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SURTEES INTERVIEW - RENAULT TEST - PRIVATE EAR

AUTOSPORT

Mintex International to Chequered Flag Stratos

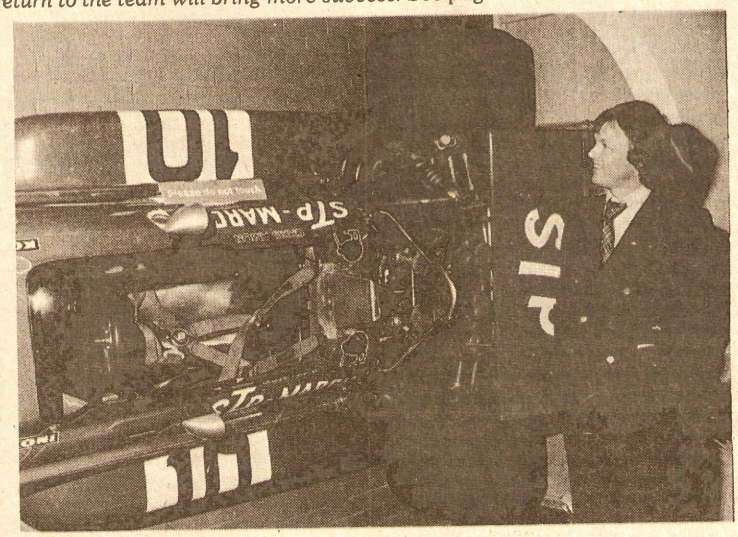


AUTOSPORT
BRITAIN'S MOTOR SPORTING WEEKLY
February 26, Vol 52 No 9

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EDITORIAL

Two totally contrasting aspects of British Club racing became apparent this week. First there is the overwhelming proof of what professional sportswomen from other sports can do for motor sport, and secondly, two examples of the apathy among the male competitors which has forced promotors to look elsewhere to create their publicity.

The hard and very welcome statistics of the announcement on Monday that Divina Galica and Ann Moore, both former Olympic medal winners, would be competing in F1 and FF2000 cars respectively this year in British National championships, are that every single national daily paper except one carried the story on Tuesday. A total of 205 column inches and numerous photographs appeared and each story mentioned the date and venue of their respective debuts. Also five television appearances had been scheduled by the time we went to press.

That sort of coverage in this country is usually only ever achieved, as we know too well, at Grand Prix time or when there is a sensational accident.

There are bound to be complaints from the large band of club drivers in this country that they have been snubbed. Our only answer to that must be, if you are so promotable and can speak up for yourself why haven't we heard you on the radio and read about you in the national papers? If it's a chauvinistic attitude you want to take, remember MCD arranged F1 drives and back up publicity for three male drivers in the early seventies, none of whom created one iota of interest.

The reason we have no more than a handful of promotionable people in British racing is because the majority are totally apathetic. They will do nothing to promote themselves or racing and the only time they are heard is when they've got a complaint to make. Four years ago a body was set up, known as the British Racing Drivers Association, to help club drivers protect their interests and to represent them at the RAC and so on. It was a good idea and could have helped drivers and officials in a number of ways. But what happened? A few bothered to join but never turned up at meetings, while the rest just kept on complaining nothing was being done for them. Well you've had your chance and now it has gone because the officials cannot go on wasting their time trying to be helpful so the club has been wound up.

Motor Circuit Developments are launching a new scheme this week to give positive aid to the promotion of Club drivers. They have started Racefile which will be a dossier on every club driver in this country. Before and after race meetings they will use the facts on their files to inform newspapers, local radio stations etc of the activities of drivers in the relevant areas. No driver will have to suffer the 'embarrassment' of having to talk about themselves — once again it will all be done for them. All they are asked to do is complete a questionnaire which will be mailed by the end of this month, and return it. Nothing more than that. We hope that competitors will make the effort, although a rather disturbing precedent makes us wonder how many will bother. A similar approach was made to the competitors in last year's BBC Radio 1 saloon championship and the response was a pathetic 15 per cent. Really if that is the sort of attitude, competitors deserve not one bit of help from promotors.

Such is the awareness of the apathy among competitors that promotional activities are having to be written into regulations for race meetings. The BRSCC have stated that competitors who do not co-operate with the spectator grid-walkabout plans for the opening meeting at Brands Hatch on March 7 will not be allowed to race. All that competitors are being asked to do is put their cars on the top straight for a period after practice and stay with them while spectators are allowed to wander around and look at the cars and talk to drivers—racing has lacked communication with its public in recent years and this is a good way of overcoming it, but what a shame the organisors have to be dictatorial to the competitors to make sure they co-operate.

