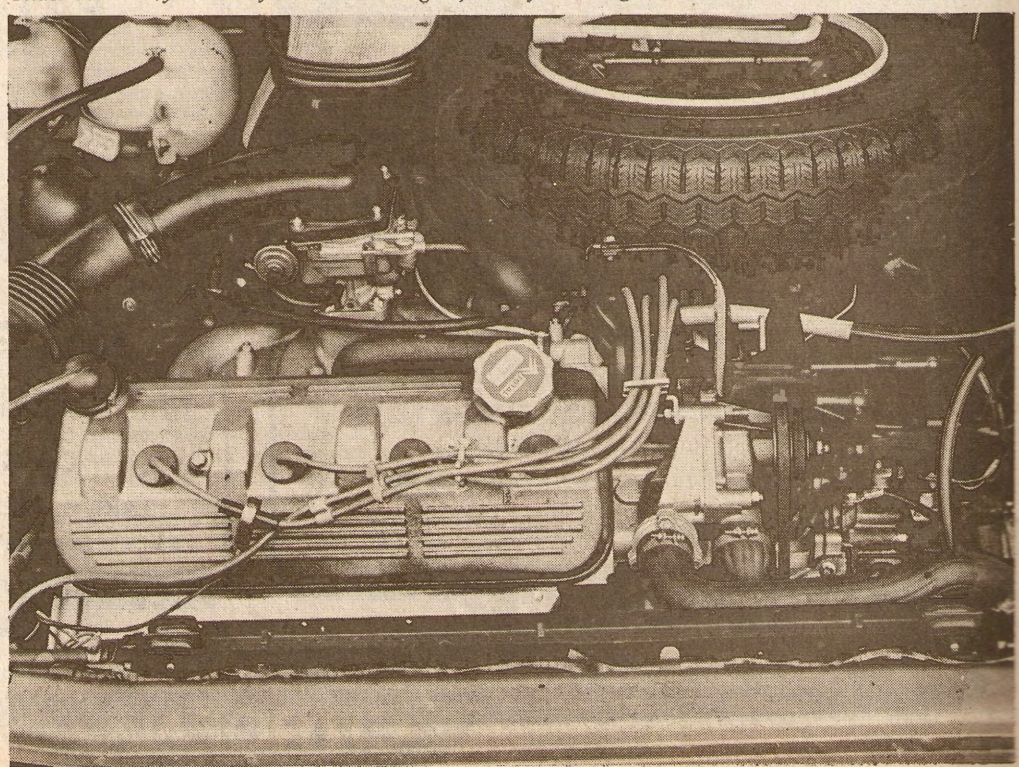


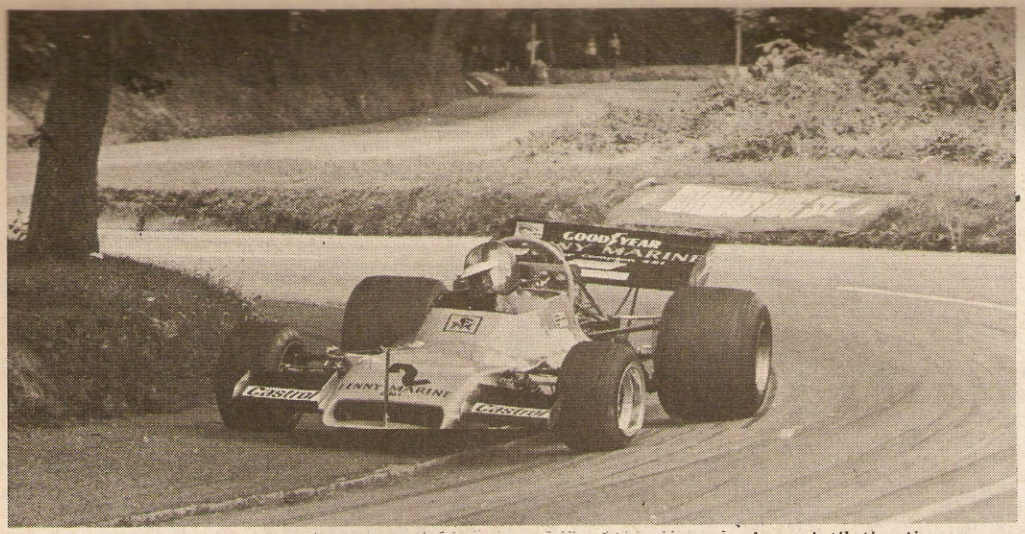


Above — low sill permits easy baggage loading. Below: distinctive low-drag frontal aspect.



Under bonnet layout is tidy and well arranged for easy servicing.





Roy Lane short cuts across the Val Des Terres pavement on his way to another scintilating time.

BOULEY BAY

Roy Lane strikes twice

The ninth round of the RAC hill climb championship saw the championship pacemakers crossing the channel for two non-mainland rounds last week with the Jersey MC & LCC playing host to the series on July 24 at the fabulous Bouley Bay venue. With the day fine and the one short sharp shower during the afternoon failing to worry the rapidly ascending cars, the championship chasers really rose to the occasion with Roy Lane and Chris Cramer staging yet another battle royal for honours with firstly, Lane leading and then Cramer slipping ahead by just 0.01s. On the very last run of the day Lane threw the mighty Fenny Marine GM1 up the hill to pip the Grunhalle Lager March of Cramer by just 0.02s in one of the most dramatic finishes to a championship meeting for many a long day.

Most regrettably only two cars contested the up to 1600 cc racing car class and it was the exceptionally well-driven Dulon FF of Ivor Jones which came out on top with a fine effort at 49.01s to head the Chevron B17C of championship contender Phil Sandwith by just over half a second.

It was again Roy Lane who set the pace in the large racing car class with two extremely consistent runs, the best at 43.14s, giving him a quarter of a second in hand over the Grunhalle Lager March of Chris Cramerl who was again determined to figure well on his sponsor's home territory. Alister Douglas Osborn was, as ever, in the hunt with the NJR Installations Pilbeam taking his by now almost customary third place this week just a fifth of a second astern of Cramer and well over half a second up on the Waring and Gillow Chevron B32 of a very much press on John Cussins. Ken MacMaster was faring extremely well with the Modus on his first visit to the Island, taking fifth spot at 45.07s, a quarter of a second up on the second Waring & Gillow car, the Brabham BT35X Repco of Malcolm Dungworth. Noel Le Tissier in only his sixth drive with his McLaren M10B looked most impressive, slipping into seventh place just behind Dungworth and taking a new local class record in the process, heading the Lola T142 of Bob De La Haye and the Monsieur Houbigant McLaren M10B of Simon Riley, both of whom ruined a run with moments. Martyn Griffiths fell foul of the bank at Radio Corner and damaged the front suspension of the Severn Advertising McLaren beyond immediate repair.

It was Guernseyman Sandwith who led away the top ten and although he turned in two consistent runs with the Chevron his best effort at 49.08s left him tenth but nevertheless highly delighted. Riley also proved consistent but still could not better his ninth qualifying position with the Houbigant McLaren while De La Haye took eighth place with the Lola at 47.03s, slightly slower than his class time. Le Tissier continued to impress, getting the McLaren down to 45.60s for seventh place while, as always, MacMaster was the model of consistency and tidy driving, recording two runs within 0.01s of each other and finally taking sixth place. He was just 0.09s behind the Chevron of Cussins, who could not quite repeat his first class run time but still just knocked MacMaster back a place with his first championship effort at 44.92s. The biggest improvement in the top ten came from Dungworth who really looked aggressive with the Brabham Repco getting down to 44.51s to head his team mate Cussins for fourth place.

The pacemaker at the end of the first runs was again Lane, who improved on his class winning time, getting down to 43.00s. Cramer, after a demon run to the final hairpin, suddenly suffered from a spluttery motor and slipped back to 44.28s while Douglas Osborn was again, despite reckoning that the hill was hard work, really having a go and slipped into second place at 43.49s; his second run was an even greater effort and he improved by 0.09s. Cramer came through the Esses into Radio like there was no tomorrow, quickly through Radio and into the hairpin and out, no dramas this time and over the line — 43.00s to beat and his time, 42.99s with Lane still to run. Throughout the day his start was beautiful and he flashed through the trees and into Radio, through, and the power on with no problems and likewise at the final hairpin. As he shot towards the line it just had to be a close one 42.99s to beat now, everyone waited for the time, it came 42.97s, and the crowd erupted, a tremendous way to end the meeting—victory to Lane on the last run of the day by just 0.02s. No matter who the winner was at Bouley on the road, it was a great demonstration of hill climbing by everyone concerned and certainly the spectators loved every minute of it.

ROBIN BOUCHER

BTD: Roy Lane (5.0 Fenny Marine Chevrolet GM1), 42.97s.

RAC Hill climb championship, round 9: 1, Roy Lane (5.0 Fenny Marine-Chevrolet GM1), 42.97s; 2, Chris Cramer (2.2 March-Hart 74B), 42.99s; 3, Alister Douglas Osborn (2.2 Pilbeam-BDG R15), 43.40s; 4, Malcolm Dungworth (5.0 Brabham-Repco BT35X), 44.51s; 5, John Cussins (5.7 Chevron-Chevrolet B32), 44.92s; 6, Ken MacMaster (2.0 Modus-Hart 420R M4), 45.01s; 7, Noel Le Tissier (5.0 McLaren-Morand/Chevrolet M10B), 45.60s; 8, Bob De La Haye (5.0 Lola-Chevrolet T142), 47.03s; 9, Simon Riley (5.0 McLaren-Rover M10B), 48.34s; 10, Phil Sandwith (1.6 Chevron-Ford B17C TC), 49.08s.

Class Winners: John Woolley (1.3 Mini Cooper S), 49.07s **(record)**; Maurice Ogier (1.0 Clan Crusader), 49.71s **(record)**; John Frampton (1.1 Terrapin-BMC Mk1F), 49.13s; Chris Tufnell (1.8 Maple Marcos), 53.36s; Ivor Jones (1.6 Dulon-Ford MP15B), 49.01s; Roy Lane (5.0 Fenny Marine-Chevrolet GM1), 43.14s.

VAL DES TERRES

It was thought by many people that the tenth round of the hill climb championship staged by the Guernsey MC & CC at Le Val Des Terres on August 2 might well prove to be the event where the smaller engined cars could break the domination of Roy Lane and the Fenny Marine GM1 but the championship leader had other ideas. His first practice run would have netted him fourth place in the championship run off while his second morning training effort produced a time that no other driver could match during the day. Just to prove his total domination, Lane went on to better even that climb as he romped to victory by the comparatively large margin of over half a second from the Grunhalle Lager March of a troubled Chris Cramer, who only held off a challenge from Richard Shardlow in Alister Douglas Osborn's Pilbeam by applying the aggregate rule after both had recorded identical times in the run off.

In the large racing car class Roy Lane again looked and proved to be in total command on his first and slightly faster climb of 33.82s which gave him a full second in hand over the Grunhalle Lager March of Chris Cramer, who was far from happy with the handling and also a little down on power. On his first visit to the Island Ken MacMaster was finding the hill very suited to his smooth driving style and came through well to take third place with the Modus ahead of local man Noel Le Tissier, who was again in fine form with his McLaren M10B. Richard Shardlow, last year's Guernsey winner, appeared at the wheel of Alister Douglas Osborn's NJR Installations Pilbeam and immediately figured on his favourite hill, taking fifth spot a tenth of a second up on the Waring and Gillow Brabham BT35X of Malcolm Dungworth, who just slipped ahead of John Cussins in the team's Chevron B32. With the Severn Advertising McLaren M10B rapidly repaired following the Bouley excursion, Martyn Griffiths was feeling his way back in most sensibly and took eighth place ahead of Alister Douglas Osborn who could not get to grips with the hill, having bent the nose cone on the pavement at the final bend in practice.

The up to 1600 cc class saw championship contender Phil Sandwith in command despite a suspected dropped valve on his Holbay motor and he powered his Chevron B17C to victory and also into the championship run off at 36.83s.

The championship run off was headed away by Phil Sandwith but he just toured to the top with a very sick motor and wisely, having collected a championship point, did not reappear for the second runs. Although he only qualified in ninth place Alister Douglas Osborn really screwed himself up for his second championship run of the day and found a mighty improvement right down to 34.80s, which took him through the field into fourth place, Martyn Griffiths half spun his McLaren over the finish line on the first run, but made no mistakes the second time. However, despite improving to 36.80s, still found himself in ninth spot behind the Brabham of Malcolm Dungworth whose second run was ruined by a poor start and an intermittent engine problem. The McLaren of Noel Le Tissier also posted its quickest championship climb on the first runs with an effort at 35.68s, which left him in seventh place as at Bouley. Richard Shardlow, however, was really starting to motor and both runs saw him well into the 34s range, the second at 34.30s exactly, equalling Chris Cramer's first run time.

Another man to drastically improve on his last run of the day was John Cussins, who suddenly found well over a second to come right down to 34.93s but he was so nearly caught by Ken MacMaster who, unlike most drivers, was not using the pavement at the top end of the hill as he feared that he might damage a wheel. He just failed by 0.01s to catch Cussins and so took sixth place. Cramer, having posted a first run time of 34.30s, was robbed of any chance of an improvement as the motor would not pull cleanly off the start line and although he tried all he knew on the top end of the hill he could not improve but still just hung onto second place on aggregate from Shardlow. However, the real man of the meeting was, again, Roy Lane who really seemed at home on the very difficult hill, neatly settling matters with his first climb in the Fenny Marine GM1 at 33.94s. But, as at Harewood, he gave everything the second time and set his seal on the day's proceedings with a new BTD mark of 33.73s, over half a second clear of his nearest challengers. With two Channel Island wins under his belt he has really consolidated his lead in the series and must now, barring a severe misfortune, be a very difficult man to beat for the series.

ROBIN BOUCHER

BTD: Roy Lane (5.0 Fenny Marine-Chevrolet GM1), 33.73s.

RAC Hill Climb Championship, round 10: 1, Roy Lane (5.0 Fenny Marine-Chevrolet GM1), 33.73s; 2, Chris Cramer (2.2 March-Hart 74B), 34.30s; 3, Richard Shardlow (2.2 Pilbeam-BDG R15), 34.30s; 4, Alister Douglas Osborn (2.2 Pilbeam-BDG R15), 34.80s; 5, John Cussins (5.7 Chevron-Chevrolet B32), 34.93s; 6, Ken MacMaster (2.0 Modus-Hart 420R M4), 34.94s; 7, Noel Le Tissier (5.0 McLaren-Chevrolet M10B), 35.68s; 8, Malcolm Dungworth (5.0 Brabham-Repco BT35X), 36.29s; 9, Martyn Griffiths (5.8 McLaren-Chevrolet M10B), 36.80s; 10, Phil Sandwith (1.6 Chevron-Holbay B17C), 41.13s.

Class Winners: Maurice Ogier (1.0 Clan Crusader), 38.21s **(record)**; John Woolley (1.3 Mini Cooper S), 37.92s **(record)**; Roy Lane (5.0 Fenny Marine-Chevrolet GM1), 33.82s; Roy Tostevin (1.0 Cooper-Ford T76), 37.27s; Phil Sandwith (1.6 Chevron-Holbay B17C), 36.83s.



Tony Pond and Dave Richards went out to win the Tour of Britain and ended up with the goodies. Below, Pond enjoys the fruits of victory with Dave Richards (left). Above, their RS2000 swings round a sharp right at Cotham Fields.

