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FULL GUIDE TO BRITISH RACING CAR MANUFACTURES

AUTOSPORT

Formula 3 racing's revival year reviewed

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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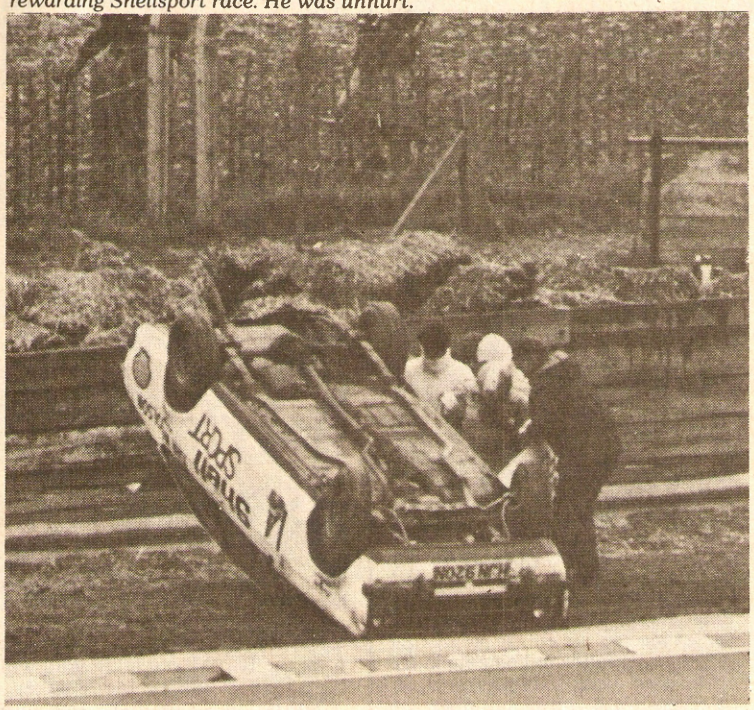
John Nicholson emerges from his rolled Escort on the tenth lap of the rewarding Shellsport race. He was unhurt.



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EDITORIAL

After a year's absence this issue sees the return of a review of Formula 3 racing in Europe. This time last year, though, the whole scene looked dead. Nineteen seventy four was a terrible year for F3 and quite rightly promoters could see no future in continuing with it. The fact that it not only survived, but even thrived, is an example to other formulae which find themselves in a similar position, and at this moment quite a few do.

The success of the season was, undoubtedly because everyone pulled together towards a common aim. The first credit must go to the BARC who took the gamble of announcing a small unsponsored series at the beginning of the year. Fortuitously BP's original sponsorship commitment for 1975 fell through and following brief negotiations with Motor Race Consultants the series had a backer. From then on those three parties, with support from the manufacturers, drivers and press, built up a formidable series. From nothing to between 25 and 30 regular competitors before the middle of the year was a great achievement.

The rewards, in financial terms, were not great, but with hardly a whisper of dissent the competitors worked hard to make sure that the series was successful by turning up at most of the far flung circuits.

The racing, too, was generally of a very high standard. Although the championship was won fairly conclusively by Gunnar Nilsson, by no means did he have it all his own way; there were generally about six drivers who could win the races. After seeing what the champion could do in other formulae one can confidently predict that at least three of the other top F3 drivers have a lengthy future in the higher echelons of the sport. It is, perhaps, significant that the drivers who have been doing a great deal of winter testing in F1 cars and going quickly have been the F3 stars.

This is, of course, the main attraction of the Formula — it's the one which people take notice of. It is also a series which doesn't pay travel money to foreign competitors, yet it is the one Formula which attracts overseas interest. No less than twelve nationalities took part in the British races alone last year — and just to add to the variety there were ten different makes of chassis and six different types of engine. Also, despite increasing pressure from heavily backed national Formulae in European countries, there was a great deal of racing in Europe itself in 1975 and all signs point to more this year. In fact, we managed to track down the results of 54 races for the review which appears in this issue so there are plenty of opportunities for competitors to gain experience racing abroad.

Formula 3 has attracted a great deal of support from the powerful Formula One Constructors Association who, let's face it, took most of their current drivers from the Formula and want to ensure its continuance to find their replacements.

In Britain next year there will be two championships and at least another four non-championship races which will probably top the bill on their appointed days. With recently announced bonuses the winner of the already confirmed BP championship will have nearly £500 to win at each race; in addition to this there is also a lucrative European championship with some very prestigious events. In all it adds up to a promising year all round and for those enthusiasts who like racing without any gimmicks this is it.

our cover picture

Good close racing was the main ingredient of Formula 3 racing during 1975. Here BP champion Gunnar Nilsson leads his challengers at Brands Hatch. Photo: David Winter

Lotus hire Andretti

Team Lotus and John Player, the team's sponsors, confirmed last week that Mario Andretti would be driving for them in the South American Grands Prix. Andretti, who has been released from his Vel's Parnelli contract because the team aren't contesting the first few Grands Prix (see P&P Dec 25), looks

Mario Andretti – just one GP?

likely to only take part in the Brazilian GP with Argentina having been cancelled.

Andretti's "reunion" with Lotus gives all parties concerned a little more time in which to sort things out; whether Andretti intends to carry on with them, Parnelli pending, and whether Lotus still require their "undiscovered" star of tomorrow to fill the second seat next to . . .

The Lotus F1 "swop" shop

Team Lotus may well have acquired the services of Mario Andretti, albeit on a temporary basis, but the matter of filling their 1976 driving force doesn't rest there. Activity has been quite rife during the past few weeks regarding proposed "swop" deals with Ronnie Peterson. It's a situation which few people who are directly involved, are not prepared to talk about.

Having failed to "swop" Peterson with Tom Pryce at the beginning of last year and also failing to complete suitable dealings with James Hunt and McLaren on a similar type of deal only quite recently, we understand that Team Lotus are still interested in releasing Peterson from his contract for 1976.

March Engineering have been the latest in line to have the tempting Peterson-carrot dangled in front of them and it is a known fact that Max Mosley would be quite keen to have Ronnie back in his team once more. The man being used as bait is Gunnar Nilsson although we gather that neither he, nor Ronnie, wish to leave their current employ unless they are released from their contracts that is.

Nilsson has expressed his intentions to stay with March and concentrate on the European F2 Championship while Peterson, confirming recent conversations we've had with him, is very happy with the team's new car and intends to stay at Team Lotus.

● Eppie Wietzes, the Canadian Formula 5000 stalwart, is contemplating running next year's Player's Atlantic series. Wietzes, who competed in the 1974 Canadian GP in a rented Brabham BT44, raced a Lola T400 in the SCCA/USAC F5000 series this year.

Argentine GP is off

A combination of political unrest, which has made most of Argentina a dangerous place, and financial problems has forced the Argentinian Grand Prix, scheduled to open the 1976 Formula 1 World Championship on January 11, to be cancelled.

Following recent years, this race has always been surrounded with doubt and, predictably, this year's was no exception. The explosive situation, especially in Buenos Aires, may well have endangered lives although even with military protection, it's getting the cars and equipment in and out of the country that worries most people, certainly the constructors.

With Argentina joining South Africa on the sidelines, although there are moves afoot with the South African government to get the race restaged, there was some doubt over the Brazilian GP fixture, scheduled for January 25.

However, Charles Nacache, president of the Brazilian Automobile Racing Confederation has stated that the Brazilian race would *not* be cancelled because of costs and it would go ahead as planned.

Nacache also said they would like to stage a second, non-championship race, either at Brasilia or Goias a fortnight later (February 7). However, although a second race would help spread the costs in transportation charges a F1CA member reckoned it would be difficult to arrange the event because of air travel arrangements.

Ertl and Hesketh

Original plans for German-domiciled Austrian driver Harald Ertl to run the entire Grand Prix season in 1976 with a RAM-run F1 Brabham BT44B have fallen through. Instead Ertl, who bought and raced an ex-works F1 Hesketh last year, will strengthen his ties with the dormant Hesketh Racing equipe in the next week or so.

We spoke with Ertl recently who told us that his Brabham deal had fallen through but hoped to tie up a

Harald Ertl – big F1 plans

few loose ends with Hesketh team manager Bubbles Horlsey in the next day or so. This would mean that Ertl, who has acquired considerable backing from various sponsors in Germany and Austria, will retain his Hesketh 308B and base it at the Hesketh racing workshops in Easton Neston.

Ertl expressed a strong desire to compete in the South American races, hence his interest in the Brabham deal because Horlsey wasn't able to get his team functioning again at such short notice. However, the current indecision over the South American race schedule has strengthened (and almost confirmed) the tie-up between the two parties.

Twenty-seven-year-old Ertl, Germany's answer to John Watson in appearance, made his F1 debut in Germany last season but only

Bubbles Horsley – running Ertl?

proved his tremendous press-on spirit in the 308B at the Italian GP where he held off (not up) Messrs Reutemann, Hunt and Pryce for some time.

Ertl also intends to compete in F2 again this year, having raced a Chevron-BMW on a number of occasions in 1975, as well as sports cars. "I shall compete in every major German race," said Harald, "because I feel it's a race driver's moral obligation to his own public."

Surtees' G8 TS18

Filling in one of the gaps left between last year's F1 TS16 model and the recently announced TS19, Team Surtees are currently finishing off the TS18 which originally was to have been a Ford V6 powered F5000 car. The car is now being converted to take a DFV and will be used by a yet to be announced driver in the Shellsport G8 series.

Merzario to March

Although neither Max Mosley nor Robin Herd were prepared to confirm it, stories in the Italian press have suggested that Arturo Merzario will join March Engineering to partner Hans-Joachim Stuck in the team's Reading based works F1 team. Vittorio Brambilla and Lella Lombardi are, of course, the nominated drivers in March's Bicester-based set-up, all four drivers forming part of the ambitious four car, two-team, works set-up which they will be running in Grand Prix races this coming season.

Merzario's inclusion is something of a surprise as it was generally thought that the vacancy would have been filled by a British driver backed by a British sponsor. Merzario, who has driven Formula 1 for Frank Williams in the last two seasons, left the team in rather stormy circumstances mid-way through the year. His petulant attitude is difficult to contain, both on and off the track, although he can be quite charming at times. Merzario's last F1 drive was a one-off outing in the Copersucar at the Italian GP were he didn't exactly cover himself with glory. Further salt was rubbed into the wound when Brazilian F3 driver Ingo Hoffmann lapped the car competitively several weeks later.

Merzario's expected tie-up with March, he was expected at the Bicester factory on Monday of this week, is naturally aided by financial backing. This comes from Italian racer Mario Casoni who has provided the commercial sponsorship from Ovorro, the Italian liquor concern who backed Casoni's drivers in one of Reinhold Joest's Porsche 908/3 turbos last season.

Norris go NASCAR

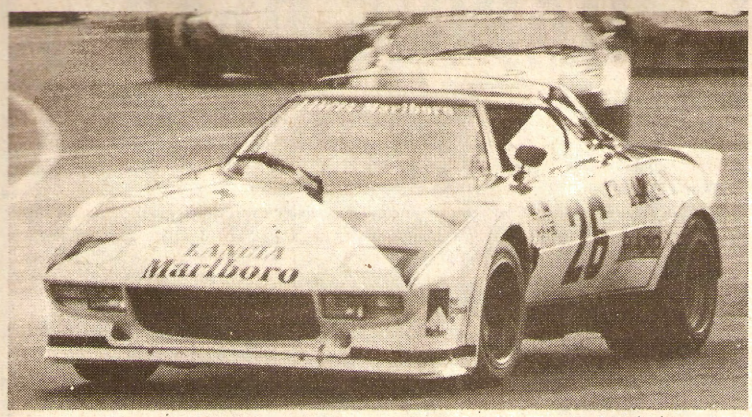
Norris Industries, the American company who, among other things, produce bombs, are moving into the world of NASCAR in 1976. There will back the Bud Moore team who will run a Ford Torino for Buddy Baker.

Norris Industries first came into racing when they sponsored Jackie Oliver's Ti22 CanAm car, moving over to back Sam Posey in F5000 and Indy the following year. For the past two years they've been with the F5000 Talon team, although on a much smaller basis this past season.

● Willi Kahsen is continuing his talks with Gerard Larrousse about running the works Alpine-Renault in G6 this year.

● A chicane or similar artificial corner, is expected to be erected at the Osterreichring's Hellalicht Kurve. This was the high speed curve where Mark Donohue had his fatal accident last August.

● Porsche have received a total of 12 orders for their new G4 turbo Carrera which costs 100,000 DM in race trim. The car, along with the G5 machine, looks extremely mundane, although it's probably incredibly quick.



Carlo Facetti in his Marlboro-sponsored G4 Lancia Stratos at Imola last year. The car will be G5-ised and turbocharged for 1976.

G5 turbo Stratos attack

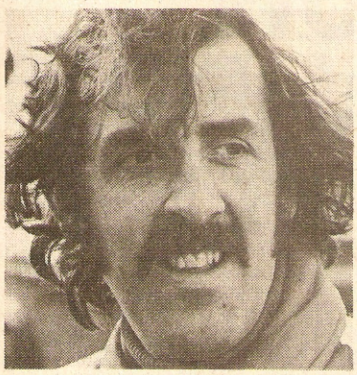
The forthcoming G5 (silhouette) world sports car series, which at the moment is looking distinctly bleak, has received a boost in that the grids may not be dominated by the new Porsche turbos after all.

Lancia are entering the series in a more serious vein than they have in the past by running a pair of turbocharged Lancia Stratos' in Marlboro colours. Driver pairings will be Vittorio Brambilla and Carlo Facetti together with Renzo Zorzi and Claude Haldi.

Facetti, it will be remembered, raced a Marlboro-sponsored Stratos in last season's European GT series although unreliability meant that the combination were never able to get on terms with the Porsche Carreras. The car's best run was at Monza when Facetti shared with Brambilla.

The turbocharging of the Lancia's 2.4 litre V6 Ferrari Dino engine will increase its present power output (240 bhp for the works rally cars) to around 450 bhp, the G5 cars presumably running the latest 24-valve units. Perhaps Zorzi's inclusion in the team will provide the team with Pirelli tyres?

Hobbs' deal



David Hobbs confirmed this week that he would be doing 10 NASCAR races this year following a personal sponsorship deal signed last week with Coca Cola. Hobbs is hiring a Chevrolet from Benny Parson's stable and his first race is the Daytona 500. Parsons will also share Hobbs' Coke sponsored works run BMW in the Daytona 24 and Sebring 12 hour events. Hobbs is also considering a provisional full USAC season offer and is looking for an F5000 ride.

● March designer Robin Herd returned to this country just before Christmas, having spent a couple of weeks in South Africa testing with Ian Scheckter. Jody's elder brother had just taken delivery of his new Formula Atlantic March and Herd was on hand to oversee the initial testing at Kyalami. Poor weather kept the track constantly damp but Scheckter was still "impressive" according to Herd and projected lap times are expected to be around the 1m 23s mark for these cars.

Grob for F2 Modus

Negotiations between KVG Racing and Modus Cars were virtually completed prior to the Christmas period for Ian Grob to run in a works maintained Formula 2 car for the entire European F2 season in 1976.

Grob, who has been abroad this week and therefore wasn't able to confirm the deal, has been shopping around during the last couple of months. It's been a known fact since the middle of last year that the young sports car driver has wanted to move up into F2, although whether it was in a two-car team or not remained unanswered.

Visits to the various manufacturers narrowed the final choice down to either March or Modus. This will be the Watton-based firm's first foray into the highly competitive world of F2 having had an excellent year in 1975 with both their F3 and Formula Atlantic cars. Power for Grob's KVG Modus is expected to come from Brian Hart's 420R alloy block engine, the KVG team having used them exclusively in their works backed Chevron sports cars in 1975.

Modus designer, Jo Marquart, is naturally keen to get involved in F2 and expressed an interest in running a works maintained car for a top line Grand Prix driver in selected events, finance pending.

● The Italians have got the go ahead for their own version of FF2000 (or Super Ford) next season. Whereas we use Dunlop tyres in Britain, Kleber will be specified for a 9-race series in Italy.

New F1 Ensign

Although the Argentinian Grand Prix was officially cancelled on Tuesday of last week, Mo Nunn told us on Monday that he'd informed the F1CA that his Ensign team would not be going to take part after all.

It was originally planned for Nunn to run in Argentina with Jean-Pierre Jaussaud driving in place of the injured Chris Amon. However, with his former sponsors HB Bewaking having exercised their rights and taken the team's latest N175 F1 car, Nunn was intending to race the team's elderly N174 chassis instead in order to honour his recent inclusion into the F1CA.

Instead Nunn has decided to go ahead and progress with finishing off his two new N176 chassis' which Amon, if fit, will debut in Brazil.

HB Bewaking intend to remain in racing and it is assumed they will run the Ensign N175 this season under their banner, although no driver has been mentioned as yet.

Canadian's for F2?

Two of the top contenders for next season's Canadian Player's Formula Atlantic series will both be driving March 76Bs. They are Gilles Villeneuve and 22-year-old Bobby Rahal, the latter having won the Atlantic race in the recent SCCA National Finals driving a 75B instead of his regular Lola T360.

Rahal will drive under the Doug Shierson banner while Villeneuve will continue with his Skiroule sponsorship but has moved across to the Ecurie Canada team who have now acquired the services of former March Engineering director and F1 team manager Ray Wardell.

Both Rahal and Villeneuve have expressed an interest in racing over in Europe this year and they informed our Canadian correspondent that they would like to take in some Formula 2 races if at all possible.

G2: Germans take stock

Germany is a country known to possess several hundred G2 and G4 GT/touring cars complying to the current regulations. Because there is such a large number, the German racing authorities have agreed to allow the cars to race in next season's national G2/G4 Championship, held under the new stricter G2 rulings at the request from the car industry.

However the current G2/G4 cars are going to have to comply with the new wheel/tyre restrictions and that, effectively, rules out works participation from Ford and BMW. Newly promoted Ford boss Mike Kranefuss told us that their current G2 3.4-litre Capri RS3100 wouldn't work on the smaller 16in tyres because although the car might make up for the cornering loss in straight line speed, there wasn't a tyre that could stand up to the power being produced from the Cosworth V6 engine, not even in a 10 lap national race.

The Capris would be up against the new G4 3-litre Porsche turbo which, on 14in rims, would be producing around 550 bhp despite weighing around 1100 kgs.

Next year's G5 (silhouette) championship wasn't an attractive proposition either as Kranefuss reckoned it would take them most of the year to get on terms with the powerful works Porsche Carrera turbo. Even if they were able to do that, BMW are planning to introduce their mid-engined "G5 coupe" in 1977 and Ford currently have nothing to upstage that project.

The BMW "G5 coupe" looks likely to succeed in obtaining its homologation for the 1977 G5 because the CSI have brought the qualifying limit down to 400 units built over 2 years rather than 500 units in 1 year. "It kills the whole idea of the production car series," sighed Kranefuss.

It is thought that BMW will produce around 300 "dummy" mid-engined "G5" coupes, rather like Porsche did with the 917, in order to get it accepted. We hear they have no intention of selling the car or, for that matter, making it comply with polution and safety laws.

Ford Köln plans look likely to revolve around Zakspeed's efforts in the European G2 series with a new RS1800 Escort. However, all Ford plans will be announced in a week's time.

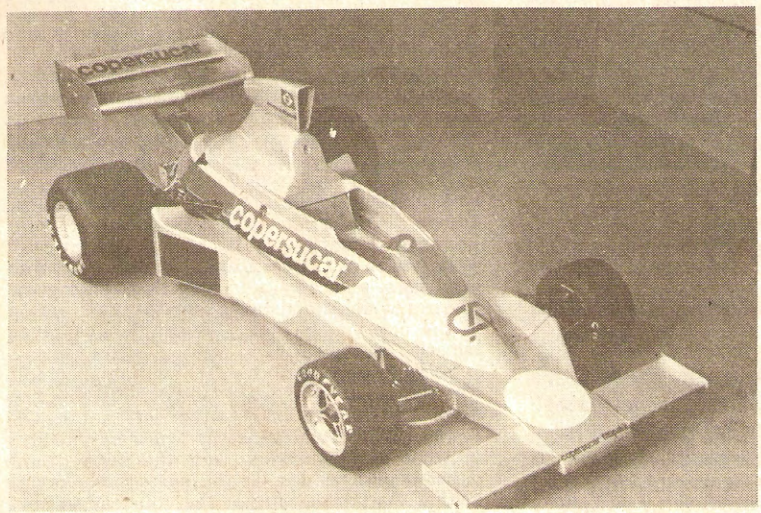
Edwards back in F1?

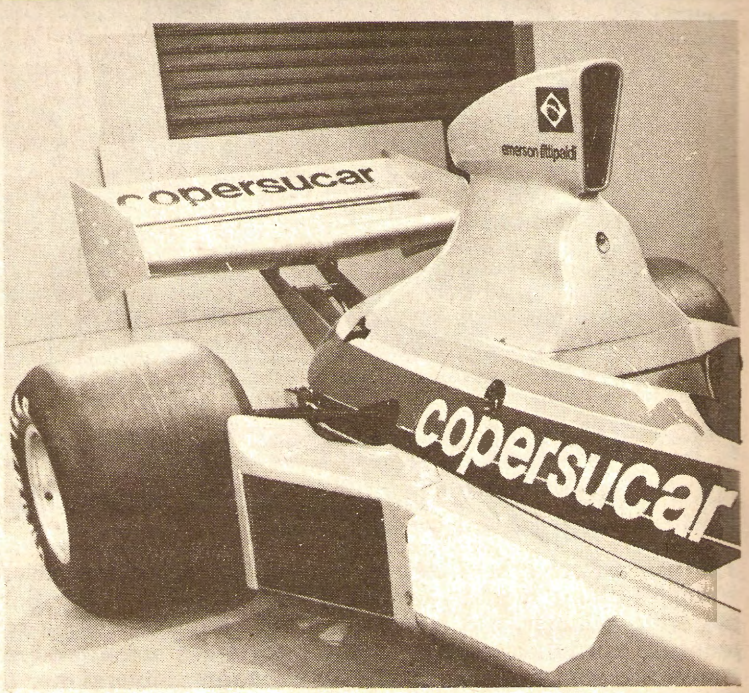
Guy Edwards was very reticent to say anything about his proposed motor racing plans for the coming year when we spoke to him earlier this week, even more so when we mentioned rumours that he'd be seen in a RAM-run F1 Brabham BT44B with backing from Encyclopaedia Britannica, his F5000 sponsors in 1975. "I don't want to say anything until everything's signed and sealed. All I can tell you is I'm riding a bicycle!" he mused.

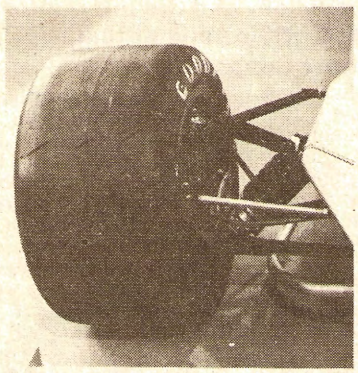
Edwards is known to be keen on re-entering the world of Grand Prix racing, no doubt anxious to wipe the slate clean after his efforts in the Embassy Hill team back in 1974. His amazing knack of acquiring commercial sponsorship could well see him back in an F1 car, certainly for the European Grand Prix season, although it is doubtful whether he'd contemplate the MCD-derived G8 (*nee* G9) series.

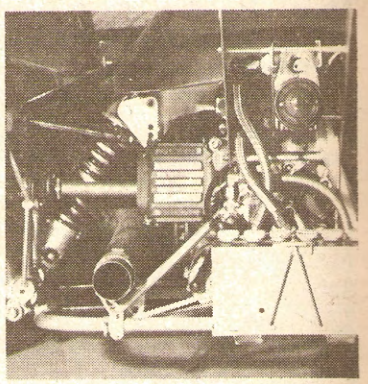
Whatever the outcome, Edwards will eventually arrange something and if he wants to get back into F1, he'll probably get there . . . sponsorship permitting of course.

The new F1 Copersucar Fittipaldi challenger





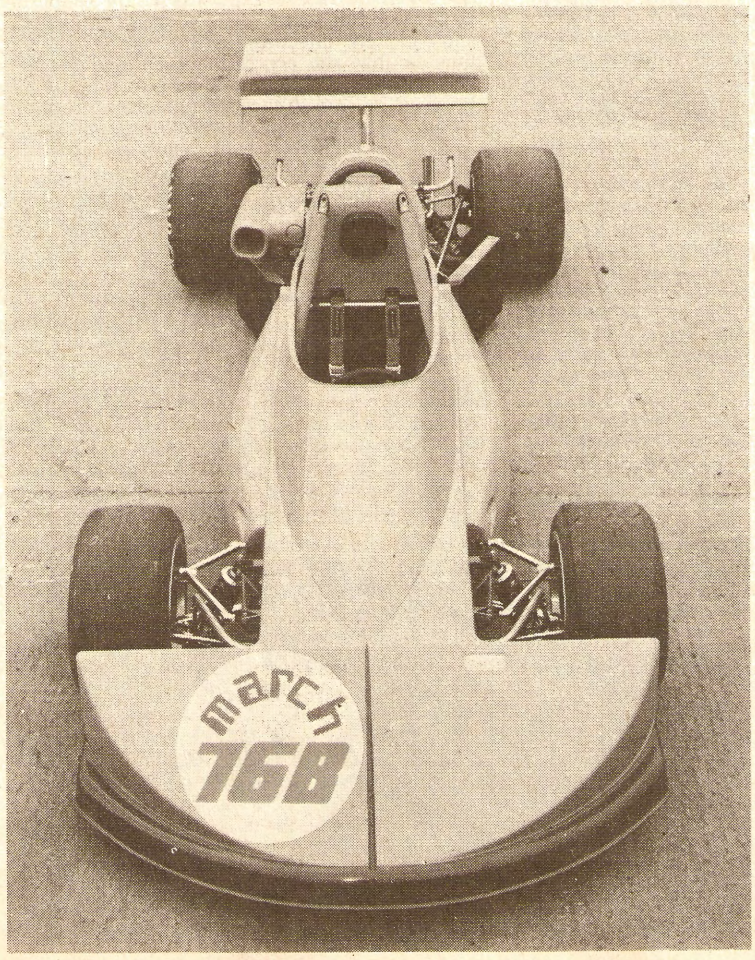




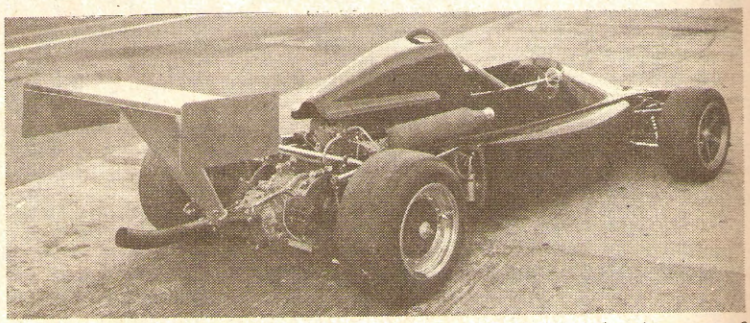
The Fittipaldi Empreendimentos SA construction company's competitions department have at last released full details of their second F1 car – the Richard Divila penned FDO4 model. With the arrival of the very enthusiastic twice ex-world champion Emerson Fittipaldi to his brother Wilson's team more than usual interest will be taken in this new car.

Basically it is a straightforward kit car built around the Cosworth DFV engine and Hewland gearbox. Gone are any attempts at new aerodynamic trends – it's a simple strong car for Emerson to bring home national glory to Brazil. The neat monocoque chassis, ironically, resembles McLaren thinking and has two laterally mounted water radiators in front of each rear wheel with the oil rads mounted behind them. The suspension is entirely conventional with unequal length wishbones at the front and single top link upper, twin parallel link lower and radius rods at the rear. Koni spring damper units are fitted all round and Lockheed brakes, inboard at the rear and outboard front.

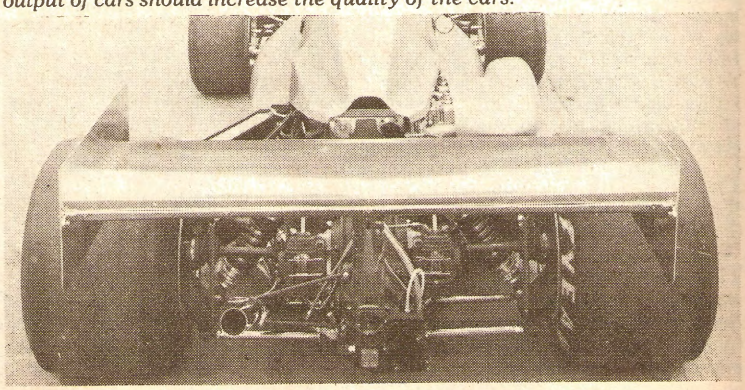
Sponsorship comes once more from Copersucar and Emerson's teammate will be Ingo Hoffmann with Alex Ribeiro as reserve.

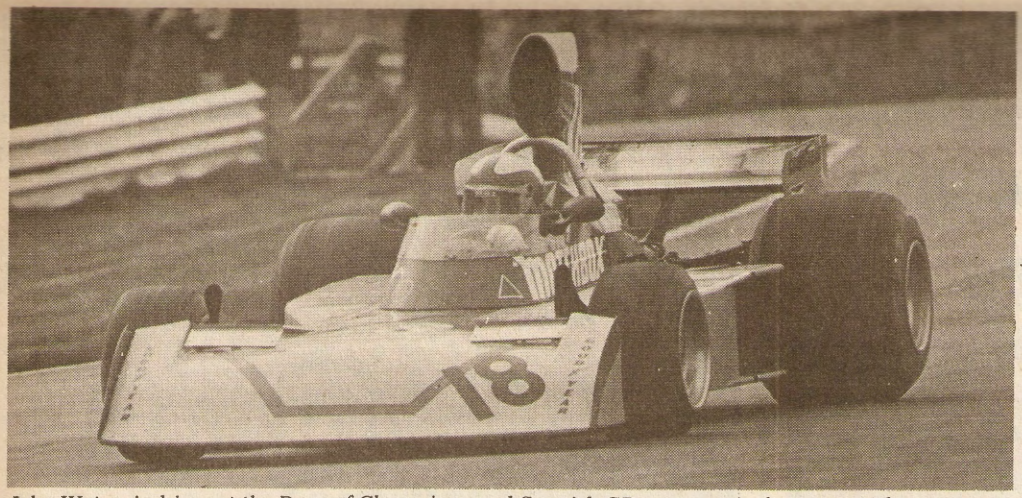


New FB/F3 Marches



March Engineering have just announced their new F3/F2/Atlantic range of cars. Robin Herd has basically just tidied up his 75 series cars and major changes common to both are overall weight reduction which brings them right to the limit; F1 type single pillar rear wing mounts; oil tanks between engine and monocoques; new bodywork; F1 gearshift systems and electrical extinguisher systems. The F2/Atlantic also features revised narrow track suspension. All models have been extensively tested and a reduction in output of cars should increase the quality of the cars.





John Watson's drives at the Race of Champions and Spanish GP were particular noteworthy.

Personal recollections of '75

NIGEL ROEBUCK, leading feature writer, discusses incidents which caught his eye last year.

The 1975 Grand Prix season was an untidy one. Races were stopped, there were wrangles about money, arguments about safety, and the weather, in a mainly blistering summer, was lousy. I am not about to write a review of the season — indeed, I am not qualified so to do, for I did not attend all the races. I went to Barcelona, Monte Carlo, Zolder, Zandvoort, Silverstone, the Osterreichring and Monza, as well as the Race of Champions and the International Trophy, of course. I saw much that impressed me and a certain amount that appalled me, and this article is a purely personal account of those things.

The Race of Champions is always a long time coming. Normally, Monza is the end of my season and the six-month wait seems interminable. By mid-March I am in dire need of a fix, and although Brands Hatch is far from my favourite place, I always thoroughly enjoy the Race of Champions. There was nothing particularly remarkable about the 1975 race, save that Tyrrell and Shadow both flattered to deceive. Fresh from his majestic display at Kyalami, Jody Scheckter took the lead early in the race and started to go away, but later the Tyrrell slowed, and Scheckter was caught by Tom Pryce, driving his Shadow magnificently. As Tom came by in front, Jody headed for pit lane, his engine wrecked, and the Welshman then stroked home for the win. After Jarier's two pole positions in South America and Scheckter's victory at Kyalami, it seemed that maybe Tyrrell and Shadow would be the leading lights of the Grand Prix season. How wrong we were. The other noteworthy performance at Brands Hatch came from John Watson, who brought the Surtees into a superb second place ahead of Peterson and Ickx with their ageing John Player Specials.

At Brands Hatch, Emerson Fittipaldi spent most of his time trying to get the McLaren to handle, and complaining of the potential danger of running Formula 5000 cars in the same race as Grand Prix cars. Cynics observed that he was right to worry about the F5000 cars, for his showing in practice seemed to indicate that a fair proportion of them would be in front of him on the grid.

Ferrari did not send any cars to Brands Hatch — possibly a legacy of the pit-lane fiasco at the 1974 British Grand Prix. In South America, the team had run their old B3 models for Lauda and Regazzoni, and they had not been in the ball-park at all. At Kyalami, the new 312T cars made their first appearance, and it was not an auspicious one. Yet again, it appeared that the Italian team was going to follow up a superb season with an indifferent one. Once more, however, how wrong we were. Niki Lauda brought one over for the International Trophy at Silverstone, and won the race by a whisker from an in-the-mood Emerson Fittipaldi. Mark you, it must be said that neither one of them had any answer to James Hunt in the Hesketh. The Englishman took the pole, and led the race in confident style until his retirement. Thereafter, it was Lauda versus Fittipaldi, but there never seemed to be any serious possibility that the Ferrari driver would lose the lead.

The loss of Woodcote

Although we were not to know it, the International Trophy provided our final opportunity of seeing the world's best drivers sorting out the most heart-stopping corner in the land. By the time the British Grand Prix came around, Woodcote had been defaced by a Ricard-type chicane. Silverstone is now just another race circuit. No, I am not a blood-and-guts man. Not at all. Nor do I subscribe to the view that "most people go to a motor race to see accidents." But sometimes I wonder if the sport is losing its sense of direction. Woodcote was a very, very fast corner, one which really sorted the drivers out, and to watch a Peterson or a Rindt go through there on the limit was one of life's great experiences. You felt in awe of a man who could do that. Call me irresponsible, if you will, but I hate that goddam chicane!

I first went to Barcelona's Montjuich Park in 1971, and I was captivated by the place. Here was the perfect race track, a circuit through the streets with every kind of corner and gradient and, of course, that left-hander after the pits which leads down to the hairpin. Oh man, that corner. . . . The first practice session in 1971 shook me to the core. Standing down near the hairpin, you look up the hill. When a car comes into sight, it is travelling at 160 mph and it is airborne. It lands on a downhill gradient, and its driver then has a couple of hundred yards to get it stopped sufficiently to take an acute left-hand hairpin. It is probably the most dangerous place to watch racing cars in action on any circuit in the world. It is also the most exciting. Long before the race was held, there were rumblings that this would be the last time Grand Prix cars would be seen at Montjuich Park, so clearly this was one race not to be missed.

I arrived in Barcelona on the Friday before the race, the first day of official qualifying. As we walked up to the circuit, we were somewhat nonplussed by the silence. Why were they not practising? Then we heard the sound of a DFV, heaved a huge sigh of relief, saw the cause of the noise, and groaned. The DFV belonged to Jacky Ickx's John Player Special. What do we know about Jacky Ickx? He's not in the GPDA, right? So there's another strike. Memories of Zolder 1973 come flooding back.

Corrida

Without a doubt, the Barcelona fiasco marked an all-time low in modern Grand Prix racing. I refer not to the accident during the race, but to the undignified scenes which preceded it. The paddock at Montjuich Park was not a happy place to be. For a day and a half, we wandered around aimlessly, hanging about near the Texaco caravan, wherein driver and organiser sat and hassled. Would there be a race?