A real effort is being made by the promotors this year to positively help competitors — can we please make it a two-way exchange?

our cover picture

After a very frustrating twelve months, the Chequered Flag Rally team finally attained success with their Lancia Stratos last weekend when Andy Dawson/Andrew Marriott won the Mintex International Rally. Peter Newton's reports starts on page 10. Photo: Colin Taylor Productions.

Leclere joins Williams as Zorzi leaves

Frank Williams informed us on Monday of this week that Renzo Zorzi, the Italian driver who drove for his Formula 1 team in the recent Brazilian Grand Prix, has been released from his commitment and will not be going to the South African Grand Prix which takes place at the Kyalami circuit near Johannesburg on Saturday week. In his place will be French Formula 2 ace Michel Leclere who has already flown out to the track and should have been testing the team's Harvey Postlethwaite-designed car at the Goodyear tyre testing session this week along with Jacky Ickx, the team's lead driver.

After a disappointing showing in Brazil, despite the fact that he qualified faster *and* led Ickx in an older car for much of the race, Zorzi's days were known to be numbered within the new look Frank Williams operation. "You'll have to speak to Walter Wolf to find out the exact reasons why Zorzi has gone" Frank told us.

As a replacement, Leclere is more than adequate. This 28-year-old Parisien is regarded as one of France's top Formula 2 drivers and he finished second to Jacques Laffite in last year's European F2 Championship driving a works March. "I reckon he's got to be pretty good" explained Frank. "Although he finished behind Jacques in the F2 championship, Leclere was the one winning all the races towards the end of the year. Anyway I've had good recommendations on him from James (Hunt) who's raced against him and also from Ken (Tyrrell)." Leclere, it will be remembered, made his Formula 1 debut in a third Tyrrell at the American Grand Prix, engine trouble forcing an early retirement.

Michel Leclere —rated



Although Michel has close ties with Elf in France and will be driving an Elf 2-Renault in F2 this year alongside Jean-Pierre Jabouille, Williams told us that the French fuel company had nothing to do with Leclere's inclusion in the team. A brand new FW05 chassis (*nee* 308C) is nearing completion and this will be sent out to Kyalami for Leclere to race next week when practice starts.

ToJ F2 for Rosberg

Keijo Rosberg, the Finnish Super Vee star, will be going Formula 2 this year, not with Fred Opert as we had originally suspected, but with Jorg Obermoser, patron of the German ToJ team.

Obermoser who, for the last couple of seasons, has run his exceptionally fast 2-litre sportscars under the sponsorship of Warsteiner beer, commissions Modus designer Jo Marquart to design the chassis while Obermoser himself employs an aerodynamicist to oversee the bodywork design.

Obermoser has run both sports cars FSV and a F3 in previous years (for Peter Scharmann and Gunnar Nordstrom) and he also backed Dave Walker in an F2 March-BMW in 1974.

Apart from his F2 commitments with Obermoser, Rosberg will also drive a BMW touring car in German national races for the GS Tuning concern.

● Stirling Moss will drive the pace car at the opening round of the Indylantic series which gets under way at Brands Hatch on April 4.

● John Heitman, who prepared and occasionally raced the Zerostat Gryphon in Clubmans last season, has joined Team Ardmore to run Ray Mallock's Lola T450 in Formula 2 this year.

Lola's logic

The new Lola which we pictured exclusively last week was not the new F5000 car as such. It is very much a development car and will take engines of either 2-, 3- or 5-litres. The new Lola F5000 car will be known as the T332C and will be of similar specification to the car which won the American Championship last year in the hands of Brian Redman. This car was, of course, developed for the works by Jim Hall's Chapparal organisation which runs Redman in America.

NASCAR off

Last weekend's NASCAR race, scheduled to take place at Richmond, Virginia, had to be postponed because of heavy rain and the race will now take place on March 7.

The event, which came just a week after the great Daytona 500 classic, did in fact hold qualifying on the Friday. Pole was claimed by Bobby Allison in the Roger Penske-prepared Mercury with Dave Marcis and Richard Petty in their respective Dodges next up.

● It is rumoured in South Africa that Guy Tunmer, former Team Gunston Lotus 72 driver, has bought the works development Chevron B34 Atlantic car which Bill Brack used in the two opening races of the SA Atlantic series.