AVON/MOTOR TOUR OF BRITAIN

In the steps of the master

By BOB CONSTANDUROS

Photos by COLIN TAYLOR PRODUCTIONS



There are many who would like to have the title: "the next Roger Clark," but the name is only connected with a few. But while the man himself was winning the Total Rally in South Africa over the weekend, Londoner Tony Pond laid a very real claim to the title by emulating Clark's feat of last year by dominating the third Avon/*Motor* Tour of Britain. It wasn't just his experience of rallying that won him the three day event, but also his speed in the five races held. His Escort RS2000 was quick throughout, superbly prepared by Pond himself and serviced by his own crew. Every slight default was quickly checked and possibly the part replaced, and throughout the event, he had just one major problem when a hard landing bent the cross members and lowered the engine in its mountings. Dave Richards from North Wales watched the man in action from the passenger's seat, and aided the crew to their victory. Brian Culcheth, with *Autocar's* editor Ray Hutton in the Dolomite Sprint's passenger seat chased Pond throughout the three days and one night in which the event was held, but he was consistently held up by a faulty rev counter which cut his speed in races and over the stages. Bernard Unett and Neil Wilson brought Halesfield's Avenger into third place the first of the 1300 cc to 1600 cc cars which was a tremendous, consistent effort, and behind them came Gordon Spice and Stan Robinson in the latter's Wishart Garages Capri, who had various problems throughout the three boiling days. Russell Brookes and John Brown were going well but dropped a place after the same yump that claimed Pond on Eppynt cracked their sump and broke both rear shock absorbers, and in the next race, Brookes had to stop and top up the RS2000 with oil after it had all leaked out. There were many stories of incidents and fun to be told by most of 51 finishers, but an unfortunate one came from Colin Vandervell who hit a sheep on the infamous Eppynt ranges on the first stages and his holed radiator stopped him from completing the second long stage. Once again, it was tremendous event, enjoyed by many, with more special stages and lots of action throughout.

The event started, rest halted and finished at the Great Barr, Birmingham Post House and on Friday, the cars left from there early in the morning to go to Silverstone. Notable non-starters were Tom Walkinshaw who couldn't find the money and Mr and Mrs Alderton in their Honda Civic failed to appear. But an early retirement came at Silverstone, when Lloyds insurance broker Ian Bracey found no oil pressure in his Mustang, and nonstarted the race and thus the event. But there were others too. Chris Wathen overheated his RS2000 in the 15 lap second race while both Gerry Marshall and Barrie Williams were in trouble with their Vauxhall and Mazda respectively. Williams had a massive misfire — heard it before? — but struggled round, while Marshall had a tyre burst on the grid, and then another burst as he threw his car through Woodcote. As Tony Lanfranchi's Hemicuda and Brian Pepper's Chevrolet Camaro quickly went to the top of the first leaderboard, Marshall struggled round slowly, not having another tyre to change, and immediately dropped a lot of time. Colin Vandervell had Alec Poole up his chuff throughout their race after and set third fastest time. But John Handley had been leading this race in a Dolomite Sprint when a valve head came off his Aldon prepared engine and chewed up the piston, and this favourite was out almost before he had begun.

The field straggled up to Stoke Park for the first of the stages, a flat airfield type of thing mainly on tarmac and on this Culcheth and Hutton were quickest, from Will Sparrow/Rodney Spokes' Rylands Vauxhall Magnum and then Pond. Derek Wileman put his co-driver Haydn Cappell in hospital on this one when his Avenger rolled, and another in trouble was Jennifer Birrell/Virginia Hall-Leeke in one of the three Halesfield Avengers when Jennifer went off and buckled three wheels getting back onto the stage.

Barry Foley went off on this one and although his Chevette wasn't damaged, he was restrained from continuing.

But it was early days yet, and next the field went to Stapleford Park in Leicestershire, a tight section at the start, opening up into a very fast loose bend which straightened out into a quick section. Pond took five seconds off Culcheth, Brookes and Sparrow on this one which meant that he was already second to Lanfranchi only at this stage. Brookes was still sorting his car out, for the preparation was somewhat suspect and Brookes had lost quite a lot of time at Silverstone. Gerry Marshall, with Mike Broad, holed a fuel tank on this one, but it was soon blocked up and on their way to Cotham Fields, another flat, featureless airfield type affair just off the A1. Sparrow was again the bridesmaid to Pond here but only by a second and once again Culcheth was quick just behind them. Barrie Williams and Peter Jopp had a big off here in their Mazda RX3 and lost another eight minutes as all four wheels were off the ground. Barry Andrews in another Arian prepared RX3 went off twice with Richard Hudson-Evans and they lost a lot of time after a good race at Silverstone.

Then it was on to Cadwell Park, late in the afternoon, where Lanfranchi had an unfortunate moment without brakes and the 'Cuda went straight on into the barrier at the bottom of the Mountain. He lost a lot of time here for that reason, but the Lawrencetune team patched it up and it was on its way some time later. Pond again was quick, the quickest but only just from Culcheth who had Vandervell and Poole right with him in the eight lap race which possibly slowed the times. Lanfranchi had been holding up Spice in their race, and Spice lost a couple of lamps in various contacts. Pond was in a separate race and simply had no opposition to hold him and set his time almost completely on his own.

In the lower classes, Unett won from Adrian Boyd's Halesfield Avenger, followed by Andy Dawson's similar car and then Jennifer Birrell. In the 1001 cc to 1300 cc class, a good battle was brewing between the Tony Dron/"Madeleine" Fiat 128, the Gordon Bruce/Peter Voigt Escort Sport and the Jon Dooley/Ian Marshal Alfasud Ti. Dron

and Dooley were sharing the fastest times with Bruce usually being second or third, so it looked good in this class although Dron picked up a road penalty for being late out of a control. In the baby class, Richard Piper was giving Leena Skoog a fast ride in the Hillman Imp but Gethin Jones was usually close behind on the stages, although the little Renault 5 went flying at Stoke Park when it hit a hard rock of sizeable proportions, at least for a Renault 5.

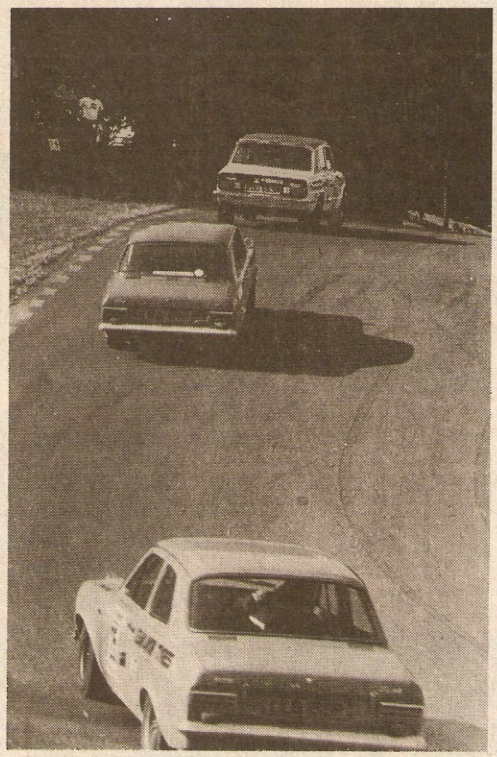
From Cadwell Park, the field wound down through Lincolnshire and Norfolk to the Sennowe Hall stage, a long one this, in the gathering dusk, for it wound through the trees mainly on loose ground, some of the section being tight and some loose. The rally drivers loved it and here, one official noted, they could make up a lot of time on the racers, while the racers could lose lots on the slippery surfaces. One disadvantage was that there was a lot of dust about and in the woods, lights just failed to penetrate the still lingering dust of the previous cars. But it was decided to allow the dust to settle after thirty cars had gone through, so that at 31, Pond and Richards had as clear a run as they could have wished. It wasn't surprising in view of all factors that they had the fastest time here, and now in the lead of the event, they picked up ten seconds on this stage alone on Will Sparrow/Rodney Spokes in the Magnum with the Swede, Valter Jensen in his showroom BMW 2002 Tii third quickest.

Alec Poole and Derek McMahon in the latter's RS2000 lost quite a lot of time when their lights went out, and Spice was another to miss out for the same reason after his incidents at Cadwell Park. Andy Dawson with his wife Victoria were also quick, and he took nearly 14 seconds off Unett on this one stage. Dooley was easily quickest of his class here while Piper lost 10s to Gethin Jones although Jeff Williamson was the fastest in his Renault 5.

From here, it was on to Snetterton for the 20 lap night races. There was lots of action in the paddock before the races for Pond had broken a half shaft seal on the previous stage and that was changed. Gerry Marshall, whose Marshall's Chunky Chicken Vauxhall had not been too happy on its rear axle since doing a couple of laps at Silverstone without a blown tyre, had the whole thing changed in 15 minutes which was a phenomenal effort by the mechanics. John Cooper in his BMW 3.0 Si led the first race for most of the way, but a petrol smell caused him to pull off to investigate so that Gordon Spice was the leader in the Capri for the rest of the race and set the fastest time. But there was lots of action lower down, for Jody Carr, son of golfer Jo Carr, lost a wheel coming out of Russell and Stuart Rolt went off in his similar Capri into the Armco and Andrew Major (Vauxhall Magnum) also got involved in the melee. In true Tour of Britain style, all managed to get patched up to continue, Rolt and Eddie Charlton being the worst damaged in the Capri. The quick times were set in the second race, for once again Tony Pond starred on the tracks



Will Sparrow and Rodney Spokes put up many good times in their Ryland Magnum, but all to no avail when the diff broke at Oulton Park.



Below, Brian Pepper gets a little out of shape, but got his Chevrolet Camaro round the entire tour in one piece. Above, Brian Culcheth leads the ill-fated RS2000s of Alec Poole and Colin Vandervell round Cadwell.



setting second fastest time to Spice and leading his race with Vandervell and Culcheth who had spun some way behind. Poole was also delayed with duff plugs which caused misfiring.

The order at this stage overall was that Pond and Richards were leading by some 40 seconds from Vandervell and John Gittins in the RS2000 with Culcheth and Hutton just one second behind. Spice held fourth 14s behind them and Alec Poole's consistency had been rewarded with fifth place, despite his lights problem on the previous stage. More consistency was shown by Unett up in sixth while Brian Pepper had done well to keep his Camaro on the road and tracks and was seventh with Jim Marsden. Out altogether here was Lanfranchi who spun the Hemicuda, and when it went over a kerb, it cracked the sump. Lanfranchi continued until all the oil disappeared and nasty noises could be heard, heralding his retirement.

The field then had to find Stoke Park again and in the dead of night, it was difficult for the amateur racers to find the place and drive while the co-driver got some sleep. The entrance to the stage was littered with cars and sleeping bodies, but the marshals were doing a good job waking everyone up before they went off on the stage again. One man who was well awake was Tony Pond who once again set the quickest time, taking more time off Culcheth who was 10s behind and once again, the man right behind Pond was Sparrow. Russell Brookes was back in the hunt, eight penalties behind Pond with the third quickest time from Vandervell and then Culcheth. Prince Michael of Kent with Nigel Clarkson driving retired here when they had a small fire when an oil pipe came off, but the car was basically undamaged. However, they had been well back with a broken throttle cable at Silverstone and overheating at Snetterton. Barrie Williams' Mazda was making a hell of a row because the exhaust had broken but he had temporarily got rid of his misfire although it was to return. The team were also short of spares.

The route then wound over towards the M1 again, this time for Hanyards, a stage used last year although on a different format. It was occasionally rough on this one but there appeared no dramas for the leaders at least. Pond was again quickest although Culcheth was one second behind him and Brookes another three behind him and going well. The same can be said for Sparrow who was the fourth quickest, this time being equalled by Chris Field/Keith Read (Hillman Avenger) who'd been going well on the stages and in the races and were in the top ten.

Then came the rest halt back in Birmingham and most of the RS2000s were heralded with the clanking of differentials. One of the worst was that of David Da Costa, one of the few still on the single carburated, small valve head set up. A certain amount of swopping went on, and Vandervell got another diff as did Da Costa. But with only 40 minutes to get to Weston Park along the crowded A5, it was a bit tight for Da Costa but he made it without penalty, despite the diff change taking 20 of those 40m.

Weston Park was a mainly fast stage with a very tight hairpin right in the middle. Gerry Marshall had an alarming moment on this when distracted by a young marshal (Marshall meets marshal?) and went off the stage and clobbered the young



Bernard Unett and Neil Wilson go yumping on Burwarton on their way to a fine third place in Halesfield Motors' Avenger GT.

man. Although he did an alarming acrobatic manoeuvre, he was unhurt and Gerry continued with only a slight bump in the wing. Gethin Jones was another with dramas here for the car fell over at the hairpin. However, there were lots of spectators about and they soon pushed the Renault 5 the right way up and he continued, losing a mere 15 seconds. The quickest on this smooth stage was Pond again with Culcheth right behind and then a gap to both Vandervell and Brookes while Tony Drummond had a good stage here for the first time and got into top ten for the stage. Da Costa celebrated his new diff here with a double spin at the hairpin while Andy Dawson rubbed muck in the faces of the Halesfield Avengers from nearby Telford by setting the quickest time in their class.

Further west into Shropshire were the the next two stages to run concurrently, Burwarton and Ditton Priors. The former ran along the side of a hill on smooth road with some tight sections and the latter on loose road with fast roads between military armoury sheds in the trees and hairpins at each end. Each road looked the same and as one belted down one row of sheds, it seemed so similar to the one that the driver had come up the other way that it could be unnerving. But the story was still the same on both stages — a Tony Pond domination again — the pressure just never let off. On the first, he was 2s up on Sparrow, and on the latter, 5s up on Russell Brookes. Vandervell lost out on both stages and Culcheth lost time on the second too, so that Pond got even further away. There just seemed no stopping him. John Cooper lost more time here in the BMW, but he was some way away from Gordon Spice anyway. Andrews and Hudson-Evans went out here with a cracked sump in the Mazda after an "off" at Stoke Park.

Cooper, Spice and Jody Carr had trouble on the way to the next stage at Loton Park for the traffic through Shrewsbury was really bad and huge queues held up any competitors who didn't just take the bull by the horns and say that he had to get through. This Carr and Cooper did, but a policeman took offence and delayed them as he didn't like their driving. The subsequent road penalties, however, were deleted after the circumstances were discussed. Loton Park used some of the hillclimb as usual and then deviated onto loose road which caused the occasional problem but there was no change at the top end of the three with Pond taking two seconds from Russell Brookes and Culcheth a further two seconds down with Sparrow. It all kept the order wide open.

Then it was on to Oulton Park for the final event before the night stop. There were some fairly dramatic changes here, and one might have expected Gordon Spice to have slowed for his brakes at this stage were paper thin. However, he won the first race from Barrie Williams who was actually leading his class despite his problems. Wendy Markey had been well up but a spin lost her some time here while in the same class, poor Will Sparrow, who'd been doing really well in the Rylands Magnum, had the diff break in the race and he dropped right away from the leaders. Pepper had the gear selection break but it was repaired although he lost time in the race.

In the next race, Alec Poole really had the measure of his rivals, leading from Vandervell and Pond by some way, but on his final lap, there were nasty noises from the engine, clouds of smoke and he was another retirement from the top ten after a really fine drive, in this race in particular. In fact it would seem that he would have had easily the fastest time here, for Pond, in the same race was the quickest overall by some two seconds from Spice. Culcheth was in more trouble with the rev counter and was eight seconds down on Pond and five on Vandervell. In the next race, Bernard Unett furthered his lead, but teammate Adrian Boyd dropped a lot of points here when he went off on the new part of the circuit and hit the Armco. The car was patched up well by the Halesfield mechanics and he continued despite a lot of penalty seconds.