If you recall, the drivers were concerned about the manner in which the armco barriers had been assembled, and rightly so. Close inspection revealed that some of the barriers were hardly bolted together at all, many of the nuts being finger-tight and no more. Jean-Pierre Beltoise had inspected the circuit on behalf of the Grand Prix Drivers' Association shortly before and pronounced it satisfactory, but a preliminary examination of a *street* circuit can only go just so far. There is, after all, no way of checking the barriers, which are installed only for the duration of the meeting. In fact, JPB could have saved himself a journey. His trip was a waste of time.

Nobody came out of the affair with much credit. Not the organisers, who should have properly supervised the erection of the barriers; not the CSI representatives, who appeared to understand little of what was happening; not the drivers who dithered and hedged, at the same time having neither the inclination nor the courtesy to keep the world outside informed; and not the constructors who, for the most part, gave the impression of not giving a damn for the outcome as long as they didn't lose the starting money. Whatever one may think of Emerson Fittipaldi's decision to give the whole thing a miss, at least the man *made* a decision and stuck to it. The rest, they eventually opted to race. Or not, in the cases of Wilson Fittipaldi and Arturo Merzario, who cruised around for one lap, collected their money and went home. Nothing like a crowd-pleaser.

When the drivers finally decided to go out and practise late on Saturday afternoon, members of the Press were called to a meeting in the paddock. Hanging around in dust and heat for a day and a half can become wearing, and several tempers — on both sides — were running high. After Jody Scheckter's helpful suggestion that we all go away and procreate, the situation was handled superbly by Graham Hill, who explained everything clearly and concisely, injecting just the right amount of humour into the proceedings. Ruffled feathers were smoothed. "We're not here to race for the Press, we're here to race for ourselves," said one driver. But what about the spectators? Who?

Well, the spectators were finally rewarded for their long, patient vigil. The race would be run after all, and they were delighted. So was Mario Andretti, who had a few well-chosen words about the carryings-on of his colleagues. Mario loves Barcelona and kept saying that he had come to race, not talk.

Qualifying, obviously very much reduced now, was a furious affair. Whatever their qualms and doubts, most of the drivers were soon well into their work, and the sight of them was one for the mental archives. One or two were quite obviously not bothering themselves, and Emerson Fittipaldi cruised around for a few laps, his right arm held high. No matter how pure his motives, this struck me as a highly dangerous manoeuvre, for Montjuich Park abounds in blind corners. To go into one of them on the limit and to discover a

Emerson Fittipaldi had nothing but complaints at Brands Hatch and abstained at Barcelona.

McLaren virtually parked in front of you is to be very frightened, I would have thought. Get it straight, I'm not knocking Fittipaldi's decision, just the manner of it.

Despite Emerson's absence on the Sunday, it still seemed conceivable that we might have a superb race. The two Ferraris were on the front row, with Hunt and a very determined Andretti right behind. Down towards the hairpin we walked.

Out of our sight, the field stormed away, and as they came over the brow and into view there was complete chaos. Niki Lauda got on the brakes and Mario Andretti didn't; the Parnelli tapped the Ferrari, and suddenly Lauda was coming down towards us completely sideways, the whole field behind him. I confess that at that moment I thought it was over for all of us. I don't mean to sound dramatic when I say that, but it seemed inevitable that there would be a multiple collision and cars would come over the barriers. Most of us just froze. Remarkably, all but two cars got through, Lauda collecting Regazzoni as he slid towards the Armco. Somehow, the rest survived, although Andretti's front wing bore evidence of his contact with Niki's Ferrari.

Clay Regazzoni struggled round to the pits for a new front wing, rejoining the race, but out of contention for the afternoon. With Lauda's smashed car parked down the escape road, it was finished for Ferrari this day. I yield to no man in my love of all things from Maranello, but the race was now a great deal more open. Had Lauda made it round the hairpin, he would have been gone for the day.

Airborne

How dramatic were those early laps. Hunt led and crashed, and then Andretti led and crashed. Watson's showing in the Surtees was heart-stopping . . . airborne over the brow, down to the hairpin, hard on brakes, the car weaving and twitching, smoke pouring from the front tyres, wheel hard over to the left, gone. . . . Like that. John eventually flat-spotted his front tyres and had to pit, which was poor reward for heroism of that order. After Andretti's accident, we had a group scrapping for first place, led by Rolf Stommelen's Embassy Hill from Pace's Brabham and Peterson's JPS. For the underrated German driver, it was looking good. He was leading a Grand Prix for the first time, and doing it confidently, every lap holding the inside line down to the hairpin so that Pace had no way by.

Of the accident, what can one say? Despite the histrionics in the national Press, there was no connection between the practice rows and the consequences of the accident. The Armco barrier performed its task magnificently, of that there is no question.

The accident and its aftermath were truly horrifying to witness, a nightmare of sirens screaming, shocked faces. In fact, there was remarkably little hysteria from the crowd, despite the efforts of the Guardia Civile, who strode around, batons in hand, lashing out at anything that moved. It was all a revolting and sickening end to a magnificent circuit. Most of all, I couldn't take those people whose first reaction was a smug "I told you so" before the real facts were known. It must be said again. The barrier was not at fault. Perhaps the clearest memory I have is that of the application and courage displayed by the Embassy mechanics as they set about the grim task of clearing the wreckage.

Although the loss of five lives was an appalling consequence of the accident, there was some consolation in the fact that all the car's on-board mandatory safety features worked perfectly: the deformable structures allowed Stommelen to escape with comparatively light injuries, and the self-sealing fuel lines ensured that there was no fire.

The tragedy of Barcelona once more raised questions about the future of street circuits for modern Grand Prix cars, and Monte Carlo, only two short weeks away, looked in jeopardy briefly. At all events, however, the Monaco safety measures were approved, and the race was on.

The trip to Monaco started badly for me. Race week is always hectic and crowded, so I had taken the precaution of booking a Hertz car in January, assuming that four months would be long enough for everything to be made ready. That was rash. Off the plane, through customs, at peace with the world, up to the Hertz desk . . . "Non!" "What do you mean, non? I made a reservation in January!" "Yes, we have your reservation." "Oh, splendid, I was quite worried for a min . . . " "But we have no cars." An hour later, we did get a car, a horrid Simca 1000 rather than the Renault 5 I had ordered. Don't be fooled, people, a reservation don't mean nothing.

Next problem was the Press Office. "Good morning, I've called to pick up my photographer's pass. Here is the copy of my letter of application and my press credentials." "Yes," said the man, "they are in order." "Good," I said, "may I have the pass, please?" "No," said the man. "Why?" I said, reasonably enough. "I can't do it," said the man. Poor soul, I thought, not immediately catching his drift. Then the full import of his remark hit me: he wasn't going to give me a pass! "Why not?" I said, striving to keep the desperation from my voice. "I can't do it." Oh God, not that again. What was that about Gallic charm? Eventually, wiser counsels prevailed, and we got our passes. Only four hours lost, what the hell . . .

Ferrari had the Monaco Grand Prix won before the beginning of practice. Lauda's domination was total throughout the meeting. Others were close, but no one looked like getting past him. Throughout the weekend, the weather was awful, and no one had any real idea of what Sunday would bring, so the Ferrari mechanics spent a lot of time practising tyre changes the day before. It was time well spent.

What was memorable about the race? The sheer efficiency of Nikki Lauda and the Ferrari 312T, for one thing, the delicate throttle control of Ronnie Peterson, for another, the panache of Emerson Fittipaldi's performance late in the race, for a third. What else? Well, Jean-Pierre Jarier must have set some sort of unofficial record by having at least three accidents on the first lap. Clay Regazzoni had one of his red-mist days and hit kerbs, walls and barriers with a rare abandon before finally doing the thing properly at the chicane.

When the rain stopped, so did the cars, for slicks. Lauda's crew performed the task to a nicety, and the Austrian screamed back out with not a second wasted. By contrast, Peterson's stop was a complete shambles: the tyre-change itself was slow, the car half-fell off the jack and the engine wouldn't restart. By the time Ronnie got going again he had lost several places, and with them, his spirit.

So Lauda kept it all together, and came in to win by just enough. Towards the end, Emerson came on strong and made big inroads into the Ferrari's lead, but Niki — like Stewart in 1973 — knew exactly what was happening, and was not going to be pressured into a mistake.

Last year's Monaco Grand Prix made no real impression on me, I don't know why. I enjoyed the race, of course, but a combination of arguments, bad weather and jokey French prices took its toll, and altogether the trip was not memorable.

Dreams of Francorchamps . . .

Belgium was good. I like Zolder as much as I dislike Nivelles, and I was pleased that it was the venue of the Belgian Grand Prix. Well, not *pleased* exactly – I mean, how a country with Spa between its borders can contemplate running its Grand Prix anywhere else is quite beyond me – but Zolder is not a bad place, and nearby Liege is infinitely preferable to Brussels as a place in which to stay.

At Zolder, the big news was Tony Brise. Snapped up by Graham Hill after a stirring drive in the Monaco F3 race, Tony's showing was a revelation. When qualifying came to an end, many of the established aces were looking a bit sheepish, for this young man had qualified seventh, ahead of the likes of Fittipaldi, Schekter and Hunt. He had neither driven the car nor seen the circuit before the first practice session. Tony made no attempt to blind himself with science that weekend, just got in the car and drove the hell out of it. I interviewed Tony for AUTOSPORT last July, and found that the rather truculent youth from Formula Ford had given way to a mature and likeable bloke, well aware of his ability and confident of his future.

One nice thing about Zolder was the weather. Race day was actually dry. All day. Round they came on the first lap, and something was wrong somewhere. Lauda wasn't leading! Carlos Pace had got the Brabham ahead, but it lasted only three laps for Vittorio Brambilla forged past him in the March. Glorious sight. Brambilla leading a Grand Prix. But two laps later the inevitable happened, and it was that familiar number 12 Farrari at the front. Thanks for the fun, boys, but now I really must be going . . .

When everything settled down, Lauda from Scheckter, who was being hauled in by Clay Regazzoni. After 17 laps, the unlucky Swiss had to stop to change a blistered tyre, but then started the drive of the race. For the remaining fifty laps, Clay really got at it, making no mistakes, setting fastest lap and getting up to fifth by the end.

So Lauda won again, from Schekter and Reutemann, and Ferrari fans went home rejoicing once more. Somehow, there had been something inexorable about the Austrian's drives in Monaco and Belgium, rather as though the races had surrendered to him from the very outset.

I drove to Zolder last year, returning on the midnight ferry from Zeebrugge to Dover. On any Grand Prix Sunday night, a fair cross-section of mechanics, journalists and photographers is to be found on this boat, but never does one see any of the drivers. They jet off hither and thither to tax-havens far and wide. Consequently, you will appreciate our astonishment when we perceived the crumpled figure of a Grand Prix driver, slumped in one of those excrutiating ferry seats. It was Vittorio, dead to the world, and he was travelling with the March mechanics. It is easy to see why they like him so much. No pretensions whatever. He just likes to drive race cars. The following day, I went to Thruxton for the Formula 5000 race, and there he was in the paddock, spanner in hand, helping out with the works F3 Marches of Nilsson and Ribeiro. Brambilla may not be the best racing driver in the world, but his motivation comes from a pure love for the sport and nothing else. For that – and for his gutsy driving – I admire him tremendously.

Barcelona was spoilt by seemingly interminal political wranglings.

I missed Sweden and the great performances there by Brambilla, Reutemann and Brise. In fact, I have yet to visit Anderstorp. But I did go to Zandvoort, by ferry and car once more. I like Zandvoort enormously, not least because it is in Holland, one of my favourite countries. The Dutch actually seem to *like* the English, a rarity on the continent of Europe these days, and they all speak our language. On top of that, there is Amsterdam in which to stay, and where could be nicer?

At last . . .

The 1974 Dutch Grand Prix had produced a Ferrari walkover, Lauda and Regazonni winning as they liked from a panting Cosworth brigade, and there seemed no good reason to doubt that the result would be repeated in '75. But we were wrong once more, for this was the day when the Teddy Bears had their one and only Picnic. After two years of Union Jacks, yachts, Dom Perignon and contrived *joie-de-vivre*, the Hesketh team finally came good. And how. Driving absolutely magnificently, Hunt held off a severe challenge from Niki Lauda. OK, the weather figured prominently and OK, the Ferrari had too much rear wing. Let that not detract from a superb victory. What a pity that the most highly-publicised team in Grand Priz racing got its act together too late. Man, just think, 750 bottles of

Dom Perignon costs the same as a DFV . . .

When I think of Zandvoort 1975, I think of Jean-Pierre Jarier shutting the door on Niki Lauda time after time as the two braked into Tarzan — very brave stuff indeed . . . I think of Wilson Fittipaldi, GPDA safety militant, chopping across whole queues of faster cars, as they lined up to lap him . . . of Ronnie Peterson's elegant power slides as he fought up to fourth place with the old 72, only to run out of gas five laps from the end. I enjoyed Zandvoort.

To finish first . . .

The John Player Grand Prix was less than a success. There was that new chicane, for one thing. And, once more, unpredictable weather followed the Grand Prix circus. On race day, we had Tom Pryce on the pole, Carlos Pace next to him, and behind them, the two Farraris. If the rain held off, there seemed to be an excellent chance that Silverstone would maintain its reputation for close racing.

It was after the last practice session that Graham Hill formally announced his retirement as a Grand Prix driver and his intention to continue as a constructor. It was a decision greeted with a blend of sadness and relief. It seemed inconceivable that the London Rowing Club colours would be seen no longer on the circuits of the world, but at the same time, no one had enjoyed watching Graham running with the backmarkers rather than the leaders. The bitter irony of his death is that it came soon after his retirement from the most dangerous sport in the world — exactly as with Mike Hawthorn. It sounds almost fatuous to say that he will be missed. Of course, he will be missed — not least by the GPDA, who now lack a man of Graham's wit and diplomacy for handling situations such as occurred before Barcelona.

Carlos Pace took the lead at the start of the British Grand Prix, followed by Pryce, Regazzoni and Lauda. Curiously enough, Niki never looked like getting his Ferrari into serious contention at Silvertsone, and Regazzoni was the man on the move. After qualifying, Jackie Stewart had tipped Clay to win, and the Swiss looked set to keep Jackie's incredible prediction record intact. His overtaking of Pace into the Woodcote chicane was one of the highlights of my year and, judging by their reaction, most people in the stands felt the same way. Pace never deviated from his line, but Clay calmly went by on the inside and outbraked him. It was beautiful.

Thereafer the Swiss went away and away — until the weather caught him out. Rain had started to fall on the far side of the circuit, and he was the first to find it, sliding off into the barrier and damaging his rear wing. Those following got the message, slowed and teetered through. If it hadn't rained, no one would have seen Regazzoni for the rest of the day. But rain it did.

Stop for wets or take a chance on the rain stopping? What to do? Most people elected to stay on dries and hope for the best, but Scheckter opted for wets. For a time, it looked as though the South Africa had caught them all on the hop, for he flew round after his stop and built up a handy lead. But the rain stopped and he pitted once more for slicks, dropping down the field in the process. All that sound and fury had signified nothing.

Various people led the race at one stage or another: Pryce, Jarier, Hunt, Fittipaldi . . . Emerson drove a wonderful race at Silverstone. It was not a headline sort of drive, but cautious and careful, devoid of mistakes, *controlled*. And when the rain came down again, shortly before the end, he was not caught out. It was a very sudden torrential downpour. Hunt, Pace, Scheckter, Brise . . . all of them went off the road. It was becoming a little crazy and the race was stopped. Astonishingly, despite their accidents, Pace, Scheckter and Hunt were awarded second, third and fourth places, while Vittorio Brambilla, who had kept his March on the island, was classified after them in the results. All very strange.

I didn't go to the Nurburgring. I know it is a breathtaking circuit, the ultimate test of man and machine and all that but, frankly, seven minutes is too long to wait. I need to see the cars more than fourteen times. Possibly, my attitude to the Ring is coloured by the fact that my first visit there was in 1971 and that year's German Grand Prix was possibly the most boring race I have ever attended.

Austria. For some reason, I had always missed going to the Osterreichring. Year after year, people would come back and tell me how wonderful the race had been, that the circuit was spectactular, the weather blistering, the atmosphere relaxed. "Next year, I really must go," I kept saying to myself.

The week before the race, Mo Nunn prevailed upon Chris Amon to return to Grand Prix racing. This delighted me, of course, for I have long held the view that Christopher has no peer when it comes to sheer driving ability. After the fiasco with his own F1 car in 1974. Amon was disillusioned with motor racing in general, and with Fromula 1 in particular. Plans to run a F5000 Talon came to nought when his sponsors backed out. A week before the Austrian Grand Prix, the phone rang: "I've decided to do Austria with Mo. I'm taking a plane out. Do you want to go?" At last, I was going to get to the Austrian Grand Prix.

It was a very pleasant weekend, for the most part. Chris realised just how much he had missed Grand Prix racing, he and Mo instantly striking up a fruitful and happy working relationship. It was good to see Rolf Stommelen back. Although in some pain from his Barcelona injuries, the German was anxious to make his comeback as soon as possible.

The Osterreichring *is* a glorious race circuit. It is set in magnificent scenery, is satisfying for driver and spectator alike, and has about it the atmosphere of a great occasion, so lacking at places like Paul Ricard. But the weather . . . what had happened to the legendary heat? Every morning it was dry and sunny, but at lunchtime the clouds would gather and the heavens would open. The Rain Gods had even made it to the Osterreichring . . . .

On the Sunday morning, I dropped Chris and the others off at the paddock and then went to park the hired VW out on the main road to cut down the hassle of getting out after the race. It was quite a walk back, and as I got close to the circuit, I realised that there was virtual silence although the unofficial session should have been well underway. In the pits, I found Amon, looking grim, and he told me that someone had gone off on the flat right-hander at the top of the hill after the pit straight, and soon we learned that it was Mark Donohue. Shortly after, there was general relief when it seemed that the popular American had has a miraculous escape, that nothing was seriously wrong.

At lunchtime, the clouds gathered once more, the drivers becoming apprehensive at the thought of racing round an ultra-fast circuit in zero visibility. And shortly before the race, the general gloom was heightened as word began to filter through that Donohue had, in fact, suffered severe brain damage and was in a critical condition.

The weather was truly diabolical when the race started. It was raining hard and only Niki Lauda, in the lead as usual, had a clear sight of the road in front of him. James Hunt bravely kept up with the Ferrari and eventually took the lead, but the stars that day were Vittorio Brambilla and Ronnie Peterson. The Italian was putting together an absolutely stupendous drive and gaining rapidly on the leaders, as was Ronnie. A pit stop later delayed the JPS driver, but no one and nothing was going to delay Brambilla that day, and he passed Lauda and Hunt as if they were not there. A most memorable sight.

Shortly after half-distance, the rain began to come down even harder and the race was stopped. Vittorio had won a Grand Prix! Over the line he came, waving his arm wildly . . . and then suddenly the revs raced and the orange March swapped ends! But nothing could dampen Brambilla's enthusiasm and he put it into first and set off on a sedate slowing-down lap, the car's nose crumpled.

I have never seen a happier winner. There was nothing blasé about Vittorio's behaviour, no well-practised cool from a man collecting yet one more trophy. Vittorio had won a Grand Prix, and it flat blew his mind! Up on the rostrum he struggled endlessly to separate the Moet et Chandon bottle from its cork, Goodyear cap slightly askew, a huge grin on his face. It was good to see.

Re-ga-zzon-i, Re-ga . . .

Last of all, there was Monza. Few people seem to like it. The drivers are unhappy with its safety precautions, and with good reason. Most of the Armco barriers are way too low, and right behind them are trees. At an ultra-quick corner like the Curva Grande, that just isn't funny. And of course, most people object to the fanaticism of the spectators. I don't. In fact, that is one of the chief reasons why I am so fond of Monza. They may be noisy and irresponsible, climbing barriers and advertising hoardings, swarming across the track as soon as the race ends, but they really *live* their motor racing. More power to them.

One driver who really took to Monza was Tony Brise. It was his first visit. "I think it's absolutely fantastic," he said after the first practice seesion, and his times matched his enthusiasm. Throughout qualifying, it was the inevitable Lauda who set the pace, with Regazzonia never far behind. All things being equal, it was going to be a Ferrari Monza, and on race day the whole of Milan came to see it.

Unbelievably, on Sunday morning, the Rain Gods turned up again. This was getting beyond a joke. The unofficial session was a farce, cars splashing past the pits in third gear. Many of the drivers did not go out at all. Those that did came in, eyes like hard-boiled eggs, to report that there was no way. A very dodgy situation was looming up. Most of the drivers were adamant that they would not race round Monza in torrential rain, and no one could blame them. It appeared that there was a very real chance that the Italian Grand Prix would be cancelled. Out there, in the stands, was a vast number of fanatics in action. Someone would have to break the news to them, and there was just the ghost of a chance that they might not understand. Hence the dodgy situation, capeesh?

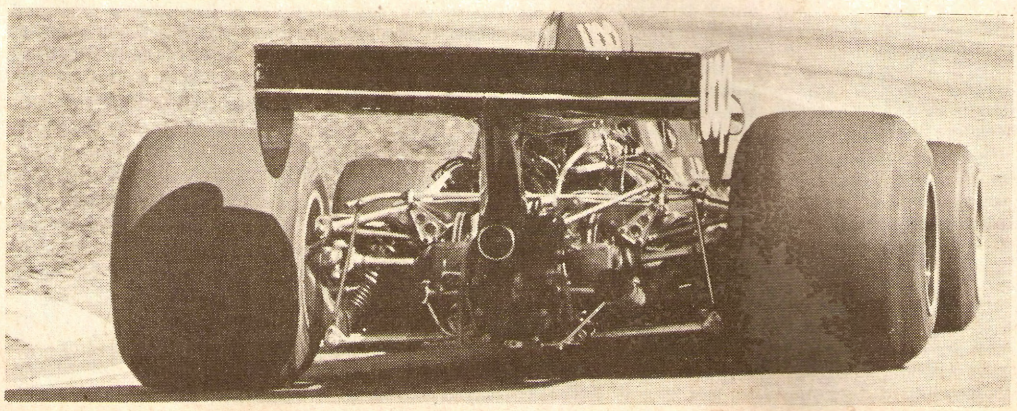
"Everything will be all right," said an Italian journalist in the Press Office, "the Commendatore, he speak to the Pappa in the Vatican, and the Pappa, he make the rain stop!" Looking at the river running through the paddock, I found myself doubting that even the Pappa had that much influence . . . But maybe I was wrong. Who knows what caused the rain to stop, but it did, and out came the sun, hot and strong.

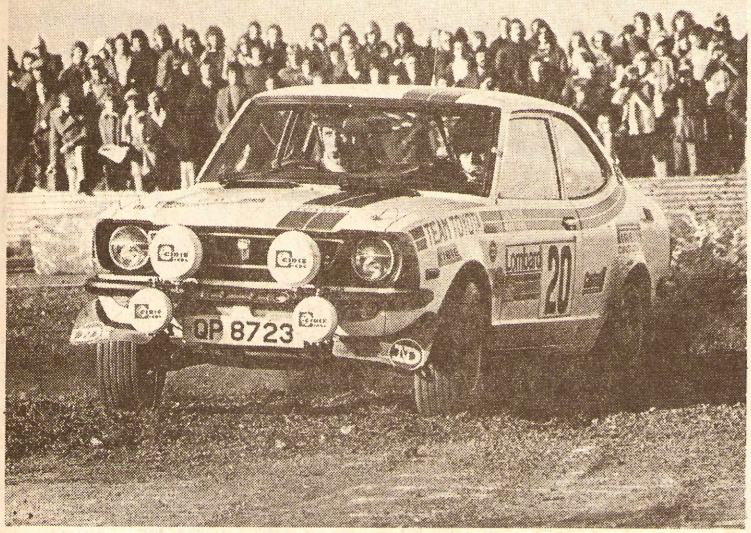
By the time the race got underway, the track was bone dry, and Monza was Monza again. For the Italians, it was a perfect day. Clay Regazzoni drove a copybook race, leading from flag to flag, and Niki Lauda clinched the World Championship. On top of that, Ferrari made certain of the Constructors' title. And the crowds, they went mad.

Ferrari apart, the most notable performance came from Emerson Fittipaldi and Harald Ertl. The Brazilian loves Monza and has a remarkable record there. He drove a most stirring race at his brilliant best, and succeeded in splitting the Ferraris, although it must be said that Lauda was hampered somewhat by a broken shock-absorber. When Fittipaldi is in the mood, he is a mighty opponent. Ertl, in the Warsteiner Hesketh, was involved in a fracas at the chicane soon after the start, but thereafter drove with great pace and resolution. Although a lap down on Pryce after the delay, he kept up with the Shadow driver for the whole race. A very good showing indeed.

So that was "my" season. A lot of good things, and some bad. Hopefully, this year there will be more stability in Grand Prix racing, the weather will be better, and that elusive superstar will emerge in a sport denied a yardstick since the retirement of Jackie Stewart.

Early in the year the Shadows flattered only to deceive—this was the only view anyone had of Jarier in South America.





Chris Sclater on the RAC this year – will he be a regular national competitor in the Toyota this year?

Chris' Toyota progress...

Chris Sclater, who we reported last week to have entered for the Shellsport Dean without car will, it is hoped, be starting the event with his Toyota Corolla from the RAC Rally. Whether or not Chris can start depends very much on achieving some financial support, though Chris will be making every effort to be there come-what-may as it is the first national championship round. Chris is eager not to miss this first point-scoring opportunity and the Toyota will be supplied from the Belgian headquarters with Chris responsible for re-preparation after the event to the standard received and for insuring the shell.

Toyota GB have given their blessing to Chris' Dean plans, but they are not yet in a position to embark on a UK rally programme, so the entry has been made privately. Although Chris has no final plans for this year, with no sponsorship deal sealed, one possible avenue could well be operating a similar deal with Toyota for the whole RAC series as the Celica or two litre Corrolla could be used, we would think, to very good effect on British nationals with a separate sponsor. Either of these cars could be made available to Chris for future nationals. Chris estimated his chances of starting on the Dean as "50/50" as we went to press.

● The Swedish Rally stud rules, as worked out with the Swedish Traffic Safety Department are as follows: Studs must be solid, cylindrical and flat cut. Maximum diameter of the flange is 9 mm. The length of the stud is limited to 20 millimetres. The weight of the stud is limited to 4 grammes. The studs must be mounted into the tyres from the outside and, finally, the number of studs per tyre must not exceed 12 per decimetre of the tread circumference.

Graham Lepley steps in—and Nigel Rockey has transport

No sooner said than done. Nigel Rockey — a driver who has had a season full of ups and downs will, after all, be driving on the forthcoming Shellsport Dean. Nigel will be piloting the Derby Road Garages RS1800 Mk 2, the car last driven by Graham Lepley on the RAC. At the moment it is a "one off" drive, though the possibility would appear to exist that Nigel might drive the car again. Although this Mk 2 does not have the works spec "long" radius arms, Nigel does not think this will be too critical on the Dean and, with his Goodyear contract repeated for this season, the car will be fitted with their Ultragrips.

The offer of the Derby Road car came after Rockey's last year's sponsors, Pink Stamps, decided to pull out of rallying after their successful year with Rockey. At the time of press there were "one or two irons in the fire" and Nigel is hopeful of acquiring support for the rest of the year. Negotiations with Ford are also still in progress. Co-driver for the Shellsport Dean will be Derek Tucker.

Portuguese route

Counting towards the World Rally Championship, the Rally of Portugal — Port Wine — will take place from March 10 to 14. It will follow the Monte Carlo and Swedish Rallies, which will take place in January and February.

Some innovations, concerning new route and the prizes to amateur competitors have been introduced, although the rally is not very different from previous years.

The road section, about 200 km long, is divided into three: Estoril-Oporto (800 km), Oporto-Estoril (1100 km) and Estoril-Estoril (about 200 km). In the first two sections, 12 and 15 special stages respectively will be run, most of which will take place on forest roads. In the last section there will be 11 special stages, all on asphalt roads.

Entries will be accepted until February 25, at 6 pm, All information should be asked for at the Rally Office — Avenida da Republica, 47-5/0 Esq — Lisbon. Phone: 769711 or 769759. Telex: 16780 Rallye P.

● French motor cycle ace, Patrick Pons, who drove a Peugeot 504 on the Bandama (see p.38) will be doing some more rallying next year with a Peugeot 104 ZS on French national events.

● John Brown is running a follow-up to last term's Navigation Class. The Spring Term commences Thursday, January 15, 1976, at 7 pm at the Herefordshire College of Art. There are a few vacancies available.

● Entries for the Henley Forklift Circuit of Galway so far include Harold Morley, the Mancunian cosmetic dentist, Cahal Curley in the Chequered Flag car, and Brian Evans in his Carrera. Entries at £40 will be open until January 3 and at £45 until January 17 when the entry list closes. The event takes place over February 6/8 and there is a £6,000 prize fund. First overall is worth £1200. Entries should be sent to Brian Thornton, "Pabria" 12 Sylvan Avenue; Newcastle, Galway.

● One of the most significant steps taken by the RAC and the Motor Sports Council during 1975, has been the launching of the RAC British Motor Sport Training Trust and the objectives of the Trust are to train members of the public and existing motor sports enthusiasts in the various aspects of any sport associated with or dependent upon the use of motor vehicles.

To achieve the defined objectives, the Trust aims to arrange courses or seminars and set and administer examinations for all categories of officials, marshals and competitors.

The examinations will be preceded by a standardised training curriculum supported by the necessary literature and other aids as appropriate to enable candidates to attain the standards set by the Administrators of the Trust.

The plans for this and the subsequent ASEMC seminars preceded the announcement of the Trust but the Association training programme should nevertheless prepare the ground for future candidates. The first meeting was held on the 7th December and is concerned with rally organisation.

Tom Pryce's Lancia incident

One – some demon late braking gets the car into trouble on the changing Eppynt surface . . .

Two – the Lancia has just glanced the bridge, spinning it round the parapet and down backwards into the stream . . .

Coincidental announcements ...Ford and APG next week

Roger Clark – APG tie-up?

Back to the "Roger Clark" question-mark department . . . an important date indelibly etched into our fresh 1976 diaries is January 5th, when Ford will be holding their annual press conference to announce their rally and racing plans for the new year. No doubt all will be revealed then, but, by way of an appetizer, we also hear that APG — the Allied Polymer Group — will be announcing "something big in the rally-world" . . . on January 5th. It was very evident from their super-successful RAC that APG were delighted with the shrewd backing of Timo Makinen, and we did notice APG's Jack Smeaton having a very lengthy conversation with Roger after the RAC deep in the bowels of the Viking. We wonder . . .

Its official—Fall drives

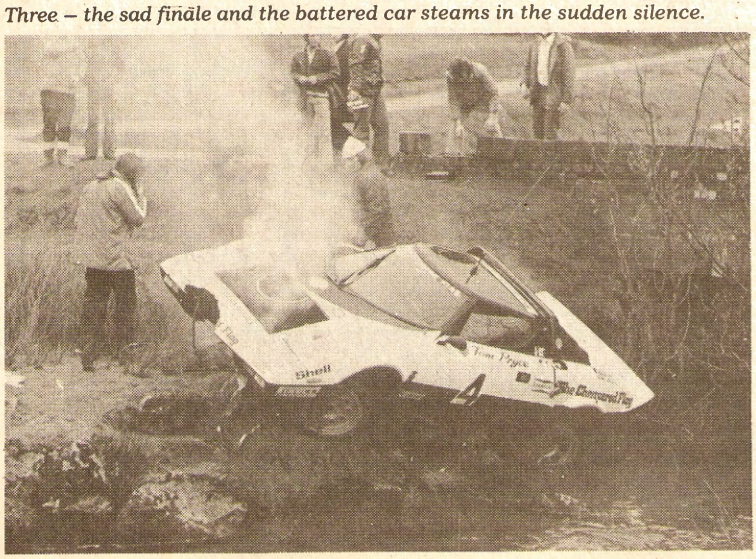
Further to our story last week, Dealer Opel Team have now confirmed that team-boss Tony Fall will be returning to the driving seat for the '76 season. This follows the loss of DOT driver Tony Pond to the Leyland ST camp for this coming year. Fall will be seen back in action on the Shellsport Dean with the 1.9 Kadett which Tony Pond drove to fourth place on the RAC. Fall will be continuing with Kadett development throughout the year and by mid-season the team hope to have 16 valve engines to replace the present cross-flow unit. Chief mechanic for the Kadett will be Peter Kaye (as last year) and Robin Turvey will be taking over as 'acting' team manager on all events where Tony Fall is competing. Travel agent, broadcaster and part-time journalist Mike Broad will be co-driving. Tony will doubtless be eager to get behind the wheel again competitively, but also considers his driving of the car to be an important development task for the Kadett GTE.

Tony Fall – back behind the wheel.

● Harry Kallstrom is likely to be sticking with Datsun this year, despite a lack of success in recent times. Rallies already planned for Kallstrom's participation are the Southern Cross, Safari and the Total.

● Regs are now available for the Dunfermline MC's Night Rally on January 17/18. It's a round of the Esso Uniflo Rally championship (Scotland) and starts from Peter Graham Motors, East Caldar, using 150 miles of public and private roads. Entry forms can be obtained from Matt Kidd, 32 Broomeknowe Drive, Kincardine, Alloa.

Three – the sad finale and the battered car steams in the sudden silence.



Strikingly purposeful and undoubtedly as solid as ever – the new EMS Rally.

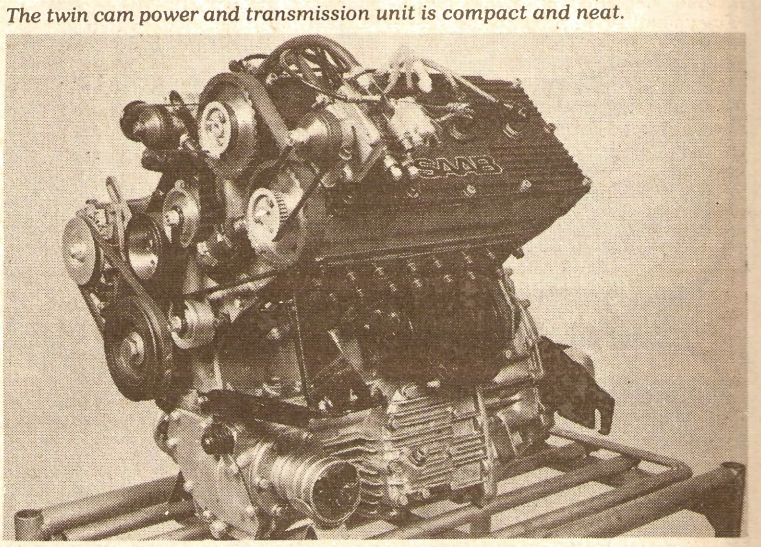
Saab's new EMS Rally

After more years than we care to remember, Saab are finally making the first signs of the switch from the venerable 96 to the newer and larger 99. Although the 99 has been tried on home events in the past, this has always been in the development role. The first "proper" works car will be seen for the first time in February, when Stig Blomqvist tackles the West German Rally Marktredwitz with the car.

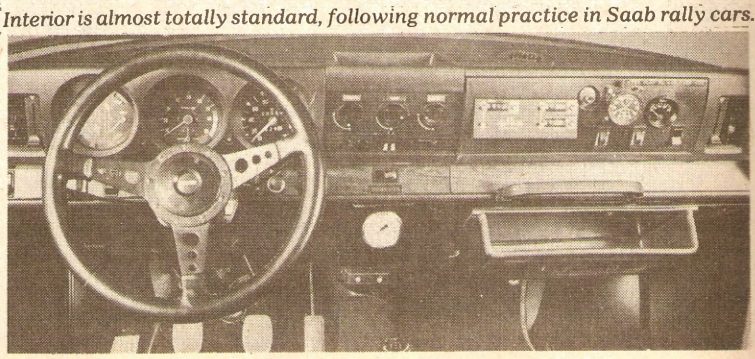
Known as the Saab EMS Rally, the car should look just as trim as the 96s of late, being finished in metallic silver with vivid green panels and coachlining. The new car, like the 96, will be utilising as many standard components in its build as possible, and it will be run alongside the 96 which will, we hope, still appear for some time yet.