SA GP: rapid Marches

Testing began in earnest at the Kyalami circuit in South Africa on Monday of this week in preparation for the Grand Prix on March 6.

Most of the F1 teams have already got their cars out in the sun although a number of drivers were missing because of illness.

The circuit was only opened on Monday afternoon as track modifications, which included digging a ditch across the start and finish line to supply water to a new medical unit and putting up extra catch fencing, had not been finished. The circuit itself had not been swept before the cars went out and was very dusty. The weather, though, was favourable initially, although towards the end of the session it did get rather chilly.

Fastest on the first day was Vittorio Brambilla in one of the works Marches. Despite a rather unsuitable hard compound tyre and the dusty conditions the stocky Italian looked really impressive with a time of 1m 16.9s, which is only fractionally slower than last year's best qualifying time.

Next up was Brambilla's new team mate Ronnie Peterson and John Watson in the March-like Citibank Penske, who both turned in a 1m 17.2s. Peterson had never even sat in his car before the session and, in fact, only went out late on, but if anyone doubted that Ronnie had lost any of his ability, our man reports that this performance showed that it was all still there.

Jacques Laffite was another late starter in the Gitanes Ligier but soon turned in a 1m 17.4s, while last year's winner and local hero Jody Scheckter did 1m 17.5s in Patrick Depailler's Tyrrell 007.

Carlos Pace was the only Brabham driver in attendance, and doubts were being cast again as to who his partner might be. Designer Gordon Murray has been hard at work since the disappointing showing of the BT45-Alfa Romeo model at Interlagos. The fuel and cooling system have been altered, a gread deal of weight has been pared off with use of titanium (even the pedals are made of this expensive metal) while the 12 inlet trumpets of the Alfa engine are now fed by a single, Ferrari style airbox.

Pace was being plagued by a high speed misfire through most of Monday's session, but when it was finally cleared, he made steady progress down to a 1m 18.4s time.



Vittorio Brambilla —early pace.

Emerson Fittipaldi was playing around in the Copersucar and not really looking for any quick times and only got down to a 1m 19.4s, an incorrect metering unit not helping matters either.

The team that was really attracting all the attention was, of course, John Player Team Lotus. Colin Chapman himself was in charge of the testing programme and working very closely with new recruit Gunnar Nilsson. The Swede was playing himself in and only got down to a 1m 19.9s, but was taking life steadily as Chapman explained just why the car behaved in a certain way. Nilsson was most appreciative of the attention being given to him and was generally happy with car and circuit. The only real problem he found was a vicious weave under braking. The only obvious change to the car was the use of a single tall airbox.

The second JPTL driver Bob Evans was on hand but was suffering from a heavy bout of flu (1m 20.5s) while, although the Shadow was there, Tom Pryce did not show up for the same reason.

The Surtees TS19 was driven throughout the first day by John Surtees himself (1m 23.1s), who was testing some new developments while Brett Lunger sat around in his overalls. Alan Jones did a two hour stint of marshaling to take up his time, although he will not be racing anyway.

Michel Leclere, the new recruit to the Williams team did a few slow laps in the old Hesketh which was used by Jacky Ickx in Brazil getting down to 1m 19.2s.

US F5000 to bloom?

American-domiciled Englishman Chris Pook, the man who created the Long Beach circuit for California hosted a meeting in Las Vegas last Thursday between the American and Canadian Formula 5000 Entrants Association.

"It was very productive indeed," Pook told our Stateside man. "I was pleasantly surprised. We had more than 40 representatives there including Peter Gethin and the London Rubber team manager."

After discussions, it was agreed that everyone should contribute towards a central financial kitty in order to set up a solid foundation for the movement which, after a year, has only really gelled thanks to Pook.

"The next prime objective is to increase the series from seven to 10 races. As far as the television contracts are concerned (Pook has done a deal here), we must sell 10 races. Six or seven simply doesn't cut mustard" he emphasised. "For the first time promoters will be able to see what they're buying. We'll guarantee a minimum of 16 top class entries and at least four drivers and promotional representatives from these teams will be required to go into the vicinity of a race a week before."

What's eligible on Tour

Following consultations with all the major manufacturers, the BRSCC have announced details of eligible cars for the Texaco Tour of Britain to be run on July 9/11.