Back at Birmingham for the night halt, the situation could now be summed up by saying that Tony Pond and Dave Richards were well and truly in the lead. They had an advantage of 81s over Culcheth now and there seemed nothing to stop them. Vandervell was in third place at this stage after some undramatic and careful driving while fourth was the Capri of Spice and Robinson which was leading the class fairly easily. Unett, by virtue of more steady driving and good results was in fifth with an unmarked car, while Russell Brookes had put in some quick drives to wipe out his early deficit and come in seventh. Mexico driver Graham Hollis with Euros Jones put in a really creditable performance on both races and stages to bring his RS2000 up to eighth place. Chris Field was another to do well and be in the top ten at this stage, and it was completed by Russell Close/Colin Wilson (Escort RS2000) who were worrying about the differential which was clonking noisily and they were expecting it to pack up at any moment.

In the classes Barrie Williams' raucous Mazda had control of the 2001 cc to 2500 cc class from Gerry Marshall/Mike Broad, although these two were in 21st and 25th positions respectively but naturally enjoying the event as they know how. The Escort class was well taken care of by Pond etc and Unett seemed uncatchable in his class although Andy and Victoria Dawson were still very much in contention. The 1000 cc to 1300 cc class was still a really good battle, for at this stage, Jon Dooley/Ian Marshall had a mere five seconds over Dron and "Madeleine," the Penthouse pet. Dron had been missing out on some of the circuits but was getting his own back on the stages and was usually the quickest, but the long races would take their toll again. The two had left Gordon Bruce behind in third and it was brewing up for a good final day. In the small class, Richard Piper and Leena Skoog had control of the situation in the Imp quite easily with now Keith Collier's Renault 5 next. Piper was in fact having trouble with a petrol tank which had muck in it, but still had enormous cushion to the rest.

Now it was just the final day, the infamous Eppynt stages a showground effort at Builth Wells, and then more races at Mallory Park. Unfortunately, the forestry stages that were to have been included had to be cancelled so that it was just a long haul down to Wales for the stages and then the long haul back again. Under the blazing skies that caused drivers to lose pounds in the hot cars, they slowly arrived at the dual carriageway that leads on to Eppynt and drove down what was the first stage last year to what was the second stage last year and comprised the first this year. It was Clucheth who was still piling on the pressure when he could who was the

quickest here, by just two seconds from Russell Brookes but then there was a sizable gap to Pond and Vandervell on the same time, 19s behind the others. But Vandervell was in trouble by the end of the stage. Halfway around the stage he had collided with a wandering Welsh sheep, killing it and smashing in the front of the car. The radiator was holed and the car leaking water. It was doubtful if he could make the service point at the end of what was going to be at least 11 minutes of hard motoring on the second stage. And sure enough, he didn't. He didn't even make halfway and Vandervell's excellent efforts had come to nought.

But there was even more drama to follow. About a quarter of a mile down Eppynt 2, the same as that used last year, a high yump claimed both Pond and Brookes, one after the other. Brookes was the first, landing heavily enough to push the sump guard into the engine, crack the sump and break both rear shock absorbers. The RS2000 bounced happily along the rest of the stage which must have been upsetting for the crew, and none too competitive either. "It's the first time I've ever damaged a car on Eppynt," said the acknowledged rangemeister.

Next down was the leader, Pond and down he came too on the yump. The symptoms were different though with the engine dropped and the cross members bent but the leader still set second fastest time, 17s behind Culcheth who was really motoring well. Then as Pond crossed the stage first, an oil line came off, but the resultant small fire was quickly put out. Will Sparrow had his car repaired for the Eppynt day and recorded another third fastest time with the Magnum. A really creditable fourth fastest was John Cooper in the BMW with Martin Holmes who rocketted up the steep hills to be just one second quicker than Andy Dawson. Wendy Markey was one who disappeared here, her tyre markings heading straight over the sort of cliff that makes Eppynt drivers extra careful. The car went down about 200 feet and was saved from at least the same again by a small tree. Fortunately, both Wendy and Frances Cobb were unhurt but there was no way that anyone was going to see the car running again.

Next was a small showground stage at nearby Bliuth Wells, a rather tight affair with very little loose but a number of spectators to bolster the gate. There was going to be little to gain from this stage, because the margins would be so tight. Adrian Boyd in the Halesfield Avenger was the fastest by two seconds from Tony Drummond doing his best stage so far in sponsored-by-everyone Triumph Dolomite Sprint. Then came a whole gaggle of six a further 2s behind.

In the service area afterwards, there were frantic efforts to put to rights the damage to Pond and Brookes' Escorts. Brookes had a crack in the sump which was naturally leaking oil and this was plugged with filler to stem the leak but on the way to Mallory Park, the seal cracked and out leaked the oil again. It was just a matter of topping up the oil whenever the pressure dropped. Pond's problems weren't too bad. The steering was heavier because of the bent cross members and the engine was bolstered up to its right height with a rubber block so the leader was still safe.

So now it was just Mallory Park, and the heat was stifling in the cars. Some of the cars were experiencing vapourisation and drivers felt that fuel pipes could be flattened in the heat, thus causing fuel starvation and subsequent lack of power, especially over Eppynt.

At Mallory one felt that it was just a matter of finishing. One disaster occurred to John Cooper's BMW whose differential packed up just before the race and there was no spare — a frustrating happening. Tony Pond was still not letting up the pressure and he was the fastest in the races, taking some six seconds off Culcheth who was still having trouble with the rev counter. Graham Hollis had a good dice with Bernard Unett throughout and won his race and set the third fastest time which was a good effort. Russell Brookes lost a little more time here having to come into the pits and fill up with oil. In fact it was somewhat doubtful if he'd be allowed to start as the car was leaking oil, but Russell looked the wrong way at the right times and managed to ignore official shouts. His problems had dropped him down the results, but it was still an excellent effort considering what he'd had to put up with. Russell Close had a real misfortune here when he pulled off with the thermostat jammed shut. "The diff, yes," said co-driver Wilson "but not the bloody thermostat." They had been in eighth position.

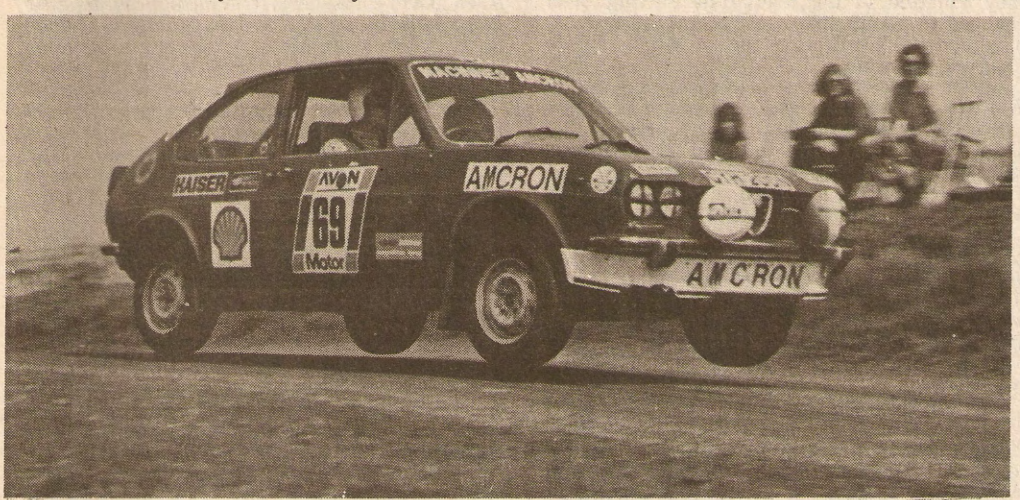
So back at Birmingham, Tony Pond was acclaimed a deserving and convincing winner. On the tracks and stages he'd driven fast and well, never putting a wheel wrong and ably navigated by Dave Richards. Brian Culcheth had flown the flag well for British Leyland but things weren't always right for him and he'd soldiered on exceedingly well. In third was the really reliable Avenger of Bernard Unett and Neil Wilson, an amazing feat for a 1600 cc car and he had overhauled Gordon Spice well in the Capri, Gordon suffering from lack of fuel at Mallory Park and having an unaccustomedly slow race.

Fifth was another 1600 cc car, that of Andy and Victoria Dawson, another good effort as Victoria was on her first event and Andy had kept the car in tip top condition throughout. Sixth was Brookes despite his problems losing just the one place to Dawson, and seventh was Graham Hollis, a complete unknown to many and one who really impressed. Eighth was Chris Field in another Avenger, a really good effort again from his rally man, while ninth was Peter Hanson who'd soldiered away happily with Johnson of Gainsborough's Escort RS2000 and drove steadily to slowly move up the field. Tenth was a superb effort from Swede Valter Jensen/Haakon Stamnes who had a really totally clean BMW 2002 Tii at the end of the event and drove superbly on the stages, even if the car lacked bhp on the circuits.

Brian Bepper got his Camaro round to the finish without a mark from the event to win the big class of which he was the only survivor and Spice of course won the next class down. Barrie Williams had virtually blown another exhaust in his Mazda RX3 for the next class, despite finishing 15th, and of course Pond took the next class down and Unett the next.

Still keeping up their battle right to the end were Dooley and Dron and it was the journalist who took the honours, for although he was soundly thrashed at Mallory Park, he'd pulled out enough over Eppynt to accept the cushion and it was a really impressive dice to the finish. Richard Piper kept up his efforts right to the end to take the small class while Gethin Jones took many seconds off his rivals to take second in class after enough problems to fill another page.

So there was just the final prize giving which seems to get better all the time. It went on for most of the night in some form or another, and the happenings would fill yet another page. Let it just be said that everyone had a good time, quite a lot of people were thrown in the swimming pool, and an unknown racing driver of substantial proportions was seen to undress a policeman.





A fine class battle merged between Jon Dooley's Alfasud (above at Eppynt) and Tony Dron's Fiat 128 (below). In the end, the class honours went to Dron, but only just.

Third Avon Motor Tour of Britain
Five races, thirteen stages

1 Tony Pond/Dave Richards (2.0 Ford Escort RS2000), 3,376 penalties
2 Brian Culcheth/Ray Hutton (2.0 Triumph Dolomite Sprint), 9,423
3 Bernard Unett/Neil Wilson (1.6 Hillman Avenger GT), 9,641
4 Gordon Spice/Stan Robinson (3.0 Ford Capri II), 9,667.
5 Andy Dawson/Victoria Dawson (1.6 Hillman Avenger GT), 9,738
6 Russell Brookes/John Brown (2.0 Ford Escort RS2000), 9,784.
7, Graham Hollis/Euros Jones (2.0 Ford Escort RS2000), 9,806
8, Chris Field/Keith Read (1.6 Hillman Avenger GT), 9,862; 9, Peter Hanson/David Johnson (2.0 Ford Escort RS2000), 9,922; 10, Valter Jensen/Haakon Stamnes (2.0 BMW 2002Tii), 1,001; 11, David Da Costa/Bob Constanduros (2.0 Ford Escort RS2000), 10,029; 12, Jennifer Birrell/Virgina Hall-Leeke (1.6 Hillman Avenger GT), 10,051; 13, Chris Daisy/Roger Bateman (1.6 Hillman Avenger GT), 10,094; 14, Tony Drummond/Philip Boland (2.0 Triumph Dolomite Sprint), 10,106; 15, Barrie Williams/Peter Jopp (2.3 Mazda RX3), 10,255.

Over 3000 cc class: 1, Brian Pepper/Jim Marsden (5.7 Chevrolet Camaro), 10,628; no other finishers.

2501 cc to 3000 cc class: 1, Spice/Robinson, 9,667; 2, Stuart Rolt/Eddie Charlton (3.0 Ford Capri GT), 10,653; 3, Jonathan Ashman/David Gordon (Mercedes Benz 280E), 11,460.

2001 cc to 2500 cc class: 1, Williams/Jopp, 10,255; 2, Gerry Marshall/Mike Broad (2.3 Vauxhall Magnum Coupe), 10,448; 3, Will Sparrow/Rodney Spokes (2.3 Vauxhall Magnum Coupe), 10,485.

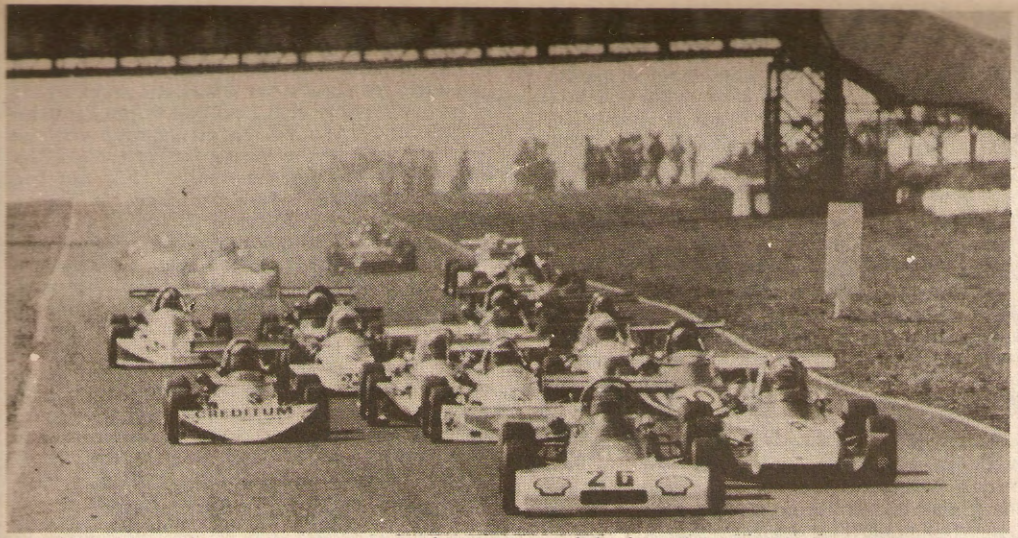
1601 cc to 2000 cc class: 1, Pond/Richards, 9,376; 2, Culcheth/Hutton, 9,423; 3, Brookes/Brown, 9,784.

1301 cc to 1600 cc class: 1, Unett/Wilson, 9,641; 2, Dawson/Dawson, 9,738; 3, Field/Read, 9,862.

1001 cc to 1300 cc class: 1, Tony Dron/"Madeleine" (1.3 Fiat 128 Coupe), 10,262; 2, Jon Dooley/Ian Marshall (1, 2 Alfasud Ti), 10,269; 3, Gordon Bruce/Peter Voigt (1.3 Ford Escort Sport), 10,536.

Up to 1000 cc class: 1, Richard Piper/Leena Skoog (1.0 Sunbeam Imp Sport), 11689; 2, Gethin Jones/Roger Cashman (1.0 Renault 5TL), 12,232; 3, Keith Collier/Alan Mash (1.0 Renault 5TL), 12,366.

Manufacturers team award: Satra Motors. **Trade team award:** Halesfield Motors. **Club team award:** BTRDA. **Journalists award:** Dron. **Mixed crew award:** Dawson. **Ladies award:** Birrell. **Index of performance:** Pond. **Private entrants award:** Jensen.



The Formula Three pack heads towards the first corner and the first of the first lap skirmishes.