A great deal of development has gone into the two litre Leyland-based engine and current examples are now producing a reliable 220 bhp, though a figure of 240 bhp is still aimed for. Surprisingly, the crankshaft, connecting rods and all bearings have proved well capable of handling the loads imposed by the Saab designed twin overhead camshaft, four valves per cylinder top end. Maximum output is achieved at 7500 rpm, which says quite a lot for the production bottom end. The cast Mahle pistons of the standard engine are replaced with forged Mahle hemispherical items. The engine breathes on either twin 48 DCOE Webers or Lucas Racing Mk 2 fuel injection. The 220 bhp of the new and slightly heavier car should be more than enough to make up the weight penalty, current 96s producing a none too reliable 175 bhp.

The twin cam power and transmission unit is compact and neat.



Interior is almost totally standard, following normal practice in Saab rally cars.



Tony Fowkes, as expected, totally dominated proceedings, setting 13 FTDs out of a possible 17, and achieving his usual crushing form on the ranges.

PETER RUSSEK TOUR OF EPPYNT

The Tony Fowkes show

By PETER NEWTON **Photos by HUGH BISHOP**

In retrospect of course, it is easy to make correct analyses — the story of this rally was not a question of who would provide the opposition to Tony Fowkes, but by how many minutes would he win? The Londoner was in an exuberant mood on the weekend, and knowing his legendary skills on Eppynt, it was hard to see where a challenge, if any, to his domination would emerge. There was Laurie Richards, but he was pushing his car around at scrutineering, an ill omen which was soon to become established fact. But the fantasies surrounding the rally — the romantism, optimism and indeed the promotion concerned Wales' Formula 1 AVS Shadow driver, Tom Pryce, who was to drive the now thoroughly competitive Lancia Stratos of the Chequered Flag Garage, Chiswick. It was this single momentus factor which allowed the Tour of Eppynt unprecedented media interest for a restricted status event, and brought with it the hopes and tingling anticipation of spectators, journalists and competitors alike — they came in their thousands but they waited in vain.

By the end of the very first test — the classic 14 miles of dipping, weaving tarmac ribbon which makes up the most well-known of the Eppynt rally routes, this event was dead from a promotional/spectator point-of-view. They stayed to watch of course; peering into the grey half-light of the horizon, watching idly as the low, scudding clouds hurried on their way to nowhere while the bitter wind tore at their coats, and the slanting rain half-obscured the knarled and bending trees; but the Stratos never came — two journalists lost £1, and everyone else was robbed of a sight which they might have cherished for years.

Fowkes was at his brilliant best and his performance only served to throw the remainder of the field into harsh perspective. There are few sights as stirring in British rallying as Tony Fowkes sweeping through the downhill curves and over the blind brows of these military ranges — if it happens to be raining and treacherously slippery as well, that just heightens the adrenalin content, and increases Tony's enormous determination — what a battle there might have been, a season's end struggle almost beyond the bounds of the most far fetched fiction. The brilliant young Welshman, his driving skills honed to the finest pitch by the ultimate in competition machinery, and driving the most exciting rally car of the decade, pitted against the master of Eppynt, a seasoned and superbly competent competitor whose determination has this year finally paid dividends. Alas it is a proposition which will now almost certainly remain locked away in the deeper recesses of the subconscious. Fowkes romped away with the rally and left another competition in his wake — the race of the also-rans; (rumours of a Pontiac GTO for Colin Malkin/John Horton proving unfortunately groundless)!

The turn of the year is the only time that Port Talbot MC can guarantee providing range roads for competitors, as at any other time, the Military can anull the promise at a moment's notice. It is this factor which as much as any other contributes to an entry list which, though not lacking in numbers, certainly lacks the high quality of more conventionally timed Castrol championship rounds. The lure of over 120 stage miles, over half on tarmac, for a comparatively modest outlay is not enough it seems to lure rallymen away from their families over the Christmas holiday period.

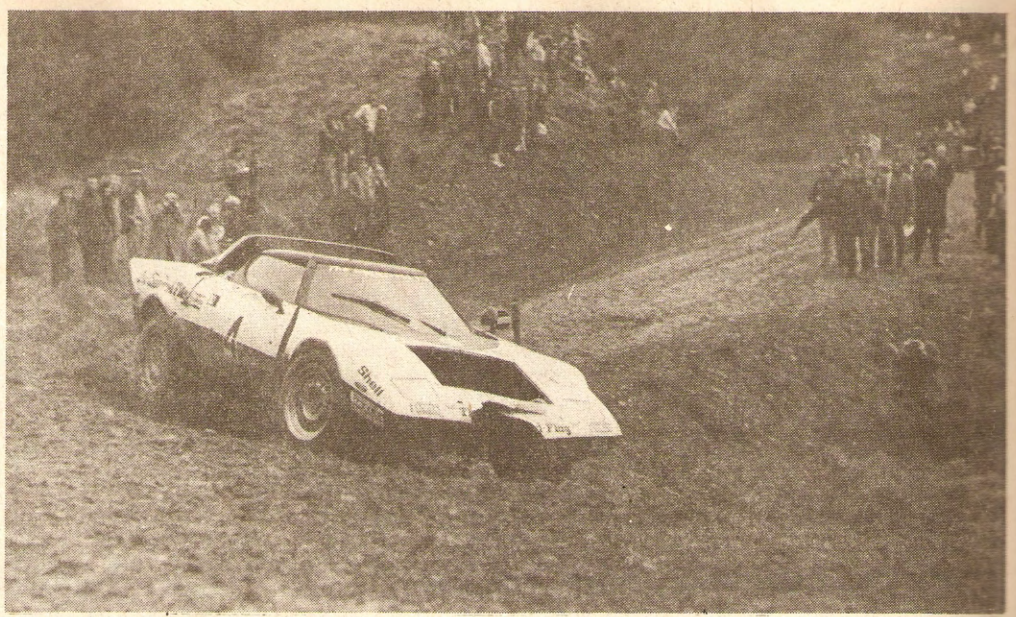
There was another factor in the equation however, and this was the proximity of the Shellsport Dean, the opening round of the RAC Championship, which takes place during the second week in January. The combination therefore contrived to produce starting numbers not normally associated with names. All this is regrettable in some ways because the organising club can justly be proud of running a highly competent and challenging event which is now building-up a reputation, not just for its high density stage mileage, but also for the convivial festive spirit as well. By 1977, all will hopefully be well. This year, the organisers, capably managed by joint Clerks of the Course, Lyn Jenkins and John Henderson, had introduced target timing to the proceedings — an innovation we saw earlier this year on the Cheltenham Festival and one which has both supporters and denigrators. In the event the timing of the rally went smoothly in overall terms, and most competitors seemed happy with the system which differed slightly from the Cheltenham in that the event was being timed from one stage start to the next stage arrival. Perhaps more significant though was the appearance of new forestry stage miles on the programme. These belonged to the Economic Forestry Group, a commercial entity whose lands have not hitherto been rallied. This group have jurisdiction over large areas of forests in the country, particularly in Wales, and credit for the policy change should go to John Henderson who has long been connected with the business, and who successfully secured their use (principally Abergwesyn). The result was a stage of almost Alpine proportions towering over the breathtaking Llyn Brianne reservoir. It met with the unqualified approval of crews who, despite being routed away from the rest of the event, felt that the journey was well worthwhile. The remainder of the loose tests consisted of repeated runs through the well-known Halfway and Esgair Dafydd stages, as well as two runs in Crychan.

There was thus plenty on the agenda, necessitating an early start and no official lunch halt.

The penultimate round of the Castrol championship still left some question marks, and principal of these was in the group one section where Paul Appleby had at all costs to finish to overcome the challenge from Ian Lawless in the Sky Radiophones car. Ian however had to score maximum points. Accordingly both were taking proceedings seriously and both had enlisted the services of knowledgeable Eppynt-orientated co-drivers. Standing-in for the still recovering Keith O'Dell was Martin Holmes, while Ian Lawless took Rodney Spokes. Chris Field/Keith Read had an outside chance of robbing both the latter, so they naturally brought their *Coventry Evening Telegraph* Avenger GT to start immediately behind the RS2000s at eight. In all there were five G1 cars in the top ten starters, although, as Willie Crawford explained, "it's not even group one, it's just a car!" He was seeded at two in a benevolent friend's road-going RS2000; pre-rally preparation included at least a Crypton, so although Willie was forced to run on racers for most of the day he seemed to have enjoyed himself, and had a good look at the ranges as well – a factor which was at least part of the exercise.

Another aspect of the championship still to be settled was the ladies prize, and although both girls in contention – Jill Robinson and Jayne Neate – professed their intention not to compete on this one, both in fact appeared; Jill in her "old" G2 RS2000. Jayne thus had merely to finish behind Jill to retain her lead. This she accomplished despite a lost clutch, and service crew (her parents!). As one very interested party said later, "you can't ask your mother-in-law to get down on her back and start bashing away under the car, can you?" Jill had a trouble-free run with her new regular co-driver, Pauline Gullick, until her brakes started locking-on near the finish. She completed the final stage with locked wheels and brakes glowing red hot – an obstruction in the master cylinder was suspected.

At the head of the field, a Fleet Street fugitive sat with Mr Fowkes; it was none other than the petite Sue Baker from the *London Evening News*, resplendent in her very own monogrammed dark grey Nomex. Sue remained totally calm throughout the experience, almost overplaying her nonchalence at the finish, although one suspects that despite Mr Fowkes' easy pace (for him) she had nevertheless had the ride of a lifetime. Tony was full of praise for her navigation and went on to remark, grinning from ear to ear "everything was great and she didn't even change colour – at least until the seat broke, and then she did six miles on her back in Crychan . . ." (!) He went on to lament the lack of competition but the sight of the Cables and Components car on Eppynt is still very well worth watching. Tony's confidence is now running at a justifiably high level and he celebrated his recent RAC success and the great news from Boreham with a copy-book victory that had the stamp of inevitability about it. We can expect great things from him in the new year. The only slight detraction from a perfect day was a potentially disastrous meeting with two spectators' cars coming the other way in Crychan; and a broken exhaust sustained on the final stage – Tony promptly welded it up before driving the car home.



A rapid 'Fred Karno' job from the service crew got the Chequered Flag Lancia out for one hobbling lap of the televised Esgair Dafydd stage.

It was a matter of great sadness to all that the issue was effectively put beyond rational doubt by the events of the first stage. Tom Pryce and Dave Richards had managed a very swift glance at the roads the previous evening and the car made a fine sight as it lay at the start of the first stage, its black and white paint glistening in the rain. It was unthinkable that there might be an incident on the very first test, the car and driver looked so solid and determined, the sound of the projectile screaming away into the hills was a sound of precision and confidence. Yet 10 miles in, at the infamous left and right over the bridge at the bottom of the valley, Tom, looking at last to have a real "go" on a series of bends he could at least see, set up the car on a changing, gritty surface and understeered towards the parapet. He rapidly flicked off the slide but the left hand side brushed the bridge and the unthinkable had occured in a flash. With two bent suspension legs the Stratos spun down the bank and came to rest in the stream below it. Later the car reappeared with a bitterly disappointed Tom at the wheel, the Lancia staggering painfully around the televised Esgair Dafydd stage before retiring after one solitary lap. The car is not expected to be fit again until after the Shellsport Dean, although the damage is apparently light, and limited to the nose cone and suspension legs. In those 10 short miles however, co-driver Richards had already had cause to be amazed by Pryce's reactions. He was also surprised to find that unlike most rally drivers, Tom was taking his partner's instructions to the letter – a "flat over brow" was thus taken at 8500 rpm in fifth and not on a feathered throttle as perhaps a rally driver uncertain of the truth of a co-driver's instructions, might react. The driver was very concerned to get every corner absolutely right at 10/10s; something which is demanded on racing circuits but not necessarily in rallying – it was a sad and premature end to a great idea and one hopes for the good of rallying and its promotion, that the partnership is re-aquainted. But then of course we must demand that Roger is given a drive in a non-championship Formula 1 race!

As if to add insult to injury, the rally was also robbed of its other major contender on the same stage as Laurie Richards first had a throttle pedal break, resulting in two stops to fix it. He drove another handful of desultory tests before retiring, after a puncture on Eppynt 2, virtually on his maximum lateness.

Some stirring work from a hard-trying Terry Brown as he exits past the stricken Lancia.

Another racing driver was making his rally debut however, and John Markey accompanied by the phlegmatic Rick Smith, thoroughly enjoyed himself in a tired-looking ex-Manx Mazda RX3, despite an accident at Brands the previous day which strained some ligaments. The front of the car was soon found to be too low for the loose however, and the Arian Mazda was soon skating about like a Mini with its front wheels in the air. John will definitely be rallying again as will wife Wendy in a G2 car.

Meanwhile the first Eppynt stage was the scene of the only really serious accident of the day when on the crews' second visit there, Randolph Whittall-Williams rolled very heavily near the end on the test, on a left hand curve below a blind brow. The car was totally destroyed in one of the worst accidents of the year, but crew members emerged from the wreck relatively unscathed, although co-driver Andy Butt injured his wrist and was taken to hospital. The exuberant Roger Platt was also caught out here although with less permanent consequences.

Ian Lawless' G1 challenge never got off the ground as the car went onto three cylinders halfway through the first Eppynt, and he was forced to complete two more stages in this condition before his service crew, who had tried everything else, remembered an incident which occured to another competitor on the Marina Holidays, and checked the rockers. They found that both the inlet and exhaust for number two cylinder had fallen off. They were promptly replaced but time was now running-out. Back on Eppynt for the second time, the car started to misbehave again – the rocker pedestal on number two cylinder being the culprit. Ian, by now critically short of delay allowance, was forced to

Paul Appleby had a steady run to seventh overall and by so doing clinched the Castrol/AUTOSPORT group one trophy.

continue with the ailing machine. It finally expired as he was on his way back to the start of Halfway 2, right behind the ambulance which was taking the crew of "Just Something" to hospital. One hopes Ian will be back next year to secure a G1 title. Thus it was Paul Appleby who made certain of the championship; his day was not without its last minute dramas though, as on the very last stage the ever-reliable ex-works RS2000 suddenly went onto three and then two cylinders – the car in fact very nearly stopped and Martin Holmes reckoned they lost about two minutes before a further drama with a lost final control resolved itself on arrival back at the Abernant Lake Hotel, where they were informed that, yes, it had gone missing!

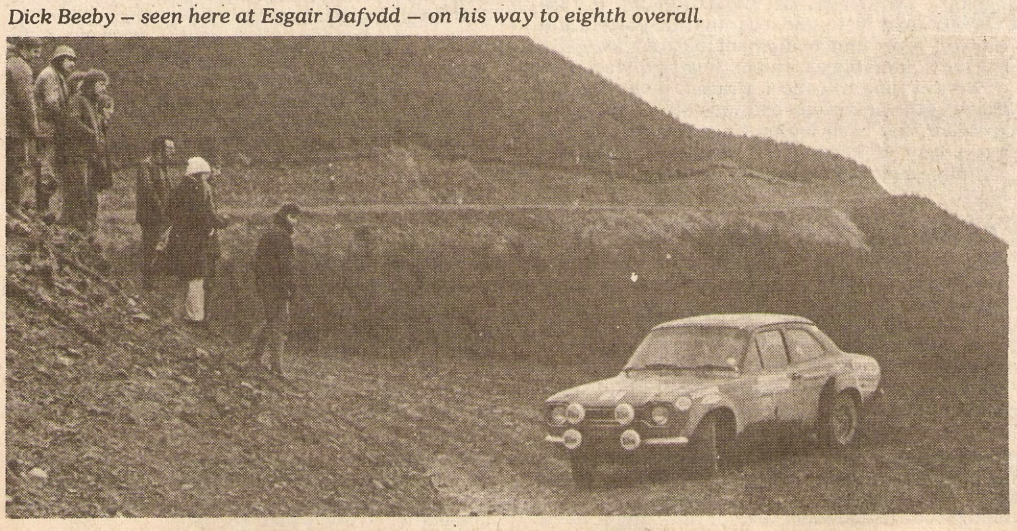
Henry Inurrieta felt the head gasket of his RS2000 beginning to go after the first Crychan test, but when the crew attempted a gasket change after Eppynt 2 they found a deep channel in the top of the block between numbers two and three cylinders and a semi-blown piston, so the car was quickly wheeled away.

In contrast to other G1 troubles, Chris Field, who has been getting significantly quicker all year, had a trouble-free run to a very worthy fifth overall, the crew's only drama being a puncture on the first Esgair Dafydd which cost them scarcely any time. Richard Iliffe, who had been having a stready run, lost an almost certain fourth place when one of his fully-floating halfshafts broke four miles into Eppynt 3, and Dennis Cardell's ever-popular Allegro shed its flywheel ring gear at the very last.

Thus the final episodes resolved into a close duel between Frank Pierson in his ever reliable Pierstune RS and Terry Brown, the latter among the few to produce some exuberant driving during the day. Frank yumped the Escort heavily in Crychan and in doing so exhausted the shock absorbers. With no time to change them, he continued with ever-worsening handling. He had also been forced to attempt Halfway 2 with racers having lost his service crew, but found to his surprise that he was five seconds quicker on these tyres! — shades of déja vu. The battle with Terry was finally resolved in Frank's favour when the Central Tyre Services car reportedly broke a leaf spring in the final stages, slowing him just enough to cost him a place. Behind this duelling pair, David Grainger put in another solid performance to come home fourth overall.

If the rally had unlikely starting numbers, so too did it have an unlikely top ten. After all the atmosphere and build-up wrought by the presence of media interest in a top racing driver and a crowd-pulling car, the final conclusion fell rather flat. A rally as good as this one deserves a better entry and it is at once unfortunate and inevitable that at the present time there is little that can be done to improve things. The event was being observed for upgrading to national status next year and one imagines that this will be a foregone conclusion; a major breakthrough was achieved with the introduction to rallying of the Economic Forestry Group and although the cost is some 4p per car-mile higher than Forestry Commission land, forests such as Abergwesyn seem well worth the extra. It was in retrospect then another great day for Tony Fowkes, another sad one for the Chequered Flag, and not a highly memorable day's rallying for the rest.

Dick Beeby – seen here at Esgair Dafydd – on his way to eighth overall.



1975 Peter Russek Tour of Eppynt

1, T Fowkes/S. Baker (Escort RS) 1808;
2, F. Pierson/C. Francis (Escort RS) 2089;
3, T. Brown/E. Morgan (Escort RS) 2172;
4 D. Grainger/B. Wheeler (Escort RS) 2515.
5, C. Field/K. Read (Chrysler Avenger) 2562;
6, R. Davies/J. Morgan (Escort RS) 2571; 7, P. Appleby/M. Holmes (RS2000) 2722. 8, D. Beeby/P. Maskell (Escort RS) 2827. 9, J. Robinson/P. Gullick 2954; 10, T. Walton/K. Carter (Chrysler Avenger) 3133.

Group One
1, C. Field/K. Read (Avenger) 5th overall 2562;
2, P. Appleby/M. Holmes (RS2000) 7th overall 2722;
3, T. Walton/K. Carter (Avenger) 10th overall 3133.

Stage times

Eppynt 1
1, Fowkes 122; 2, Pierson 162; 3, Brown 204; 4, Davies 223; 5, Grainger 235.

Halfway 1
1, Fowkes 31; 2, Pierson 36; 3 Brown 37; 4, Richards 38; 5, Davies 43.

Crychan 1
1, Fowkes 82; 2, Brown 101; 3, Pierson 105; 4, Richards 115; 5, Iliffe 119.

Tirabad
1, Brown 20; 2, Pierson 21; 3, Davies 24; 4, = Fowkes, Field, Jones 26.

Mabion Way
1, Fowkes 6; 2 = Iliffe and Brown 12; 4, Pierson 13; 5, Field 19.

Eppynt 2
1, Fowkes 121; 2, Pierson 145; 3, Brown 174; 4, Iliffe 196; 5, Grainger 208.

Halfway 2
1, Robinson 14; 2, Fowkes 33; 3, Pierson 40; 4, Brown 41; 5, Iliffe 48.

Halfway 3
1, Fowkes 38; 2, Brown 40; 3, Pierson 43; 4 = Field and Davies 49.

Crychan 2
1, Davies 97; 2, Brown 103; 3, Pierson 130; 4, Fowkes 144; 5, Iliffe 145.

Nant-y-Hwch
1, Fowkes 265; 2, Brown 276; 3, Iliffe 287; 4, Field 290; 5, Pierson 297.

Dinas 1
1, Fowkes 97; 2, Brown 101; 3, Iliffe 104; 4 = Davies, Grainger 105.

Dinas 2
1, Fowkes 92; 2, Brown 93; 3, Davies 98; 4, Grainger 100; 5, Pierson 101.

Esgair Dafydd 1
1, Fowkes 58; 2, Brown 69; 3, Pierson 70; 4, Robinson 75; 5, Davies 76.

Esgair Dafydd 2
1, Fowkes 59; 2 = Pierson and Brown 70; 4 = Iliffe and Robinson 76.

Eppynt 3
1, Pierson 235; 2, Fowkes 269; 3, Brown 273; 4, Davies 323; 5, Field 325.

Nant-y-Hwch 2
1, Fowkes 189; 2, Robinson 191; 3, Brown 201; 4, Pierson 210; 5, Grainger 216.

Eppynt 4
1, Fowkes 223; 2, Pierson 305; 3, Brown 347; 4, Grainger 360; 5, Davies 390.

PRIVATE EAR

NICK BRITTAN

Chunky talking

Colin Chapman has been providing journalists with some good copy recently with his outspoken views on drivers. But while he's been keeping the scribblers happy his comments can hardly have made him popular with the drivers.

Of his former wheelman Ickx he said, "I'd like to give Jacky a chance at the world championship title — but only if I had a car that was a second a lap quicker than anything else on the track." There's damning with faint praise if I ever heard it.

He complains that Peterson's problem is one of fitness and that he doesn't do anything off-track to keep fit in the Scheckter/Mass style. While he's carping about Ronnie's lack of muscle he seems to forget that neither of the two welterweight bulging bicep wheelmen have clocked up as many wins, poles or fastest laps as his slothful Swede.

It would not be unreasonable for the slow-moving Swede to carp about the lack of strength and stamina that Chapman builds into his front and rear suspensions. But on this subject Ronnie maintains a gentlemanly silence.

Ronnie Peterson – gentlemanly silence.

Chapman complains that John Watson, when given a drive at the 'Ring last year, did nothing but drive the car. "He didn't want to alter anything on the car — not even the shock absorbers. He wasn't developing the car." He overlooks the fact that Watson managed to go faster than Peterson and was hired to do a driving job on the day and didn't complain when the suspension fell to bits under him.

He complains that Hunt, whom he fancied very strongly, wanted too much money. "I'd have hired him for £40,000 less than he was asking. Trouble was that he wanted champion's money before he was a champion."

About all the current crop of drivers he says . . . "there's nobody outstanding. They are all ninety percenters. There isn't a one hundred percenter around today."

He dismissed Henton and Crawford with a disenchanted one line . . . "yes we ran them."

All of which leaves one thinking that Mr Chapman is a far from happy man. He appears to have all the money he needs to do the job, as he told us when Players renewed his contract for three years. So it would seem that running as he is, by his own admission, with a couple of ninety percenters, that only a miracle can bring him the wins he very badly needs. "This year I'm either going to win races or I'm going to quit," he promises.

One could be forgiven for thinking that the love affair between Chapman and Peterson, if it ever existed, is in its autumn. The Swede can hardly be happy knowing that his boss has shopped his services around to most of the leading teams; that he is regarded as an unfit ninety percenter and that the new car is no less fragile than its predecessors.

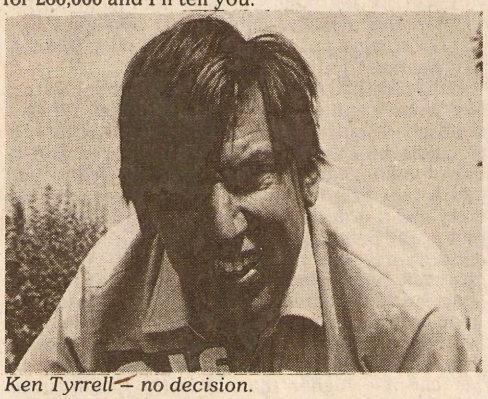
But the vegetating Swede has the consolation of sitting there drawing the second most bulky pay packet in the business, thought to contain more than one hundred Big Ones. I'm sure that in between counting his money and watching his tropical fish race around their tank, he is busy trying to work out how much more effort he should put in (over and above the 90 per cent) to help his master achieve the much-needed miracle that will prevent his quitting racing.

£60,000 and I'll tell you

Six wheels or four is the decision that Ken Tyrrell and Derek Gardner still have to make for the 1976 season. "We'll only run the 6-wheeler if we know it's better than the 4-wheeler," said the craggy Tyrrell. "Trouble is that right now they are turning the same times."

Ken went on to talk about the 6-wheel Elf-Tyrrell which many sceptics had written off as a publicity stunt. "We've done enough testing on it now to know where it scores over the conventional car and where it is lacking. There are some places, some situations, in which it is vastly superior."

Where did it show up as being better? I asked innocently. "So far we've spent £25,000 on testing and it cost us £35,000 to build it. Send me a cheque for £60,000 and I'll tell you."



Ken Tyrrell — no decision.

But right now the Elf-Tyrrell team have another problem. The mechanics have nowhere to work for the next two weeks. Banking on being away for three weeks at the time of the Argentine GP Ken arranged to have a new floor laid in the spacious workshops at Long Reach. Before Christmas cars were stacked into transporters and benches, tools and equipment cleared away to give the floorers a clear run at their two-week job.

"What a time to cancel a race," moaned Ken. Knowing the financially cautious Mr Tyrrell, I am confident that even without a workshop he will find a way of keeping his team of mechanics gainfully employed during the next two weeks.

Frank's dilemma

Poor Frank Williams finds himself in an uncomfortable dilemma with his new team of Wolf-Williams-Hesketh cars. To be a member of the Formula One Constructors Association one has to construct one's own car before one is eligible for championship points, prize money and free package travel to the races outside Europe. Running cars built by someone else isn't good enough.

The Association was about to concede the point that as a constructor who had bought out the rolling stock of a defunct team, Frank might have been eligible with his new set-up.

But then came the news that Bubbles Horsley was about to run one or more 308B Hesketh's for renta racers. So it would seem that the Hesketh name, as a constructor, is no longer defunct. Problem.

The cancellation of the Argentine GP will give the Association and Frank a little more breathing time to resolve the knotty problem of whether the former Hesketh's are now Wolf-Williamses or whether Bubbles has the right to claim manufacturers' rights.

All that a spokesman for the Association would say was, "A happy new year to you and all your readers."

Inflated Bubble

I couldn't think why the person who rang to tell me that the price of a Bubbles renta racer was £8,000 a race felt that I needed this information.

When he rang again I felt that he was being less than charitable with the conclusions that he had drawn. Seventeen races at £8,000 a race comes to £136,000, he said. Not unreasonable, I ventured. Ah yes, he said, but why then did Lord Hesketh need £300,000 to do the same job? I shrugged. Shrug, shrug.

Could it be, he ventured, that either Bubbles is not going to do the job well or that Hesketh would have spent the remaining £164,000 on yachts, helicopters, Rolls-Royces, drivers' wages and champagne?

I said I was sure he had got his figures right and that there was likely a very good reason why his Lordship needed the extra money. I do wish that people wouldn't bother me with such trivia.

Stirling or Eric?

The recent BBC Superstars series has conditioned us to turning on our boxes to find our heroes of the track engaging in various sporty activities alien to their way of life. We've seen Ickx pistol shooting, Mass bicycling and Scheckter swimming — and all of them doing very well.

Now I turn on to find it's celebrity night at the Horse of the Year Show and Stirling Moss in the saddle.

Ten celebrities from other sports were paired with British Olympic equestrian medallists like Ted Edgar, Harvey Smith, Ann Moore and David Broome.

The celebs included soccer's Jimmy Hill, that pretty lady who operates on Nationwide, and a bunch of lesser luminaries. All of them to go over eight jumps against the clock.

Off goes Broome and does a clear round in 33 seconds. Then his partner, Moss, draws a standing ovation from the crowd by equalling Broome's performance. The same clear round in exactly the same time.

"Not bad for a man who hasn't been on a horse for 30 years," quipped the evergreen Moss as he settled in to watch the rest of the performers.

How the hell do you manage a thing like that? I asked. "Simple, boy," said Mossy in this superb throw-away way of his: "Horses don't change over the years — cars do."

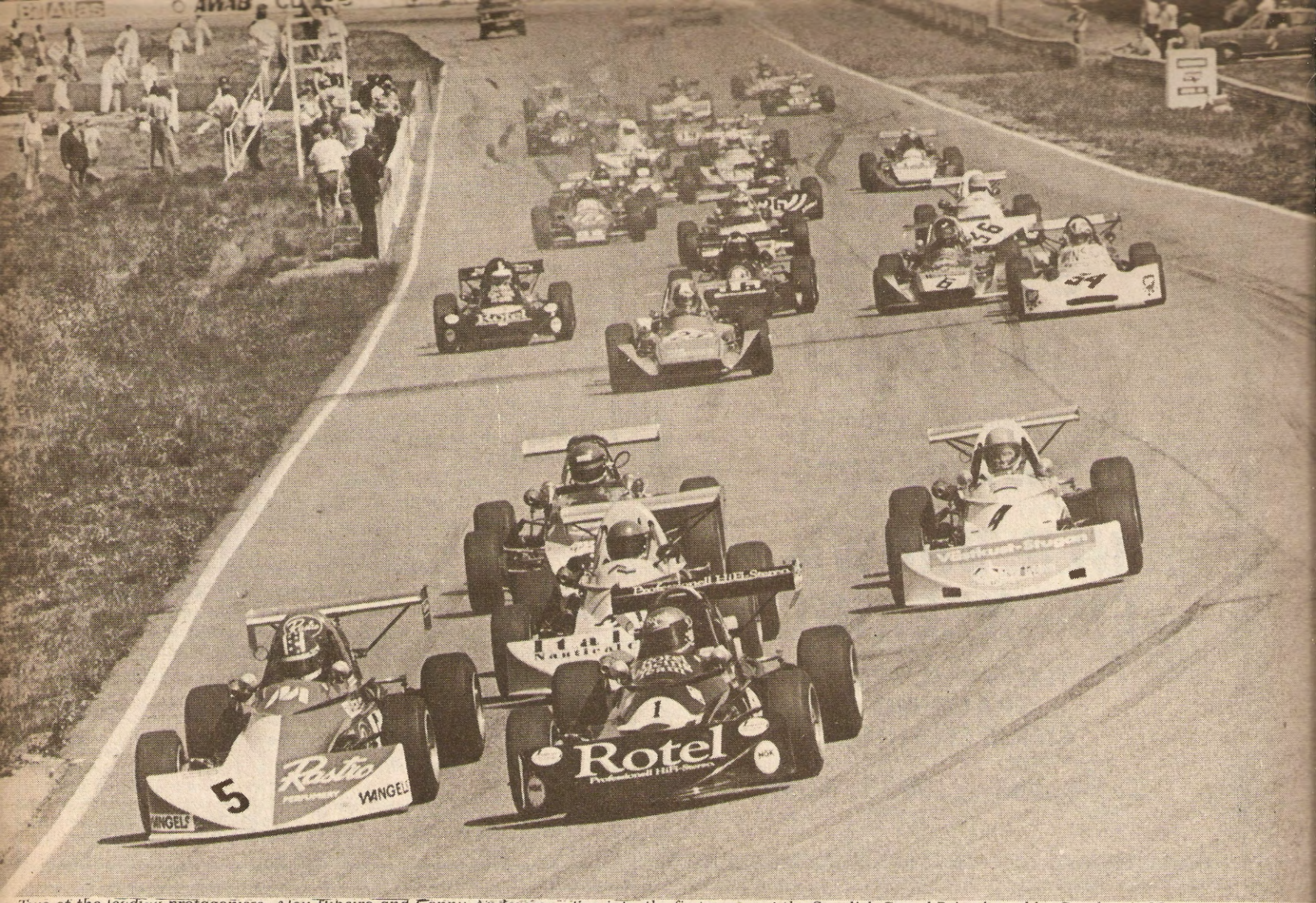
After all the pairs had jumped the wiry and still superbly fit former ace racer let out a perceptible blast of breath and pocketed his stop watch. Not only had he and Broome won with equal times but of all the professionals jumping that evening only Ted Edgar had been faster.

The red-coated jumping gentry were no little bemused by this feat. As one of them said afterwards, "It's a bit like going to British Grand Prix and finding Emerson on pole position and Eric Morecombe beside him."

Oscar!

Speaking, as we were, of box-watching there may be some of you who tuned into watch *The Railway Children* and thought that the gangling, rather poofy, public schoolboy who fell in love with the female juvenile lead looked like AUTOSPORT's Sports Editor, Chris Witty.

I must tell you that not only did it look like him, but it was him. It was the swan song performance of this gifted former child actor before he turned to a respectable career. I am also required to tell you (on pain of another writ) that his portrayal of a poofy public schoolboy was a masterful piece of acting on his part which narrowly missed an Oscar nomination. (How's that, Butch?)



Two of the leading protagonists, Alex Ribeiro and Conny Andersson, dive into the first corner at the Swedish Grand Prix chased by Gaudenzio Mantova, Gunnar Nilsson, Clas Sigurdson and the rest.

SEASONAL SURVEY: FORMULA 3

Back on the road again

By CHRIS WITTY

After a season in the doldrums, Formula 3 re-emerged in 1975 as the premier training ground of the recognised junior formula. Although the French had discarded the category at the beginning of the year in preference for a Renault-backed national series and Britain had merely 'gone through the motions' of running a couple of club-based championships, the rest of Europe had persevered. However, without the guidance of a country like Britain, any new found enthusiasm in restoring the formula to its halcyon days of the late '60s and early '70s would present a difficult problem.

Fortunately Britain responded and during last winter, a steady stream of inquiries from 'would be' competitors together with the co-operation of the racing car manufacturers resulted in a complete reversal from the previous year. Nineteen seventy-four can be erased from our minds for this past season has seen an ideal base formed from which the category can gather strength and become the accepted part of motor racing once more.

Perhaps it is the strength of character and the very concept of the formula that has brought it through such a torrid recession. Certainly the influence of the Formula 1 constructors has helped, generally the press has been good and, above all, the co-operation between the British Automobile Racing Club (long time supporters of FIA recognised formulae) and BP, the sponsors of the British-based and most influential championship, has instilled confidence in those wishing to compete.

Aside from this country, Italy, Sweden, Germany and, to a latter extent Denmark, have all rallied to the cause by staging races. But then we mustn't forget Monaco, venue of probably the most prestigeous F3 event of the year. Only France refuses to be drawn into this most international of formulas.

Over 50 Formula 3 races took place throughout Europe this past season. Next year the number will probably be about the same. Three races supported Grands Prix and as has been said many times before, the competitor, whether he was racing for fun or an aspiring Grand Prix star, got the opportunity to race on circuits like the Nürburgring, Mugello, Monte Carlo, Vallelunga, Anderstorp, Monza, Hockenheim and many more. All would be of invaluable experience to him in the future. Formula 3 was back.

To underline just how important a category Formula 3 is, just look at that following list of drivers who, this past season, have done sufficiently well to impress influential people in the higher echelons of the sport. Gunnar Nilsson, Alex Ribeiro, Patrick Neve, Danny Sullivan, Conny Andersson, Renzo Zorzi, Gianfranco Brancatelli, Dick Parsons, Eddie Cheever, Larry Perkins and Ingo Hoffmann to name but a few. Out of those, seven have either received offers or driven a Formula 1 car while the others are literally knocking on the door. That in itself just underlines how important a breeding ground F3 is.