The entry for this year's Texaco Tour will be divided into two categories. The first will be for cars complying with FIA Appendix J Group 1 regulations. The second category will be for production saloon cars defined by the RAC. Group 1 cars will be divided into seven engine capacity classes, the divisions being 1000cc, 1300cc, 1600cc, 2000cc, 2500cc and 3000cc. Production saloon cars will run in their usual four price classes, divided at £1600, £2000 and £2400. There will be no 3-litre limit on production saloon cars in the Texaco Tour.

The only variation on the standing regulations for each category will be that limited slip differentials can be used and suspension springs will be free, providing that their number is not increased and that the standard mounting points are retained.

This year's record prize fund of £4250 offers better awards for all classes and there will be separate awards for the category winners plus an increased prize fund for the popular Index of Performance Award.

Commenting on these new regulations the Clerk of the Course, Peter Browning said: "Our aim is to attract as many regular Group 1 British rally competitors as possible by adopting FIA Group 1 rather than the British Touring Car Championship regulations. This should also attract more overseas entries. By having a separate category for production saloon cars all the regular club racing competitors will be eligible and for the first time neither racing nor rally competitors will have the expense of modifying their cars specially for the Tour.

Rained off

Heavy rains, which caused flooding, and an air strike were the two prime factors in forcing the final round of the Australian Rothman's Formula 5000 series to be postponed last weekend.

The race was due to be held at Surfers Paradise where Vern Schuppan looked set to clinch the title, having won and finished second twice in the three races held so far.

However the rains put the track under water (not for the first time) and the event has been rescheduled for this coming weekend.

Osellas due

The Italian four-car works Osella team have entered the DJM Records European Formula 2 Trophy meeting which takes place at Thruxton on Easter Monday, April 19. The four cars will be driven by Austrian Hans Binder, Frenchman Francois Migault and Italians Giorgio Francia and "Gianfranco".

The BARC, the organising club, will be starting just 25 cars for the 55-lap race and they suggest that any English driver not yet entered should do so immediately as they aren't going to accept all the entries.

New Ferrari T2 for RoC

Reigning World Champion, 26-year-old Niki Lauda of Austria, is now a firm favourite for the *Daily Mail* Race of Champions F1 event at Brands Hatch on March 14, driving the latest works Ferrari 312/T with the de Dion rear end, in this curtain-raiser to the F1 season in Europe.

The entry has been confirmed by F1 Constructors Association spokesman, Bernie Ecclestone, who is undertaking the arrangements for the F1 entrants in conjunction with the race organisers, BRSCC, and MCD.

Leading the British opposition to the World Champion, is the undoubted unofficial UK champion among current F1 drivers — 28-year-old James Hunt, now in the Marlboro-McLaren team for whom he achieved pole position in this year's opening Grand Prix in Brazil.

It is now likely that the *Daily Mail* Race of Champions will be confined to 18 competitors including two JPSs to ensure the highest possible quality of field. The race is over 40 laps of the Grand Prix circuit and is supported by the 20-lap RAC British Touring Car Championship race, a 15-lap Allied Polymer Group FF2000 Championship race and the *Evening News* ShellSport Escort celebrity race over 10 laps of the Short Circuit, which will be contested by champion sportsmen from all fields outside motor racing among whom former British and European heavyweight boxing champion, Joe Bugner, is one of the confirmed entries.

Van Diemen F3 sells well

Genuinely surprised by the reaction to the announcement for his Van Diemen GRD F3 car, Ralph Firman reported this week that he had already sold four cars.

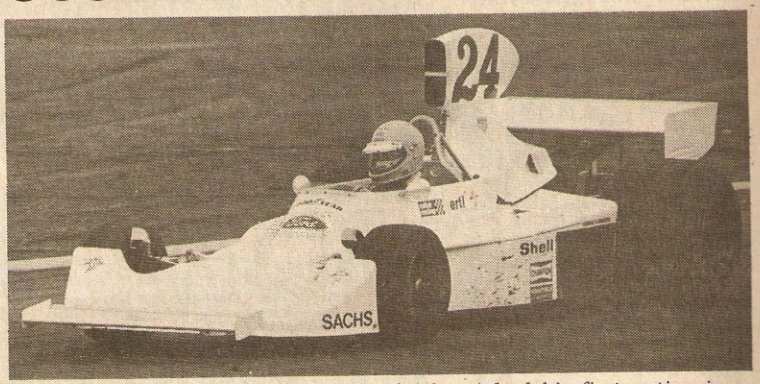
Two of these will be semi-works cars to contest the European championship in the hands of Scandinavians Jac Nellemann and Henrik Spellerberg. The other two are going to Germany and one of the drivers will be Wolfgang Lochar, who won the German Formula Ford Championship last year in a Van Diemen.