KNOCKHILL

Neve establishes the pace

The two-day meeting at Knockhill organised by the Lothian Car Club, last weekend, featured as its main attraction a 30 lap Formula 3 race, which had attracted leading drivers in the BP Super Visco F3 Championship. Despite the weather being excellent, somehow the crowds will not come on a Saturday in Scotland, especially to this wind blown hill circuit, where in practice, young Eddie Cheever in his Modus had equalled the circuit record. However it was Patrick Neve in the Safir who ran away from the Modus of Danny Sullivan during the race, as Gunnar Nilsson in the works March equalled the outright circuit record in a race that ended in dispute. In the well supported special saloons events Walter Robertson had two wins and Norman Hodgson had the troubles, the roles being reversed on Sunday, while Jim Dryden (Mini) and John Fyda (Agra Imp) set new class records, as did Chris Jones with his Group 1 Mazda RX3 Coupe, in the production class, which along with the Libre events were very poorly supported.

The opening 12 lap event for special saloons was led initially by Norman Hodgson (2.0 Escort FVC) pressured by Walter Robertson for five laps before he took his Escort through, as Hodgson had trouble with the throttle sticking open and dropped to fifth after an excursion on to the dirt. He fought back but could only take fourth place from John Fyda who led the 1 litre class in his Agra Imp, as Jim Dryden and Jim McClements scrapped for second place in their Minis. Ian Forrest held a lonely sixth spot until half distance well ahead of Ian Rogerson's Mini, Graham Stupple and Jim Pinkerton in Minis.

The Production saloon race which followed, if small numerically, bristled with drama as the Mazdas of Chris Jones and Ian Smith led the Capri of George Windrum, hotly pursued by the Escort Mexico of Tom Meldrum and Vic Covey (Mazda). By lap two Meldrum had ousted Smith from second place but then could not fend off the Capri which by lap five was challenging Jones' lead, as Smith took Meldrum on an outside line at the first right-hander, promptly sliding off in a huge cloud of dust but continued to see Meldrum emulate this next time round — neither losing their places to Vic Covey whose Mazda adopted some lurid cornering antics.

With Eddie Cheever on pole in the Modus M1 and Patrick Neve one fifth second slower in the Safir sandwiched by Danny Sullivan in the works Modus, sharing the front row and a lot of pushing from the drivers behind, the scene was set for the 30 lap BP Formula 3 championship round. As the flag fell the road to the first corner was a solid phalanx of cars, some with wheels on the dirt on either side of the track — until Cheever felt his engine go off in the braking area for the first corner and cars fanned out on either side of him, depositing Rupert Keegan in his March into the catch fence, but he and the rest continued, the March shedding its nosepiece on the way around. The next right hander claimed Herve Regout and Richard Hawkins, but the race was commanded by Neve, Sullivan, and Nilsson with Ingo Hoffman (March) and Graham Hamilton, going well in the Macdonald Shand, Ecurie Ecosse March 753, who kept in front of Pierre Dieudonne (B&O March), who had Alex Ribeiro charging after him.. Meanwhile Keegan was picking up places in the noseless BAF March-Toyota, finally to take eighth place, two laps behind the leader but ahead of Peter Clarke (Modus M1) and Ken Silverstone (March 743). The leading positions held until the flag but results could not be finalised due to a protest by Modus. They accused Safir of starting Neve's engine with an auxiliary battery which they admitted — the regulations having been changed to permit this, just recently. The RAC have undertaken to prove this to Modus before finalising the result.

An unscheduled invitation saloon race found Walter Robertson (Escort), overwhelm Hodgson whose Escort this time had clutch problems, this allowing Jim Pinkerton (Mini) and Ian Rogerson to move up, while Chris Jones in his Mazda gained a new production saloon lap record squabbling with the Minis of Jim Philp and Mike Findlay.

The Saturday meeting ended with a five car *Libre* race in which Andrew Jeffrey asserted himself in his Chevron to run away from Bob Rollo (Lotus 69) and Jim Mathewson (Gryphon C73/74), who pulled away from Allan Sharp (Mallock U2) and Don Moffat (FF Alexis). Mercifully the race was cut to 12 laps instead of the scheduled twenty-five.

The Sunday seven event meeting was graced with the same scorching weather, which fortunately attracted a larger number of spectators, and started with a four car production saloon event which saw the solitary Escort Mexico of Tom Meldrum take on three Mazda RX3 Coupes and even take the lead at mid distance only to be pipped by Chris Jones, who held a fractional lead to the finish with Ian Smith and Vic Covey completing the field which was covered by six seconds at the flag.

The large Formula Ford field promised plenty of action, with six cars contesting the lead held by Duncan Hall (Hawke DL11/12) from Colin MacLean (MRE 73/75 F), Allan Wilson (Elden Mk 8), Stu Lawson (Hawke DL 12), George Mundell (Royale RF 16A), and Peter Morrison (Crossle 25F). Graham Hamilton (Van Diemen RF75) led the next group after Neil Williamson dropped out. On lap seven the picture changed when MacLean challenging for the lead at the first bend, tangled with Hall and found himself with a badly damaged car in the Armco. This melee elevated Mundell to the front, never to place a wheel wrong. Lawson and Wilson were close behind, with Hamilton taking fourth place.

At last John Fyda with his Imp seems to have good luck on his side, as he took command of the first heat for Special saloons and ran away from the field after his main opposition, the Forrest Imp of Ian Forrest lost time on the dirt on the opening lap. Thereafter he hustled through the field, to second place, gaining the place when Jim McGaughey had the bonnet of his Imp flap open, the removal of which cost him five places. This let Angus Young (Agra Mini) take a well driven third place. Fyda also set a new class lap record.

The second 12 lap heat promised a renewal of the Hodgson/Robertson battle of the day before, but this time Robertson's Escort was eliminated with a dropped valve after three laps and Jim Dryden (Longman Mini) took second place, secure from the Colvend Mini of Jim Patrick. Poleman Pinkerton revolved his Mini at the first bend.

As expected Iain McLaren rushed his Chevron B26/31 away from, and lapped the rest of the Modsports and GTs, led by Bob Insch in the Dalglish Baillie Mallock U2, who eventually had to give best to Jim Baird (Chevron B23 FVC). Ken Allen (Clan Crusader) strove mightily to take Peter Baker in the ex-Absalom Ginetta G4 but to no avail, while Jim Mathewson got his Gryphon past Baker for a fine fourth place after Allen's retiral.

The *Libre* event attracted a slightly larger field than on the previous day but it was again McLaren's race, lapping almost one and a half seconds faster than the Chevron B27 of Doug Thomson who must feel, like John Fyda, that the jinx has now given up.

The final for the Special Saloons concluded the programme, Jim Dryden three wheeling the Longman Mini around ahead of the Fyda Imp, with Norman Hodgson in his Escort watching just a car's length behind. This trio pulled ahead of Jim Pinkerton (Mini), who kept safely in front of the charging Forrest Imp and the well driven Fiat of Snelson. At half distance Hodgson pulled into the lead and hauled away, since he had been once again penalised 10 seconds, to win by over two seconds

BILL HENDERSON

Special saloons (12 laps): 1, Walter Robertson (1.9 Ford Escort), 12m 55.6s, 71.80 mph; 2, Jim Dryden (Longman Mini), 13m 13.8s; 3, Jim McClements (1.3 BLMC Mini), 13m14.2s; 4, Norman Hodgson (2.0 Escort FVC). **Up to 1000 cc:** 1, John Fyda (Agra Imp); 2, Bill Donald (Hillman Imp); 3, Jim McGaughay (Hillman Imp). **Fastest lap:** Fyda, 64.2s, 72.28 mph **(record.) 1001-1300 cc:** 1, Dryden; 2, McClements; 3, Ian Rogerson (1.3 Mini Cooper S). **Fastest lap:** Dryden, 63.2s, 73.42 mph **(record). 1301 cc and over:** 1, Robertson; 2, Hodgson; 3, Tony Castle-Miller (1.1 Fiat-Lotus). **Fastest lap:** Hodgson, 61.8s, 75.09 mph.

Production Saloons (12 laps): 1, Chris Jones (Mazda RX3 Coupe), 15m 15.8s, 60.80 mph; 2, George Windrum (3.0 Ford Capri), 15m 16.8s; 3, Tom Meldrum (Ford Mexico), 15m 33.6s; 4, Ian Smith (Mazda RX3 Coupe), 15m 33.8s. **£1700-£2300:** 1, Windrum; 2, Meldrum. **Fastest lap:** Windrum, 75.05, 61.87 mph. **Up to £1700:** 1, Jones; 2, Smith; 3, Vic Covey (Mazda RX3 Coupe). **Fastest lap:** Jones, 74.4s, 62.37 mph.

Formula Three (30 laps): 1, Patrick Neve (Safir Holbay RJ03-01), 26m 53.4s, 86.28 mph); 2, Danny Sullivan (Modus M1), 27m 00.2s, 3, Gunnar Nilsson (March Toyota 753), 27m 06.2s; 4, Ingo Hoffman (March Toyota 753), 27m 11.0s; 5, Graham Hamilton (March 753 Ford Brown), 27m 17.8s, 6, Pierre Dieudonne (March BMW 753-14), 27m 19.4s. **Fastest lap:** Nilsson, 52.4s, 88.56 mph **(equals outright record).**

Invitation Saloon Race (12 laps): 1, Walter Robertson (1.9 Escort), 13m 05.2s, 70.92 mph; 2, Jim Pinkerton (1.3 Mini-Cooper S), 13m 36.8s; 3, Ian Rogerson (1.3 Mini Cooper S), 13m 37.0s; 4, Alan Ritchie (1.0 Flywheel Mini), (11 laps). **Up to 1000 cc:** 1, Ritchie; 2, Jim Philp (Mini); 3, George Findlay (BLMC Mini). **Fastest lap:** Findlay, 71.8s, 64.62 mph. **1001-1300 cc:** 1, Pinkerton; 2, Rogerson; 3, No other finishers. **Fastest lap:** Pinkerton 65.4s, 70.95 mph. **Over 1301 cc:** 1, Robertson; No other finishers. **Fastest lap:** Robertson, 63.0s, 73.66 mph. **Production saloons:** 1, Chris Jones; 2, Vic Covey (Mazda RX3 Coupes). **Fastest lap:** Jones, 72.2s, 64.27 mph **(record).**

Formule Libre (12 laps): 1, Andrew Jeffrey (Chevron), 11m 24.2s, 81.39 mph; 2, Bob Rollo (Lotus 69), 11m 48.0s; 3, Jim Mathewson (Gryphon C73/74) (11 laps); 4, Alan Sharpe (Mallock U2 XIB), 11; 5, Don Moffat (Alexis FF), 11. **Fastest lap:** Jeffrey, 54.6s, 85.00 mph.

Production saloons (10 laps): 1, Chris Jones (Mazda RX3 Coupe), 12m 35.4s, 61.43 mph; 2, Tom Meldrum (Escort Mexico), 12m 36.0s; 3, Ian Smith (Mazda RX3 Coupe), 12m 39.0s; 4, Vic Covey (Mazda RX3 Coupe), 12m 41.8s. **Fastest lap:** Jones, 73.8s, 62.87 mph.

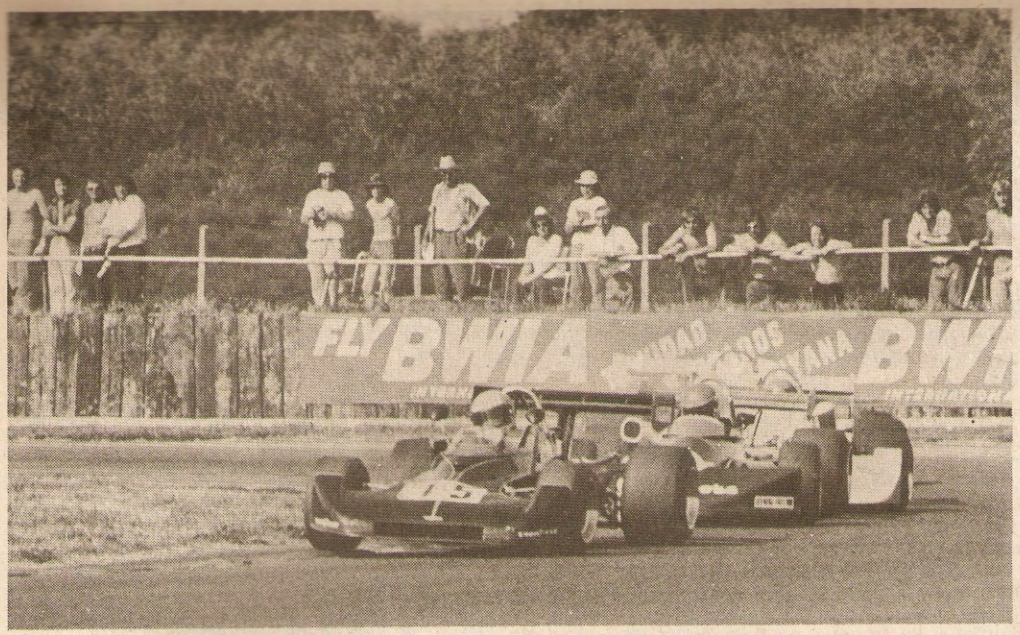
Formula Ford (12 laps): 1, George Mundell (Royale RP 16A), 12m 31.4s, 74.11 mph; 2, Stuart Lawson (Hawke DL 12), 12m 35.2s; 3, Allan Wilson (Elden Mk8), 12m 36.0s; 4, Graham Hamilton (Van Diemen RF 75), 12m 41.0s. **Fastest lap:** Mundell and Lawson, 61.4s, 75.58 mph **(record).**

Special Saloons, Heat 1 (12 laps): 1, John Fyda (Agra Imp), 13m 32.0s, 69.35 mph ; 2, Ian Forrest (Forrest Imp), 13m 45.2s; 3, Angus Young (Agra Mini), 14m 06.0s; 4, Alan Ritchie (Flywheel Mini) 14m 32.4s; **Fastest lap:** Fyda, 65.6s, 70.74 mph **(record). Production saloons:** 1, Tom Meldrum (Escort Mexico), 13m 49.8s; 2, Chris Jones (Mazda) 13m 55.2s; 3, Ian Smith (Mazda) 14m 00.6s; 4, Vic Covey (Mazda), 14m 09.8s. **Fastest lap:** Jones, 73.0s, 63.56 mph. **Special Saloons, Heat two, (12 laps):** Norman Hodgson (2.0 Escort FVC), 13m 00.2s, 72.30 mph; 2, Jim Dryden (1.3 Longman Mini), 13m 12.0s; 3, Jim Patrick (Colvend Mini), 13m 28.0s; 4, Ian Rogerson (1.3 Mini Cooper S), 13m 30.6s. **1001-1300 cc:** 1, Dryden, 2, Patrick; 3, Rogerson. **Fastest lap:** Dryden and Bob Snelson (Fiat 128), 65.2s, 71.17 mph. **Over 1300 cc:** 1, Hodgson; 2, Tony Castle-Miller (1.6 Fiat-Lotus); 3, No Finishers. **Fastest lap:** Hodgson 62.0s, 74.85 mph.

Special Saloons Final (12 laps): 1, Hodgson, 12m 52.4s, 73.04 mph; 2, Dryden, 12m 54.8s; 3, Fyda, 12m 59.0s; 4, Jim Pinkerton (1.3 Mini Cooper S), 13m 09.8s. **Up to 1000 cc:** 1, Fyda; 2, Ian Forrest (Forrest Imp); 3, Allan Ritchie (Flywheel Mini). **Fastest lap:** Fyda, 64.0s, 72.50 mph. **(record). 1001-1300 cc:** 1, Dryden; 2, Pinkerton; 3, Snelson, **Fastest lap:** Dryden 63.6s, 72.96 mph. **Over 1300 cc:** 1, Hodgson, Tony Castle Miller. **Fastest lap:** Hodgson, 61.4s, 75.58 mph.