Max Mosley, March Engineering's eloquent and shrewd managing director, said earlier this year: "Of course we want to support something like Formula 3, it's the only way to judge talent." When you see who March have run over the past few years; Niki Lauda, Ronnie Peterson, James Hunt, Jean-Pierre Jarier and Jochen Mass, all of them F3 refugees, you begin to understand his meaning.

Frank Williams, another Grand Prix team manager, also agreed with Mosley. "There are so many national formulaes around at the moment, we don't know who's good and who isn't. At least with Formula 3, every nationality can race together and usually it's the best man who wins. There's your star of tomorrow."

Mind you, not all of the constructors agree on the importance of Formula 3. We understand it was only a majority vote that allowed the £2,500 prize fund for the supporting F3 race at the British Grand Prix to be donated on behalf of the F1CA.

The bulk of the races were held in Britain last season, 23 in all of which six were non-championship events. In fact the *only* championship was the BP Super Visco series which encompassed a total of 19 events, three of them at prestigeous international venues (Monaco and Swedish GP plus the Monza Lotteria). Although the BP series was termed a British championship, it was regarded by many as the unofficial European series, primarily because Britain is the hub of motor sport.

There were two other national championships in Sweden and Italy while Germany had an unofficial series which they hope to turn into something more substantial next season. They, above all, are a country desperately anxious to produce more young drivers like Jochen Mass and Hans Stuck.

Ever since the formula changed from its 1-litre engine capacity to the 1600cc and latterly 2000cc units, the fact that the power outputs are limited by the addition of air inlet restrictors has produced numerous loop holes for rule benders. However, unlike the previous year where one company suspected of cheating were able to convince the prosecutors and "jury" that black was white, there was only one record of anyone being disqualified and that was at the second round of the BP series at Silverstone. Two competitors, Chris Barnett and Belgian Pierre Dieudonné were disqualified from second and third places because the rear wings on their brand new March 753s were found to be fractionally too high.

The 23mm inlet oriface on the "cold air boxes" carried by every F3 competitor has been in effect for just over two seasons now. Whether the engines run on fuel injection or carburettors, it minimises their power output to around 165 bhp. The restrictor muffles the engine's sound somewhat and many still feel that by doing away with it, the formula would benefit far more. Power

would be nearer 200 bhp and even on a minimum wheel and tyre restriction, which applies at present, the unbalance of power in relation to cornering forces would soon sort the men from the boys.

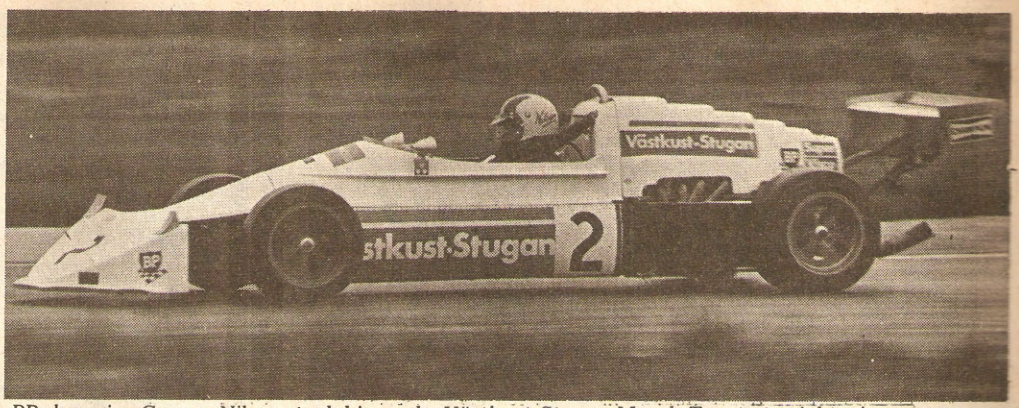
Primarily because Formula 3 requires overseas travel, expenses and running costs escalate and it can become a problem for the privateer. He inevitably has to pick and choose his races on the budget he's allocated himself at the beginning of the year. Some drivers chose to race at the prestigeous British races and then journey abroad. Others prefer to stay in Britain while those fortunate to be part of a works team were able to compete throughout the entire series.

The days when a competitor could wander nomadically about the continent with his car, transit and trailer, picking up enough start and prize money to carry him through to the next race have sadly gone. Organisers are finding it increasingly difficult to meet costs, or so they claim. However, a big feather in Formula 3's cap is the reintroduction this year, although very poorly publicised, of the FIA-sanctioned European Cup. With the FIA lending their support to the category, we can but hope that it will go a little way into persuading the French back into this highly competitive sphere of motor sport. Once the French have returned, then the scene will be superbly set.

To budget for an international season of Formula 3, works teams are asking potential drivers for a contribution towards estimated £25,000 running costs. That's an increase of about 20% on this year which at least tallies with the general rate of inflation across Europe. You have only to look at the F1CA's asking price from Grand Prix organisers to get a fair idea of rising costs. What, may we ask, is being done to help the competitor at a lower level? Travelling to the circuits is one large expense. Hopefully with the FIA's endorsement, race organisers may be able to assist here. However, they can only be in a financially viable position to do so if they can attract the paying spectator in the first place or, on a better stand point, and this is where the F1CA can help, by agreeing to run F3 races as supporting events to the Formula 1 Grands Prix.

General running costs, which include engine rebuilds and tyre bills, are also gannets when it comes to eating into proposed annual budgets. Many people think that it's because of the engine restrictor that engine costs are so high. The restrictor necessitates greater compression ratios in order to obtain the absolute maximum from the engine and consequently the reliability rate suffers. A highly stressed unit, often required to stay on terms with the leaders, is more expensive to maintain than the 'finish-at-all-costs' unit. However, because the financial rewards were so minimal, a competitor could only wish for glory or an empty pocket if he were to contemplate a season of Formula 3. We'll discuss the particular aspects of engines later on.

Tyres were also financially crippling. Rather like the seemingly endless price rises in petrol, tyre costs rose alarmingly as well. Coupled to the fact that in any unrestricted formula, general levels of competition means that in order to maintain an advantage, new tyre constructions would appear and render a competitor's last set virtually obsolete. It got to a stage in the year when the British series' sponsors equestioned the tyre problem and the unreliability of the rubber, or rather the cost of the product in relation to what it gave the customer in return. Again, we can reflect upon this later, although let us say that the resulting discussions, whether you personally agree to a one-tyre/make principle or not, curbed a potentially dangerous situation at a time where the formula was *almost*, but not quite, fully recovered from its near fatal illness of the year before.



BP champion Gunnar Nilsson took his works Västkust-Stugan March-Toyota to eight wins.

The drivers

In the past, to do well in Formula 3 meant a rush of offers from Grand Prix teams anxious to employ your services. This came about at the end of 1969 when Ronnie Peterson, Tim Schenken, Reine Wisell and Emerson Fittipaldi were recruited into the Formula 1 set having done well in the "junior" formula. The reasons behind these drivers getting an opportunity more or less at the same time could be attributed to a series of Grand Prix fatalities although no one can deny that at least two of those names mentioned fully deserved their chance to become part of the elite.

Opportunities in Grand Prix teams come only quite rarely. Vacancies occur through retirement or tragic circumstances. That's a fact and there's no denying it. However when those opportunities occur, and these days sponsors of individual Grand Prix teams have quite a say, it's the name that stands out above the rest that catches the eye.

We're fickle when it comes to nationalistic pride and in the case of **Gunnar Nilsson,** his success on British soil this past season can be attributed to such. The genial Swede first came to these shores a couple of years ago to take part in a Super Vee race at Thruxton. That passed without incident. He returned last autumn along with fellow Swede Conny Andersson and they took part in the last couple of British F3 club races.

The aggressive Nilsson won neither race but he got on to the front row each time with his privately-run March. It was a time of strategic importance for the opportunity would soon arise as to who would drive in the works March F3 team the following year. Suffice to say Nilsson was able to talk his way (an asset he possesses through his remarkable grasp of English) into partnering Alex Dias Ribeiro and the two of them formed an ideal attack from which March seemed destined to end up on the winning side.

Nilsson, aside from his relaxed off-circuit approach, possesses a lot of the necessary qualities that have made him the man to stand out above the others this past season. That's not to say he's necessarily the best, just that he has many assets in his favour, assets which coagulate into the aura that surrounds him. A rather flam-buoyant synopsis you may think although when you analyse the season as a whole, Nilsson's tremendous driving ambition, his will to win, and the results he's attained, especially under pressure, are just what a champion is made of.

Nilsson started off the season well by winning the opening round of the BP F3 championship at Thruxton, the character of the circuit suiting his style well. He drove well to a comparatively easy win, following it up with a much tougher victory at a non-championship Aintree, and also the opening round of the Swedish national series at Knutsdorp, beating arch-rival Andersson.

The Aintree win was rather fortunate in so far as Nilsson's enthusiasm had taken him off the circuit. His blinkered approach (many F3 drivers possess such a characteristic) harrassed a lot of fellow competitors as he strove to make up lost ground, and it climaxed with Gunnar gently nudging team-mate Ribeiro out of the race. A late challenge by another competitor was given the severe "chop", an indication of just how determined this Swede was to win.

He arrived at Monaco unbeaten. To prove that mortals are fallible, Nilsson failed to get it together the whole meeting but a tremendous fighting performance, even though a doctor had advised him not to race because of a flu bug, saw him back fighting hard against his team-mate at Brands. He won two of the next three BP rounds and amassed a large series lead. With half the season gone, Nilsson had done little wrong.

At Monza's Lotteria, a practice accident saw Gunnar make a mistake and write off his car in a spectacular roll at one of the notorious chicanes. He re-enacted the performance at Cadwell Park a fortnight later and we began to wonder. Was he trying too hard?

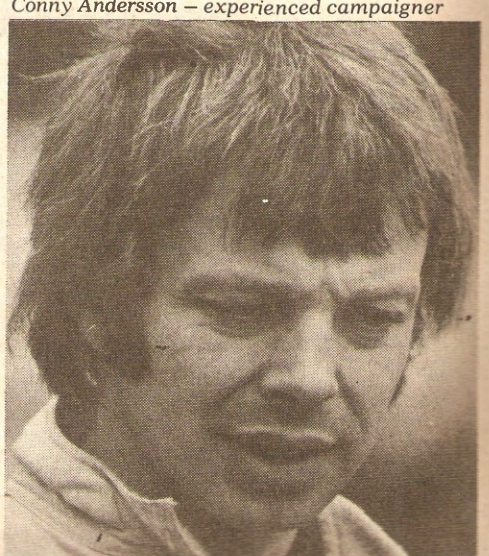
Being a works driver has its advantages and Nilsson had a replacement chassis in time for the following week's British Grand Prix where he scored a superbly calculated victory over sparring partner Ribeiro. It must have done a lot to restore his confidence for he again drove a well-calculated race later in the year at the same circuit to virtually clinch the coveted BP series.

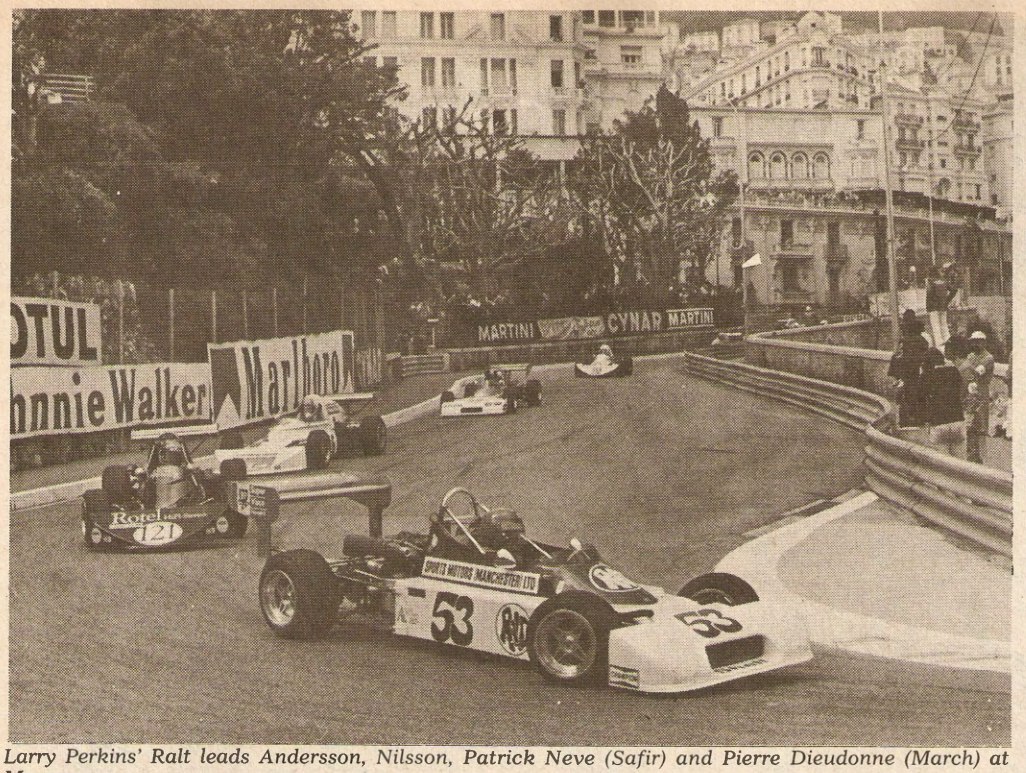
Usually one of the quickest in practice, Nilsson

Gunnar Nilsson – natural qualities

Alex Ribeiro – emotional, erratic and quick

Conny Andersson – experienced campaigner





Larry Perkins' Ralt leads Andersson, Nilsson, Patrick Neve (Safir) and Pierre Dieudonne (March) at Monaco.

was rarely beaten for outright speed although there were occasions. He ended the year with no less than 8 wins, clinching the BP championship by running on slick tyres at a wet Oulton meeting, and, ironically, ended the year as he'd begun it by winning the final race at Thruxton where he'd nearly been beaten by young Rupert Keegan. "You must never give up" said Gunnar, reflecting upon that race. It summed up his whole approach.

Nilsson's team-mate and the second best F3 driver in our opinion was the diminutive **Alex Dias Ribeiro.** A native of Brazilia, Alex is a protegé of Emerson Fittipaldi and has been seriously racing in F3 since the beginning of 1974. Aside from having a reputation for being fast, but very untidy, Ribeiro had influence with several sponsors and March had a suitable vacancy for such a client.

Ribeiro, inwardly a very emotional person, won his first race at a non-championship Thruxton meeting, but that was without the "aces" on hand. His season didn't start off too well for although many regarded him as the quickest one-lap man on the track, the Peterson or Jean-Pierre Jarier of F3 if you like, Ribeiro would inevitably let his enthusiasm get the better of him. Like Nilsson he had this tremendous will to win and he spent the early season races making silly mistakes and spinning away good advantages. Ribeiro's first physical encounter with Nilsson at Aintree was like a red rag to a bull and the next few months saw a "feud" between the two akin to an Ali v Frazier boxing match.

Monaco was where it started, although the victim was not Nilsson but the late Tony Brise having a one-off F3 outing in a works Modus. Brise was rushing through the field and challenging Alex for the lead when the pair of them collided. Alex was branded as the "bad lad" and Brise was "the hero." Alex didn't do himself much at the Swedish GP a month later, restarting after a pit stop to collide with Nilsson near the end of the race while Gunnar was making a challenge to wrest the lead from arch-rival Andersson. And it didn't end there!

At the Monza Lotteria on the run in to the flag, Ribeiro came into contact with an Italian while they were dicing for second place. The organizers disqualified the Brazilian for his alleged "weaving" and at one stage Alex looked as if he'd have his licence taken away by the FIA.

Still the incidents occurred, interrupted by the odd win, and at the British GP the crowd were on tenterhooks as Ribeiro and Nilsson started the last lap locked together. A mistake by Alex cost him any chance of winning the race but after that, a strange transformation began to evolve and the Brazilian's attitude seemed to change.

The second half of the season saw him begin to get a grip and with his lurid incidents now a matter of the past, Alex began to get the results. A final late season burst of fast and well calculated runs saw him finish equal second in the BP series.

Without a doubt the most experienced F3 driver who can rightly claim his share of success this past season was 36-year-old Swede **Conny Andersson.** He wasn't far off netting the big three, in other words winning all the races that supported the Grands Prix.

A privateer for several seasons now, Andersson found himself running in the Swedish-based Rotel hi-fi-sponsored F3 team with a large majority of the finance provided by wealthy Italian amateur Gianni Savoia. Both he and Andersson ran a pair of brand new March 753s with the intention of roaming around the continent contesting the better financed events.

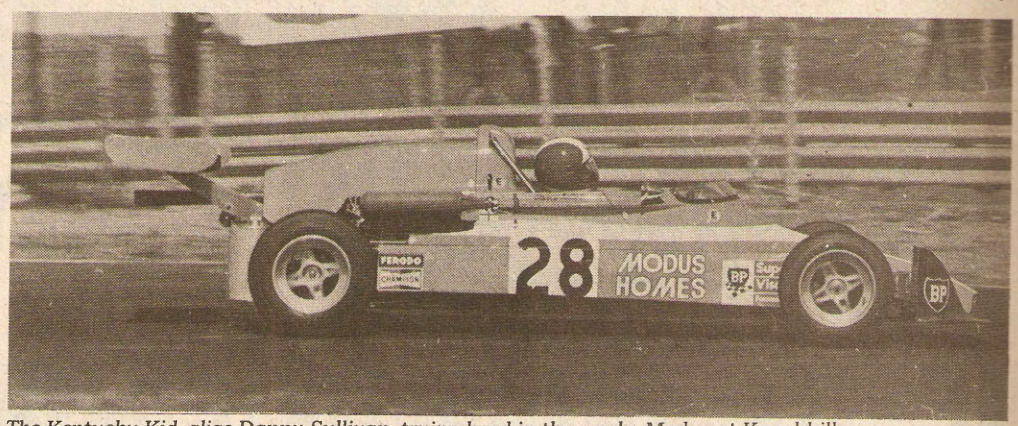
Andersson started off the season by winning at the Nurburgring and picking up the Deutsch marks rather than the BP points at Thruxton. Nilsson beat him in a Swedish championship event but perhaps Conny's best race ever came at Monaco.

Having put his car on to the second row for the final, he crept a little too much and was docked 1 minute. However, he rushed off into the lead and left the rest in the dust. While everyone watched race leader Larry Perkins fall off and Brise make contact with Ribeiro, Andersson sped onward to "win" by a vast margin, only dropping to fourth with the penalty.

At the Swedish GP he succeeded in holding off both Nilsson and Ribeiro and even with the latter's elimination of Conny's nearest challenger, Nilsson admitted afterwards that "there was no way I'd have beaten Conny that day."

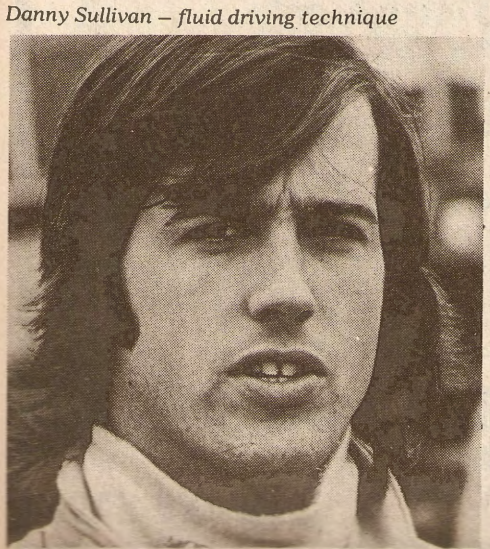
Following internal wrangles within the team, Andersson went through a poor patch and was, quite frankly, completely out of the running when the British GP came around. He split from the Rotel team (Savoia already having left) although the car still carried their livery and Conny journied Europe on his own picking up a string of victories which saw him arrive at Thruxton for the final race (he drove Ribeiro's vacant works cars) unbeaten in his last five races.

Regarded as one of the toughest, safest(!) and most experienced campaigners in F3, Andersson has had probably this most successful year. An asset to any two car team, it's inevitable that he



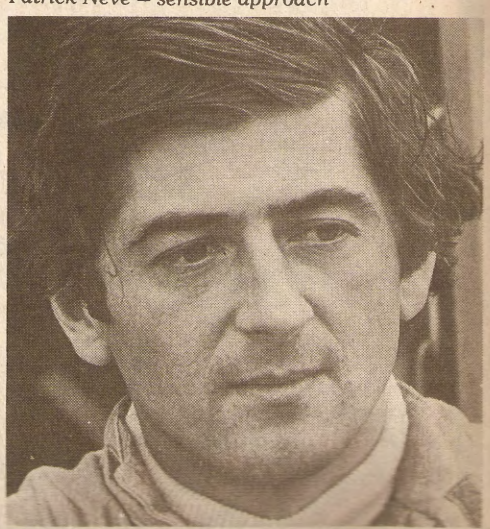
The Kentucky Kid, alias Danny Sullivan, trying hard in the works Modus at Knockhill.

Danny Sullivan – fluid driving technique



Larry Perkins – reputation to uphold

Patrick Neve – sensible approach



Neve's Safir heads Ribeiro, Eddie Cheever (Modus), Richard Hawkins (March), Sullivan, Nilsson and the rest at Silverstone.

will carry one winning races around the continent and a driver like Conny has to be regarded as a favourite for the European series despite his age.

A constant challenger to the supremacy of the works Marches all year was American **Danny Sullivan** who headed the Team Modus attack the whole year. Sullivan's fluid driving technique combined well with the neat and attractive Modus F3 car. Danny scored an early win at a wet Silverstone and thereafter became an ever-present threat for Nilsson's eventual BP title.

Sullivan went on to score a further two victories, both of them races won by sheer pace from the front, but it all turned a little sour for the happy-go-lucky Kentuckian by the middle of the year.

A change to the all conquering Toyota engine seemed to help but an internal management problem tended to upset the stability within the team at the crucial stage at Sullivan's confidence began to suffer. Constantly he lost the chance of winning the BP title but managed to hang on to second place with a fighting drive at the final Thruxton round. Sullivan was a driver who could really fly when everything was hunky dory, but perhaps suffered by lacking the killer instinct.

Larry Perkins, the bespectacled Australian nicknamed the Cowangie Kid, was another driver possessing similar characteristics to Sullivan. Running a works maintained Ralt but on a much smaller budget compared to his counterparts, Larry had to divide his season up into the financially viable races. He just couldn't afford the £250 a set for tyres with the chance of picking up £100 for a BP win. Also unlike his fellow front runners, Perkins relied upon a cheaper Novomotor-prepared Ford twin-cam engine.

Perkins was in a difficult position in many ways. He had a reputation to uphold following a previous foray into F3 a couple of seasons beforehand. Many knew of his ability and many expected the results. The speed was there to start but mistakes cost him some important results. Ability yes, although still a little raw perhaps.

A good win at the Monza Lotterria did well for his confidence and it obviously assisted the bank balance. The tyre situation saw Perkins, who worked closely with Ralt designer Ron Tauranac, experiment with the cheaper American M & H tyre as well as the regular Goodyear. Unfortunately many of his race performances were spoilt by changing tyres between practice sessions (the team not being able to afford to test beforehand) but he was able to win the FIA-organised European Cup, thanks to another win at the Croix-en-Ternois circuit in northern France.

When things were running right, Perkins was able to give the Nilssons and Ribeiros as good as they gave and the Ralt took him to two excellent victories at Brands towards the latter half of the season. It would have been a better year had Larry not had to split up his racing so much, thus forfeiting all chances of winning the BP series, if he really wanted to win it that is.

A man who rates very highly in many people's minds is the young Belgian **Patrick Neve.** Having had a couple of F3 outings towards the latter half of the previous season in an old Brabham, Neve's season looked good for 1975. The Formula Ford ace, having won a British national title for Lola in 1974, would drive in the new two-car works Lola F3 team supported by Shellsport partnering a young South African. However, the deal fell through at the last minute and Neve was left in a very difficult position.

He was rescued by Ray Jessop's offer of driving the works Safir although it would be very much a low budget effort. Rather than the expensive Toyota engine, Neve had a Holbay Ford Pinto ohc unit fitted and the combination chased Nilsson hard at their opening race at Thruxton.

Neve and the frail looking Safir became the perpetual thorn in Nilsson's side for well over half a season. Finances may have been low but good preparation and Neve's ability to give all he's got, yet still bring the car home in a good condition, saw him pick up a string of good placings.

The Safir seemed to excel on fast circuits, especially Thruxton and Silverstone where Patrick often had the car well to the fore. The Pinto unit, which won both British club championships last season, was substituted by a Holbay Ford twin-cam later on but this small equipe hadn't really the capacity to last the pace.

Neve's only success was at Knockhill while he should have beaten Renzo Zorzi at Monaco and readily admits it. At the end of the year, he had a one-off outing in a works Modus and accepted the invitation with the sensible attitude that has marked him as a driver to watch.

At one stage in the year **Eddie Cheever** was the greatest thing since sliced bread. The 18-year-old American ex-kart champion had only just switched to F3 after a nondescript half season in Formula Ford. He found the transition a little more to his liking and after a couple of races, found himself on pole at Knockhill in his works assisted Modus. A well judged win, attributed to one of Ribeiro's errors, gave him a win at Silverstone while the following week he won again, only this time on the Grand Prix circuit. However, it *was* a fortunate win while his last two victories at Hockenheim in the latter half of the year were against meagre opposition, although it was all good experience. It was his chase of Keegan and Nilsson at the final Thruxton race that impressed and if he has the sense to remain in F3 next year, the successes will surely continue to flow, providing his has the right teacher. His karting exploits have given him the right ingredients required for race craft and Eddie knows what it's like to taste success.

Like Neve and Cheever, another newcomer to F3 this year was Brazilian **Ingo Hoffmann** who's experience of single-seaters had been centred around Super Vee racing back in his native country.

Like most Brazilians, Hoffmann had sufficient backing to undertake a full season with a brand new March 753 and a Toyota engine. He spent the early half of the year learning the ropes, gradually moving into the lower half of the points scorers at BP rounds. He finished in the first six at Monaco, usually kept out of trouble but soon learnt to give as hard as he got as the season progressed. His pace began to quicken and by the

Eddie Cheever — right ingredients

Ingo Hoffman — soon learnt the ropes

Stephen South — best British driver

end of the season, he pulled off a really neat victory over Ribeiro at Oulton. Ingo was a good fast runner who learnt quickly without being spectacular, which, for a Brazilian, is quite something.

Another FF driver who made the move into F3 this past season was **Stephen South** and he ends up, by our reckoning, being the best British driver for consistent performances throughout the season.

As he had done in FF, South remained loyal to Bert Ray who built him a neat one-off chassis while a small amount of finance was forthcoming which enabled the team to purchase a Toyota engine.

South had proved in FF over the past two seasons that he's very quick but tends to spin off in the heat of the moment. For any under financed effort, the driver has to temper his driving somewhat which meant that South's speed was often held back a little so that the team could gain some results. South would usually bring the car home in the first six but sadly his season looked at a close when the car was written off.

Fortunately a wealthy amateur, John Stokes, purchased a March-Toyota 753 and invited South to finish off the year in it. With virtually the same equipment as the leaders, South was always well to the fore and ended the season on a high note. One hopes this promising driver gets a suitable chance to score the wins that await him next year.

Like South, **Richard Hawkins** was another driver to move from FF into F3. Hawkins, a New Zealander by origin although very much British-based, bought an ex-Ippokampos March 743 and with some sponsorship, undertook the BP season.

Hawkins was fast and spectacular, consequently he could be found at various angles on the race track. However, he managed to notch up some very good results, especially at Silverstone and with his enthusiasm and obvious qualities channelled in the right direction, Hawkins is another name that we should hear more of.

Italy's new find is **Gianfranco Brancatelli,** a 26-year-old thin-faced Italian who was pipped for the 1974 Formula Italia championship. With local backing, Brancatelli embarked upon his first season of F3 with remarkable maturity, especially for an Italian.

Mainly concentrating on the Italian championship, where he won two races, Brancatelli brought his March-Toyota 753 over to these shores as well, running well at the British GP and picking up a very good fifth place. March Engineering are keeping an eye on Gianfranco and it will be interesting to see how he fares next year.

Completing our 'top twelve' is **Dick Parsons,** only the second Briton to make the select dozen. Dick's season in F3 the previous year was a poor one in terms of results although he always tried hard. This past season he bought a second hand Modus M1 on a limited budget and set about a very limited race programme.

Had it not been for a broken oil line, then perhaps Parsons would have beaten Nilsson at the opening BP round for he was really flying that day. His appearances during the first half of the season were spasmodic due to lack of finance although he would occasionally have a little burst now and then.

Parsons' first actual result came in mid-season at Cadwell with a good third and then, towards the latter half of the year, he led and then chased Perkins all the way at the Brands Polydor Records meeting in a hired works car.

Like several of the other lesser financed runners, Parsons would really move when everything was going right, although it wasn't often enough.

BP Championship

Apart from those mentioned above, out of which half seriously contested the BP series, although all of them scored points, there were several other runners who featured well at various stages through the year.

Brian Lewis ran two Bang and Olufsen-sponsored BMW-powered March 753s for Belgians **Pierre Dieudonné** and **Herve Regout.** Although the team had problems with engines initially, Dieudonné usually proved the quicker of the two and always drove with his head. He's unlucky not to make the top twelve.

Britain's **Bob Arnott** started off the year well with a good third place in his Swansong-sponsored ex-Ippokampos March 743 but his effort was drastically under financed and Bob spent too much time doing his own maintenance rather than concentrating on racing. He deserved better.

Considering he only took part in a handful of races **Terry Perkins,** Larry's brother and driving an identical Ralt, put in some good stirring drives and wasn't far off his brother's pace. It was a somewhat disappointing season for reigning British FSV champion 19-year-old **Chris Barnett** who found he had endless problems with his BMW engines. The matter was resolved with a Toyota by mid-season and Chris at last managed to find out in which direction he was heading. It was all good experience but a season in which we expected much more.

Rupert Keegan must get the prize for the most broken nosecones on his BAF March. Having started the season off by falling off at nearly every opportunity, 20-year-old Keegan began to get a grip but his results were non-existent. It was only right at the tail end of the season when he got on pole at Brands, led at Casale and Thruxton that the dawn began to break. Finally two further disappointments, one of them not directly his fault, were **Graham Hamilton** and **Ian Taylor.** The former Scottish FF driver ran a MacDonald Shand March 753 but never got it together while Taylor, after a couple of good early season drives in the works GRD 375, had his deal crumble away and he took up FF2000 instead.

Italian Championship

It would all depend on the last race due to be held the day after the final F2 race at Vallelunga last October. Anyone of four Italians could win the title. However the race was abandoned after a couple of laps due to a race storm with **Sandro Pesenti-Rossi's** March 743 leading **Fernando Spreafico's** vintage GRD 373. Had Pesenti-Rossi won that race, the series would have been his but as it was **Luciano Pavesi** who held on to clinch it by a single point.

Pavesi started the year off well by winning with a Brabham BT41 before switching to a new March 753. His constant challengers throughout the year were Brancatelli, Pesenti-Rossi, Spreafico and **Gaudenzio Mantova's** March 753.

One other Italian is worth mentioning, if only because of his Monaco F3 victory and that's **Renzo Zorzi.** Although his Lancia engine took his GRD to victory in Monte Carlo, it kept letting him down elsewhere and he rarely featured among the leaders on his European wonderings.

Swedish Championship

Originally it was envisaged that Nilsson would try and win the Swedish national series for his sponsors but, after winning the opening round, he went elsewhere. Although Andersson also raced abroad, he made an effort to clinch yet another Swedish title but was beaten for it by Rotel "team-mate" and former local touring car champion **Conny Ljungfeldt** who used Andersson's old March from last year.

Although F3 had a good following in Sweden, only the Rotel cars were in a position to dispute the odds. However rally ace **Ingvar Carlsson** could upset the apple cart on occasions in a works tended GRD 375.

German Championship

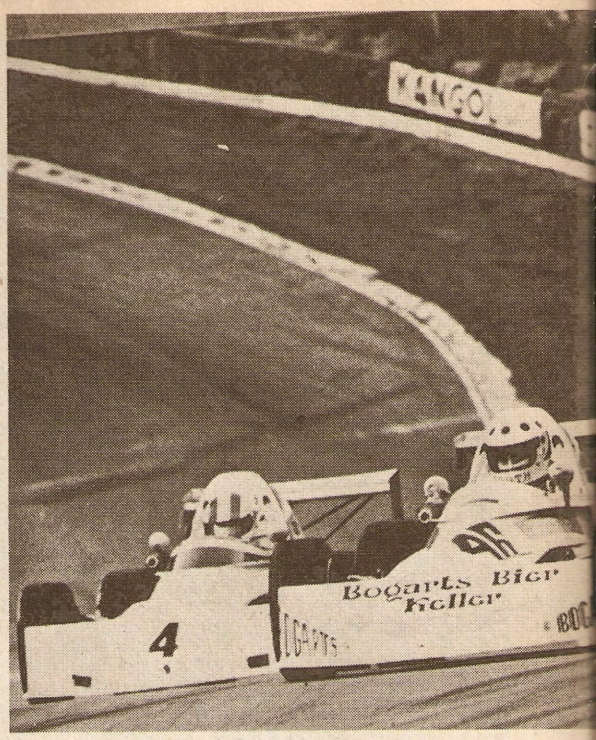
Many of the German races were invaded by nordic Swedes anxious to grab a quick Deutschmark and Andersson took a couple of the races as did Cheever. However, apart from **Freddy Kottulinsky's** solitary win in a Lotoj-entered Modus-BMW earlier in the year, the two local protagonists were **Bertram Schafer's** BMW-powered Ralt RT1 and **Ernst Maring's** self-designed Maco-Toyota while German-domiciled Swede **Gunnar Nordstrom** in a Modus-Toyota also challenged. Maring won the championship when Schäfer made a pit stop in the final race at Hockenheim.

The cars — take your pick

Numerically the most popular marque was **March.** Through sheer weight of numbers they were the most successful, winning races throughout Europe and cleaning up virtually all of the championships.

Superceding the previous 743 model, March produced a sleek 753 which looked similar to their 742 F2 car. It now had side radiators and a narrow track and could be powered by any of the engine variants available.

The works cars changed slightly through the year, experimenting with track widths when the tyre situation became a little serious. Visually the car remained unaltered throughout the season and the works were able to provide the proverbial carrot to the donkey, or rather their customers. Only a couple of privateers actually beat the works throughout the year.



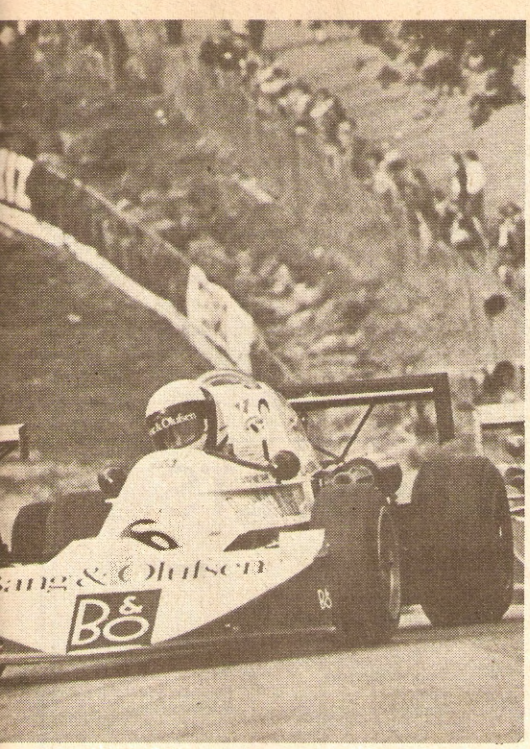
Herve Regout's B&O March (top) fends off Stephen South's s Eddie Cheever (below) earnt his F3 spurs when he beat the wo Silverstone

Although at a disadvantage through sheer size and without the sales chat of March, the small Watton-based **Modus** concern produced an updated version of their existing F3 car, featuring a narrow track and clothed in much sleeker bodywork. Designed by Jo Marquart, the car proved itself both on twisty and fast tracks, excelling both in the wet and dry but not in the damp when it became quite nervous.