Last season we ran a popular competition in the Private Ear page for readers to predict the winner and average winning speed of each Grand Prix.

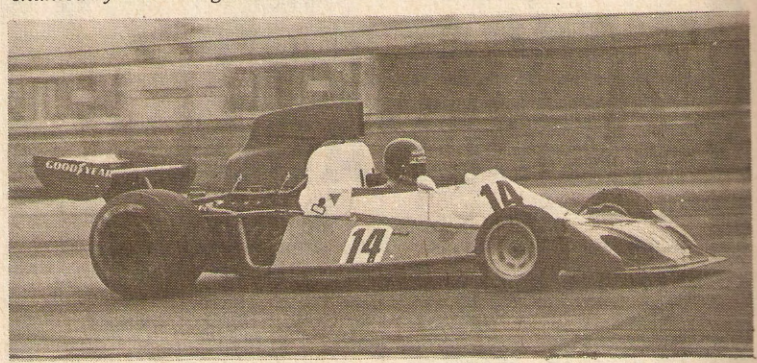
Moet and Chandon have generously offered a bottle of champagne for each of the Grands Prix in 1976 starting with South Africa on March 6.

All you have to do is put who you think will win and his winning average speed on a postcard to: Autosport Editorial, Regent House, 54-62 Regent Street, London W1A 2YJ to reach us no later than Friday March 5. (As a guide last year's winner was Jody Sheckter at 115.51 mph).

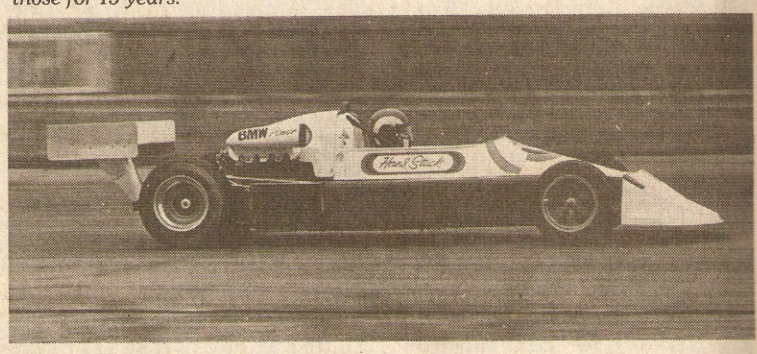
Seen at Silverstone



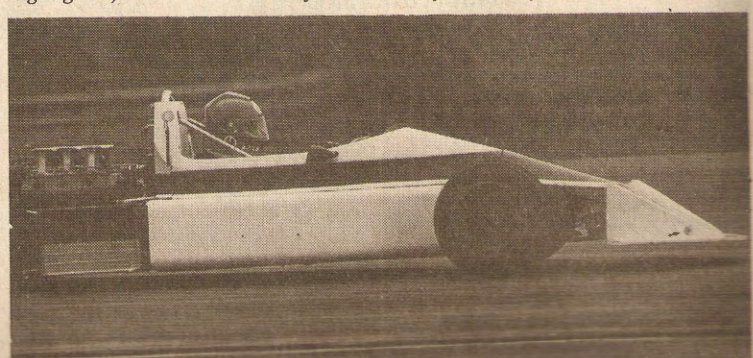
German-domiciled Austrian Harald Ertl (above) had his first outing in a "works" Formula 1 Hesketh at Silverstone last Thursday, sadly cut short by an electrical fault. Ertl will be racing the car under Bubbles Horsley at Kyalami and also at the Race of Champions as well as for the rest of the season. The car, which has been brought up to 308D spec, was the chassis shunted by Brett Lunger at the USGP.



New Formula 1 combination was Belgian Patrick Neve and the Stanley-BRM (above) last raced in Brazil by Ian Ashley. It was just a test as far as Neve was concerned as BRM aren't going to South Africa. The Belgian's session was cut short by a broken drive shaft which, as one wag suggested, "must mean they've got improved torque from the engine as they haven't broken one of those for 15 years."