Modsports and GTs (10 laps): 1, Iain McLaren (Chevron B26/31), 9m 09.0s, 84.52 mph; 2, Jim Baird (Chevron B23 FVC), 9m 10.2s (9 laps); 3, Bob Insch (Mallock U2 XIB), 9m 11.2 s (9 laps); 4, Jim Mathewson (Gryphon C73/74), 9m 30.0s. **Fastest lap:** McLaren, 54.0s, 85.95 mph.

Formula Libre (15 laps): 1, Iain McLaren (Chevron B26/31), 13m 37.6s, 85.13 mph; 2, Doug Thomson (Chevron B27); 13m 52.0s; 3, Bob Rollo (Lotus 69 Atlantic), 14m 22.6s; 4, Peter MacNaughton (Chevron B23 FVC), (14 laps). **Fastest lap:** McLaren, 53.0s, 87.55 mph.



Wentz chasers May, Mallock and Morgan keep close together in the opening stages. May retired with a defective fuel pump.

SILVERSTONE

Wentz scores another win

Ted Wentz in his Wella Lola made it two wins in a row when at Silverstone on Sunday he won the Southern Organs Atlantic race with consumate ease. The other feature race at this Brush Fusegear meeting was a round of their FF championship, this being taken by Matthew Argenti. Other race winners were Chris Skellern, Ray Payne, Frank Sytner and David Howes. The glorious weather contributed in no small way to the success of the meeting, the number of minute bikini tops bearing witness to this fact.

Opening the meeting under a scorching sun was the first Brush Fusegear FF heat which provided Chris Skellern's Crosslé 30F with a green light to chequered-flag win. Behind him, however, novice Alistair MacDonald (Merlyn Mk24), Geoff Lees (Royale PR21), Fred Sigofoos, driving his own Janiun, and Jim Walsh's Crompton Lighting Hawke DL12 (which blew a head gasket in practice) fought desparately over second, together with South African Geoff Smailes (Royale RP21). Lees finally took the position from MacDonald and bright spark Walsh.

The second heat gave Matthew Argenti's MacInnes Amcron Van Dieman RF75 a similarly easy win, though only after a first-lap coming together at Woodcote pushed Rad Dougall's Kismet Royale RP21 and John Murphy's Hawke DL12 way down the field. Phil Dowsett (Crosslé) 25F) had second place sown up until a last-lap misfire allowed Airforce man Lou de Marco and David Wigdor through.

Rupert versus the Imps was the scene for the small-fry Esso Uniflo tussle, with four of the latter cars on the front two rows. The race soon spaced out in the order Jeff Ward (Epic Imp), Ray Rayne (Imp), Richard Long (Anglia) and Richard Oliver (Imp), followed by an ultra-close dice between 850-class leader Geoff Gilkes, in his Mini-Imp (!) and Alan Harkes' Mini. At half-distance Leicester man Wood retired with a suspected cracked piston, leaving Payne with a comfortable victory, while Mike Kirkby (Imp) moved past the duelling duo to take the small class and fourth place overall.

The grid for the feature race of the day, a round of the Southern Organs Atlantic championship, lined up with two Chevrons tying on 54.0, these belonging to Matt Spitzley and Alo Lawler, both very keen to improve on their second and fifth here at the GP. Ray Mallock's oddly-coloured March 75B was alongside with Nick May (Lola T360), who is convinced that Crawford pushed him off and not vice versa, and Ted Wentz on the second row. Richard Morgan (Wheatcroft), following brake problems in practice, the ever-improving New Zealander Brett Riley in his self-prepared Chevron, and Tim Brise, trying brother Tony's car prior to taking delivery of a F3 Modus, made up the third.

As the green light flashed on a cacophony of sound heralded 17 BDAs screaming towards Copse with Alo Lawler leading initially until Wentz cut inside him through Woodcote for the first time, and then pulled away into an effortless lead. May, Mallock and Morgan chased Wentz, followed by Lawler, Riley and Spitzley, all extremely close. Brise was charging up following a bump with Phil Sharp while Cyd Williams headed for the pits minus one tyre valve. The pace was really hot with Mallock taking over second for the 10th lap and then Morgan charged through on the next. Riley followed alone, since Spitzley had spun and Lawler dropped back. The next lap saw May disappear with a broken fuel pump while on the 12th Morgan half-spun at Woodcote, dropping just behind Riley. This allowed Mallock to take an easy second, eight seconds down on the American, while Morgan just pipped the young Chevron driver. Lawler finished fifth, followed by Cooke (in Crawford's SDC Chevron). Brise, Spitzley, Wingfield (having a farewell race before the Brabham goes to South Africa), Carvill in Wardle's Surtees and Baker. A cracking race.

As usual the Tricentrol Clubmen's event proved to be a Geoff Friswell Benefit, but this time it only lasted four laps until an insecure nose cone forced him to pull off at Woodcote. This left Frank Sytner in 'de General's' Mallock Mk16 well clear of Welshman Vernon Davies (Mk16) and Martin White (Mk14). A battle royal raged for fourth between the Gryphon of Keith Norman, Sid Marler and Stuart Glass, 0.45s finally separating them. Alex Ferrada won the FF class in his Ace Plant Mk16, finishing ninth overall.

Since most of the 'name' cars/drivers non-started in the larger capacity Esso Uniflo Special Saloon race, it turned into a straight Strawson-/Howes battle, which certainly made exciting spectating for seven laps until the Capri pulled off with a broken oil pump belt. Over 35 s behind, a fabulous dice ensured between Peter Baldwin's Mini-Ford and the Autocare BDA Escort of Graham Goode, victory in the 1300cc class finally going to the former when Goode missed a gear. Howes, Baldwin and Goode were the only three to complete 10 laps, such was the Javelin's pace.

The final event, the Brush Fusegear FF final, provided a fitting climax to a great day with the two heat winners pulling clear of the bunch before dicing among themselves. Argenti, finally beating Skellern after much repassing. A huge group behind comprising Lees, Walsh, Smailes, Dowsett, MacDonald, Dougall (from row 9), Kemp, Orford and Hopper fought for third places continually charging through each bend. Smailes went off at Copse, joining Sigafoos and de Marco who had been elbowed out on the first lap, and a back marker at Woodcote finally split the group, also causing Orford to spin. This gave Lees a simple third; Walsh, the ever-sideways Dowsett and Hopper completed the points scorers just clear of David Kemp. A fine finale, and thank you Brush Fusegear.

PHIL BLAND

Formula Ford, heat 1 (7 laps): 1, Chris Skellern (Crosslé 30F) 7m 39.4s, 88.20 mph; 2, Geoff Lees (Royale RP21), 7m 42.4s; 3, Alistair MacDonald (Merlyn Mk24), 7m 43.6s; 4, Jim Walsh (Hawke DL12), 7m 44.0s. **Fastest lap:** not given.

Formula Ford, heat 2 (7 laps): 1, Matthew Argenti (Van Dienan RF75), 7m 37.8s, 88.51 mph; 2, Lou de Marco (Hawke DL12), 7m 43.6s; 3, David Wigdor (Image FF1), 7m 46.8s, 4, Phil Dowsett (Crosslé 24F), 7.47.6s). **Fastest lap:** David Wigdor 1m 12.6s 92.47 mph **(equals record)**.

Esso Uniflo Special Saloon Car Race A, up to 850, 851 to 1000cc (10 laps): overall: 1, Ray Payne (Hillman Imp) 11m 24.2s, 84.60 mph; 2, Richard Lond (Ford Anglia), 11m 27.0s; 3, Richard Oliver (Hillman Imp), 11m 49.0s; 4, Mike Kirkby (Hillman Imp), 11m 53.2s. **851 to 1000cc:** 1, Payne; 2, Lond; 3, Oliver; 4, Alan Hawkes (Austin Cooper S). **Fastest lap:** Long and Jeff Ward (Imp), 1m 06.4s, 87.18 mph. **Up to 850cc:** 1, Kirkby, 81.17 mph; 2, Geoff Gilkes (Mini Imp); 3, Roger Springett (Hillman Imp); 4, Ian Andrews (BLMC Mini). **Fastest lap:** Gilkes 1m 09.8s, 82.93 mph.

Southern Organs Formula Atlantic championship race (15 laps): 1, Ted Wentz (Lola T360), 13m 45.8s, 105.5 mph; 2, Ray Mallock (March 75B), 13m 53.8s; 3, Richard Morgan (Wheatcroft 001), 13m 56.8s; 4, Brett Riley (Chevron B29), 13m 57.0s; 5, Alo Bawler (Chevron B29), 14m 01.6s; 6, Derek Cooke (Chevron B29), 14m 07.6s. **Fastest lap:** not given.

Tricentrol Car Group Clubmen's Sports Car race (12 laps): overall and 1001-1600cc fully modified: 1, Frank Sytner (Mallock U2 Mk16), 11m 43.2s, 98.78 mph; 2, Vernon Davies (Mallock U2 Mk16), 11m 48.0s; 3, Martin White (Mallock U2 Mk16), 12m 6.8s; 4, Keith Norman (Gryphon C74A), 12m 9.8s. **Fastest lap:** Sytner 57.24, 101.20 mph. **Up to 1600 cc FF:** 1, Alex Ferrada (Mallock Us Mk16), 90.35 mph; 2, Alan Webb (Mallock U2 Mk 16E); 3, Nick Adams (Mallock U2 Mk14); 4, Chris Greville-Smith (Phantom P75RE). **Fastest lap:** Webb and Ferrada, 1m 02.8s, 92.18 mph.

Esso Uniflo Special Saloon Car championship round, 1001-1300cc, over 1300cc (10 laps): 1, David Howes (AM Javelin), 10m 3.4s, 95.94 mph; 2, Peter Baldwin (Mini-Ford), 10m 51.8s; 3, Graham Goode (Ford Escort) 10m 2.4s; 4, Brian Davidson (Vauxhall Viva) (9 laps). **Over 1300cc:** 1, Howes; 2, Davidson; 3, Barry Barres (Ford Escort); 4, Graham Wallwork (Vauxhall Magnum). **Fastest lap:** Howes, 58.4s, 99.12 mph. **1001-1300cc:** 1, Baldwin, 88.81 mph; 2, Goode; 3, Tony Mann (Ford Anglia); 4, Gerry Gough (Mini Cooper S). **Fastest lap:** Baldwin and Goode, 1m 4.0s, 90.45 mph.

Brush Fusegear Formula Ford final (12 laps): 1, Argenti 13m 01.0s, 88.94 mph; 2, Skellern 13m 01.2s; 3, Lees 13m 08.4s; 4, Walsh 13m 10.4s; 5, Dowsett 13m 10.6s; 6, Colin Hopper (Royale RP21) 13m 11.0s. **Fastest lap:** Geoff Creber (Dulon MP15), Mike Morland (Elden Mk10C), Argenti and Rad Dougall (Royale RP21) 1m 4.0s, 90.45 mph.

Steve Morton evens out his tyre wear while staying just ahead of Helyar's Anglia for tenth place



LYDDEN

Homewood's heroic drive

Dire warnings on the radio of jam-packed car parks on the Kent coast diverted a fair number of people from the lemming-like rush down the A2 and through the gates of Lydden circuit on Sunday — including two coast-bound London buses and a coach. They saw eight races in a typical quick-fire Lydden club meeting run off smoothly by TEAC on yet another scorching Sunday. Busiest person at the track was the man with the yellow flag at Chesson's, where the heat broke up the newly laid surface, sending car after car spinning off. Highlight of the day was a heroic drive to victory by John Homewood in John Pope's mighty turbocharged Magnum-Aston Martin V8, which was sideways on the straights, let alone the slippery corners.

TEAC decided after practice that the meeting should go on despite the state of the track at Chesson's and, to a lesser extent, at the Devil's Elbow. First to try out the surface under racing conditions were up to 850 cc Special Saloons. Pole man David Enderby (Mini) eased in front and looked like staying there until a spin at the Elbow on lap six dropped him right to the back and let Gerry Glass go to the front, which is where he stayed by two seconds from John Oxborrow, both of them Mini-mounted. Third and fourth men Peter Knope and Keith Wilson fought to the flag, while Enderby recovered to seventh.

Next was a round of the Formula 1300 championship, won by John Allan's Allan after pole man Brian Cocks failed to recover from a very poor start. Bob Jarvis (Aquila) put the pressure on until he outfumbled himself at the Elbow and let Paul Webb (Delapena) through on lap nine, but until then the lead battle had been close and exciting, with plenty to watch behind this trio too as the lesser lights spun and slithered off the track.

Third race of the day was for Mini 7 cars and again produced a great spectacle. Andy Devine was the winner after some very exciting moments on the dusty track and off it, but any one of four cars could have emerged in front as they went into the final lap. Early leader Robert Addison finished at the back of the bunch, but 1.2s covered the four of them. Seven cars which wouldn't fit into this race had a consolation event at the end of the day. This developed into a scrap between Robert Rowley and Rob Browne, resolved in Rowley's favour when he dived inside at the Devil's Elbow on lap ten and Rob Brown slid wide into the dirt. dirt.

Event four was an incredibly boring Clubmen's sports car race for the Pole Position championship. Bob Deverell (U2) won by two thirds of a lap in a field of seven, one of which failed to leave the grid.

Then followed the big saloon race in which Homewood, who had not sat in the Magnum V8 until that afternoon, blasted to the front from the Minis of Jeff Drew and Terry Harmer. Harmer may have pressed Homewood in the closing stages, but the front of his Mini collapsed at the Hairpin as he mounted a challenge on Drew, and he was forced to abandon the car in mid track. Drew closed on the Magnum under the yellows brought out for this obstruction, but two moments at Chessons gave Homewood some breathing space in his smoking, weaving monster, which went as never before.

Formula Fords were next out, and Richard Maile (Merlyn) proved his pole position was no fluke by taking the lead from Paul Sleeman (Merlyn) on the fourth lap. Sleeman spun at Chesson's while trying to regain the lead, and others who had adventures there included Geoff Illes (Merlyn) and David Conway, who did a wall of death act with his Brabham. Maile had a bit of a moment there on the last lap, but Tony Halliwell was too far behind to take advantage.

The one-litre saloons were not surprisingly dominated by John Homewood, finding things much easier back in his Imp. Dennis Allt parked his similar car against the bank at the Elbow and Colin Craven did the abandoned car no good at all by clouting it with yet another Imp.

BRIAN PHILLIPS

Special saloon cars up to 850 cc (10 laps): 1, Gerry Glass (Mini), 8m 42.6s, 68.89 mph; 2, John Oxborrow (Mini), 8m 44.6s; 3, Peter Knipe (Mini), 8m 58.6s; 4, Keith Wilson (Mini), 8m 58.8s; 5, Robert Harman (Mini), 9m 11.4s; 6, Alan Humberstone (Mini), 9m 14.4s. **Fastest lap:** Glass and David Enderby (Mini) 51.0s, 70.59 mph.

Formula 1300 Championship Race (10 laps): 1, John Allan (Allan 4), 8m 16.4s, 72.52 mph; 2, Paul Webb (Delapena), 8m 17.0s; 3, Bob Jarvis (Aquila), 8m 23.4s; 4, Vic Waterhouse (Mallock U2), 8m 26.4s; 5, Bob Davis (Davis), 8m 35.2s; 6, Philip Lloyd (Nomad), 8m 36.4s. **Fastest lap:** Brian Cocks (Elva 8S), 48.2s, 74.69 mph.