A newcomer to the F3 scene, and a welcome addition, was the **Ralt,** designed by former Brabham designer Ron Tauranac. The small factory was based down at Woking where Tauranac produced a neat front-radiatored, wide-nosed, slab-sided car, which like the previous two marques, could cater for most types of engines.

The RT1 had a slightly wider track than the Modus and March which it used to good advantage when the wear rate of the tyres towards the latter half of the year reached dire proportions. Success came throughout Europe for this marque as it did for Modus and March.

Ray Jessop produced the one-off **Safir** which proved a lot quicker than it looked. In many ways it resembled the Ralt with its wide track and full width nose housing the front radiator. Although



r and Chris Barnett. Young Italian-domiciled American ches of Ribeiro and Nilsson plus the other top runners at

Richard Hawkins – fast and spectacular

Jessop hoped to build further versions of the car, the team's budget was rather small.

Once a great force in F3 were **GRD.** They made a small comeback at the beginning of the season updating one of their existing 374 series cars and giving it an attractive facelift. The works, a mere shadow of their former self, have been strong supporters of the formula and they ran a works car on occasions picking up more success on the continent then over here.

Earlier versions of the car, which, like the March, haven't changed very much over the seasons, featured well, especially in Italy and Scandinavia and perhaps GRD's greatest moment was a fortunate win at Monaco. At the end of the year the company sold out to Van Diemen.

Brabham no longer make production cars although several Italians and Swedes still pedalled around in BT41 models, winning the odd race here and there while apart from the Safir, another neat and successful one-off chassis was the **Ray** which visually looked very different to the other cars with its side radiators and full width wing across the sometimes all-enveloping nosecone.

The **Ehrlich** soldiered on for another season in "updated' form while a pair of Tyrrell and Brabham mechanics built a Brabham BT44-like F3 called the **Anson** which, with better finances, might go well. A couple of ageing **Ensigns** appeared in Italy while the Italians also produced the **CRS-Allegrini** which featured in national races on occasions. In Germany, Ernst Maring continued to develop his sleek looking side-radiatored **Maco** which ran well and proved to be competitive with most of the leading German runners.

The engines — a choice

By far the most popular engine was the **Novamotor**-developed **Toyota** twin-cam unit. It cost around £2,900 which made it one of the most expensive engines but although being substantially heavier than the existing Ford twin-cam, it gave a greater power range and this was the unit many competitors used.

Novamotor, run by the capable Pedrazzani brothers, undertook development programmes not only on the Toyota but also on the **Ford.**

The Toyota was available in two guises, the more expensive version having lighter titanium con rods and so forth. It had a better torque range and pulled well low down, peaking between 6200 and 6800 rpm. **John Penistan** based in Lincoln, undertook the rebuilds over in this country. It was approximately 45 lbs heavier than the Ford twin-cam but tended to run out of breath at the top end.

It was here that the Ford could score for what it lost out lower down, it could usually pick up higher in the rev range. The Novamotor Ford cost around £2200 which compares with **Neil Brown's Ford** twin-cam version at £1450 (on carbs) and £1650 (on fuel injection).

Brown produced some good engines and on occasions they were equal to the best of the Toyotas. With maximum power ranging between 5200 and 6200 rpm, they were perhaps a little more difficult to drive because of such a narrow power band, the torque of the Toyota being able to help a driver out of a mistake.

Next season Brown intends to only produce the Ford twin-cam for specified orders, preferring to concentrate his time on the 4-valve per cylinder **Triumph Dolomite Sprint** engine which made its debut in Dick Parsons' Modus at the final Thruxton race.

Brown has had one of these engines for two years now but only recently got around to developing it. It has considerably more power than the Ford and weighs a little more (30 lbs approx). This means it's also lighter than the Toyota which, we hear, is being lightened for next year although the price is expected to rise quite sharply.

The Dolomite possesses similar characteristics to the Toyota with a very wide power band from between 4600 and 6000 rpm. Brown intends to concentrate on this unit next season, hoping to sell the engine for £2500 (on carbs) and £2700 (on fuel injection).

Other tuners of the Ford twin-cam were **Holbay** who achieved all their success through Patrick Neve, this company having turned their attentions away from the sohc **Pinto** engine which proved troublesome when pushed near the limit. A **Vegantune** Ford twin-cam also appeared in the Ehrlich.

Hoping to challenge the Toyota and Ford supremacy were **BMW** who produced an F3 version of their ubiquitous 2002 engine. Tuning and preparation was handed out to three reputable BMW engine firms, Josef **Schnitzer,** Peter **Schrick** and Max **Heidegger,** and all produced units. Although they won the occasional race, it wasn't a good year for this low revving but torquey engine.

It was a very difficult unit to fit into a car and nearly everything was in the wrong place. The crankshaft was almost ¾in higher in the crankcase than on the other engines which meant it had a deeper sump and consequently the engine sat higher in the chassis, thus upsetting the balance of the car's rear suspension geometry. The firm hope to do better this coming year with a concerted effort.

One engine of note, primarily because it won at Monaco, was the Fiat 124-derived **Lancia** Beta engine which, tuned by the Italian concern, **Repetto,** powered several Italians in national races, although it was often plagued with head gasket problems.

Tyres — difficult problem

The tyre situation became quite serious at one stage, although this aspect has been given quite a lot of separate publicity over the last couple of months.

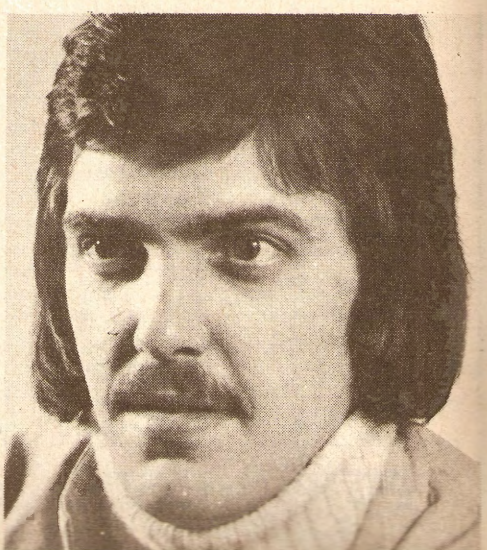
Basically **Goodyear** led the way when it came to running competitive times. **Dunlop** showed spasmodic interest, **Pirelli** appeared in Italy (on Zorzi's F3 car) while the American drag tyre specialists, **M & H,** began to make inroads under the management of ex-Firestone men Bob Martin and Joe Broadhurst.

Goodyear started off by superceding their early season tyre with a softer compound. This began to grain rather rapidly and many competitors found themselves with a ruined set of tyres after a mere 20-minute practice session. Adding to the costs they were already incurring, paying out £250 per set was a pretty crippling blow.

This graining effect, which effectively made the cars handle as if on ball bearings, was at its worst on the narrow tracked cars, particularly the

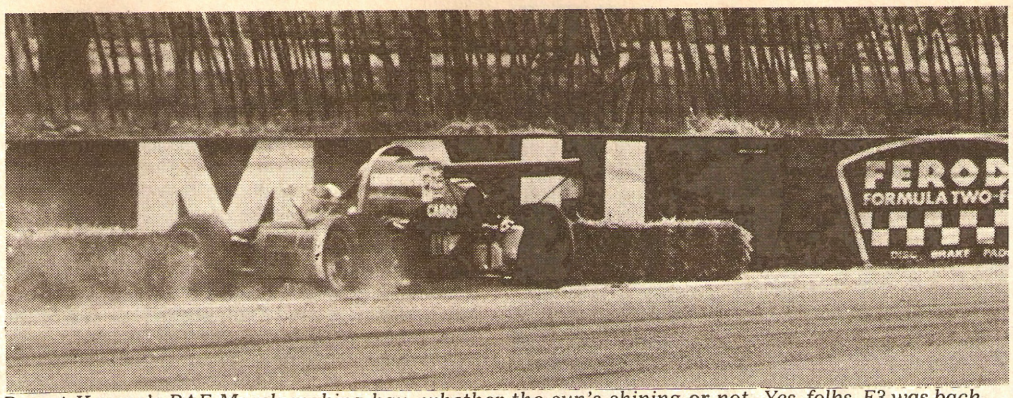
Gianfranco Brancatelli – remarkable maturity

Dick Parsons – always tried hard



Marches. It got to a stage where it looked as if the tyre company's policy to make a profit out of selling race tyres could kill a formula. However, help took a little time in coming and various meetings between the relevant parties managed to get Goodyear to produce their earlier, and more suitable, tyre again and moves were put into motion to try and get a one make ruling for next year.

The company who have the right to be against that are M & H who spent a lot of time testing with the Ralt and Safir teams. They began to make headway although when tested under actual race conditions, they weren't as competitive as the Goodyear. Being such a small subsidiary of their American mother, it would take a major European sales operation to grab a suitable piece of the market. Anyway, the chance may never come which, in some ways, is an unfortunate thing.



Rupert Keegan's BAF March making hay, whether the sun's shining or not. Yes, folks, F3 was back.

MAJOR EUROPEAN FORMULA 3 RESULTS

Date/venue	First	Second	Third	Fourth	Fifth	Sixth
March 2 Thruxton, England	Alex Ribeiro March 753 Toyota/Novamotor	Mike Tyrrell March 733 Brown/Ford t/c	Tony Rouff Ehrlich ES5 Vegantune/Ford t/c	Ken Silverstone Hawke DL15 Brown/Ford t/c	Mike Wrigley Royale RP11 Norvic/Ford t/c	
March 31 Nurburgring, Germany	Conny Andersson March 753 Novamotor/Toyota	Ernst Maring Maco 375 Novamotor/Ford t/c	Aleste Bodini Tecno 68 Novamotor/Ford t/c	Gunnar Nordstrom Modus M1 Novamotor/Toyota	Anders Olufsson GRD 373 Novamotor/Ford t/c	Ulf Svensson Brabham BT41 Novamotor/Ford t/c
March 31 Thruxton, England	Gunnar Nilsson March 753 Novamotor/Toyota	Patrick Neve Safir RJO3 Holbay/Pinto Ford	Bob Arnott March 743 Brown/Ford t/c	Ian Taylor GRD 375 Holbay/Ford Pinto	Larry Perkins Ralt RT1 Novamotor/Ford t/c	Stephen South Ray BR3 Novamotor/Toyota
March 31 Casale, Italy	Luciano Pavesi Brabham BT41 Novamotor/Ford t/c	Fernando Spreafico GRD 373 Novamotor/Toyota	Gaudenzio Mantova March 753 Novamotor/Toyota	Marcello Rosei March 743 Repetto/Lancia	Luigino Grassi Brabham BT41 Novamotor/Ford t/c	Frederico Ragailo Brabham BT41 Novamotor/Toyota
April 19 Aintree, England	Gunnar Nilsson March 753 Novamotor/Toyota	Mike Tyrrell March 733 Brown/Ford t/c	Stephen South Ray BR3 Novamotor/Toyota	Tony Rouff Ehrlich E55 Vegantune/Ford t/c	Graham Hamilton March 753 Brown/Ford t/c	Rupert Keegan March 743 Novamotor/Toyota
April 27 Knutsdorp, Sweden	Gunnar Nilsson March 753 Novamotor/Toyota	Conny Andersson March 753 Novamotor/Toyota	Conny Ljungfeldt March 743 Novamotor/Toyota	Ulf Svensson Brabham BT41 Novamotor/Ford t/c		
April 27 Silverstone, England	Danny Sullivan Modus M1 Brown/Ford t/c	Mike Tyrrell March 733 Brown/Ford t/c	Herve Regout March 753 Schrick/BMW	Pete Clarke Modus M1 Brown/Ford t/c	Ingo Hoffmann March 753 Novamotor/Toyota	Peter Dugdale March 733 Holbay/Ford Pinto
April 27 Varano, Italy	Sandro Pesenti-Rossi March 743 Novamotor/Toyota	Marcello Rosei March 743 Repetto/Lancia	Renzo Zorzi GRD 374 Repetto/Lancia	Fernando Spreafico GRD 373 Novamotor/Toyota	Frederico Ragailo Brabham BT41 Novamotor/Toyota	Piercarlo Ghinzani CRS-Allegrini Novamotor/Toyota
May 4 Zembach, Germany	Bertram Schäfer March 743 Novamotor/Toyota	Gernot Lamby Modus M1 GmbH/BMW	Marc Souer GRD 373 Holbay/Ford t/c	Gerry Blaine Lance Novamotor/Ford t/c	Sommer von Löwis Maco 375 Novamotor/Toyota	Den Greer GRD 375 Novamotor/Ford t/c
May 10 Monte Carlo Monaco	Renzo Zorzi GRD 374 Repetto/Lancia	Patrick Neve Safir RJO3 Holbay/Ford Pinto	Ulf Svensson Brabham BT41 Novamotor/Ford t/c	Conny Andersson March 753 Novamotor/Toyota	Gianfranco Brancatelli March 753 Novamotor/Toyota	Ingo Hoffmann March 753 Novamotor/Toyota
May 10/11 Saarlouis Germany	Ruedi Deutsch March 753 GmbH/BMW	Bertram Schafer March 743 Novamotor/Toyota	Steve Farnsworth March 733 Brown/Ford t/c	Werner Fischer GRD 375 Novamotor/Ford t/c	Gunter Kölmel March 743 Novamotor/Toyota	Kurt Pfunda Alpine A364 Novamotor/Ford t/c
May 18 Brands Hatch, England	Alex Ribeiro March 753 Novamotor/Toyota	Gunnar Nilsson March 753 Novamotor/Toyota	Patrick Neve Safir RJO3 Holbay/Ford Pinto	Ian Taylor GRD 375 Holbay/Ford t/c	Stephen South Ray BR3 Novamotor/Toyota	Richard Hawkins March 743 Novamotor/Toyota
May 18 Vallelunga Italy	Gianfranco Brancatelli March 753 Novamotor/Toyota	Fernando Spreafico GRD 373 Novamotor/Toyota	Sandra Pesenti-Rossi March 743 Novamotor/Toyota	Aleste Bodini Tecno 68 Novamotor/Ford t/c	Carlo Giorgio March 743 Novamotor/Toyota	Gaudenzio Mantova March 753 Novamotor/Toyota
May 25 Mugello, Italy	Gianfranco Brancatelli March 753 Novamotor/Toyota	Gaudenzio Mantova March 753 Novamotor/Toyota	Sandro Pesenti-Rossi March 743 Novamotor/Toyota	Luciano Pavesi Brabham BT41 Novamotor/Ford t/c	Fernando Spreafico GRD 373 Novamotor/Toyota	Renzo Zorzi GRD 374 Repetto/Lancia
May 26 Thruxton, England	Gunnar Nilsson March 753 Novamotor/Toyota	Patrick Neve Safir RJO3 Holbay/Ford t/c	Danny Sullivan Modus M1 Brown/Ford t/c	Herve Regout March 753 Schrick/BMW	Richard Hawkins March 743 Novamotor/Toyota	Alex Ribeiro March 753 Novamotor/Toyota
May 31 Nurburgring, Germany	Freddy Kottulinsky Modus M1 Schnitzer/BMW	Dieter Kern Alpine A364 Novamotor/Ford t/c	Gunnar Nordstrom Modus M1 Novamotor/Toyota	Giorgio Francia Maco 375 Novamotor/Toyota	Ernst Maring Maco 375 Novamotor/Toyota	Renzo Zorzi GRD 374 Repetto/Lancia
June 1 Magione, Italy	Luciano Pavesi Brabham BT41 Novamotor/Ford t/c	Gianfranco Brancatelli March 753 Novamotor/Toyota	Sandro Pesenti-Rossi March 743 Novamotor/Toyota	Luigino Grassi Brabham BT41 Novamotor/Ford t/c	Piercarlo Ghinzani CRS-Allegrini Novamotor/Toyota	Alberto Riva March 743 Novamotor/Toyota
June 8 Anderstorp, Sweden	Conny Andersson March 753 Novamotor/Toyota	Conny Ljungfeldt March 743 Novamotor/Toyota	Clas Sigurdson Brabham BT41 Holbay/Ford t/c	Gunnar Nordstrom Modus M1 Novamotor/Toyota	Luciano Pavesi Brabham BT41 Novamotor/Ford t/c	Stephen South Ray BR3 Novamotor/Toyota
June 15 Snetterton, England	Gunnar Nilsson March 753 Novamotor/Toyota	Pierre Dieudonné March 753 Schrick/BMW	Ingo Hoffmann March 753 Novamotor/Toyota	Chris Barnett March 753 Schnitzer/BMW	Patrick Neve Safir RJO3 Holbay/Ford t/c	Herve Regout March 753 Schrick/BMW
June 15 Kinnekulle, Sweden	Conny Ljungfeldt March 743 Novamotor/Toyota	Conny Andersson March 753 Novamotor/Toyota				
June 22 Cadwell, England	Chris Barnett March 753 Schnitzer/BMW	Ingo Hoffmann March 753 Novamotor/Toyota	Pete Clarke Modus M1 Brown/Ford t/c			
June 22 Berlin Germany	Gunnar Nordstrom Modus M1 Novamotor/Toyota	Manfred Leppke March 753 Novamotor/Ford t/c	Gernot Lamby Modus M1 GmbH/BMW	Ernst Maring Maco 375 Novamotor/Toyota	Bertram Schäfer March 743 Novamotor/Toyota	
June 29 Monza, Italy	Larry Perkins Ralt RT1 Novamotor/Ford t/c	Fernando Spreafico GRD 373 Novamotor/Toyota	Sandro Pesenti-Rossi March 743 Novamotor/Toyota	Gianfranco Brancatelli March 753 Novamotor/Toyota	Piercarlo Ghinzani CRS-Allegrini Novamotor/Toyota	Ulf Svensson Brabham BT41 Novamotor/Ford t/c

Date/Venue	First	Second	Third	Fourth	Fifth	Sixth
July 5/6 Hockenheim Germany	Gaudenzio Mantova March 753 Novamotor/Toyota	Ernst Maring Maco 375 Novamotor/Toyota	Ruedi Deutsch March 753 GmbH/BMW	Bertram Schafer March 743 Novamotor/Toyota	Gunter Kölmel March 743 Novamotor/Toyota	Ruedi Frei March 743 NovamotorToyota
July 6 Silverstone, England	Dyfed Roberts March 743 Penistan/Ford t/c	Ken Silverstone March 743 Brown/Ford t/c	Doug Bassett GRD 374 Holbay/Ford t/c	Chris Barnett March 753 Schnitzer/BMW	Tony Rouff Ehrlich ES5 Vegantune/Ford t/c	Steve Pettit March 733 Brown/Ford t/c
July 13 Falkenberg Sweden	Ingvar Carlsson GRD 375 Novamotor/Ford t/c	Conny Ljungfeldt March 743 Novamotor/Toyota	Conny Andersson March 753 Novamotor/Toyota			
July 13 Cadwell, England	Danny Sullivan Modus M1 Novamotor/Toyota	Alex Ribeiro March 753 Novamotor/Toyota	Dick Parsons Modus M1 Brown/Ford t/c	Ingo Hoffmann March 753 Novamotor/Toyota	Pete Clarke Modus M1 Brown/Ford t/c	Ken Silverstone March 743 Brown/Ford t/c
July 19 Silverstone, England	Gunnar Nilsson March 753 Novamotor/Toyota	Patrick Neve Safir RJO3 Holbay/Ford t/c	Richard Hawkins March 743 Novamotor/Toyota	Terry Perkins Ralt RT1 Novamotor/Ford t/c	Gianfranco Brancatelli March 753 Novamotor/Toyota	Ingo Hoffmann March 753 Novamotor/Toyota
July 20 Hockenheim Germany	Savero Zampatti March 753 Novamotor/Toyota	Ernst Maring Maco 375 Novamotor/Toyota	Gunnar Nordstrom Modus M1 Novamotor/Toyota	Freddy Kottulinsky Modus M1 Schnitzer/BMW	Dieter Kern Alpine A364 Novamotor/Ford t/c	Steve Farnsworth March 733 Brown/Ford t/c
July 20 Arras, France	Larry Perkins Ralt RT1 Novamotor/Ford t/c	Gaudenzio Mantova March 753 Novamotor/Toyota	Sandro Pesenti-Rossi March 743 Novamotor/Toyota	Patrick Neve Safir RJO3 Holbay/Ford t/c	Stephen South Ray BR3 Novamotor/Toyota	Gianfranco Brancatelli March 753 Novamotor/Toyota
July 26 Oulton, England	Danny Sullivan Modus M1 Novamotor/Toyota	Richard Hawkins March 743 Novamotor/Toyota	Ingo Hoffmann March 753 Novamotor/Toyota	Pierre Dieudonné March 753 GmbH/BMW	Bob Arnott March 743 Brown/Ford t/c	Rupert Keegan March 743 Novamotor/Toyota
July 26/27 Wunstorf Germany	Ulf Svensson Brabham BT41 Novamotor/Ford t/c	Gunnar Nordstrom Modus M1 Novamotor/Toyota	Bertram Schäfer March 743 Novamotor/Toyota	Gernot Lamby Modus M1 GmbH/BMW	Manfred Leppke March 753 Novamotor/Ford t/c	Freddy Kottulinsky Modus M1 Schnitzer/BMW
August 3 Djurslandring Denmark	Terry Perkins Ralt RT1 Novamotor/Ford t/c	Anders Olufsson GRD 373 Novamotor/Ford t/c	Ulf Svensson Brabham BT41 Novamotor/Ford t/c	Henrik Spellerberg GRD 373 Holbay/Ford t/c	Conny Andersson March 753 Novamotor/Toyota	Renzo Zorzi GRD 374 Novamotor/Ford t/c
August 3 Knockhill, Scotland	Patrick Neve Safir RJO3 Holbay/Ford t/c	Danny Sullivan Modus M1 Novamotor/Toyota	Gunnar Nilsson March 753 Novamotor/Toyota	Ingo Hoffmann March 753 Novamotor/Toyota	Graham Hamilton March 753 Brown/Ford t/c	Pierre Dieudonné March 753 GmbH/BMW
August 17 Kinnekulle, Sweden	Conny Andersson March 753 Novomotor/Toyota	Ingvar Carlsson GRD 375 Holbay/Pinto Ford	Anders Olufsson GRD 373 Novamotor/Ford t/c			
August 17 Kassel Calden Germany	Fernando Spreafico GRD 373 Novamotor/Toyota	Marc Souer Maco 375 Novamotor/Toyota	Bertram Schafer March 743 Novamotor/Toyota	Ulf Svensson Brabham BT41 Novamotor/Ford t/c	Fridolin Wettstein Martini Mk 9 Novamotor/Toyota	Gernot Lamby Modus M1 GmbH/BMW
August 17 Thruxton, England	Alex Ribeiro March 753 Novamotor/Toyota	Danny Sullivan Modus M1 Novamotor/Toyota	Ingo Hoffmann March 753 Novamotor/Toyota	Gunnar Nilsson March 753 Novamotor/Toyota	Patrick Neve Safir RJO3 Holbay/Ford t/c	Dick Parsons Modus M1 Brown/Ford t/c
August 24 Jyllandsring, Denmark	Jac Nellemann GRD 375 Holbay/Ford t/c	Conny Andersson March 753 Novamotor/Toyota	Larry Perkins Ralt RT1 Novamotor/Ford t/c	Porky Thyling GRD 374 Holbay/Ford t/c	Anders Olufsson GRD 373 Novamotor/Ford t/c	Terry Perkins Ralt RT1 Novamotor/Ford t/c
August 25 Silverstone, England	Eddie Cheever Modus M1 Brown/Ford t/c	Alex Ribeiro March 753 Novamotor/Toyota	Gunnar Nilsson March 753 Novamotor/Toyota	Danny Sullivan Modus M1 Novamotor/Toyota	Patrick Neve Safir RJO3 Holbay/Ford t/c	Stephen South Ray BR3 Novamotor/Toyota
August 31 Monza, Italy	Sandro Pesenti-Rossi March 743 Novamotor/Toyota	Luciano Pavesi March 753 Novamotor/Toyota	Gianfranco Brancatelli March 753 Novamotor/Toyota	Gaudenzio Mantova March 753 Novomotor/Toyota	Frederico Ragailo Brabham BT41 Novamotor/Toyota	Alberto Riva March 743 Novamotor/Toyota
August 31 Knutsdorp, Sweden	Conny Andersson March 753 Novamotor/Toyota	Conny Ljungfeldt March 743 Novamotor/Toyota	Anders Olufsson March 753 Novamotor/Toyota	Henrik Spellerberg GRD 373 Holbay/Ford t/c	Ulf Alriksson GRD 373 Holbay/Ford t/c	Porky Thyling GRD 374 Holbay/Ford t/c
August 31 Silverstone, England	Eddie Cheever Modus M1 Novamotor/Toyota	Larry Perkins Ralt RT1 Novamotor/Ford t/c	Pierre Dieudonné March 753 GmbH/BMW	Richard Hawkins March 743 Novamotor/Toyota	Terry Perkins Ralt RT1 Novamotor/Ford t/c	Tim Brise Modus M1 Novamotor/Toyota
September 7 Nurburgring, Germany	Conny Andersson March 753 Novamotor/Toyota	Conny Ljungfeldt March 743 Novamotor/Toyota	Ulf Svensson Brabham BT41 Novamotor/Ford t/c	Clas Sigurdson Brabham BT41 Novamotor/Ford t/c	Ernst Maring Maco 375 Novamotor/Toyota	Henrik Spellerberg GRD 373 Holbay/Ford t/c
September 7 Brands, England	Larry Perkins Ralt RT1 Novamotor/Ford t/c	Dick Parsons Modus M1 Novamotor/Toyota	Danny Sullivan Modus M1 Novamotor/Toyota	Alex Ribeiro March 753 Novamotor/Toyota	Gunnar Nilsson March 753 Novamotor/Toyota	Chris Barnett March 753 Novamotor/Toyota
September 13/14 Ulm-Megen Germany	Bertram Schäfer Ralt RT1 GmbH/BMW	Ernst Maring Maco 375 Novamotor/Toyota	Ulf Svensson Brabham BT41 Novamotor/Ford t/c	Gunter Kölmel March 743 Novamotor/Toyota	Gunnar Nordstrom Modus M1 Novamotor/Toyota	Ruedi Deutsch March 753 GmbH/BMW
September 14 Casale, Italy	Conny Andersson March 753 Novamotor/Toyota	Gaudenzio Mantova March 753 Novamotor/Toyota	Luciano Pavesi March 753 Novamotor/Toyota	Marcello Rosei March 743 Repetto/Lancia	Larry Perkins Ralt RT1 Novamotor/Ford t/c	Roberto Marazzi Ralt RT1 Novamotor/Ford t/c
September 21 Brands, England	Larry Perkins Ralt RT1 Novamotor/Toyota	Alex Ribeiro March 753 Novamotor/Toyota	Gunnar Nilsson March 753 Novamotor/Toyota	Danny Sullivan Modus M1 Novamotor/Toyota	Bob Arnott March 743 Brown/Ford t/c	Ingo Hoffmann March 753 Novamotor/Toyota
September 28 Silverstone, England	Gunnar Nilsson March 753 Novamotor/Toyota	Larry Perkins Ralt RT1 Novamotor/Ford t/c	Pierre Dieudonné March 753 GmbH/BMW	Richard Hawkins March 743 Novamotor/Toyota	Alex Ribeiro March 753 Novamotor/Toyota	Stephen South March 753 Novamotor/Toyota
October 4 Oulton, England	Ingo Hoffmann March 753 Novamotor/Toyota	Alex Ribeiro March 753 Novamotor/Toyota	Larry Perkins Ralt RT1 Novamotor/Ford t/c	Gunnar Nilsson March 753 Novamotor/Toyota	Eddie Cheever Modus M1 Novamotor/Toyota	Stephen South March 753 Novamotor/Toyota
October 26 Thruxton, England	Alex Ribeiro March 753 Novamotor/Toyota	Danny Sullivan Modus M1 Novamotor/Toyota	Stephen South March 753 Novamotor/Toyota	Patrick Neve Safir RJO3 Holbay/Ford t/c	Larry Perkins Ralt RT1 Novamotor/Ford t/c	Chris Barnett March 753 Novamotor/Toyota
November 9 Hockenheim, Germany	Eddie Cheever Modus M1 Novamotor/Toyota	Bertram Schäfer Ralt RT1 GmbH/BMW	Ernst Maring Maco 375 Novamotor/Toyota	Heinz Lange March 753 Novamotor/Toyota	Gunnar Nordstrom Modus M1 Novamotor/Toyota	Dieter Kern Maco 375 Novamotor/Toyota
November 15 Thruxton, England	Gunnar Nilsson March 753 Novamotor/Toyota	Eddie Cheever Modus M1 Novamotor/Toyota	Patrick Neve Modus M1 Novamotor/Toyota	Larry Perkins Ralt RT1 Novamotor/Ford t/c	Danny Sullivan Modus M1 Novamotor/Toyota	Ingvar Carlsson GRD 375 Novamotor/Ford t/c
November 30 Hockenheim, Germany	Eddie Cheever Modus M1 Novamotor/Toyota	Ernst Maring Maco 375 Novamotor/Toyota	Bertram Schäfer Ralt RT1 GmbH/BMW	Dieter Kern Maco 375 Novamotor/Toyota	Heinz Lange March 753 Novamotor/Toyota	Ruedi Deutsch March 753 GmbH/BMW

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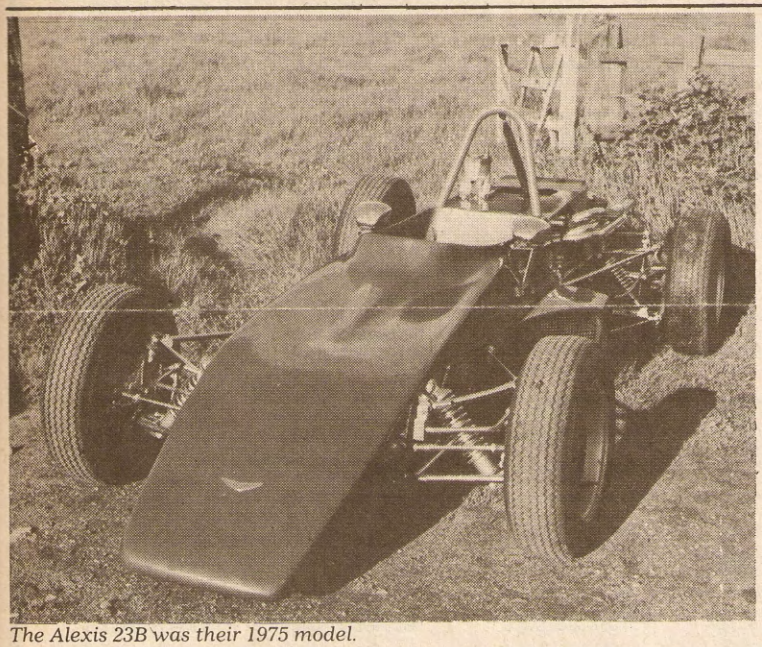
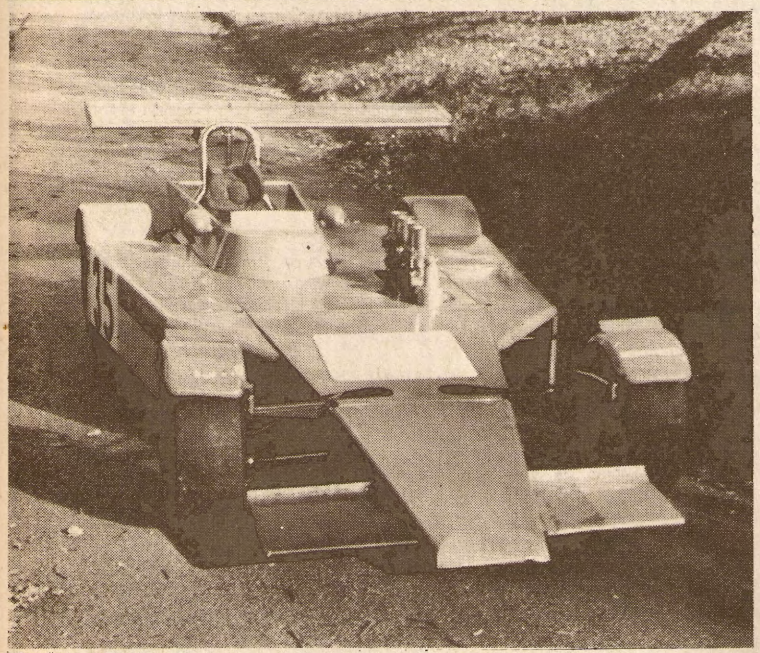


The Alexis 23B was their 1975 model.

ALEXIS:

Alexis Cars Ltd., Halloughton Grange, Whitacre, Coleshill, Birmingham. **Tel:** 06754-401.

Designer/Sales contact: Allan Taylor.
Models available: Mk 25 (SuperVee), Mk 26 (FF2000), Mk 27 (F3).

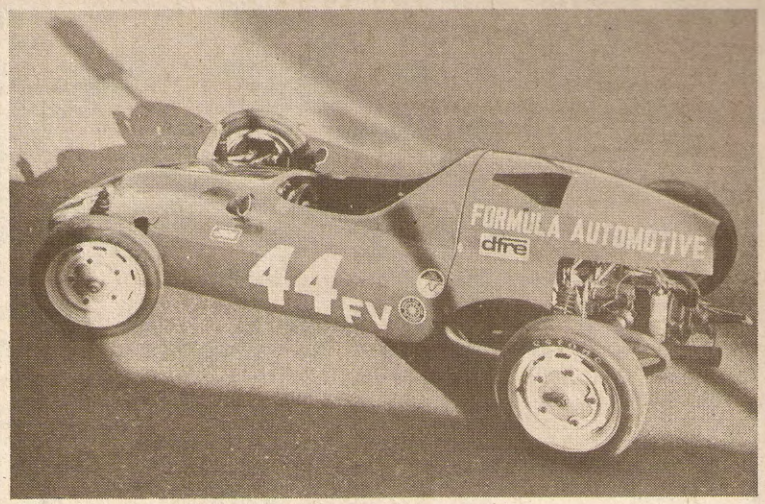


The latest Bladon features side panniers on the Clubman's car.

BLADON:

Bladon Racing Cars, Bladon Lodge, Newton Solney, Burton-on-Trent, Staffs. **Tel:** Burton-on-Trent 67670.

Designer: Brian Lisles. **Sales contact:** Rob Cochran.
Model available: Bladon BRL 7(Clubmans).

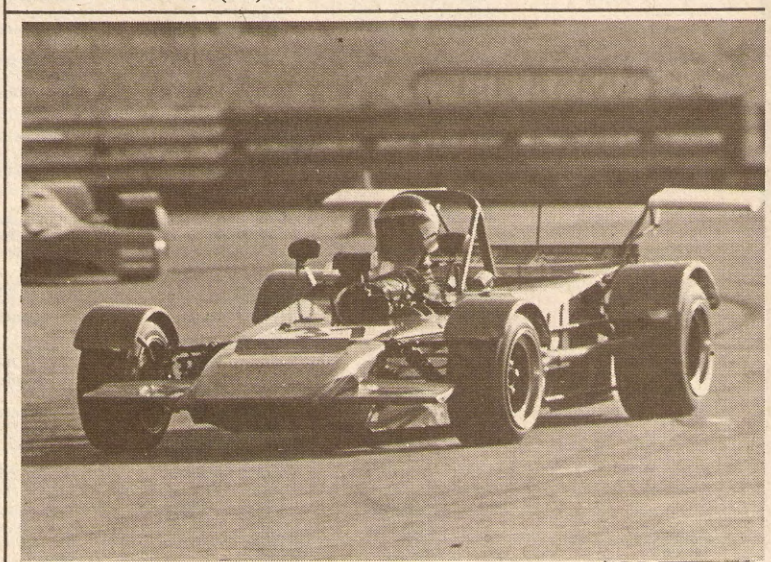


The Caldwell D13 imported to this country for FV racing.