TEAC Mini 7 Championship race (10 laps): 1, Andy Devine, 9m 16.6s, 64.68 mph; 2, Martin Moorhead, 9m 17.2s; 3, Alan Seekings, 9m 17.4s; 4, Robert Addison, 9m 17.8s; 5, Richard Hamlyn, 9m 20.0s; 6, Alan Corbishley, 9m 21.6s. **Fastest lap:** Seekings, Corbishley and Bob Vanson, 54.2s, 66.42 mph.

Pole Position Clubmen's Championship Race (10 laps): 1, Bob Deverell (Mallock U2-Ford Mk14/16), 8m 00.2s, 74.97 mph; 2, Andy Houston (Gryphon Ford C4A), 8m 31.8s; 3, John Heale (Mallock U2-Holbay MkIIB), 8m 36.2s; 4, Ian James (Mallock U2-Davron), 8m 45.6s; 5, Tony Harris (Mallock U2-Ford), 8m 48.6s; 6, Nigel Chrisman (DRW-Brown), 8m 48.8s. **Up to 1600 cc unlimited:** 1, Deverell; 2, James; no other starters. **Fastest lap:** Deverell, 46.6s, 77.59 mph. **Up to 1600 cc Formula Ford engines:** 1, Houston, 8m 31.8s, 70.34 mph; 2, Heale; 3, Harris. **Fastest lap:** Houston, 48.4s, 74.38 mph.

Special saloon cars 1001-1300 cc and over 1300 cc (10 laps): 1, John Homewood (5.3 Magnum V8), 8m 22.0s, 71.71 mph; 2, Jeff Drew (1.3 Mini Cooper S), 8m 30.8s; 3, Bob Kirk (1.3 Mini Clubman), 8m 41.4s; 4, Derek Foy (1.3 Mini Cooper S), 8m 50.2s; 5, Barry Morris (1.3 Mini), 9 laps; 6, Miki Chittenden (1.3 Mini Cooper S), 9 laps. **Over 1300 cc:** 1, Homewood; no other finishers. **Fastest lap:** Homewood, 48.8s, 73.77 mph. **1001-1300 cc:** 1, Drew, 8m 30.8s, 70.48 mph; 2, Kirk; 3, Foy. Fastest lap: Terry Harmer (1.3 Mini Cooper S), 48.8s, 73.77 mph.

Formula Ford Race (10 laps): 1, Richard Maile (Merlyn-Scholar Mk25), 8m 06.0s, 74.07 mph; 2, Tony Halliwell (Merlyn-Minister Mk17A), 8m 06.6s; 3, Tony Rivers (Merlyn-Scholar Mk 24), 8m 12.4s; 4, Geoff Illes (Merlyn-Minister Mk20A), 8m 23.0s; 5, Paul Sleeman (Merlyn-Minister Mk11A), 8m 29.2s; 6, John Waters (PAC-Minister), 8m 30.2s. **Fastest lap:** Halliwell, 46.8s, 76.92 mph.

Special Saloon Cars 851-1000 cc (10 laps): 1, John Homewood (1.0 Sunbeam Imp), 8m 41.4s, 69.04 mph; 2, Roy Marsh (1.0 Mini Cooper S), 8m 51.8s; 3, Derek Prior (1.0 Hillman Californian), 9m 17.0s; 4, Peter Strickland (1.0 Mini), 9 laps; 5, Graham Brewis (1.0 Mini Cooper S); no other finishers. **Fastest lap:** Homewood, 49.6s, 72.58 mph.

Mini 7 Saloons Consolation race (10 laps): 1, Robert Rowley, 9m 26.6s, 63.54 mph; 2, Rob Browne, 9m 27.4s; 3, Roy Finlay, 9m 31.2s; 4, Terence Hudson, 10m 09.4s; 5, James Gowens, 9 laps; no other finishers. **Fastest lap:** Rowley, 55.2s, 65.22 mph.

MALLORY PARK

Enterprising day's racing

To give the crowd something to watch over lunchtime before the Tour of Britain cars arrived, the BRSCC's enterprising Midland Centre decided to run a few club races and were well rewarded by full grids from the local competitors. For Ark Racing it was a particularly worthwhile day for the team's Lotus Elan won one of the mod sports races in the hands of John Evans while Richard Jenvey made up for his mod sports disappointment by leading the *formule libre* event all the way in the Lester Ray-owned Arc Racing-constructed Vogue 2-litre sports car.

Keeping away from the Formula Ford championships for once, John Bright brought out his new Royale RP21 on his local circuit but was made to work hard for over half the race trying to wrest the lead from Paul Smith's ex-Jim Sherry Crosslé 25F now sponsored by Birmingham Motor Tyres. Smith's strong engine seemed to give him the advantage but he was baulked by a back marker on lap six and Bright closed up again. The pressure was too much for Smith who spun off at Gerards, handing Bright the race. Never very far behind was former Wheatcroft restorer Graham Tilley, having his third ever FF race in the ex-Richard Morgan Crosslé 25F. A dice for what became third between David Chester's Dulon and Stuart Veitch's Royale RP16 ended at the hairpin on the last lap when Veitch spun into the barrier. His protest about Chester's driving was thrown out.

Richard Jenvey failed to take up pole position for the first of the BRSCC Midland Centre's mod sports championship races after his Elan's gear box broke second gear in practice. This handed the race to John Evans, once more running the hard top on his Elan, despite overheating problems in the scorchingly hot conditions. A good dice for second between Ed Reeve's supercharged Midget and Barry Wood's Ginetta G15 was joined at half distance by Max Payne's Elan, whereupon the Ginetta's gear lever broke off in fourth gear. Wood was far enough ahead in his class to struggle on in fourth overall to the end while Payne found a way past Reeve's well-driven Midget with just over a lap to go.

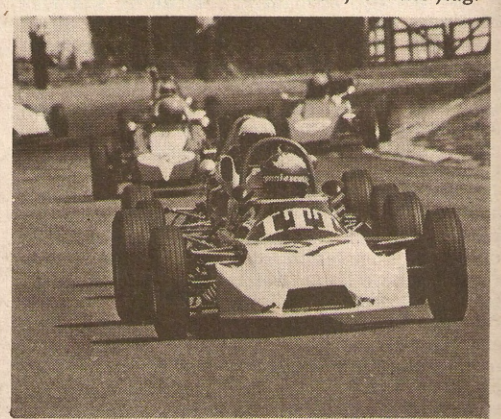
From pole position Jenvey took the Vogue straight into the lead of the *Formule Libre* event ahead of ex-Anglia driver Denis Welch's old, ex-Lanfranchi Merlyn Mk 14A which now sports the Anglia's 1600 Ford twin-cam, while Evan Clements in the ex-Alan Jones Brabham BT28/35 came round fifth after a bad start. This race was 15 laps, however, which gave Clements time to sort his way past Richard Dutton's FF2000 Crosslé 31F, Roger Lea's March 703 and Welch and close up on the sports car. Richard was equal to the challenge, however, and the Vogue held on to win by 1.2s. Welch, the only other car unlapped, was third from Lea while Dutton retired with a mysterious cutting out problem.

The larger mod sports cars were combined with the saloons but it was the Jaguars which dominated. To start with it looked like a John Pearson benefit in his XK120, which had lost its hardtop and gained an aeroscreen for the occasion, but clouds of smoke at half distance heralded yet another blown piston and John had to cut his pace drastically. Dave Moore's 4.5 E-type caught up dramatically over the last few laps but Pearson held on to win by 1.2s. Fourth overall behind Brian Litherland's E-type was the first saloon, Brian Thackray's Escort BDA which was driven fast but was almost caught on the last lap by Bill Cox in his Red Rovers Capri-Chevrolet which, as a reserve, had started from the back of the full grid, and came through very well.

The second FF race went to the other championship contender present, David MacPherson's Dulon MP17 but he was pressed very hard for the first three laps by the Hawke DL11 of John Lewis until he slid off at the Esses. Behind MacPherson came a clutch of old Lotuses led by the 61s of Dave Lowe, David Hudspith, David Bushill and the even older 51C of Brian Turner.

IAN TITCHMARSH

McPherson led the second FF race from the flag.



Formula Ford 1600 (10 laps): 1, John Bright (Royale-Whitehurst RP21), 8m 47.4s, 92.15 mph; 2, Graham Tilley (Crosslé-RE/Scholar 25F), 8m 50.0s; 3, David Chester (Dulon-Scholar MP15), 8m 58.0s. Fastest lap: Bright and Paul Smith (Crosslé-Rowland 25F), 51.2s 94.92 mph.

BRSCC Midland Centre Modified Sports Car Championship round up to 2000 cc (10 laps): 1, John Evans (1.8 Lotus Elan), 9m 5.8s, 89.04 mph; 2, Max Payne (1.6 Lotus Elan), 9m 9.8s; 3, Ed Reeve (1.3 MG Midget s/c), 9m 11.0s; 4, Barry Wood (1.1 Ginetta-Imp G15), 9m 23.6s.

1151 to 2000 cc class: 1, Evans, 89.04 mph; 2, Payne; 3, Reeve. Fastest lap: Evans and Payne, 53.2s, 91.35 mph.

Up to 1150 cc class: 1, Wood, 86.23 mph; 2, Peter May (1.1 Arley-BLMC SS); 3, Peter Richings (1.1 MG Midget). Fastest lap: Wood, 54.0s, 90.00 mph.

Formule Libre (15 laps): 1, Richard Jenvey (2.0 Vogue-BDG SP), 12m 9.0s; 2, Evan Clements (1.6 Brabham-Racing Services BT28/35 BDA), 12m 10.2s; 3, Denis Welch (1.6 Merlyn-Marks/Ford Mk 14A t/c), 12m 26.6s; 4, Roger Lea (1.6 March-Ford 703), 14 laps. Fastest lap: Clements, 47.0s, 103.40 mph.

BRSCC Midland Centre Modified Sports Car Championship round over 2000 cc and Special Saloon Cars (10 laps): 1, John Pearson (3.8 Jaguar XK120), 9m 2.2s, 89.63 mph; 2, Dave Moore (4.5 Jaguar E), 9m 3.0s; 3, Bryan Litherland (4.5 Jaguar E), 9m 10.4s, 4, Brian Thackray (1.9 Ford Escort BDA), 9m 13.6s.

Modified Sports Cars over 3000 cc class: 1, Pearson, 89.63 mph; 2, Moore; 3, Litherland. Fastest lap: Pearson, 50.4s, 96.43 mph.

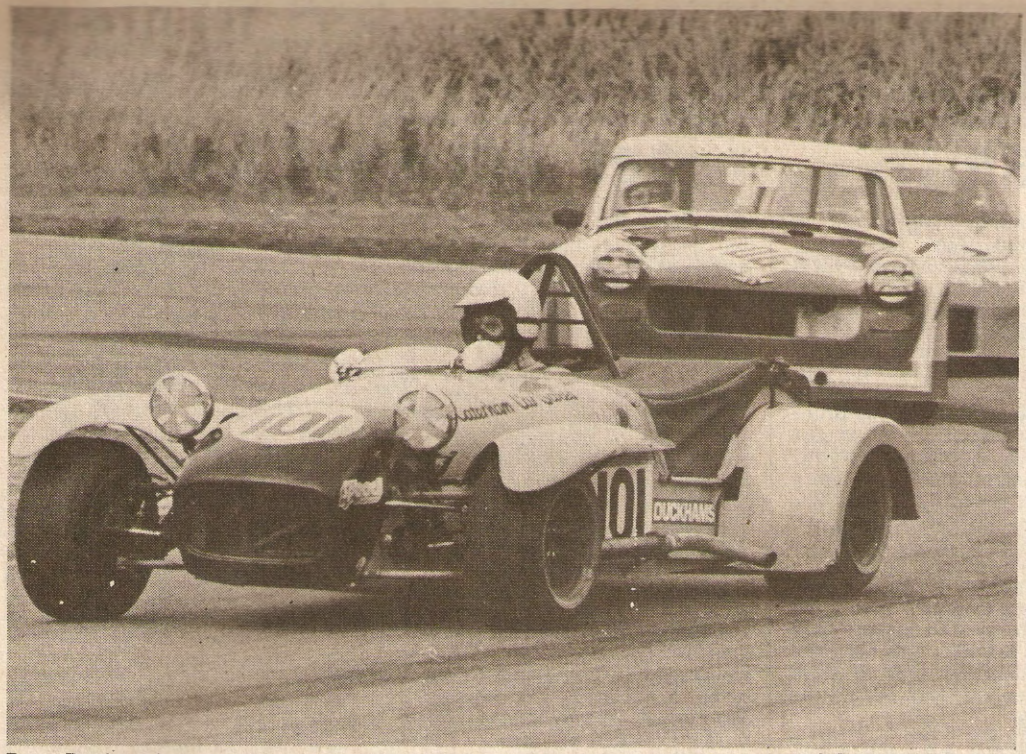
Modified Sports Cars 2001 to 3000 cc class: 1, Steve Carr (2.7 Porsche 911S), 83.42 mph; 2, Colin Blower (3.0 TVR 300M); only starters. Fastest lap: Carr, 57.0s, 85.26 mph.

Special Saloon Cars over 1300 cc Class: 1, Thackray, 87.79 mph; 2, Bill Cox (7.0 Ford Capri-Chevrolet V8); 3, Steve Phillips (1.6 Ford Escort TC). Fastest lap: Cox, 51.8s, 93.82 mph.

Special Saloon Cars 1001 to 1300 cc class: 1, Bob Fox (1.3 Mini-Cooper S), 85.71 mph; 2, David Smith (1.3 Mini-Cooper S); only finishers. Fastest lap: Fox, 54.4s, 89.34 mph.

Special Saloon Cars up to 1000 cc Class: 1, Roger Tebbutt (1.0 Hillman Imp), 79.44 mph; 2, Chris Griffiths (1.0 Mini); 3, Philip Gamble (848 Mini). Fastest lap: Tebbutt, 58.4s, 83.22 mph.

Formula Ford 1600 (10 laps): 1, David MacPherson (Dulon-Minister MP17), 8m 49.8s, 91.73 mph; 2, Dave Lowe (Lotus-Holbay 61MX), 8m 53.6s; 3, David Hudspith (Lotus-Scholar 61), 8m 54.4s. Fastest lap: MacPherson, 52.0s, 93.46 mph.



Dave Bettinson's Lotus Seven won the ModSports race by a wide margin. Wilkinson (Sprite) and Adamson follow.

CROFT

Green's 750 win and record

On a day when the rest of the country was sweltering in high temperatures Croft was no exception, the only drawback being that it was humid as well which made it rather uncomfortable at times. Notwithstanding this the NSCC ran a six race programme with rounds of the Formula 750 and Monoposto championships to give the spectators a view of these cars which are not too common in this area. Croft winners this week were Jim Yardley, John Simpson, Paul Rhodes, Tim Green, Mick Starkey and Dave Bettinson.

The Monoposto cars and the Clubmans cars were all together for the first race and it was interesting to compare the two classes when the grid was announced. On pole position was Jim Yardley in the Beagle with the Mallock of Ray Edge in the middle place and the Monoposto Brabham of Trevor Scarratt on the inside. Originally, Edge made the running closely tailed by Yardley but on lap three as the Mallock accelerated towards the Chicane a rod was inconsiderate enough to find its way into the open air and that was Edge's race run.

Yardley held the lead all the way to the flag but not without a struggle as Joe Applegarth (Brabham) and Trevor Scarratt were behind him fighting to see who would have the honour to challenge for the lead. In the event they held each other up a little and had to be content with second and third places. As the Monoposto cars were taking the premier positions, the Clubmen were dropping out like flies and at the finish none of the Class A runners were left, but in Class B Geoff Lambert, Ken Shipley and Ken Brown (all in Mallocks) finished in that order.