CALDWELL:

Caldwell Auto Racing, 47 Hallowell Road, Northwood, Middlesex. **Tel:** Northwood 23086.

Designer: Ray Caldwell. **Sales contact:** David Williams.
Model available: D13(FV).

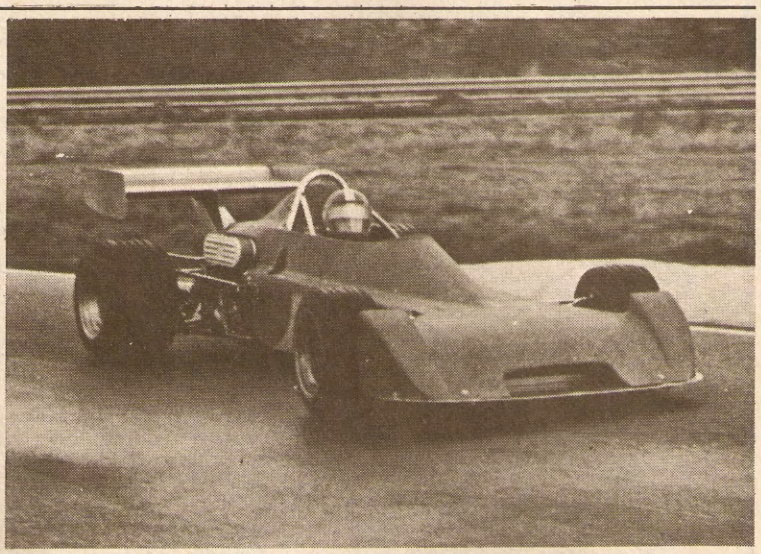


This is Peter Clark's Centaur 14B in 1975. The Mk 15 is largely similar but narrow-tracked and has full-width nose and aerofoil.

CENTAUR:

Centaur Engineering, Bridge Street, Halesworth, Suffolk. **Tel:** Southwold 2577.

Designer/Sales contact: Richard Scott.
Models available: Mk 15B(Clubmans, F1300), Mk 11C(750).



The Chevron B34 recently made its track debut driven by Derek Bennett

CHEVRON:

Derek Bennett Engineering Ltd., 105 Chorley Old Road, Bolton BL1 3AS. **Tel:** Bolton (0204) 45151. **Telex:** 635045 Chevron Bolton.

Designer: Derek Bennett. **Sales contacts:** David Wilson and Nigel Dickson.
Models available: B34(F3 and Atlantic), B35(F2), B36(2.0 Sports).

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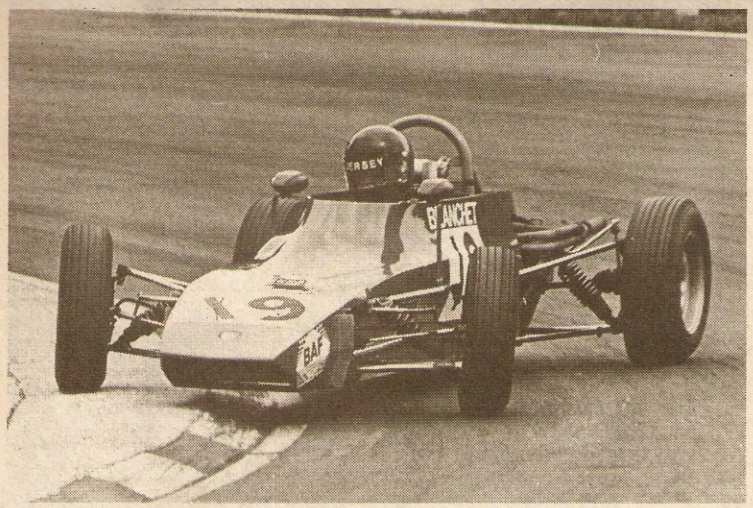
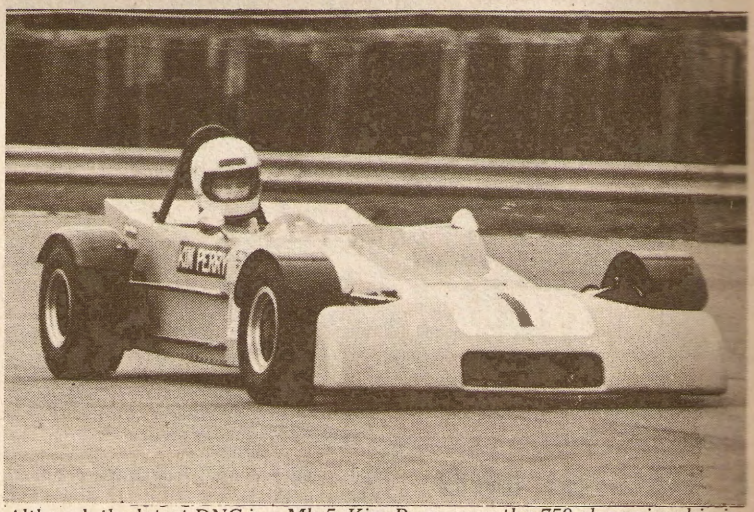


Crossle again had a good season in Formula Ford with their 30F.

CROSSLE:

The Crossle Car Co Ltd., Rory's Wood, Knocknagoney, Holywood, Co Down, Northern Ireland. **Tel:** Belfast (0232) 63332.

Designers: John Crossle and Leslie Drysdale. **Sales contact:** Colin Scott.
Models available: 30F(FF), 31F(FF2000).

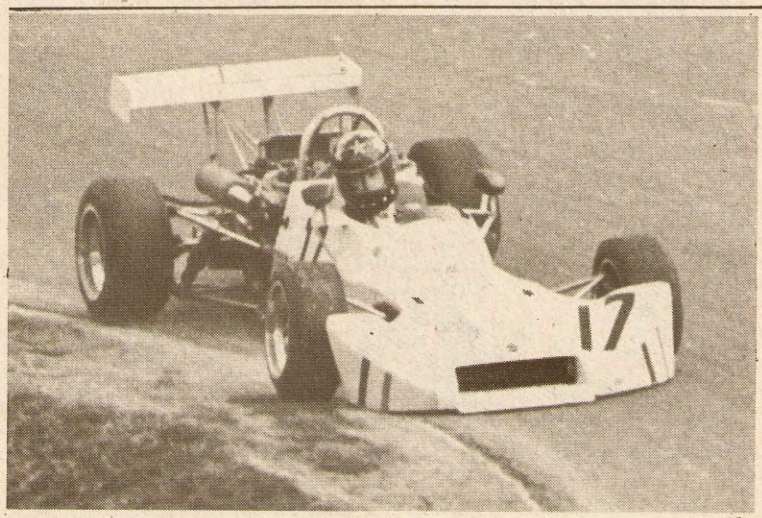


Although the latest DNC is a Mk 5, Kim Perry won the 750 championship in this Mk 3.

DNC:

David Newman (Camshafts) and Co., Farnborough Way, Farnborough, Kent. **Tel:** Farnborough 57109.

Designer: John Anderson. **Sales contact:** David Newman.
Model available: Mk 1V(750).

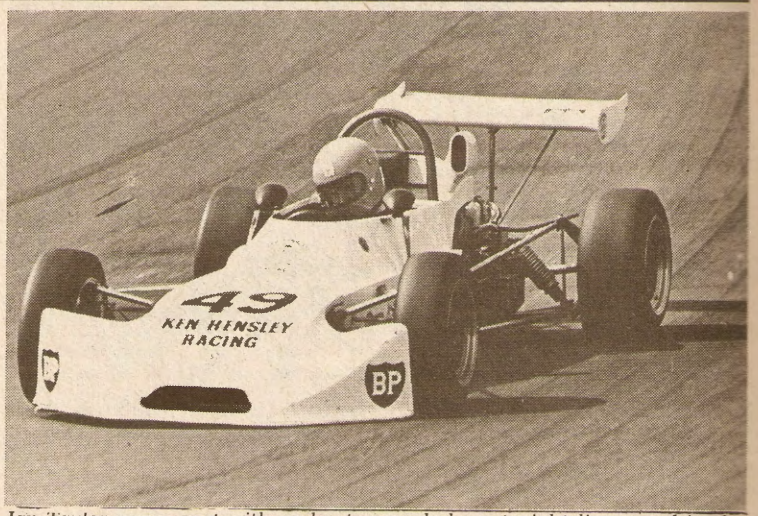


Dastle don't seem to have produced anything since this F3 car, although another is on the stocks.

DASTLE:

Dastle Manufacturing Co., Tythe Barn Lane, Send, Woking, Surrey. **Tel:** Ripley 3580.

Designer/Sales contact: Geoff Rumble.
Models available: Mk 12(F3), Mk 16(FF).

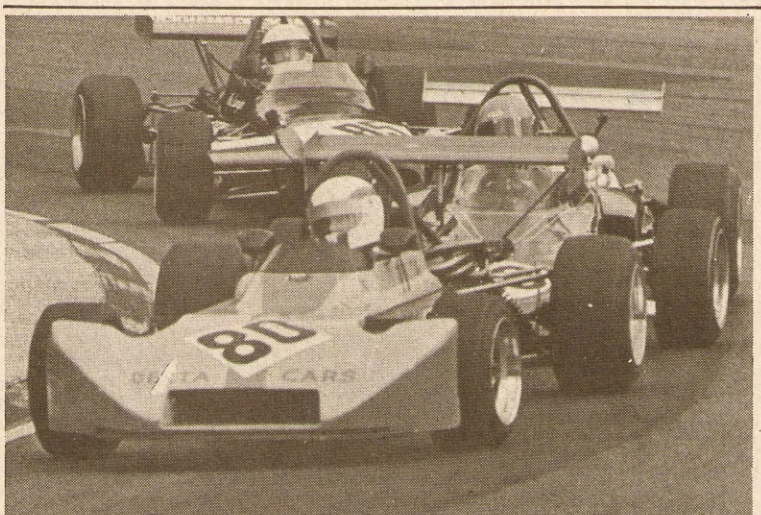


Ian Taylor persevered with understeer and slow straight line speed in the FF2000 Dulon, the problems being ironed out for 1976

DULON:

Maxperenco Products Ltd., Lower Broadway, Didcot, Oxon 0X11 8AG. **Tel:** Didcot 814 564.

Designer: Andrew Duncan. **Sales contact:** Leslie Margetts.
Models available: MP17(FF), MP18(FF2000).

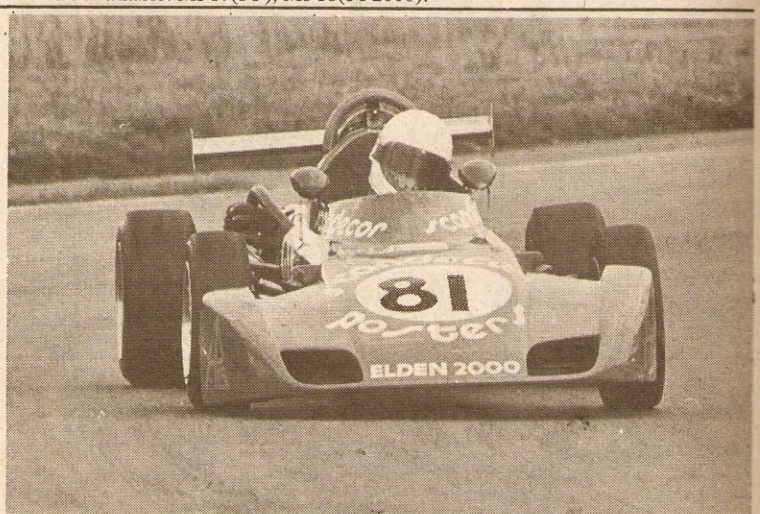


Despite financial problems, Delta will be producing their successful F4 in 1976

DELTA:

Delta Racing Cars Ltd., Unit 3, Wrecclesham Trading Estate, Wrecclesham Road, Farnham, Surrey. **Tel:** Farnham 6666.

Designer: Ian Reed. **Sales contact:** Glen Hyatt.
Model available: IRF4(F4).



Elden will again be producing an FF2000 in 1976. Above is their '75 car.

ELDEN:

Elden International Racing Ltd., Tower Garage, Wrotham Hill, Wrotham, Kent. **Tel:** Fairseat (0732) 823164.

Designers: Elden International Racing Ltd. **Sales contacts:** Frank Bradley (01-890 4352), Mike Collier.
Models available: Mk 17(FF), Mk 18(FF2000), SuperVee, F3 and Atlantic.

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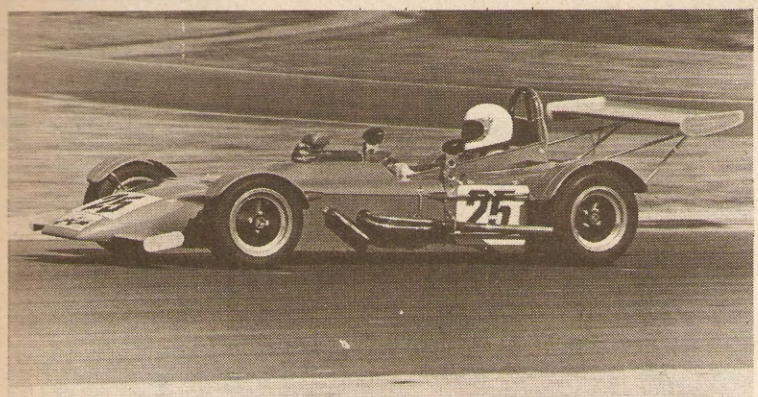
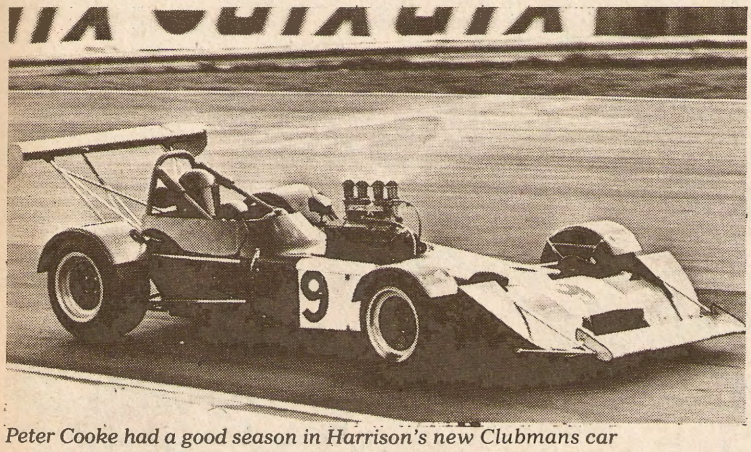


Haggispeed continue turning out their Clubmans cars, having some success in B sports

HAGGISPEED:

Haggispeed Racing, 37 Astbury Avenue, Parkstone, Poole, Dorset BH12 5DU. **Tel:** 0202 59227.

Designers: R. Le Sueur and P. Chaldecott. **Sales contact:** R. Le Sueur.
Models available: Mk 8(Clubmans A), Mk 6D(Clubmans B).

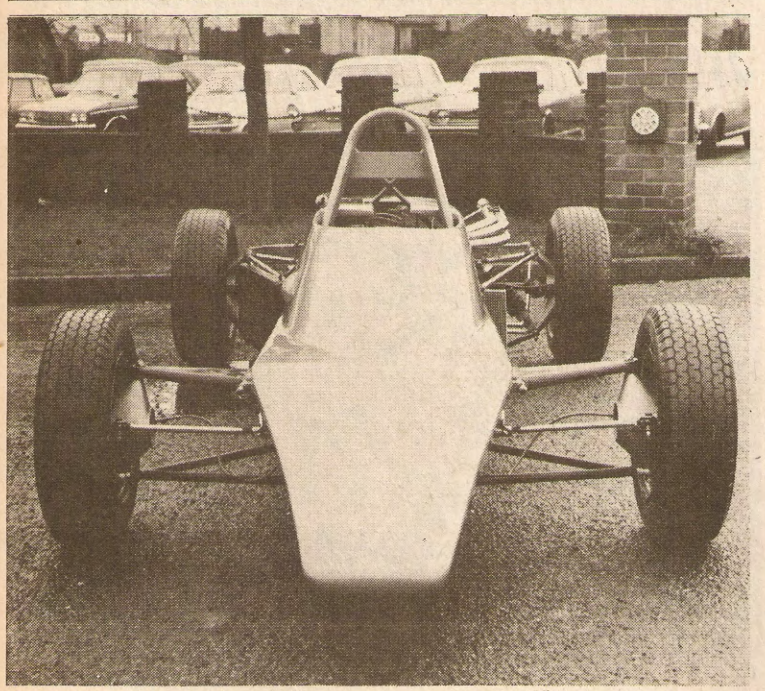


Peter Cooke had a good season in Harrison's new Clubmans car

HARRISON:

Harrison Racing Cars, 19 Fernheath Way, Wilmington, Dartford, Kent. **Tel:** Crayford 526707.

Designer/Sales contact: Ken Harrison.
Models available: Mk 7B (Clubmans A), Mk 9 (Clubmans B).

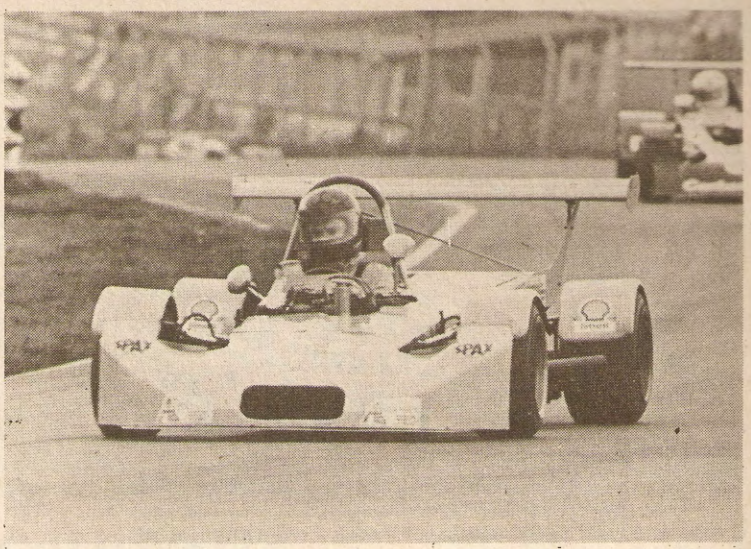


Hawke's brand new DLI5

HAWKE:

Hawke Racing Cars Ltd., Swains Factory, Crane Mead, Ware, Herts. **Tel:** Ware 5931/2.

Designer: David Lazenby. **Sales contacts:** Vic Hollman and Rupert Keegan.
Models available: DL15(FF1600), DL14(FF2000).

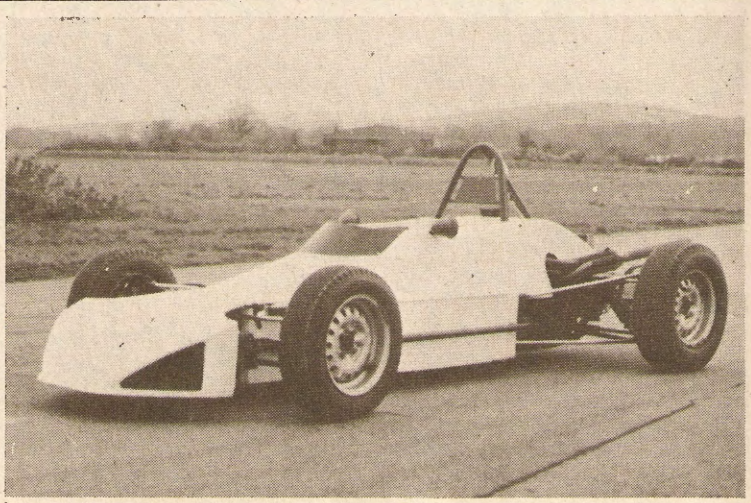


Hustler's Clubmans car had a year of sorting, so it should be good for 1976

HUSTLER:

Hustler Developments, 21 Elmfield Road, Potters Bar, Herts. **Tel:** Potters Bar 54561.

Designer/Sales contact: Richard Groombridge.
Model available: SS4A(Clubmans A).

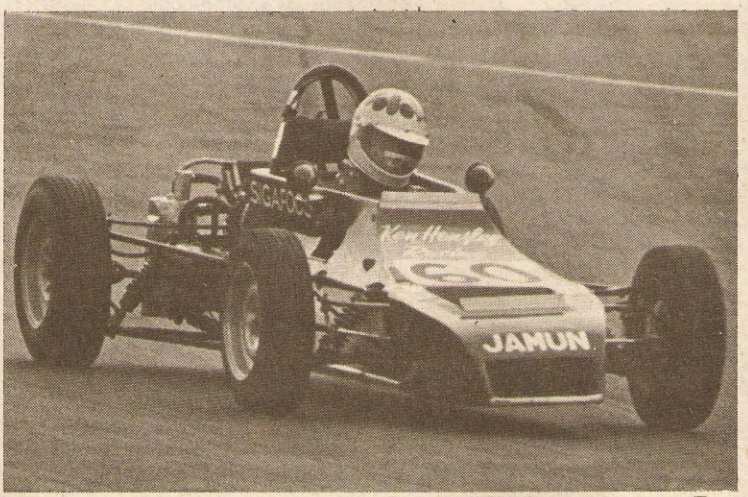


Image's 1976 FF car.

IMAGE:

Image Race Cars, Newcroft Estate, Tangmere, Chichester, Sussex. **Tel:** Halnaker (024 353) 446.

Designer: Alan Langridge. **Sales contact:** Vera Saunders.
Model available: FF2b(FF).



Main runner in the Jamun this year was Fred Sigafoos, usually in a T3B

JAMUN:

Jamun Racing, Eastern House, Court Lodge, Bush Road, Cuxton, Rochester, Kent. **Tel:** Medway 70200.

Designer/Sales contact: Tony Mundy.
Model available: T5(FF).

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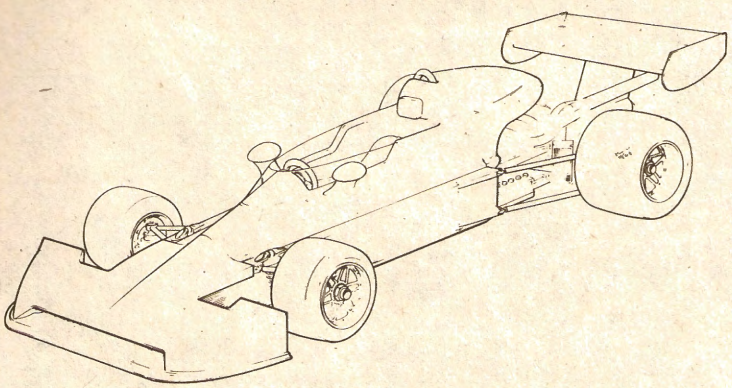
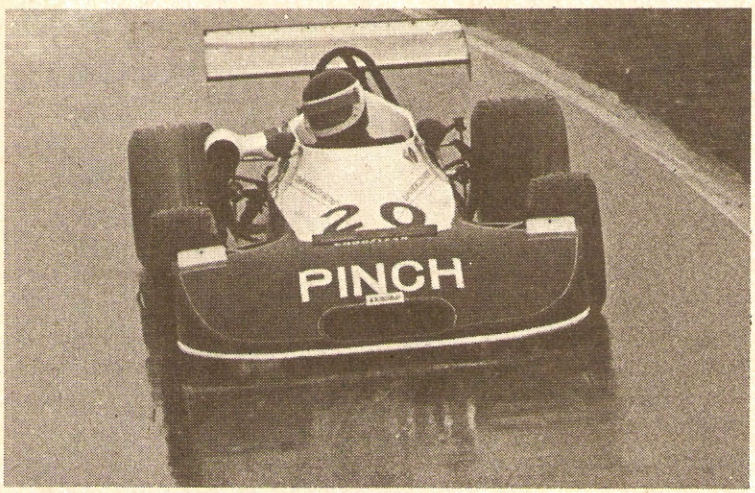


This is how Lola expect their Atlantic T460 to look.

LOLA:

Lola Cars Ltd., Glebe Road, St Peter's Hill, Huntingdon, Cambs PE18 7DS. **Tel:** Huntingdon (0480) 51301.

Designers: Eric Broadley and Bob Marston. **Sales contact:** Derek Ongaro.
Models available: T326(SuperVee), T410(FSR), T450(F2), R460(Atlantic), TBA(F5000, F3, FF2000), details on application (FF, sports).

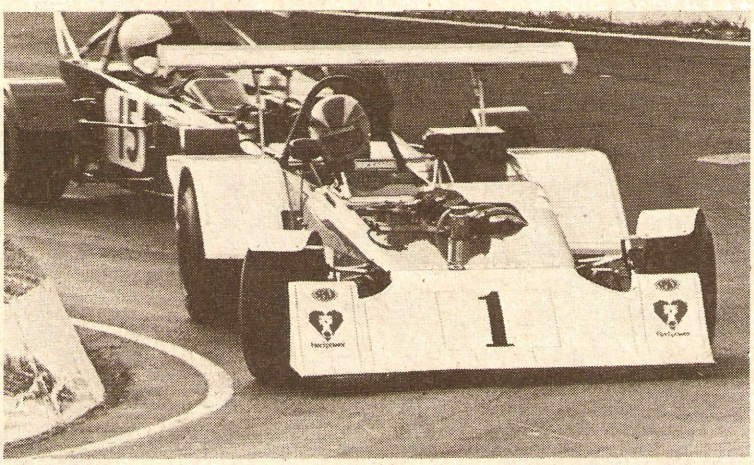


After many successes with his original Atlantic car (above), Martin Slater has a new Lyncar on the drawing board.

LYNCAR:

Lyncar Engineering Co. Ltd., 22 Huntercombe Lane North, Taplow, Maidenhead, Berks. **Tel:** Burnham 5183, 5808.

Designer/Sales contact: Martin Slater.
Models available: Atlantic and other considerations.

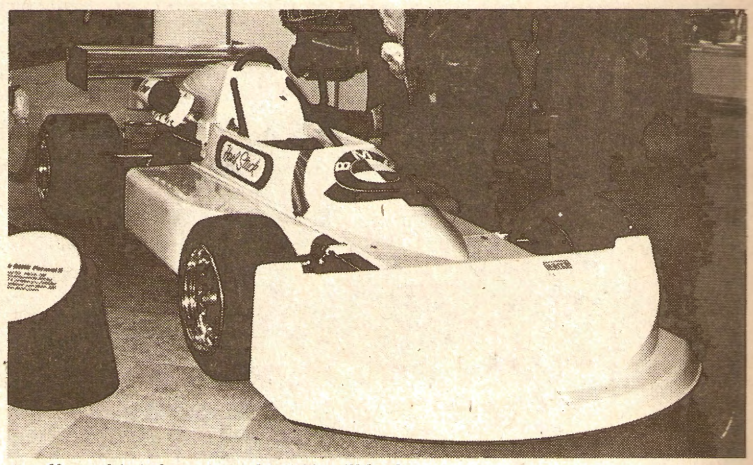


Geoff Friswell attained many successes with his Mallock (above), although the new solid axle car features a longer wheelbase.

MALLOCK:

Mallock Racing, Mill Cottage, The Grove, Roade, Northants. **Tel:** (office), Roade 862416, (works), Roade 863504.

Designer: Arthur Mallock. **Sales contacts:** Arthur Mallock and Richard Mallock.
Models available: Mk 18(Clubmans, live axle), Mk 17B(Clubmans, De Dion).

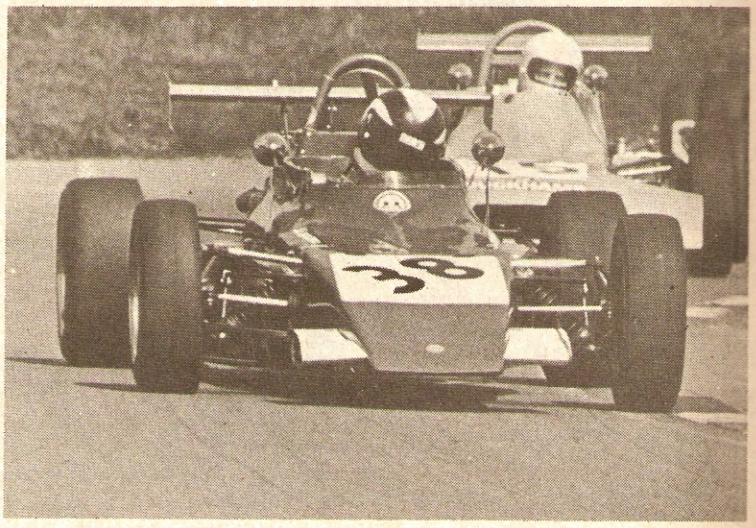


In effect, this is how March's 762 will look.

MARCH:

March Engineering Ltd., Murdock Road, Industrial Estate, Bicester, Oxon. **Tel:** Bicester 3993.

Designers: Robin Herd and Martin Walters. **Sales contact:** Sandro Angeleri.
Models available: 761(F1), 762(F2), 763(F3), 76B(Atlantic), 76A(F5000), 76S(Sports).

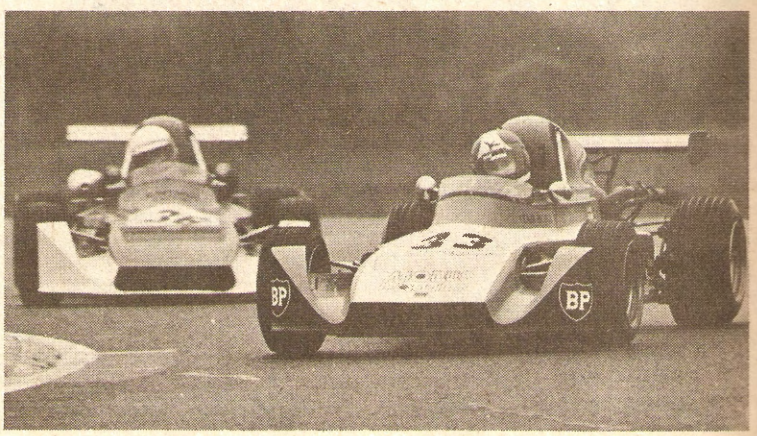


Merlyn's FF2000 Mk28 remains unchanged for 1976.

MERLYN:

Colchester Racing Developments Ltd., Little Bentley, Colchester, Essex. **Tel:** Gt Bentley 250307 and 250535. **Telex:** 987160.

Designer: Colchester Racing Developments Design Team. **Sales contact:** Selwyn Hayward.
Models available: Mk 26(sports), Mk 29A(FF), Mk 28(FF2000).

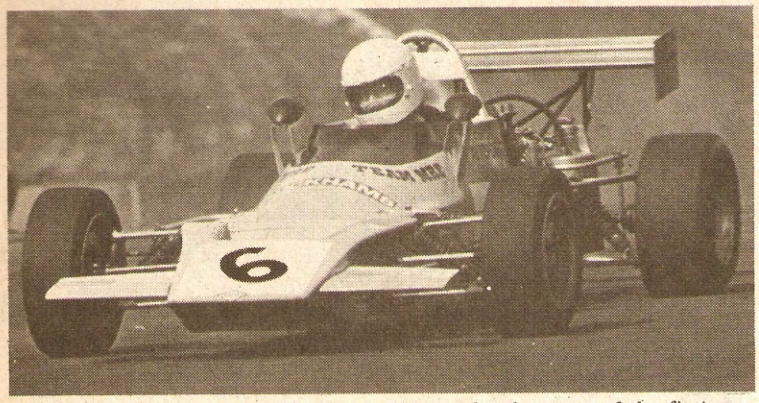


Modus' 1976 M1 has a few refinements to the 1975 car (above).

MODUS:

Modus Cars, Unit 11, Watton Industrial Centre, Norwich Road, Watton, Norfolk LP25 6DR. **Tel:** Watton 881787, 881072.

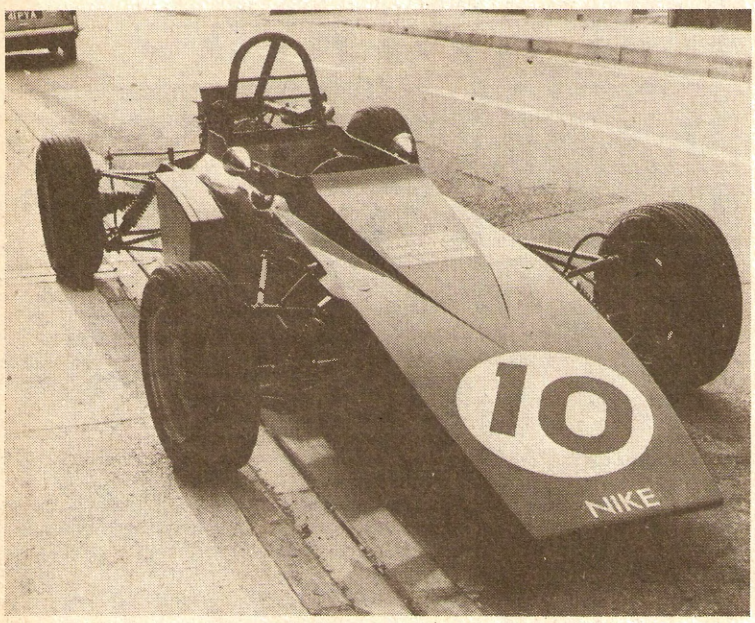
Designer: J. Marquart. **Sales contact:** Derek Wild.
Models available: M1(F3), M2(SuperVee), M3(Atlantic), M7(F2).



MRE will be building more FF2000s in 1976, a development of the first car (above).

MRE:

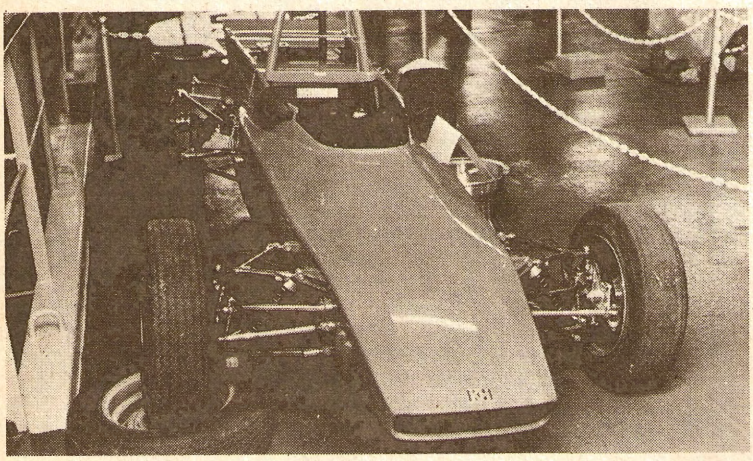
MRE Racing Services Ltd., 1 Station Road, Bourne End, Bucks. **Tel:** Bourne End 22802.
Designer: Max Bostrom. **Sales contact:** Jim Gleave.
Models available: FF76(FF), SF76(FF2000).



Nike are staying with their Mk10B FF model again in 1976.

NIKE:

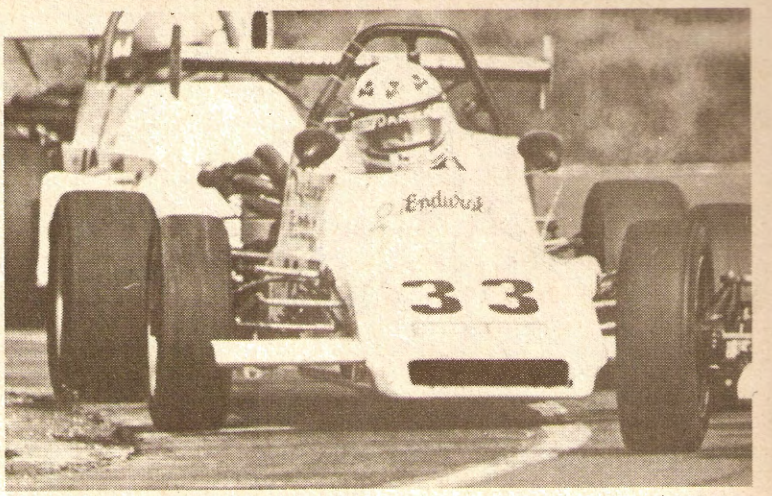
Nicholls Engineering and Development Ltd., 35 Meddon Street, Bideford, North Devon. **Tel:** Bideford 2991.
Designers: Mark Erwood and Ken Nicholls. **Sales contact:** Ken Nicholls.
Models available: Mk 10B(FF), Mk 11 (F3), Mk 12(Clubmans).



The Nomad (née Konig Heath) remains pretty much for export.

NOMAD:

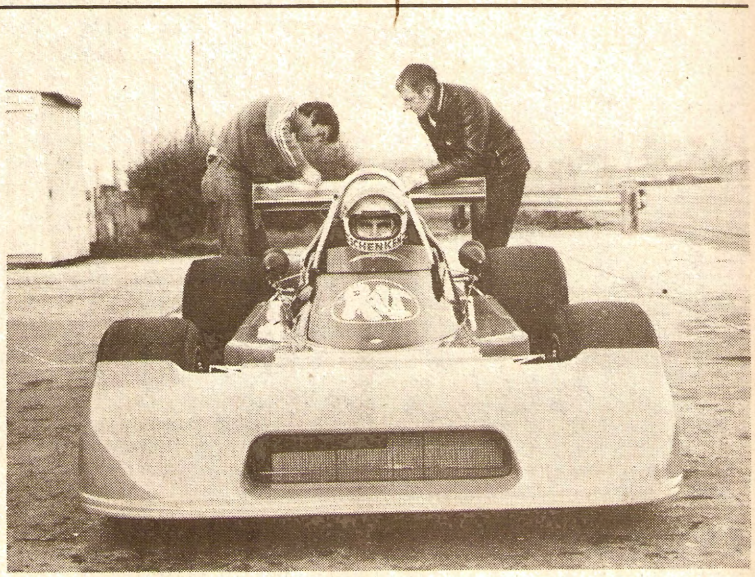
KH Engineering Ltd., 138 Railway Arches, Ravenscourt Park, Hammersmith, London W6 0TQ. **Tel:** 01-748 6842.
Designer: Ian Heath. **Sales contact:** Mark Konig.
Model available: Formula Ford.



Palliser's rebirth came through this FF2000, there are bigger plans for 1976.

PALLISER:

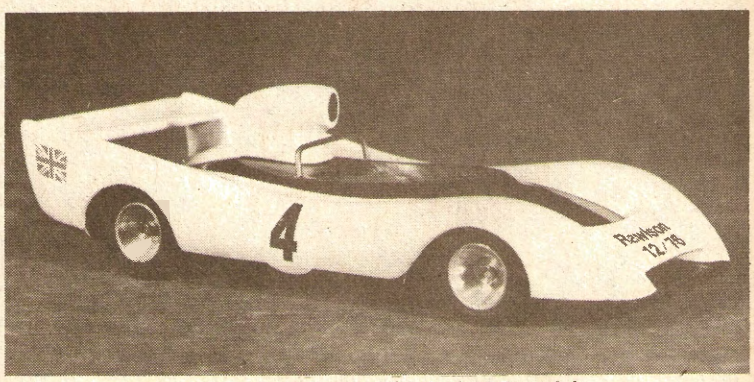
Palliser Racing Cars, 11 Upland Mews, Upland Road, London SE22. **Tel:** 01-693 5717, 01-693 5727.
Designer: Len Wimhurst. **Sales contact:** Les Oakley.
Models available: LRL 276(FF2000), LRL 376(F3), LRL 476(Atlantic), LRL 576(F5000).



Ralt's first year proved a successful one, derivatives of their F3 including this Atlantic car for South Africa.

RALT:

Ron Tauranac Racing Ltd., Snelgar Road, Woking, Surrey GU21 1ED. **Tel:** Woking (04862) 70381/2.
Designer: Ron Tauranac. **Sales contact:** Alain Fenn.
Models available: RT1 (F2, F3, Atlantic).

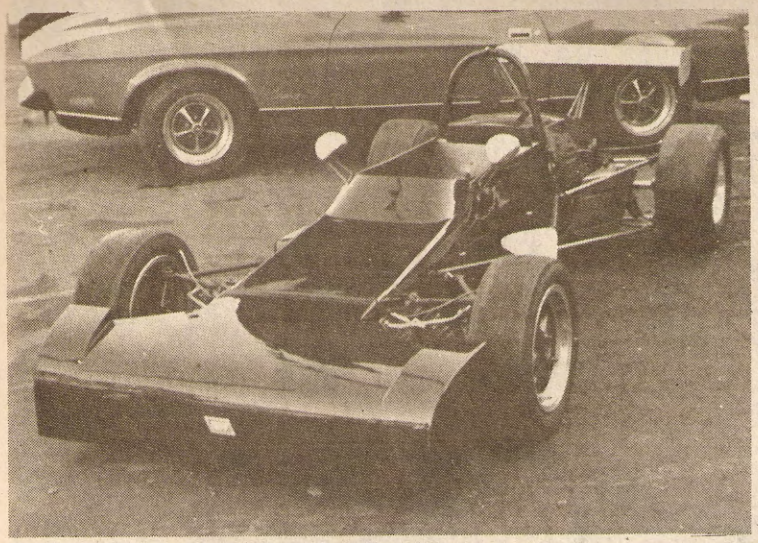


Rawlsons remain sports cars and rare. This is the 2.0 model.

RAWLSON:

Rawlson Ltd., Coombe Valley Road, Dover, Kent CT17 0EW. **Tel:** Dover 203527.
Designer: Roger Parker. **Sales contact:** Barry Sheppard.
Models available: Type 12 (2.0 sports). Type 12/b(3.0-5.0 sports), Type 13(1.0 to 1.8 sports).

AUTOSPORT'S Guide to British racing car manufacturers

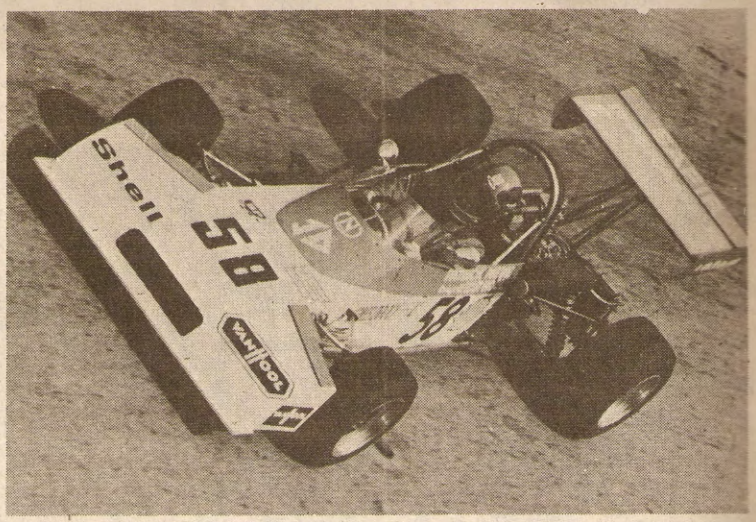


Bert Ray enters FF2000 in 1976 with this new car.

RAY:

RayRace, 65 North Street, Clapham, London SW 4. **Tel:** 01-720 6976.

Designer/Sales contact: Bert Ray.
Models available: FF76(FF), FF276(FF2000), F376(F3), FA76(Atlantic).

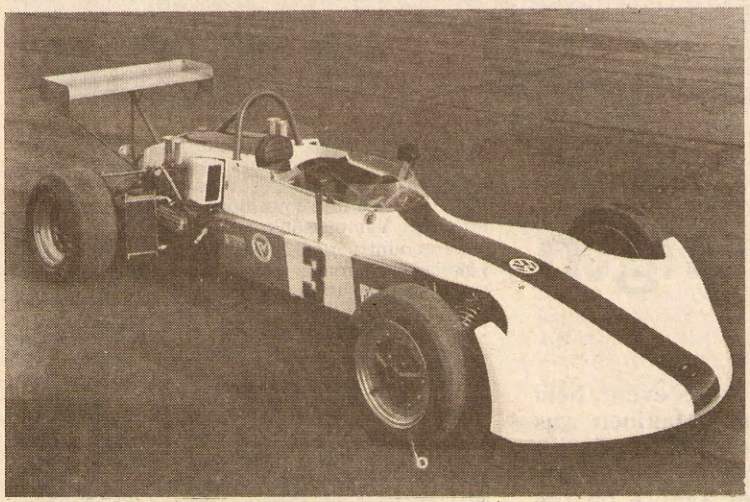


Safir will again be going F3 in 1976 after a good season with Patrick Neve

SAFIR:

Safir Engineering Ltd., 1 Cleveland Close, Walton-on-Thames, Surrey KT12 1RB. **Tel:** Walton-onThames 43884.

Designer: Ray Jessop. **Sales contacts:** Peter Thorp and Ray Jessop.
Model available: RJ03(F3).

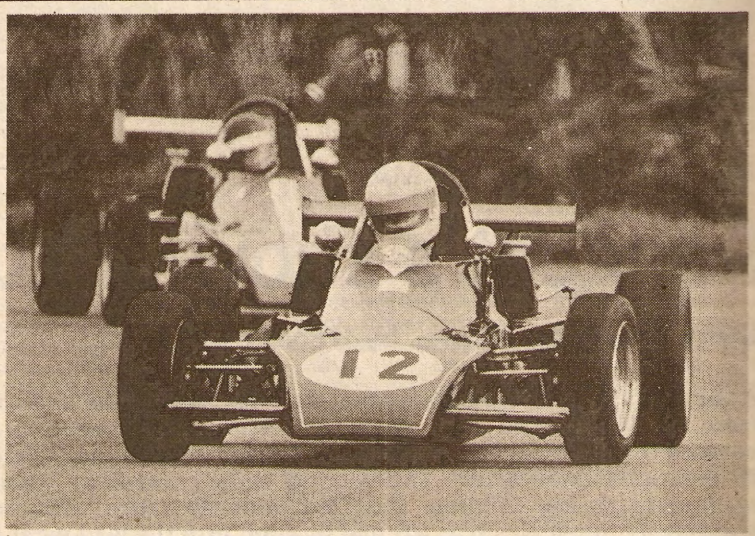


Royale stay with the RP19 SuperVee in 1976.

ROYALE:

Royale Racing Ltd., Royale Works, Unit 70, Little Staughton Airfield, Little Staughton, Bedfordshire MK44 2BN. **Tel:** Colmworth 509.

Designer: Rory Byrne. **Sales contact:** Alan Cornock.
Models available: RP21(FF), RP22(FF2000), RP 19(SuperVee).

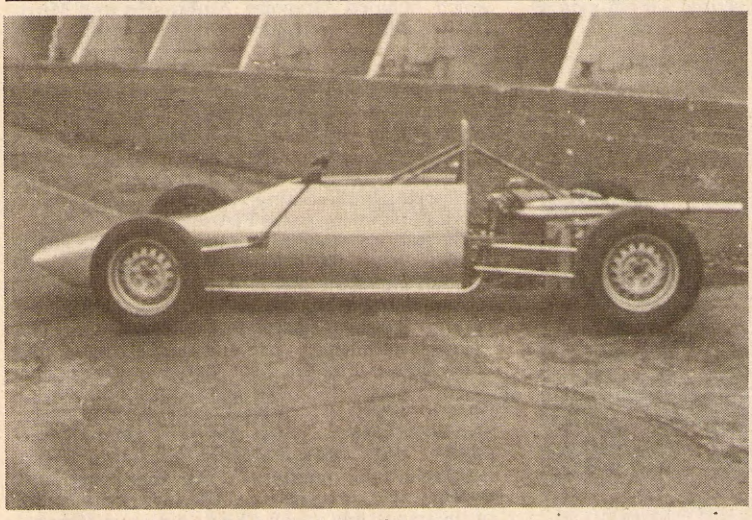


One of the more purposeful designs in SuperVee is the Supernova

SUPERNOVA:

Supernova Cars Ltd., Fallend Works, Daux Road, Billingshurst, Sussex. **Tel:** Billingshurst (040381) 2767.

Designers: Ian Williams and Stan Collier. **Sales contact:** Ian Williams.
Models available: SuperVee, FF, F3, Atlantic.

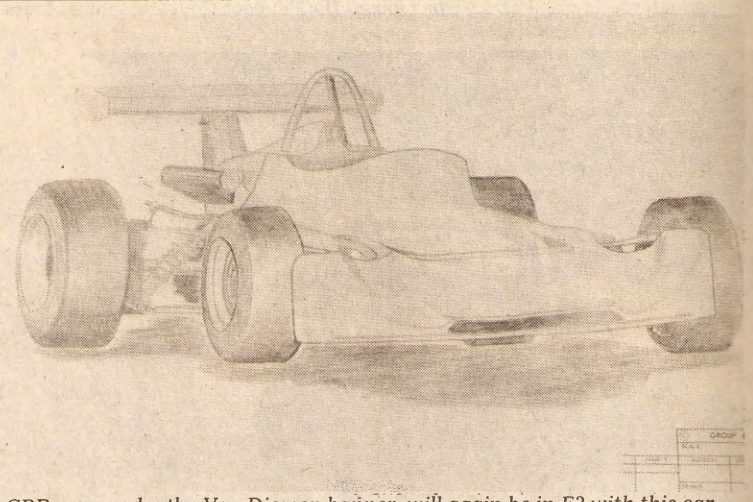


Adrian Reynard's new FF, built by Hawke.

REYNARD:

Swains Factory, Crane Mead, Ware, Herts. **Tel:** Ware 5931/2.

Designer: Adrian Reynard. **Sales contact:** Vic Hollman and Rupert Keegan.
Model available: 76F(FF), R76/2000(FF2000).



GRD, now under the Van Diemen banner, will again be in F3 with this car.

VAN DIEMEN:

Van Diemen International Racing Ltd., Chalk Road, Snetterton, Norfolk NR16 2JZ. **Tel:** Quidenham (095387) 270.

Designers: Ralph Firman and Moto Moriwaki. **Sales contact:** Ralph Firman.
Models available: RF76(FF), GRD VG376(F3, Atlantic).

Timo Makinen made sure of starting the event with a clear road ahead by beating Mikkola's time by 7s on the Djibi circuit test.

RALLYE DU BANDAMA

Peugeot's show of strength

Story and photographs by HENRY LIDDON

As always the Rallye du Bandama provides sensations and this year's event, held from the 15th to the 19th of December, was no exception. Timo Makinen was heading the field, after an electrifying fastest time on the Djibi test but stopped with differential failure before the second time control at Abengourou. His fellow team-mate Hannu Mikkola then led, only to retire with engine failure on the notoriously rough Arrah to Kregbe section. Into the lead went Henri Pescarolo, but only for a short distance as he, too, suffered engine failure; all this occurring before the first night halt at Yamoussoukro. The event was eventually won by Bernard Consten/Gerard Flocon in a Peugeot 504, with Timo Makinen and Henry Liddon in second place, while completing the Peugeot hat-trick was local star Samir Assef with Jean Burelle.

Young motorcycle ace, Patrick Pons joined the Peugeot Concessionaires team. He retired with damaged suspension on the second loop.

This year's Bandama Rally used a route identical to 1974, starting in the capital of Abidjan. It was divided into four loops based on the Hotel President Yamoussoukro, covering virtually the whole country which lies between Ghana and Liberia, over roads which range from hot fast sandy sections in the north, to twisty rain-forest roads in the southern coastal section.

The entry of 44 cars was disappointingly small, but this was no doubt due to the close proximity of organiser Jean Claude Betrand's other marathon event, the Cote D'Ivoire to Cote D'Azur Rallye.

After their victory in 1974, Sari (the Peugeot Concessionaires) had naturally entered a strong team of 504s which included Consten, Makinen and Assef, whilst Brouns was in an air-conditioned 504 station wagon! Gitannes pinned their faith on Mikkola, Le-Mans winner Henry Pescarolo and the 24-year-old motor cycle ace Patrick Pons. Bob Neyret's Asephtogyl Team had Christine Dacremont and Marianne Hoepfner whilst several local drivers including Choteau and Gahody were similarly mounted. Completing the Peugeot attack was Belgian Rallycross man Deladriere. The local Datsun dealer had a strong team entered which included Gregoire, Ambrosino and Mitri. For Renault, Briavoine drove an R.12, while Legall was in an Alpine. Toyota had three cars, for Cerf, Mr. & Mrs. Gerenthon and Saucet.

The all-important order of starting was determined by a three lap test of the Djibi circuit, which included the notorious bump. The fastest times being: Makinen 5.01; Mikkola 5.08; Briavone 5.25; Legall 5.26; Consten 5.27. Unfortunately, Pescarolo clipped a bank, taking 7.47s but still started in 5th position owing to his FIA seeding.

The start was from the Abidjan waterside on a sweltering hot day at noon and soon the route led through pineapple plantations and dirt roads to the second time control at Abengourou, where Makinen's car stopped with a sheared pinion. The Peugeot mechanics arrived and changed the faulty unit, but by this time Makinen was 1h 23m late and started the next all important section to Aboisso as last car, driving in thick dust. Mikkola, complete with a puncture, just cleaned the section, with Consten losing one minute and Pescarolo two minutes. Along the coast and through Abidjan again to Arrah and was the start of the impossibly rough 42 km section to Kregbe, with a time allowance of just 22 minutes! Mikkola, as leading car, suffered engine failure and was given a lift out of the forest by a fellow competitor who promptly let him drive with Jean Todt calling the notes. Bernard Consten, stuck fast in a large

By far the most popular sight on the Bandama. Eight of the 13 classified crews were driving Peugeot 504s.

mud-hole, lost some 15 minutes until pulled out by Henry Pescarolo whilst Christine Dacremont found the same hole and lost over an hour. Makinen was now passing the slower cars and was quickest by over eight minutes. So to the first night halt at Yamoussoukro, the order being: Pescarolo 51.47; Consten 60.27; Assef 71.29; Briavone 105.25. Makinen was already up into 14th place with a penalty of 142m. 01s.

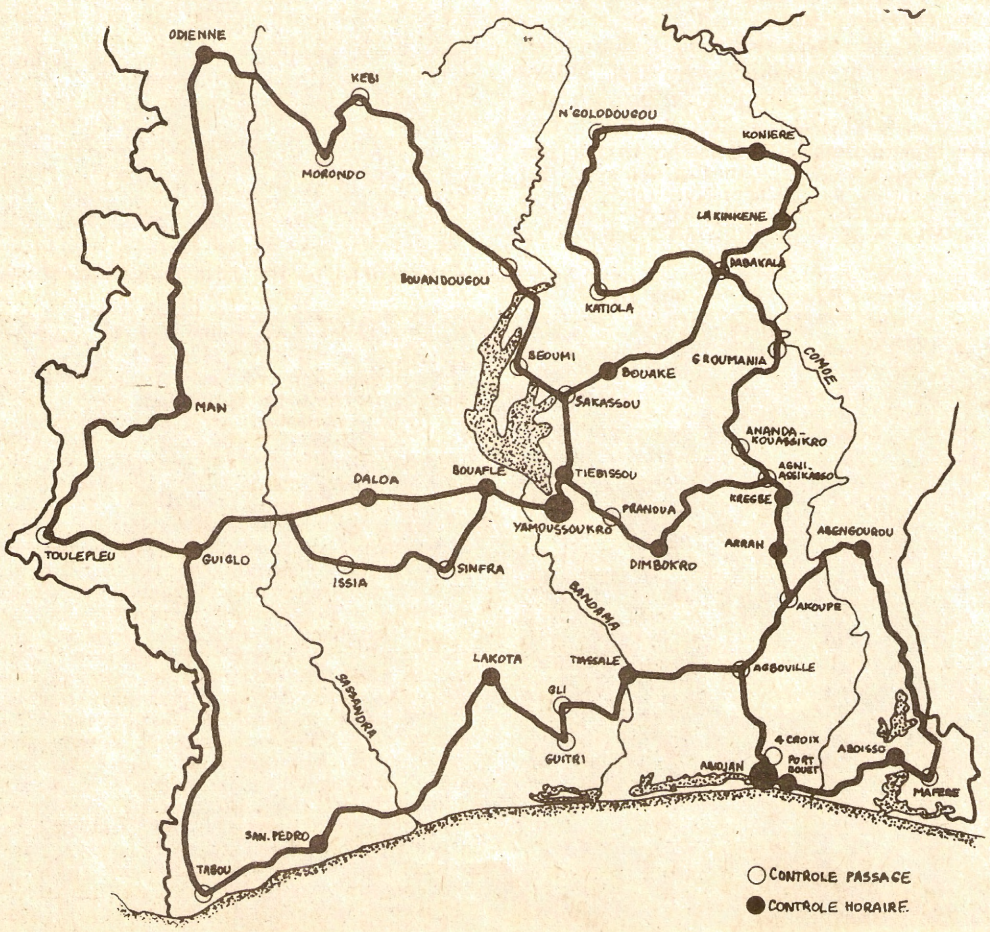
The second loop of 1200 kilometres was slightly shortened as the roads had deteriorated in the northern game park area, so the all important section of this loop was Tibissou of Dimbokro, where again Makinen put up fastest time, passing five cars in the process. Soon after the end of this section Patrick Pons, driving in thick dust, hit a large hole and damaged his suspension irreparably and retired, whilst 20 km further into the section Pescarolo's engine threw a con-rod allowing Bernard Consten to inherit the lead he was never to lose.

The third loop of 1500 km to the north west of the country started at 2 am in the morning with the order being: Consten 1h 06m; Assef 1h 25m; Briavone 2h 28m; Makinen 2h 37m. Datsun hopes were dashed when Ambrosino left the road after a very bad bump. Early morning mist and dust made all cars late into Odienne with Makinen on 13m, Consten 17m, and Briavone 33m. Assef had distributor problems and then again, in the dust got stuck on one of the many planked bridges, when it partially collapsed. Back at Yamoussoukro for the last time, again with a 2 am re-start, it was Consten 1h 23m, Makinen 2h 54m, and Assef 3h 18m.

Within 5 kilometres of the restart, Makinen broke a fan-belt which curtailed his service time at Daloa and Guiglo, where a clutch master cylinder failed at the start of the very tight 300 km section to San Pedro on the coast, so he was unable to use the clutch for the 1,000 km remaining to the finish, with co-driver Henry Liddon jumping out of the moving car at Passage and time controls and having to run after his driver to climb aboard.

Briavone, who had been going extremely well, left the road on a bad right-hand bend and rolled into the forest—luckily unhurt— some 50 km before Tabou. So, with the pressure off Consten cruised to the finish with a comfortable 1hr 40m lead and Peugeots taking positions one, two and three. Husband and wife Mark and Helen Gerethon enjoyed a steady drive and brought their group one Toyota into fourth place. Thirteen cars were classified, the last being the Peugeot Estate car some 10h behind the leader.

Another well organised Bandama Rally was over with Jean Claude Bertrand's intention to change the style of next year's event to be more in keeping with current stage rallying and the avowed intention of making the event suitable for world championship status, a remarkable achievement for a virtual two-man organising team, bearing in mind they were running another event across the Sahara, which started only one week later.



Rallye Du Bandama Overall results

1.	B. Consten/G. Flocon (Peugeot 504)	1	35	27.5
2.	T. Makinen/H. Liddon (Peugeot 504)	3	15	01.6
3.	S. Assef/J. Burelle (Peugeot 504)	3	44	29.3
4.	M. Gerenthon/H. Gerenthon (Toyota Trueno)	5	00	40.6
5.	G. Deladriere/D. Le Saux (Peugeot 504)	5	18	33.2
6.	F. Turco/J. -P. Cerutti (Renault 17)	5	53	49.6

7. A. Choteau/F. Paqes (Peugeot 504) 6h 02m 37.2s; 8. C. Dacremong/"Ganaelle" (Peugeot 504) 6h 24m 52.8s; 9. A. Cerf/F. Lavenu (Toyota Trueno) 7h 19m 40.0s; 10. M. Mitri/M. Copett (Datsun 180 B) 8h 16m 55.0s.

Ian Ashley has a brief moment of glory in the lead of the financially rewarding Escort race which Tim Schenken (on his inside) won. The dust of various fracas is raised behind, but all the GP drivers seemed to enjoy themselves.

BRANDS HATCH

Musetti takes Courage

By BOB CONSTANDUROS **Photos by GERRY STREAM**

Brand Hatch's Christmas car races always really cater for entertainment rather than needle fighting with points at stake, and spectators last Saturday were rewarded with fair value for money. It wasn't exceptional, nor was it dull. Under overcast and slightly chilly skies, the BARC for the first time, ran off a six race programme with efficiency. Main race of the day was for the coveted £500 from Shell disputed by GP drivers in Escorts racing over 10 laps. Tim Schenken showed that he meant business from the start by taking pole position, and while there was much fun and games behind, the Australian proceeded to dominate the race, too, although consistently challenged by Ian Ashley. Phil Dowsett showed that he has become most accomplished during his busy year by winning the production saloon car event, while Tiff Needell worked quite hard to keep both Frank Bayes and Derek Warwick at bay in the FF event. Gerry Marshall had much fun with Colin Hawker's VW in the special saloon event, but, as expected, won by 0.2s, and in the FF2000 12 lapper, Ian Taylor kept well ahead although David MacPherson did well to bring Ken Hensley's other Dulon up to second place in his first FF2000 event. Finally Val Musetti ran away with the *libre race* for the Jack Brabham Trophy, despite an early challenge from Gerry Marshall's Firenza (seriously), although it was Gerry's business partner, John Wingfield, who eventually took second place in his 2.0 Ralt, although some way behind the flying Italian stuntman.

Event one was for the Shellsport Escorts, competing for a case of Inver House Scotch whisky and £500 from Shell. With this tempting bait, all the GP drivers, past and present, turned up, and the only absentee was motor cyclist Paul Smart. Vern Schuppan flew in from Australia looking very tanned and cold, while Divina Galica, who made it for promotional reasons, came from Switzerland for the day.

Getting down to business quickly was Tim Schenken who took pole, accompanied by Ian Ashley and Derek Bell, while behind these three were Tom Belso and David Morgan on row two, followed by Tony Trimmer, Vern Schuppan, Brian Henton, Mike Wilds, Divina Galica, Alan Jones, John Surtees (who'd probably driven in more GPs than the rest of his opponents put together), David Purley, John Nicholson, Guy Edwards and Howden Ganley. MCD obviously didn't expect all their GP men to turn up, and consequently a couple of brand new cars were on the grid, which meant low grid placings for the unfortunates.

Schenken and Ashley quickly nipped off into the lead but Bell's start was not his best, and he got caught up in the much bumping and boring that went on going through Paddock. Ashley had a quick spell in the lead before Clearways, but Schenken got it back at Clearways as all the drivers seemed to enjoy that corner much more, and fairly slung the cars through. Belso was an unfortunate retirement with no drive on lap one, while Ganley was tail-end Charlie at this stage.

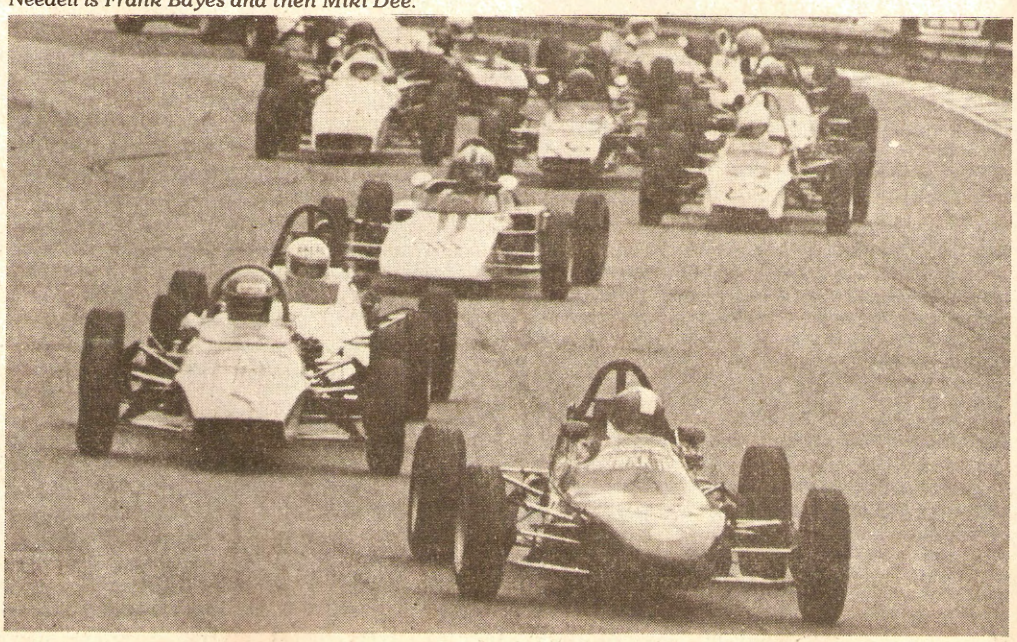
Ashley continued to harry Schenken up front, while Morgan pressured Trimmer for third for a couple of laps before exiting at Clearways briefly, so that Trimmer was able to close up on the leaders, and now have a brief gap to Bell. This only lasted for a lap before Bell caught up the other three, there now being a gap to Alan Jones in fifth, who promptly had a moment at Clearways and dropped down the field. This left a large bunch contesting fifth comprising Purley, Henton, Schuppan, Galica and Nicholson, but a lap later, Divina was right on the outside of Kidney and her resulting moment dropped Schuppan right back and split up the bunch, so that out of it came Purley, Nicholson and Henton.

Up front, meanwhile, Bell had got by Trimmer for third place, and right to the flag, Ashley harried Schenken but was unsuccessful. Trimmer was fourth behind Bell and Purley and Henton came next, after losing sparring partner Nicholson on the last lap in dramatic fashion when all three tried to round Paddock together and the New Zealander had a large accident with the car rolling a couple of times. Henton, Morgan and Surtees were all given the same time, which shows good drives for the latter two who hadn't really been in contention at all early on.

The production saloon car event was run to 1975 rules, except that Camaros were banned, which meant that the only cars in the over £2,300 class were a couple of 3.0 BMWs, neither of which ever showed in the running. Fastest in practice was Phil Dowsett in his Capri, while Barrie Williams had done incredible things to Corbeau's Magnum to have it sit beside Dowsett, and Mike Smith's Capri (devoid of Anchor Records support) was third on the front row. Malcolm Prior in Paddy Loughnane's Magnum came next, with Gerry Marshall sitting beside in LBC's similar car. Wendy Markey's Mazda was the quickest in the £1300 to £1699 class with Tony Stubbs second quickest in the class in a similar RX3.

It was Mike Smith who took off quickest and best with Williams right behind, then Dowsett and Ivan Dutton's Century Oils Capri, who'd made a good start. After a lap, these four were pretty much out on their own, and after two laps, Williams led, with Smith slipping another place a lap later to Dowsett. Both Dowsett and Dutton had to wait until lap five until they took Williams and Smith respectively, and thus at half distance, the order read Dowsett, Williams, Dutton and Smith. In the closing laps, Dutton also took Williams, and that's the way they finished.

Early in the FF race, Derek Warwick has a brief spell in the lead before Tiff Needell takes over. Behind Needell is Frank Bayes and then Miki Dee.



Contesting fifth place absolutely throughout were Gerry Marshall and Mrs Markey. In fact Mr Markey had a few words to say to Gerry afterwards, because on the eighth lap, the proud new owner of the ex-Jock Robertson (Marshall Wingfield) Mazda RX3, John Brindley, came up from the depths of the field and took the class win off the lady. So Brindley led home Marshall, Mrs Markey, Rod Birley (Capri II), and Tony Lanfranchi (Mazda RX3). All were covered by 2.2s.

The small class was initially led by Neville Knight's Maystar Simca Rallye I, but once again his fan belt came off, which gave the class to Rodney Posner's similar car, only for that car's throttle linkage to break, which in turn handed the class to the closely following Derek Wileman (Sunbeam Imp).

The Decorail sponsored Formula Ford event was really dominated by the front row of the grid: Tiff Needell, setting the same time as Frank Bayes but in an earlier session, and Derek Warwick joining them. Behind them were Syd Fox in a new Elden and Miki Dee's Hiwatt sponsored Van Diemen.

Warwick in fact got the best start and Tiff seemed to be lagging as they went to Paddock, and by Druids it was Warwick, Needell and Bayes' Image. At the end of lap one, Needell's now yellow and Formica-backed Crossle swung out of line and nipped through into the lead from Warwick's Hawke and Bayes' Image, and that, in effect, is the way it stayed for the next nine laps. Sometimes they'd close on Needell, sometimes he'd get away or they'd lose Bayes a little, but at the end, with no place change, they were each 0.2s apart. Miki Dee kept up the chase as has come to be expected, although some 5s down and David Buttigieg led home Fox. However, an unfortunate spinnage across the track held up many at Druids on lap two. Incidently Bayes and Warwick set fastest lap of 51.8s, just 0.4s outside the lap record.

Gerry Marshall practised a mere 0.2s quicker than Colin Hawker in the special saloon car race, but apart from Tony Hazlewood's Jaguar XJ8 lurking on the back row of the grid having practised out of session, that was it as far as the leader board was concerned. Completing the front row was John Homewood's Imp, and at the flag drop, it almost looked as though he was going to lead, at least to Paddock. But while Marshall led Hawker through, the grid was looking a fair shambles with non-starting cars and late starting cars, plus the fact that rescue vehicles and Land-Rovers were going to a three car pile-up at Paddock. However, the Jaguar managed to weave through them all, and by the end of lap one, Marshall just led Hawker, then Homewood, Nick Whiting in John Pope's Aston Martin-powered Vauxhall, Rob Mason in George Bevan's Imp, Ginger Marshall's Mini Traveller, David Horne's Escort and the Jaguar.

They all had to tip toe very gently through the Paddock wreckage, and one wondered if it shouldn't have been stopped. But Hawker harried Marshall's DTV Vauxhall for five laps with Homewood following, and as the latter dove for the pits with a puncture, so Hawker got by Marshall into Bottom Bend and he had his moment of glory for three laps. The Jaguar now inherited third place, belting along top straight in a shower of sparks as the car constantly bottomed, and Mason now held off Ginger Marshall's fleet Mini Traveller. Gerry Marshall got his lead back for the last two laps and just led home Hawker by 0.2s, but Hazlewood was a long way behind, and Mason and Ginger Marshall completed the unlapped runners, the former winning the up to 1000cc class.

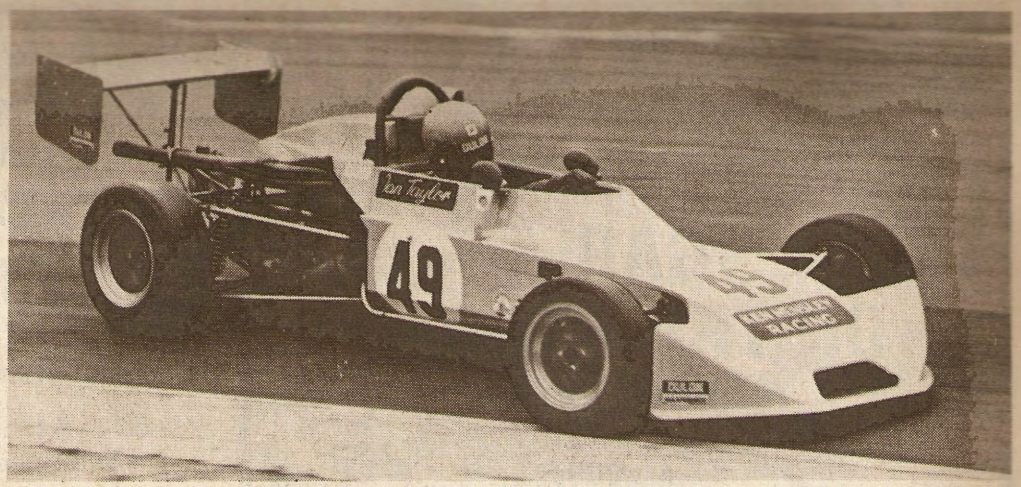
Having not really featured in either of his earlier races, Richard Lloyd was happy to be on pole position for the 12 lap FF2000-cum-FF event, although he was some 2s slower than the lap record. FF2000 debutant Bob Jarvis was beside him, 0.6s slower in a works Palliser with Richard Dutton another 0.2s down in his Crossle. Another FF2000 debutant, David MacPherson was next up in one of Ken Hensley's Dulons, while the other, driven by Ian Taylor, was a long way back due to practice problems.