Originally billed in two small heats the Formula Fords all decided to run in each heat and therefore twenty cars came under starters orders with Eric Horsfield in pole position. Horsfield's Alexis could only hold the Nike of John Simpson off for one lap however and once past John was in command of the remaining eleven laps to win by a margin of nearly four seconds. In second place at one stage Mick Starkey (ATS Merlyn) had a spin out of the Chicane while avoiding a slower car and did very well to come home an eventual fourth behind Chris Lawson (Van Diemen) in third and Eric Horsfield who hung on to second place. Brian Thompson blotted his copybook and lost third place on the last lap with an "off" somewhere to finish down in twelfth position, another early front runner to disappear from contention was Philip Tingle who went missing from third place on lap two to reappear down in eleventh on the next lap and retire altogether on lap ten.

After the FFs had gone for a rest we were given a display of how to win a motor race by Paul Rhodes whose 1930cc Escort went off into the far distance from the rest of the field to have a "fairly confortable" lead of 1m 03.14s over second placed Keith Bowmaker (Escort) who in turn led the Anglia of David Holme by one second. The only real excitement in this race came from a battle between the Minis of David Muter and Dave Horsley, which Muter won to come fourth and the problems of Gerald Clark whose Mini was trailing at the back of the tiny field (seven cars). Would clark retire or not? He did not but was lapped, not the usual performance from a usually rapid combination. Hopefully the problems are sorted for next time.

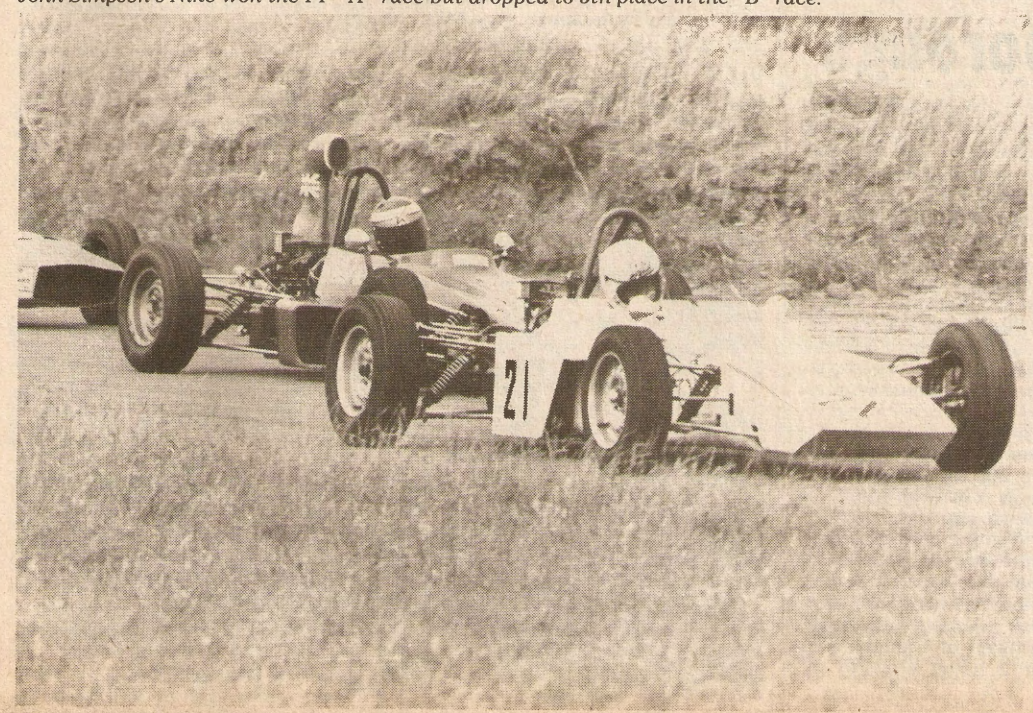
After the Saloons came the Formula 750 cars and Tim Green (Time 111) put on a good show to claim pole position, win by 9.6 seconds from Rodney Hill (Mystick T2) and set up a new class record as well. Much friendly cut and thrust was in evidence but most places below third (John Giles' JGS 5) seemed to be determined by who did not spin at the Chicane which obviously does not suit some of these cars at all. Notable performers here were John Village (Village V2) on lap two, and again on lap four, and Chris Hague on lap five who only just avoided the ditch.

Formula Ford Race B was next up and most of the first race contestants came out for this one as well. John Simpson and Mick Starkey started off only inches apart and continued like this until lap eleven when John dropped from second to fifth place which he held at the flag. This allowed Mick to win by seven seconds from Tony Barley (Merlyn) who up to lap eleven had held third spot by a whisker from Philip Tingle who came in third only 0.8 seconds adrift. Again Mick Starkey put in the fastest lap, this time at 1m 15.2s, just 0.2s slower than in race A.

A Mod Sports race rounded off the day and as expected the Lotus 7 of Dave Bettinson took pole position and won and set up fastest lap as well just outside the class record. With an unsilenced exhaust system Dave reckons that the class record (held by the Ginetta of John Absalom) is within his reach. The little Davrian of Jim Adamson used its 998cc to good effect to chase the Lotus which was a thankless task but worth a second place overall in front of Ian McCullough (Sprite) who led the similar car of Ian Wilkinson by nearly half a minute by the end of the race.

PAUL BOOTHROYD

John Simpson's Nike won the FF "A" race but dropped to 5th place in the "B" race.



Clubmans and Monoposto (12 laps): Overall and Monoposto: 1, Jim Yardley (Beagle 111), 14m 13.2s, 88.60 mph; 2, Joe Applegarth (Brabham BT23C), 14m 14.0s; 3, Trevor Scarratt (Brabham BT21B), 14m 19.6s; 4, John Lancaster (JCN 6 Plus), 15m 04.6s. **Fastest Lap:** Yardley, 1m 09.6s, 90.52 mph. **Clubmans Cars A:** No finishers. Fastest Lap: Ray Edge (Mallock), 1m 10.2s 89.74 mph. **Clubmans Cars B:** 1, Geoff Lambert (Mallock), 81.10 mph; 2, Ken Shipley (Mallock); 3, Ken Brown (Mallock). **Fastest Lap:** Lambert, 1m 15.8s, 83.11 mph.

Formula Ford Race "A" (12 Laps): 1, John Simpson (Nike 10), 15m 24.6s, 81.76 mph; 2, Eric Horsfield (Alexis 23B), 15m 28.2s 3, Chris Lawson (Van Dieman RF74), 15m 33.2s; 4, Mick Starkey (ATS Merlyn), 15m 38.0s; 5, Frank Potts (Hawke DL11), 15m 46.0s; 6, Barry Pigot (Merlyn 11A), 15m 46.4s. **Fastest Lap:** Starkey, 1m 15.08s, 84.00 mph.

Alan Pond Special Saloon cars (12 Laps): Overall: 1, Paul Rhodes (Escort), 15m 09.0s, 83.16 mph; 2, Keith Bowmaker (Escort), 16m 12.4; 3, David Holmes (Anglia), 16m 13.4s; 4, David Muter (BLMC Mini), 16m 17.2s. **Over 1300cc:** 1, Rhodes; 2 Bowmaker; 3, Holmes. **Fastest Lap:** Rhodes, 1m 14.4s, 84.68 mph. **Up to 1300cc:** 1, Muter, 77.36 mph; 2, Dave Horsley (Cooper S); 3, Gerald Clark (BLMC Mini). **Fastest Lap:** Muter, 1m 19.6s, 79.15 mph.

National Formula 750 Championship round (12 Laps): 1, Tim Green (Time 111), 17m 13.2s, 73.17 mph; 2, Rodney Hill (Mystick T2), 17m 22.8s; 3, John Giles (JGS 5), 17m 35.4s; 4, Chris Hague (Wessex DNC Special), 17m 37.8s; 5, John Village (Village V2), 17m 51.4s; 6, Michael Chittenden (Trick Fore), 18m 21.0s. **Fastest Lap:** Green, 1m 24.0s, 75.00 mph **(Record).**

Formula Ford Race B (12 Laps): 1, Mick Starkey (ATS Merlyn), 15m 18.0s, 82.35 mph; 2, Tony Barley (Merlyn 20A), 15m 25.0s 3, Philip Tingle (Van Diemen RF74), 15m 25.8s; 4, Eric Horsfield (Alexis 23B), 15m 29.2s; 5, John Simpson (Nike 10), 15m 33.4s; 6, Nigel Robinson (Merlyn 24), 15m 37.4s. **Fastest Lap:** Starkey, 1m 15.2s, 83.78 mph.

Modified Sports Cars (12 Laps): Overall: 1, Dave Bettinson (Lotus 7), 15m 05.2s, 83.51 mph; 2, Jim Adamson (Davrian 7) 15m 47.2s; 3, Ian McCullough (Sprite IV), 15m 50.2s; 4, Ian Wilkinson (Sprite), 16m 16.4s. **Over 1300cc:** 1, Bettinson, 83.51 mph; 2, Tony Palmer (MGB); No other finishers. **Fastest Lap:** Bettinson, 1m 12.4s, 87.02 mph. **1151 to 1300cc:** 1, McCullough 79.56 mph; 2, Wilkinson; 3, Bill Lancashire (MG Midget). **Fastest Lap:** McCullough, 1m 17.4s; 81.40 mph. **Up to 1151cc:** 1, Adamson, 79.81 mph; 2, Ron Kirkman (Ginetta G4); 3, John Read (Sprite). **Fastest Lap:** Adamson, 1m 16.6s, 82.25 mph.

Turpin beats Bevan...

A fine scrap for BTD and an equally close struggle for honours in two of the Mini classes were features of a poorly supported rearranged round of the two abreast BTRDA autocross championship run by White Horse MC at Dodington Park last Saturday. Mike Turpin took BTD on his second run from Nick Seymour, Roger Brunt beat Frank Morris by half a second while Terry Smith had only three tenths in hand over David Baskerville.

With just over 60 entries, the club was well short of their usual entry for their April meeting which was waterlogged off and fine weather badly affected the gate.

In the combined standard and touring car classes, Martin Barnard easily notched up yet another win with the white Datsun 240Z beating the three litre Capri of Bob Stringfellow by two seconds.

Nick Garner continued his winning ways with his Solihull Motors sponsored Mini and his victory was emphatic for Stan Hargreaves never got any closer than four seconds. In the absence of any major opposition, Dick Keen was never pressed in scoring his sixth win with his 1300 Escort leaving Bob Mack in the Hampshire Centre Anglia behind by some five seconds.

Thoughts that Roger Burn would be competitive with his Clan Crusader were quickly shattered by Rob Gibson whose Sprite was some 4.5s quicker. On what should have been an equalising course. Danny Morgan had a specialised 240Z and he got within 1.5s of Burn. Back in the fray after his recent disasters Brian Betteridge led a VW 1-2 in the rear engined class. He had a time which was just over a second quicker than Terry Westley to record his third class win of the season. Tony King still has troubles with the Imp and with the exhaust falling off at least once, he was never in contention.

Roger Brunt set a cracking time in the 1 litre Mini on his first run and although Frank Morris had a poor time — some ten seconds slower — Brunt was still not happy that he had won the class. Morris had had oil leak onto the front wheel on his first run and with this cured he really bombed round on his second tour and ended up only 0.5s adrift which snatched second place from Bruce Male. In the absence of Messrs Warren and Merridale, Nobby Cresswell took his Escort to victory over local man Chris Crockett. The latter's Firenza was extremely rapid and competently driven and the Bath member finished up under a second behind the far more experienced Eastern Counties driver. The mysterious misfire on Dave Fuell's Escort again reared its ugly head and effectively demoted him to third spot, albeit only a tenth behind the Firenza.

Terry Smith and David Baskerville had a great duel in the sun. Smith set a target time on his first run but this was equalled by Baskerville on his last run ahead of Smith. The latter did not think he would have to come out again but when called upon to do so he had a nerve racking few minutes while his fan was fixed. Eventually, he got to the line and trimmed 0.3s to take the class.

Equally exciting was the Turpin/-Seymour duel. The Volnik was quickest first time round by a handsome 1.7s but Turpin really flew on his second run, Seymour was fractionally slower and the Hereford driver was home and dry by nine seconds. Bob Light's Scorpio found the weight differential too much of a burden and his 3.5 Rover engined four wheel drive machine was some four seconds adrift.

BTD: M. Turpin (Turpin Special), 1m 22.1s.

Class winners: M. Barnard (Datsun 240Z), 1m 36.5s; N. Garner (Mini), 1m 32.8s; R. Keen (Escort), 1m 31.6s; R. Gibson (Sprite), 1m 26.6s; B. Betteridge (VW), 1m 28.9s; R. Brunt (Mini), 1m 29.8s; R. Creswell (Escort), 1m 29.9s; T. Smith (Mini), 1m 27.7s; N. Seymour (Volnik), 1m 23.0s; D. Moody (Capri), 1m 36.7s.

...and Seymour too

On a course which was cut up badly on the second runs, Mike Turpin completed a weekend double in the BTRDA two abreast autocross championship by taking BTD at the Forest of Dean event at Aylburton, Gloucestershire last Sunday.

Surprise of the meeting was a one off appearance of former champion John Bevan who brought his Naveb special out of mothballs and got within half a second of Turpin's winning time. The promise of a three way struggle was never fulfilled for Nick Seymour's Volnik was suffering engine maladies and was not really competitive.

Dust again was the major problem of the day and cars ran singly throughout the meeting. In the standard car class, Muriel Banks returned to the fray with her Cooper and won the class by 1.2s. Among the touring cars the inevitable Martin Barnard walked all over mediocre opposition with the incredible Datsun taking the class by almost five seconds.

With Nick Garner running into trouble on his first run and failing collect a time, the up to 870 Mini class was a real ding dong. Reg Ashmore eventually emerged the winner by a mere 0.4s from Jeff Hawkins while Len Evans was only a further 0.3s off the pace. There was a very poor entry in the up to 1300 cc front engined, rear wheel drive class where the Anglia of Paul Tobin ran out winner by some 3.5s ahead of the thirty nine year old Y type Ford Popular of Bert Hopkins who has had the car for more time than he cares to remember.

Yet another win in the sports car class went to Rob Gibson who maintained his unbeaten record in the class by annihilating Roger Burn whose Clan was definately not at its peak, Brian Betteridge was one of six drivers to complete a weekend double taking the rear engined class by exactly three seconds from his neighbour and main class adversary Terry Westley. John Lancaster did his ego a lot of good by beating Frank Morris in the one litre Mini class but even he had to bow to the superiority of Roger Brunt and his still, outwardly looking tatty Mini.



John Bevan — autocross again

Brunt was 1.5s quicker than the rest and Lancaster had his best outing of the season, finishing sixth tenths of a second up on team-mate Morris.

A hectic dash to the Midlands to cure the misfiring Escort was rewarded by a class win in the big Escort class for Dave Fuell. The margin was only 0.6s while Ian Bidmead was third in his Escort. David Baskerville's challenge in the over 1.0 Mini was over early in the day when he suffered a broken half shaft on his first run. With the course deteriorating he did well to get to third place behind Terry Smith and Peter Vaughan who were separated by 2.2s. Turpin and Bevan delighted the crowd with their high speed machines. Turpin, always the extrovert, was spectacular and Bevan in contrast neat and tidy but the watches said the difference was 0.7s. Seymour was in trouble from the word go but struggled on to take second in the class.

There was a real old dust up in the well supported rally car class where Graham Elesmore took his Escort to Victory by a thin margin over the spectacular Saab of John Mulligan.