But Taylor made a demon start and by Bottom Bend, with Dutton having a moment of glory in the lead, Taylor was third, and by the end of the lap had taken the lead from Lloyd, Jarvis and Dutton who'd had a bit of a moment at Clearways. But while Taylor was having his best race for some time in the Dulon, the other car driven by MacPherson was doing great things. It was in fifth on lap two, fourth on lap three, third on lap four, and two laps later, was right up with Lloyd. A little pressure exerted on the poleman saw him spin at Druids on lap seven, and MacPherson was now second. Although he closed on leader Taylor towards the end, he could make little actual impression on the leader, and they finished 1.4s apart after good drives by both and a good double for the Uriah Heep musician. Jarvis kept up a steady drive for third while Wally Liles kept his car on the track where others didn't and claimed fourth in front of Dutton and Lloyd, the former also having a spin at Druids. Charlie Wills had control of the FFs throughout, and Bob Firrell was second, having dealt with Janet McPherson.

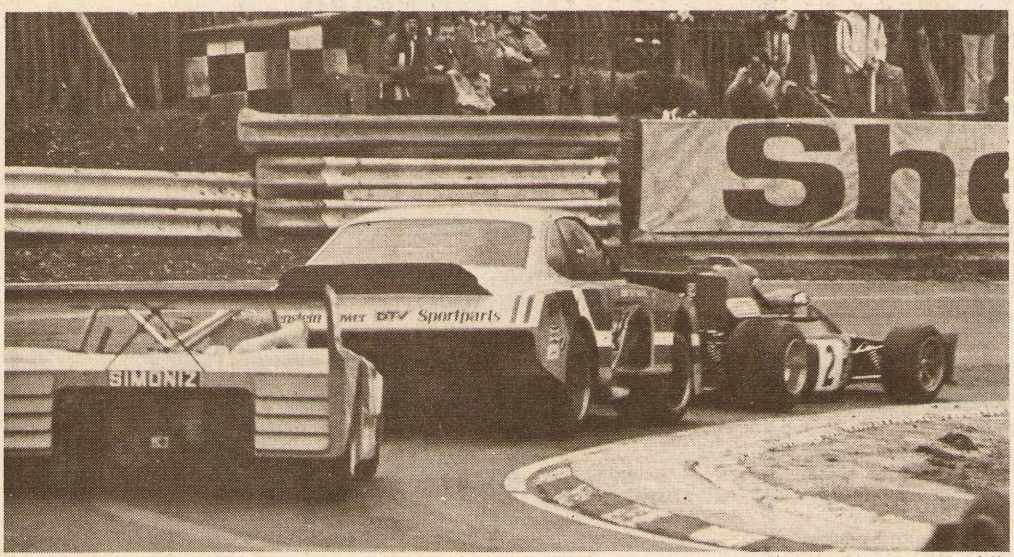
With John Dunn's new F2 BDX engine in the back of his March for the first time, Val Musetti easily had the quickest time for the final Jack Brabham Trophy *libre* 10 lapper. His Courage's backed March 75B went round in 44.8s which was nearly 2s quicker than John Wingfield's BDG-powered Ralt while Richard Lloyd's similarly powered Lola T294 was a further 0.4s down. The jovial London taxi driver Ronnie Grant (1.6 Taurus-VW) shared row two with Jock Robertson having his first single seater race in an F3 Modus while the third member of the Marshall-Wingfield-Robertson syndrome, Gerry Marshall, was just behind him in the Firenza.

While Lloyd seemed to get the better start to Musetti's, Gerry must have given Jock an awful shock as he weaved the big Firenza through the little singleseaters to come right up on Musetti at Druids and chase him hard all the way down the hill followed by Lloyd, Wingfield and Ian Taylor in the FF2000 Dulon.

Musetti managed to draw away a little as he should, but during the next couple of laps, Marshall was closed on by Lloyd, and it was going to be a real test of both drivers' skill to overtake as they were driving easily the two largest cars on the track. When it came, it was on the fifth lap at Bottom Bend, and Gerry was taken unawares as business partner Wingfield nipped by too. While Musetti sped on to an easy and faultless win, taking 0.8s off his *libre* lap record. "Wingers" closed on Lloyd for the last lap manoeuvre, and took second by 0.2s. Robertson got used to the Modus fairly quickly and took fifth behind team patron Marshall in fourth while the final unlapped runner was Ian Taylor.



Ian Taylor gets just a little tweeked up on the way to his FF2000 win. It was an easy victory and with David MacPherson coming second, proved to be a Dulon 1-2.



Varied libre field: Val Musetti's 2.0 March is hounded by Gerry Marshall's monstrous 5.0 Firenza while Richard Lloyd (2.0 Lola T294) watches the action.

Shellsport Escorts (10 laps): 1, Tim Schenken, 11m 5s, 67.13 mph; 2, Ian Ashley, 11m 5.6s; 3, Derek Bell, 11m 6.6s; 4, Tony Trimmer, 11m 10s; 5, David Purley, 11m 21.6s; 6, Brian Henton, 11m 22.4s. **Fastest lap:** Ashley and Bell, 1m 5.2s, 68.47 mph.

Production saloon cars over £2300, £1700 to £2299, £1300 to £1699 and up to £1299 (10 laps); overall and £1700 to £2299: 1, Phil Dowsett (3.0 Ford Capri Mk 1), 10m 29.4s, 70.92 mph; 2, Ivan Dutton (3.0 Ford Capri Mk 1), 10m 31s; 3, Barrie Williams (2.3 Vauxhall Magnum), 10m 33.3s; 4, Mike Smith (3.0 Ford Capri 11), 10m 34.6. **Fastest lap:** Dutton, 1m 1.6s, 72.47 mph. **(Equals record). Over £2300:** 1, Derrick Brunt (3.0 BMW 3.0 Si), 69.02 mph; 2, Jim Marsden (3.0 BMW 3.0 Si); no other starters. **Fastest lap:** Brunt, 1m 3.6s, 70.19 mph. **£1300 to £1699:** 1, John Brindley (2.0 Mazda RX3), 69.92 mph; 2, Wendy Markey (2.0 Mazda RX3); 3, Tony Lanfranchi (2.0 Mazda RX3). **Fastest lap:** Brindley, 1m 1.8s, 72.23 mph. **Up to £1299:** 1, Derek Wileman (875 cc Hillman Imp), 65.38 mph; 2, Tim Dodwell (1.3 Mini GT); no other finishers. **Fastest lap:** Neville Knight (1.3 Simca Rallye One), 1m 5.2s, 68.47 mph.

Decorail Formula Fords (10 laps): 1, Tiff Needell (Crossle-Scholar 25F), 8m 52.4s, 83.85 mph; 2, Derek Warwick (Hawke-Minister DL11), 8m 52.6s; 3, Frank Bayes (Image-Minister FF2B), 8m 52.8s; 4, Miki Dee (Van Diemen-Rowland RF74), 8m 57.6s; 5 Dave Buttigieg (Dulon-Abbott MP17), 8m 59.8s; 6, Syd Fox (Elden-Scholar Mk 17), 9m 1.6s. **Fastest lap:** Bayes and Warwick, 51.8, 86.18 mph

Kent Special Saloon cars, over 1000cc and up to 1000cc (10 laps): 1, Gerry Marshall (5.0 Vauxhall-Repco Firenza), 8m 56.4s, 83.22 mph; 2, Colin Hawker (3.0 VW-DFV), 8m 56.6s; 3, Tony Hazlewood (7.0 Jaguar XJ8), 9m 20.4s; 4, Rob Mason (1.0 Sunbeam Imp), 9m 30.6s. **Over 1000 cc:** 1, Marshall, 83.22 mph; 2, Hawker; 3, Hazlewood. **Fastest lap:** Hawker, 50.4s, 88.57 mph. **Up to 1000 cc:** 1, Mason, 78.23 mph; 2, Ginger Marshall (1.0 Mini Traveller); 3, Alan Wood (1.0 Chrysler Imp). **Fastest lap:** Mason and Marshall, 54.6s 81.76 mph.

Formula Ford 2000 and non-qualifying Formula Fords (12 laps): 1, Ian Taylor (Dulon-Nelson MP16), 10m 18.6s, 86.60 mph; 2, David MacPherson (Dulon-Holbay MP16), 10m 20.2; 3, Bob Jarvis (Palliser-Rowland P742), 10m 25.4; 4, Wally Liles (Merlyn-Brown Mk 21), 10m 46s; 5, Richard Dutton (Crossle-Brown 31F), 10m 46s; 6, Richard Lloyd (Elden-Brown Mk 18), 10m 49.2s. **Fastest lap:** MacPherson, 49.8s, 89.64 mph. **Formula Fords:** 1, Charlie Wills (Hawke-Scholar DL11), 78.72 mph; 2, Bob Firrell (Van Diemen-Scholar RF75); 3, Janet McPherson (Lotus-IRM Mk 61). **Fastest lap:** Wills, 54.6, 91.76 mph.

Jack Brabham Trophy Formule Libre (10 laps): 1, Valentino Musetti (2.0 March-Swindon/BDX 75B), 7m 42.2s, 96.58 mph; 2, John Wingfield (2.0 Ralt-Somers/BDG RT1), 8m 8s; 3, Richard Lloyd (2.0 Lola-Heavens/BDG T294), 8m 8.2s; 4, Gerry Marshall (5.0 Vauxhall-Repco Firenza), 8m 19s; 5, Jock Robertson (2.0 Modus-Novamotor/Toyota M1), 8m 27s; 6, Ian Taylor (2.0 Dulon-Nelson MP16), 8m 29.6s. **Fastest lap:** Musetti, 44.4s, 100.54 mph **(Record).**

A day for Minis

A good sized crowd turned up to be entertained at Snetterton's rallycross on Boxing Day where TEAC were in charge. And entertained they were, with a number of exciting dices, several spectacular incidents at the normal danger spots and a better than average commentary, interspersed with startline interviews with leading drivers to maintain the interest of the crowd.

Grip was at a premium on the very slippery surface and the infamous bend before the start/finish line and the exit from the pit claimed their normal quota of victims and gave the marshals plenty of post-Xmas exercise. A varied entry was augmented by Ron Douglas's brand new Mk II Escort which showed a fair turn of speed, although the day as a whole was dominated by Minis with Derek Scarrow and Richard Painton to the fore.

Painton it was who put in the first really quick time, his 3m 41.1s being second best of the first runs, albeit 5.2s slower than Mick Bird. It took Mick three attempts to notch this time, for on the first attempt he and Roger Brunt touched as they clambered out of the Pit and Brunt rolled the Mini which he had borrowed from Peter Vaughan into a ball. The re-run was then stopped when Bruce Male lost a wheel and came to rest in a dangerous position just before the finish line. Oil pressure problems prevented Bird coming out for the second or third heats. Douglas put in a 3m 48.6s to beat Peter Harrold's VW in a run interrupted by Mike Smith putting his Mini in the bank.

With the drivers becoming used to the conditions, Dave Fuell took his Escort round in 3m 49.4s early in the second heats, although in so doing he threw a rock through Colin Richards' rad and ended his day's sport. A rare car in the sport, John Wisbey's Datsun 100A, put on a fine dice with John Binning's Mini which the latter just won in 3m 49.1s, but the following run saw Painton fly round in 3m 32.1s, easily the best time of the day. In his wake a fierce battle raged between Derek Scarrow, Douglas and Harrold who finished in that order. By this time two potential money winners had retired from the scene, Hugh Wheldon incurring a puncture and Nick Jesty breaking a driveshaft on Judith's Mini.

The third runs commenced with a surprisingly rapid drive from Nobby Cresswell defeating Alan Jones' smaller engined Escort. Will Gollop followed this with his third race win in the two-litre Dolomite which he at last managed to place in the money. Three of the day's fastest runners were out in the next one but after a jump start, Ron Douglas's pristine white vehicle played up on the grid. This so aggreived Douglas that, after a belated pushstart, he scorched round in tremendous fashion to come second in the race to Scarrow after Painton's car had expired. Peter Harrold concluded the day's fun with the fastest time of the third runs, 3m 37.4s.

Derek Scarrow's consistent performances earned him the £50 first prize put up by TEAC, with 37 points, two more than Harrold. Douglas, with "the best Christmas box I've had" claimed third, and there is plenty more to come from his Escort. The next two places were occupied by the team-mates from Abingdon who have made such an impact on the rallycross scene in the last few months, Painton and Binning. Painton had looked the fastest man on the track all day but a clash with Mick Bird would have been interesting.

BTD: Richard Painton (1.5 Mini), 3m 32.1s; 2, Mick Bird (1.4 Mini), 3m 35.9s.

Overall: 1, Derek Scarrow (1.5 Mini), 37 pts; 2, Peter Harrold (2.1 VW), 35; 3, Ron Douglas (2.0 Escort), 30; 4, Painton, 29; 5, John Binning (1.5 Mini), 27; 6, Dave Fuell (2.0 Escort), 24.

Dave Fuell got into the top six in his Escort.

● The Monposto calendar for 1976 is announced in the Register's latest edition of *Startline* but the competition's secretary, the hardworking Suzy Livingstone, says it's very provisional at the moment. There are 18 rounds on the list, and we will publish the full list when it is confirmed. Dates are available from Suzy at The Coach House, Church Lane, Burstow, Horley, Surrey.

● Cumberland SCC has found a sponsor for their restricted rally on February 7/8. It's the Manor Brow Restaurant, Stanwix, and, according to the club's magazine "the proprietors have a queue of females who wish to help in one way or another." Regs will be out shortly — could be interesting night's rallying! The event was formerly the Keswick Rally.

The Sark sails in

The stillborn FF2000 Starfire announced a year ago, is to be given a new lease of life in 1976 by Formula Ford driver Richard Piper. With former Hesketh and MRC accountant Chris Parsons, the car, drawings and jigs have been bought from the car's originator Gavin Hooper, and the car is currently awaiting a strip-down at Piper's garage in Greenwich. It will be renamed the Sark, at least temporarily, due to the proximity of the Cutty Sark boat to the car's new home.

The original Starfire — and only one exists — was designed by Patrick Head, the former Lola designer now with Frank Williams' F1 team. It was designed specifically for FF2000 and was tested early in 1975 by Richard Scott, and occasionally by Frank Hopper. However, Hooper's ambitious marketing plans went awry and the car soon gathered dust. Piper, who'd driven Minis with Parsons and gained a couple of wins in the Ashtune Van Diemen during the last year as well as a class win on the Avon Tour of Britain in a Hillman Imp, bought the project during the latter months of the year.

Since that time, Parsons, who now works in the advertising field, and Piper have been trying to find sponsorship so that they could call the car by the sponsor's name, but finding is taking longer than at first anticipated, and the Sark has now been officially announced. Piper is unwilling to go straight into racing car manufacture, although he has both the facilities and space, plus the jigs and equipment to manufacture should the demand be forthcoming. Patrick Head is once again interested in the project, despite his other current interests, and when testing gets under way in February, he'll be asked to watch the progress made.

In 1976, the car will be run in APG's FF2000 series with Piper doing the driving and orders for replicas will be taken on a serious basis, although Piper has just one mechanic working for him at the moment. The whole idea is to work up to Formula 3 in 1977, for the car has been designed with a monocoque in mind, and study of the chassis and suspension shows that it is easily adaptable.

Meanwhile the car is to be stripped down for a complete rebuild before testing, and Parsons continues to work on sponsors for the project.

Tricentrol's series OK

Following the successful conclusion of negotiations with the BRSCC, the organisers, and the circuit owners, the RAC have agreed to a Tricentrol Super Saloon championship taking place in 1976.

This has naturally been well received by the Super Saloon men, who believe that the series should be better than even in 1976, especially as several new cars are on the stocks. Gerry Marshall is particularly looking forward to the series as the weighty Tricentrol trophy is causing subsidence in his living room and he'd like someone else to win it!

The dates are: May 8, Silverstone; June 6, Silverstone; July 4, Silverstone; August 14, Brands Hatch; September 11, Castle Combe; October 10, Mallory Park.

Invasion at Knockhill

Knockhill's New Year meeting has attracted a good selection of southerners for its rallycross. Providing their machinery stands up to Longridge the previous day, Peter Vaughan and Dick Griffiths (Minis), should be on hand to challenge Trevor Hopkins, Rod Chapman and George Warren (Escorts) and they in turn will be up against the usual Scottish band. These include Ian Bruce (1.6 Mini), Les Kay, Robin Kinnear, Dave Stewart (Escorts) and Bill Crawford (Viva). There will be alcohol available for those wishing to continue New Year celebrations, and racing starts at 1 pm after practice from 10 am.

Lloyd's day

Richard Lloyd's programme of five races at Brands Hatch on Saturday was somewhat thwarted by his own sponsors, Simoniz, who mucked it up slightly by not allowing the 7.4 Camaro out in the special saloon car race. In fact the car never arrived as Simoniz didn't want their car jeopardized even though Lloyd reckons he could have attained quite a reasonable grid time.

So Lloyd's programme was cut to four races. In the production saloon car event he had Rod Birley's Capri Mk 1 but spun out of contention early on. The FF event in a Dulon was somewhat more orderly, although Lloyd didn't enjoy the experience very much and found the car very twitchy, finishing seventh.

Despite pole position for the FF2000 event, this too was upset by a spin which dropped him away from

Lloyd's indiscretion at Druids in the Elden.

the leaders while driving Frank Bradley's Scandecor posters Elden, so it was all down to the *libre* race for a good position. Driving Roger Heaven's Lola T294, he was on the front row of the grid and drove well to get by Gerry Marshall's big Firenza, but was overtaken towards the end by John Wingfield's Ralt, while lying second.

Co-sponsors with Simoniz of the whole venture, were Kickers, French shoe manufacturers, and Ripolin, the paint people who sponsored Lloyd's sports car drive at Silverstone.

Hutchinson and Cowcill on the way to their Bentley win.

Hutchinson's high note

Taking the lead at the first control Mike Hutchinson and Eric Cowcill ended a very successful year's rallying on December 20/21 by winning the Bentley of Sheffield sponsored Bentley Rally run by One Eleven MC.

In the Lloyds of Stafford Mexico they won the 200 mile event on 27m 54s, beating runners-up Ken Goodall and Hugh Edwards (RS 2000), by 58s. Third, very close behind, were Ian Harrison and Peter Ainsworth in another RS 2000 on 29m 2s.

With the hoped-for clash between Hutchinson and Birkett, respectively Eastern and Northern rally champions, a non-starter because Birkett had sold his car, the rally nevertheless was a close fought event in spite of errant watches around mid distance which caused some annoyance to competitors and a lot of embarrassment to the organisers.

From the Sheffield start the route was divided into three sections and at the end of the first the winners had an eight seconds lead which they increased to a minute by second petrol.

The one selective over fenland near Scunthorpe proved quite demanding but at least four crews got wet feet in the dykes.

Fourth place went to the Ascona of Vincent Girardier and John Couthland on 30m 46s with the Mexico of Les Parrott and Dave Hall taking fifth on 32m 3s. Scottish road rally champion in 1974 Ken Murray, who has moved to Yorkshire in recent months, managed sixth with Bill Kilpatrick in another Ascona on 33m 58s.

Dukeries club members Colin Atkin and David Coleman brought their Escort 1600 into 14th overall to take the semi-experts class on 44m 45s, while top novices were Glyn Ward and John Fiddall in their 1300 Escort who finished 19th on 52m 0s.

Divina Galica – "must not spin."

Flying visit

Divina Galica's visit to Brands Hatch on Saturday was but brief. The former British Olympic ski captain left Wengen in Switzerland on Friday, arrived in England early on Saturday, practised for both the Shellsport Escort and *libre* races, had a rather hairy time in the Escort race but drove sensibly in her FF2000 Elden in the *libre* race, and took in a cycle race with Gerry Marshall. By 6 pm she was back on a plane for Switzerland, and back in Wengen to coach the Downhill Only ski team by 11 that night.

For 1976, Divina is making a few resolutions, the most important of which is "I must not spin". She said on Saturday that she expected to drive in MCD's G8 series.

Hitachi's small class

Hitachi, the Japanese audio company, are the sponsors of the new small class special saloon car series run by MCD. This is the lower half of the 1975 Simoniz series which has been chopped this year in favour of a separate series for the up to 850 cc, and 851 cc to 1000 cc cars.

There will be a prize fund of £100 per race paid to the first three drivers in each class at the rate of £25, £15 and £10. The points scoring system has also been revised, the first six finishers in each class scoring points on the World Championship system, 9-6-4-3-2-1. This is to allow more drivers to score than has been normal in the past.

Points from all the 14 rounds will count towards a driver's end of season total, and this will count towards the championship, the prize for which is £200 for overall winner and £72 going to the winner of the other class. A special award of a Hitachi product is also planned, details of which will be announced later.

Dates are: March 6, Oulton Park; April 4, Mallory Park; April 19, Croft; May 1, Oulton Park; May 31, Snetterton; June 13, Brands Hatch; June 26, Oulton Park; July 4, Silverstone; July 31, Oulton Park; August 15, Snetterton; August 29, Thruxton; September 26, Brands Hatch; October 24, Mallory Park, October 31, Snetterton.

Prod saloon department

As usual at Brands Hatch there were quite a few new faces in new cars. The two BMWs duly turned up in the over £2,300 class, with Derrick Brunt driving the ex-Shellsport car of a couple of years ago, which he in fact borrowed. Brunt has his own BMW but it was found to have a cracked cylinder head shortly after purchase, so he borrowed the yellow 3.0 Si he was racing on Saturday. Jim Marsden drove the other model, but spent most of the time dicing with the up to £1,299 class.

There were more Vauxhall Magnums than Capris in the £1,700 to £2,299 class, although a couple didn't turn up. Of the Capris, two belonged to Rod Birley. His well-known yellow Mk1 was in the hands of Richard Lloyd, while Birley had the ex-Gordon Sprice Capri II which he expects to campaign in the RAC championship in 1976. In the Vauxhall department, Malcolm Prior took over Paddy Loughnane's Team Car Rentals model while John Brindley was also meant to drive one, but turned up in a Mazda of which more later. Peter Slade had a Mazda RX2 which is apparently going to be the demon car for 1976.

The £1,300 to £1,699 class held few surprises, except that Brindley has bought the ex-Jock Robertson/Marshall Wingfield Mazda RX3, complete with transporter. He had a tremendous race, and won the class, his fastest lap being 0.4s outside Jock's lap record. Tony Stubbs, the Lada driver, turned up in another Mazda, this the one formerly driven by Peter Slade. Bill Sydenham was entered in a Hillman Avenger, but didn't turn up, although it's said that he's bought one of the Samuri Toyota Celicas for the production saloon car series.

There were few surprises in the small class, except that former Mexico and E type driver Derek Wileman had a Hillman Imp which had the engine and other bits from Simon Watson's crashed Imp, and although Wileman won the class, he was some way off Watson's lap times.

Nick Whiting had an outing in John Pope's Aston Martin powered Vauxhall Magnum at Brands Hatch on Saturday, but despite a good start, never really featured thereafter. He's bought an ex-John Robinson Escort shell, and is currently in the process of rebuilding his crashed Super Saloon 2.0 Escort.

McClure and Ridley score well

For the second year running the Kirkby Lonsdale MC's Victory Ludorum has been won by Stuart McClure and David Ridley. In their Group I Mexico they scored on all 11 events they contested and finished 50pts. ahead of second placed Peter Kirk and Geoff Birkett, with 169 pts.

During the winter the car is being rebuilt, a bigger engine fitted and they will only do selected events in 1976. Novice winners Alan Langley and Arthur Brown drove their Capri 1600 consistently to beat Frank Mason and John Chapman. They only did three events in their Cortina Mk. II in their first season ever and yet they were only 16 pts down on the winners and they were ninth overall in the Victor Ludorum.

KM enter fifth year

Kent Messenger are again sponsoring the up to 1000 cc saloon car challenge at Brands Hatch for the forthcoming season over 10 rounds, to be run at both championship and club level. This will be the fifth year that the Kent newspaper have sponsored the series, and the only difference in plans to those of the previous years is that previous championship winners won't be allowed to race.

The scoring system for 1976 will be 9-6-4-3-2-1 all races counting towards the end-of-season prizes of £100 and a trophy for the winner, £75 for second place and £25 for third. All races will take place at Brands Hatch.

Dates are: April 4, 25; May 23; June 13; July 4, 25; September 12, 19; October 10; November 7.

Brands 'cross entries good

In the first four days after entries opened, more than forty entries had flooded into the BRSCC's office for the Brands Hatch rallycross to be held on January 25. Among those already received are entries from John Taylor and Rod Chapman (Escort Mk IIs), Colin Richards and Bob Merridale (Escort Mk Is), Tom Airey, Keith Ripp, Dave and Viv Potter and Barry Hathaway (Minis).

● As well as campaigning his Century Oils Capri next season, Ivan Dutton apparently also has a Mazda RX2 for use in the production saloon car series. The RX2 is a somewhat dubious entry to the classes as numbers and production are not what they might be for inclusion in production saloon car racing.

Lindores signs off

Two thousand people turned up for last Sunday's *Journal* Christmas autocross at South Dissington Farm, Ponteland near Newcastle, the event being co-promoted by eight clubs who organised events in last year's *Journal*/ANECCC championship.

Fifty-seven competitors had three timed runs and easily the man of the day was John Lindores in his 2.0 Escort whose fastest time of 1m 57s spreadeagled the field by some seven seconds.

Best of the one litre Minis by a long way was Trevor Olds who did 2m 9.8s in his 999 cc version and in the up to 1300 cc class, the Flymo Special of Chris Lewis recorded second best time of day with 2m 4.0s beating Harry Horne in another Mini by 1.6s. One of the Scottish contingent, Alister Ross from Edinburgh, was third.

Harry Currell and John Turner shared their Anglia in the up to 1300 cc class for conventional saloons, Currell taking the class by a long way and it was an Anglia again which did best in the over 1300 cc class, this time in the hands of Richard Phillipson, whose twin cam version recorded 2m 9s to beat the Magnum of Hugo Kennedy by 5.6s.

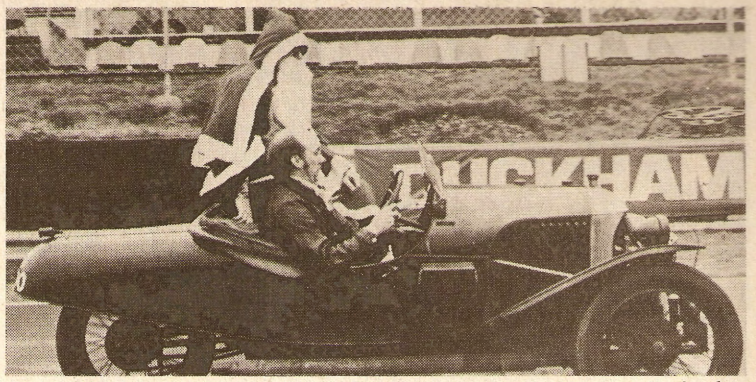
More than a third of the entry contested the taxed and insured road going classes and victory in both went to Escorts. E. Jackson took the up to 1300 cc class in 2m 18s, well ahead of John Scaise in a similar model, but he in turn was hard pressed by the Chevette of Peter Thompson, the same car that he used to take third in class on the RAC Rally.

Trevor Olds – class winner.

Dominic Buckley's RS2000 was three seconds quicker than the rest in the bigger capacity class, ahead of Bill Lymburn (Mini) with Charles Grassie (Escort TC) in third. The latter ended the day ingloriously by rolling on the fourth-untimed-run and comprehensively damaged the vehicle.

BTD: J. Lindores (2.0 Escort), 1m 57s.

Class winners: T. Olds (Mini), 2m 9.8s; C. Lewis (Flymo), 2m 4s; H. Currell (Anglia), 2m 17.4s; R. Phillipson (Anglia TC), 2m 9s; E. Jackson (Escort), 2m 18s; D. Buckley (RS2000), 2m 6.2s.



Father Christmas entrusts himself to Ivan Dutton's Morgan 3-wheeler. Quicker than reindeer one presumes.

Versatile Marshall at play

Gerry Marshall proved to be a man of many parts at Brands Hatch on Saturday. As well as driving various Vauxhalls in special and production saloon and *libre* races, he appeared as both Father Christmas and a racing cyclist.

As Father Christmas, he travelled round on the back of a smart Morgan three-wheeler driven by Ivan Dutton, acknowledging the roars of the crowd. Later in the day, he had a cycle race with Divina Galica as part of the bet between Tricentrol and MCD. The course was from the back row of the grid to the finish line, and it was won by Marshall. Divina reckoned that Gerry pipped her by changing into third gear quicker – "I heard the click much earlier than my change" – but the £100 prize money still went to the British Women's Olympic Fund in whose aid the stunt took place. Tricentrol are already involved with the British women's ski team and have lent two Ford Cortina Estates to them for this Olympic year.

Oselli's £50 bonus

Oselli are offering an interesting bonus for drivers using their engines in 1976. Should one initially buy an engine, fully prepared, brake tested and built to the relevant regulations, and then take an outright or class win in an approved championship, Oselli undertake to pay a sum of £50. In the case of the larger national championships, this will be extended to include a similar payment for wins in the qualifying rounds.

Drivers are also entitled to a part sponsored service contract, by which Oselli carry out all rebuilds and brake testing at fixed pre-arranged prices, plus the supply of parts used at trade prices. There is a limited supply of the contracts available, and interested parties should write to Oselli at Industrial Estate, Eynsham, Oxford.

Longridge plans

Longridge circuit owner, Norman Robson, has submitted plans for a leisure centre to be built at the circuit with four squash courts, a sauna and a games hall. The circuit first came into being when sprints were held at the disused quarry in 1971, and car racing was first held there in 1973. On January 1, Longridge holds its first rallycross, and the entry is said to be very good, with as many as 90 cars turning up.

Many circuits have talked about leisure complexes at their premises, but this is the first to have such comprehensive plans already laid out.

Current tenant on the premises is Alan Jackson, vice-chairman of Longton and District MC, who's rented a bungalow in the middle of the circuit while he negotiates to buy a small farm.

Rally series

The Cumbria Motor Sport Group will be running both a road rally as well as possibly a stage rally championship in 1976. An interesting feature is that there will be awards of a free entry for the leading crew in the championship at the end of each three month quarter. The prize will be a free entry in the next event. The rules state, however, that a crew may only win one quarterly award.

The full list of events is not yet complete but the following events are in the provisional list: January: Riponian Rally, Three Rivers; February: Keswick Rally; March: Hartlepools Rally; April: Durham Dales.

Briefly

● Royale are currently making available a hire purchase scheme for drivers to buy their cars. With a minimum deposit of a third of the total cost of a car (without engine and gearbox), repayments, including insurance for a year, come out at £103.81 over 24 months.

● Phil Darbyshire has done the double in the Hagley club's top awards. He has won the President's Trophy and the Ken Wharton Memorial Trophy for the second year in succession.

● Prodsports champion Chris Alford recently had a quick whirl in the works Elden FF2000 while testing at Brands. Alford quickly got into his stride and was soon lapping competitively and now hopes to fit in some FF2000 drives in between his prodsports commitment racing his Morgan Plus 8 for John Britten.

● Tynemouth motor engineer and autocrosser Harry Currell – who ended his season on a high note last Sunday — emigrates to South Africa in three weeks' time. He sold his Anglia.

● The BARC are taking on more race meetings and hillclimbs next year than any year since the club was founded in 1912. The programme consists of 46 race meetings, and 14 hillclimbs.

● After the first corner pile-up at Brands Hatch during the special saloon car race, in which a couple of Minis collected John Markey's Mazda, Markey was taken to the medical centre following whiplash which caused slight injuries to his neck, but apparently all is well. One of the Minis involved was that of Dave McCloy who'd travelled all the way from Pontypridd.

AUTOSPORT quiz answers

1 The Cesenatico Formula Junior Trophy — Italy. Jo Siffert Lotus 18. Jochen Rindt Cooper Mk III.
2 Louis Chiron Monaco 1931 — Bugatti T51 and Monte Carlo Rally 1954 — Lancia Aurelia GT.
3 Reg Parnell BRM V16 British Grand Prix Silverstone 1951 5th place.
4 Mike Hawthorn, 1953, 1954, part of 1955, 1957 and 1958; Peter Collins, 1956, 1957, 1958; Tony Brooks, 1959; Cliff Allison, 1960; John Surtees, 1963, 1964, 1965, part of 1966; Mike Parkes, 1966, 1967; Jonathon Williams, 1967; Derek Bell, 1968.
5 Dario Resta Peugeot 1916 Italian born naturalized Englishman came to England at the age of two.
6 a) Flat 12; b) H16; c) Straight 8; d) Straight 6; e) Straight 4; f) Straight 8; g) V12.
7 a) Dickie Metcalfe, Lola Climax Mk I 1966; b) Gerry Marshall, Lister Jaguar 1972; c) Jack Sears, Ford Galaxie 1964.
8 Mugello, 41.135 miles 2 laps long 1966 Jonathon Williams De Sanctis-Ford.
9 Tim Schenken Merlyn Mk II 1968 Chris Steele Guards Cigarettes.
10 William Grover-Williams, Anglo French; Giacomo Rouso, Italian; Rikki Von Opel, Leichtensteinian; Leon Dernier, Belgian; Malcolm Kay, British.
11 Ford Austria Brabham Cosworth SCA BT10 1964 Crystal Palace.
12 Ronnie Peterson March 701 14.2.44 Orebro, Sweden 1970 Monaco Grand Prix Antique Automobiles Racing. Francois Cevert March 701 25.2.44 Paris, France 1970 Dutch Grand Prix Tyrrell Racing Organisation (not Elf Team Tyrrell).
13 a) Charles Jarrott; b) Sir Henry Birkin; c) Stirling Moss; d) Duncan Hamilton; e) Hans Ruesche; f) John Bolster; g) Karl Kling.
14 Sobieslaw Zasada Steyr-Puch 500 Polish car built in Austria.
15 a) Hawke 1975 David Lazenby; b) Brabham 1965 Brabham Tauranac; c) Chevron 1969 Bennett.
16 Paul Frere 2nd 1956 Belgian Grand Prix Spa Lancia-Ferrari V8.
17 Chris Amon F2 Lola Cosworth SCA T60 Midland Racing Partnership 1965 Nr Stuggart.
18 a) Hans Herrman 1954 French Grand Prix Mercedes Benz W196 1970 Le Mans 24-hour Race Porsche 917. b) Umberto Maglioli 1954 Carrera Panamericana 4.9 Ferrari 375 Plus 1968 Targa Floria 2.2 Porsche 907.
19 1964 AUTOSPORT 3 Hours Snetterton Jack Sears AC Cobra.
20 a) 1934 Avus Grand Prix 3rd; b) 1967 Dutch Grand Prix 1st; c) 1924 French Grand Prix 7th; d) 1937 Tripoli Grand Prix 1st; e) 1954 Argentine Grand Prix 1st.

Photographic answers:

A. Aintree, Jack Sears, Don Morley B. Pauline Mayman, Val Domleo C. Mike Wood, Jorma Lusenius D. Roger Clark E. Circuit of Ireland 1966, Adrian Boyd/Beattie Crawford F. Dessie McCartney G. It's the lightweight number plate light! H. Ove Andersson

RAPID MOVEMENTS

Would like to say a big thank you to all their Clients and wish them

A Happy New Year