BTD: M. Turpin (Turpin Special), 121.7s.

Class winners: Miss M. Banks (Cooper), 136.7s; M. Barnard (Datsun 240Z), 133.8s; R. Ashmore (Mini), 131.3s; P. Tobin (Anglia), 141.8s; R. Gibson (Sprite), 123.9s; B. Betteridge (VW), 127.8s; R. Brunt (Mini), 127.6s; D. Fuell (Escort), 128.6s; T. Smith (Mini), 127.7s; J. Bevan (Naveb), 122.4s; G. Elesmore (Escort), 135.3s.

Lord returns

Bournemouth solicitor Jeremy Lord is coming out of retirement at the end of this month. After just six months away from the scene, Lord is returning to Clubmen's Supersports at Castle Combe on Bank Holiday Monday. He has bought Barry Joel's Gryphon and it will be run by Dave Price Racing, Price having looked after Lord's immaculate Minilite cars for a number of years.

This Gryphon in fact started life as one of the two original C72 owned by editor Ian Phillips which was raced by John Heitman and Dave Bettinson last year until being virtually written off by Bettinson. It was then rebuilt around a brand new 1975 chassis and sold to Joel.

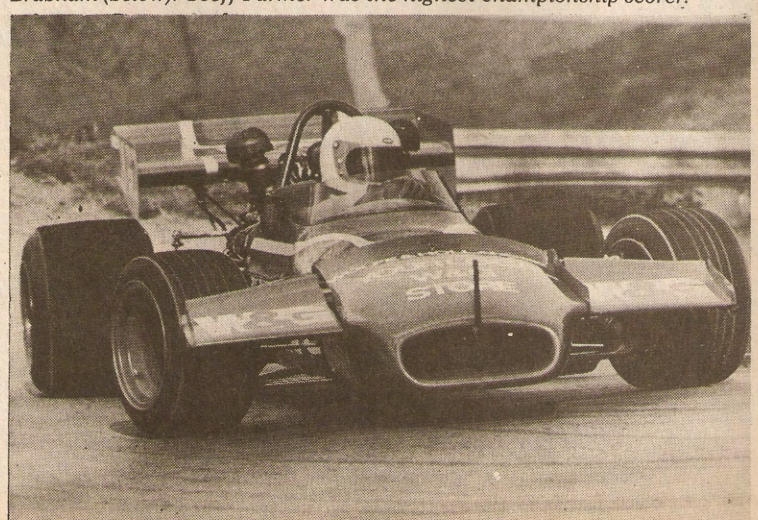
● Saturday's hillclimb run by the Omagh MC at Gortin Glen was won once again by Patsie McGarrity in his Chevron B29 from another Formula Atlantic car, that of Paddy Heron in a Brabham BT30. A Lotus Elan was third.

Sprint at Curborough

This weekend, the Quinton MC hold their sprint at Curborough and in particular, stars will be leading Midlands sprints competitors Bob Rose, Rob Turnbull, John and Arthur Ravenscroft and Richard Lester all trying for BTD. There'll be a demonstration by Opposite Lock discotheque racing cars including Martin Hone's Porsche 906 and Steve Thompson in his *Penthouse* championship contending Mexico. The event, with full commentary starts at 2 pm with practice in the morning.

● The Cornish Group of Motor Clubs has been formed within the ASWMC to bring together all the motor clubs in Cornwall and to co-operate with one another if necessary. With more interest being taken by motor sport in general in the venues in that area, whether rally or hillclimb the county are very mindful of their interests. Chairman is Brian McDowell of Camel Vale, vice chairman is Roger Woodley of Newquay.

Roy Lane is coming close to achieving a championship double. At the BARC/Guyson hill climb round at Harewood on Sunday, Lane took a BTD at 38.89s and his score in the series is 48.11 to leader Colin Rogers' 48.89. Second BTD went to Chris Cramer on 39.86s and third was Malcolm Dungworth's Brabham (below). Geoff Farmer was the highest championship scorer.



More Tour of Britain action





Graham Hollis, Mexico racer, put in a good drive in an RS 2000 on the Tour of Britain to finish seventh overall. He's seen above, left, at Mallory Park. Above, right, small class winners Richard Piper and Leena Skoog (Sunbeam Imp). Below, AUTOSPORT's *Barry Foley (Chevette) had an abortive time with a small "off" on a stage and went OTL.*



Racing for booze

The Oldham and Crowther championship contenders are again being tempted to compete for booze this weekend at Oulton Park when they hold another round of their championship. The competition will be for the first placed competitor in each class who has driven his or her car to the meeting on the road.

One man in the championship who has been having it all his own way is Reg Woodcock who for many years has been picking up places in modsport races and thoroughbred sports car events in his superb Triumph TR3. But Forward Enterprises have other ideas and they hope to have a "secret machine which has been specially prepared" which Anthony Hutton may be driving. Watch out Reg.

Current positions in the championship are, Class A: 1, John Harper, 22; 2, John Chatham, 17; 3, David Preece, 16; 4, Gary Bristow, 15. **Class B:** 1, Reg Woodcock, 38; 2, Alan Ede, 18; 3, Simon Phillips, 14; 4, Paul Lorne, 11. **Class C:** 1, Bruce Brown, 32; 2, Mike Gue, 18; 3, Jerry Trace, 16; 4, Mike Walker, 14.

Watson legal

Simon Watson who had his L&G Fire protection sponsored G1 Imp sealed after his runaway win in the small class of the Radio 1 race at Snetterton recently, 'phoned last week to say that the engine had been checked and found to be fully legal. "In fact the scrutineer said it was one of the best G1 engines he had seen, which is a credit to Anglo Dutch American Engineering who recently rebuilt it," said Watson.

Motor clubs meet

A meeting is to be held this Monday, August 11 at the Queens Head, Maidstone of the council of South Eastern Motor Clubs when they will discuss proposals for the establishment of a novice rally series in the south. There is to be a further and more important meeting a week later at the same venue when the dates for all rally and off road events for 1976/7 will be settled. All member clubs are urged to send at least one representative.

Subjects under discussion then include seminars for rally, race and speed event organisation, possible training of timekeepers and scrutineers to work within the RAC and help with organisation between member clubs in terms of equipment and personal.

Busy Fintrary

Another oversubscribed entry has been received for this weekend's Aberdeen and District MC hillclimb at Fintray on Sunday. After five records were beaten in the June event, this weekend's event has a special interest to see if any more go the same way.

Jim Dryden takes a break from class one, so that's open to offers from the other competitors. Barrowgill Angus will be there in his very rapid Davrian while Edinburgh's Alan Thomson will be out for BTD in his Chevron B17.

Mrs Hill accepts

Bette Hill, wife of Graham Hill has agreed to accept the post of vice president to the British Womens Racing Drivers' Club. Two such positions have recently been created, the other being accepted by ITV senior programme editor, Diane Edwards-Jones.

Meanwhile, the club's series for the BWRDC championship being raced for in the Shellsport Ford Escort Sports is currently being led by Susan Tucker-Peake but she has two very close challengers in the forms of Lorina Boughton and Divina Galica, all three separated by just two points. Full positions:

1, Susan Tucker-Peake, 23; 2, Lorina Boughton, 22; 3, Divina Galica, 21; 4, Wendy Markey 14; 5, Alison Davis, 11; 6, Maggie Anderson, 11.

Speed trials rescued

Brighton and Hove MC's national speed trials have been rescued from cancellation. Following a story recently that it was threatened with lack of sponsorship, three saviours have agreed to put in money including Mazda Cars, Shell Oils and cigar manufacturers Fraeburg and Treyer, although the biggest one of these is Mazda.

Regs will now be available for the event in September from Mr King, the competition secretary on Brighton 686251.

More bother

As if they did not have enough problems on the day, White Horse MC received a request to cancel their Donington Park autocross event last Saturday. The complainant, a solicitor called the police who asked the officials to abandon the meeting after practice because the dust clouds being raised had caused him to abandon his paint spraying activities. The club decided to carry on with the meeting.

● Croft's track surface on Sunday was back to sweating again, but our reporter did admit that it was very hot.

Historic outings

The Nurburgring Show for vintage and historic cars takes place this year on August 16/17 and regulations should be applied for from Hans P. Nyffeler, at Gottlieb-Daimler Strasse 3, 775 Konstanz, West Germany (Tel: 07531 65014).

There's also a historic race at Phoenix Park on August 30/1 to which competitors are invited. Reductions on B and I ferries are available and cars without tow cars can usually be collected by Irish Veteran and Vintage CC members at Dublin. Full details may be obtained from Alan Shattock, Phoenix Park race secretary, Hillside, Bohernabreena, Tallaght, Co Dublin, Eire. Tel (Home): 691214, (bus): 694659. If the response is sufficient another race may be run on another day other than that specifically laid aside for the vintage and veteran cars.

Varied comments

The protest against Kelvin Hesketh's engine at Cadwell alst week is still unresolved and there apparently isn't a date set for scrutineering yet either. Comment on the engine at Croft on Sunday varied from "if it's legal, we can all give up and go home" to "he has had a bent motor before and if once, then why not again"!

Championship positions

Penthouse Ford Escort championship: 1, Steve Thompson, 59; 2, Mike Freeman, 39; 3, Nick Weir, 30; 4, Graham Hollis, 26; 5, Gordon Bruce, 22; 6, Tony Dron, 15.

Renault 5 Elf challenge: 1, Neil McGrath, 102; 2, Dave Hedges, 68; 3, Keith Collier, 66; 4, Stuart McCrudden, 60; 5, Trevor Peckham, 56; 6, Mick Hill, 46.

Production sports car championship; £2250 to £4000: 1, Chris Meek, 19; 2, Colin Blower, Andrew Roughton, 13, 4, Rod Gretton, 11. **£1400 to £2250:** 1, Chris Alford, 30; 2, John Targett, 14; 3, Gerald Vaughan, 12; 4, Doc Griffiths, 11. **Up to £1400:** 1, Dave Karaskas, 14; 2, Rob Goodwin, Chris Wadsworth, Terry Grimwood, 8.

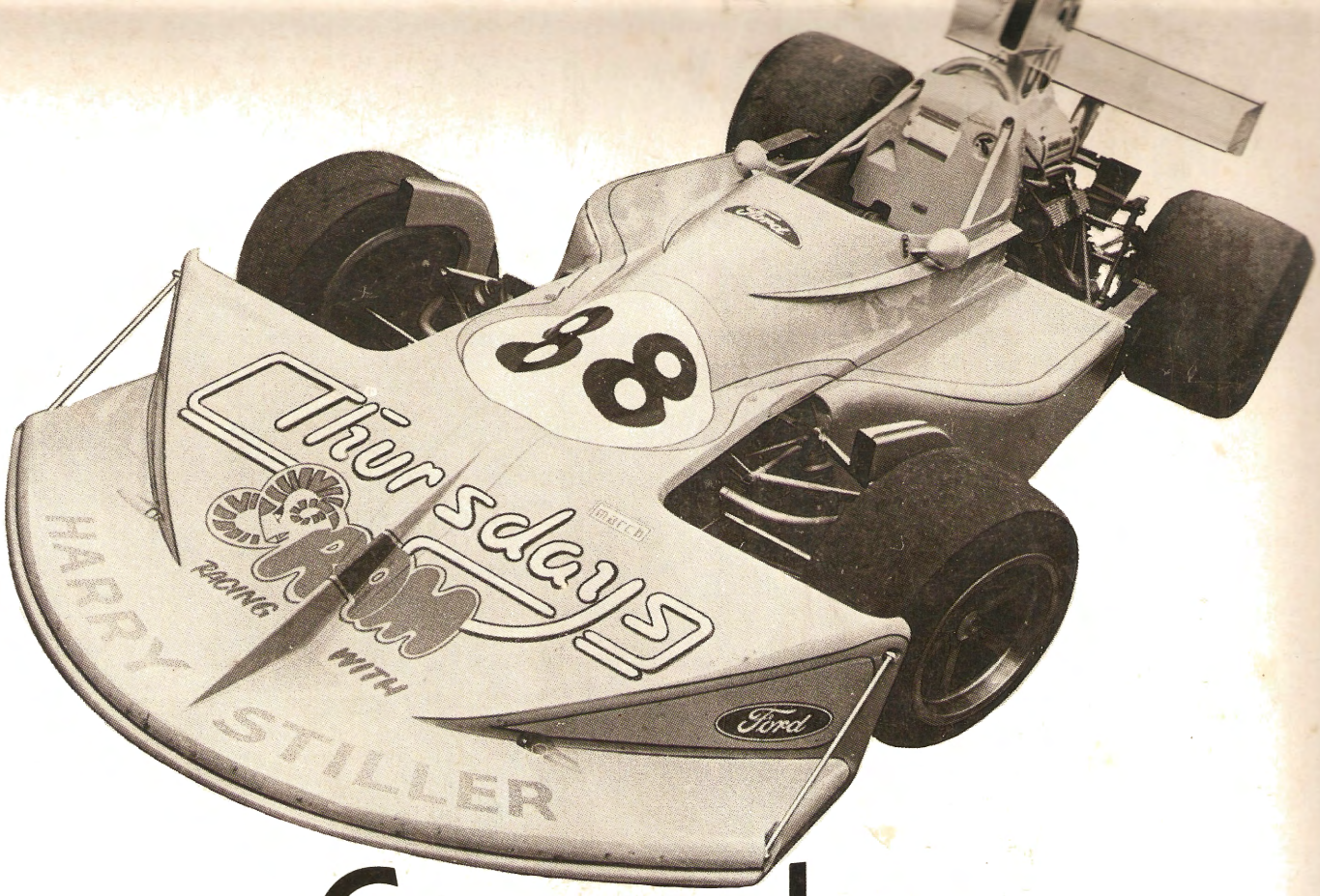
Neville Johnston/Savoy Motors G1 championship (Kirkistown): 1, Plum Tyndall, George Windrum, 6; 3, Robert Ward, Tom Irvine, 4; 5, Ian Smith, Michael Phillips, Jack Wilson, 3.

Speed Merchants Classic Car championship; overall: 1, Richard Thwaites, 36; 2, Bill Nicholson, 29; 3, Willie Green, John Webb, 27. **Over 2 litre Front engined GT:** 1, Brian Classick, Frank Sytner, 24; 3, Martin Hilton, 15. **Up to 2 litre front engined GT:** 1, Bill Nicholson, 29; 2, John Webb, Tony Woodhouse, 12; 3, Colin Crabbe, 9. **Up to 2 litre sports racing:** Richard Thwaites, 36; Brian Baker, 24; 3, Rupert Glydon, 12.

● Rumours from Croft, unconfirmed, suggest that the Nottingham Sports CC are not interested in using Croft next year.

● Tony Palmer reappeared at Croft on Sunday with his MGB. The car went over the banking at Tower a few weeks ago, and he's now rebuilt it, coming fourth in the modsports event.

● Lack of entries caused Gaynes Car Club to cancel what was to have been the fourth round of the 361 Autocross championship at Cranham, Essex last Sunday.



Come and see Thursdays

Formula 5000 March 751

...make its racing debut at Mallory Park on Sunday 10th August.

Built to the latest Formula 5000 specification, it is the fastest smoothest car around from the fastest smoothest club around.

If you live in the London area after the race come along to Thursdays discotheque where there's the most amazing lights and sounds.

There's no membership so you simply pay at the door and walk in. Then you're set to race away from 9pm. to 3am.

Fabulous drinks at realistic prices at any of the four bars. And there's a restaurant for both diners and those just wanting a snack—overlooking the main dance floor and open until 3am.

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