Driving the works F2 March-BMW 762 was Italian Maurizio Flammini (above) who, when the track dried out, managed to lap in 1m 23.2s. That equals Michel Leclere's pole time set last year also in a works March. "Vittorio's really over the moon" said Ron Dennis refering to the Lancia V6 engine (below) which the team have been continuing with in an F2 March 752. After 9 hours running (including on the dyno) the engine eventually broke a gudgeon pin but it was a failure Vittorio's brother, Tino Brambilla, was prepared for as he's building the engines. Ron intends to run at least two cars in F2 this year, probably both with Lancia engines as he has a contract with the Italian firm. The second driver is, as yet, unnominated although Eddie Cheever briefly drove the car last week. A new magnesium race engine (25 kgs lighter) is now almost ready which is expected to produce 320 bhp.



NZ to go Formula Atlantic

News from New Zealand is that a liberalised Formula Atlantic will come into effect on August 1 this year and Formula 5000, which remains current until the end of 1977, will continue and be raced in conjunction with the new formula until then on a handicap basis.

Hard on the heels of an abysmal four-race Tasman series, the announcement was made on February 16 by A. J. Smithard, secretary-general of the Motorsport Association of New Zealand, to all intents and purposes out of the blue, although over the last few weeks there have been rumours that Formula Atlantic might well become the country's top single-seater formula and give the sport the blood transfusion many people believe it needs now.

If MANZ held prior discussions with international and national race promoters, to say nothing of possible entrants and drivers, the talks were shrouded in secrecy, although this year's Peter Stuyvesant series winner Ken Smith was quoted in a national Sunday newspaper recently as saying that no matter what formula was introduced to replace F5000, he and Graeme Lawrence, the 1970 Tasman champion, would be running in it and out in front.

According to Smithard, in addition to the engines already approved overseas for Atlantic, additional engines, particularly those of Japanese and Australian manufacture, would be permitted and be subject to the same restrictions as apply to those already approved.

A review of the engine regulations for the new formula will take place in a year's time.

Smithard said that the object of the new formula, possibly to be known as Formula Pacific, is to inject new life into New Zealand motor racing and, hopefully, to encourage the participation of other Pacific nations.

The new formula will be the subject of discussions between New Zealand, Australia and Japan in the next few months.

Libre series

In addition to the Shellsport European 5000 G8 championship MCD will also be running an open single seater series in this country.

The championship is open to any type of single seater and is expected to bring F1 cars back to Mallory Park and Snetterton, something which hasn't been seen for some while. The first round at Oulton Park already has Nick Whiting entered in a Surtees.

The ten round championship will be scored at 9-6-4-3-21 points and prize money will be £20 per point. All rounds will count and the dates will be:

Mar 6, Oulton Park; Apr 4, Mallory Park; May 1, Oulton Park; Jun 13, Brands Hatch; Jun 27, Snetterton; Jul 25, Mallory Park; Aug 15, Brands Hatch; Sep 19, Brands Hatch; Oct 2, Oulton Park and Oct 17, Brands Hatch.

F1 Surtees for Divina

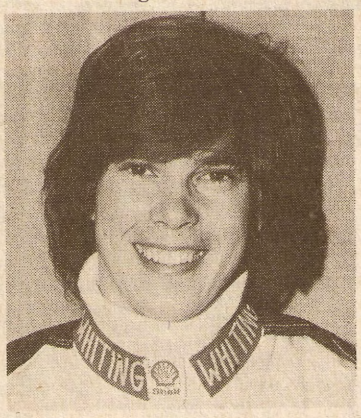
Twenty-nine-year-old Divina Galica, former captain of the British Women's Olympic ski-team, is about to make a piece of motor racing history. We are told that she will become the first ever British woman to race a Grand Prix car when, on March 21 at Mallory Park, Miss Galica will make her first appearance in a Formula 1 Surtees TS16, the car used in World Championship events last year by John Watson.

As you will no doubt be aware, so great was the national press coverage of the event, Davina is not in fact going to take part in Grand Prix races ("I really believe that a woman isn't physically strong enough") but will contest the new MCD-derived Shellsport European 5000 (or G8) series in this car.

Backing has come from Shellsport who have supported Miss Galica's previous racing experiences in Escorts and Formula Ford last year where she showed "competitive spirit," gained no doubt from her skiing exploits.

The car is being prepared by saloon driver Nick Whiting who prepared Davina's Escort last season. Whiting, who also races Escorts, is expected to race the Surtees at an Oulton Park club race in little over a week's time. The engine has been detuned from 465 bhp to a more sedate 423 bhp which, according to MCD boss John Webb who was hosting the press reception, "won't be noticed by Divina."

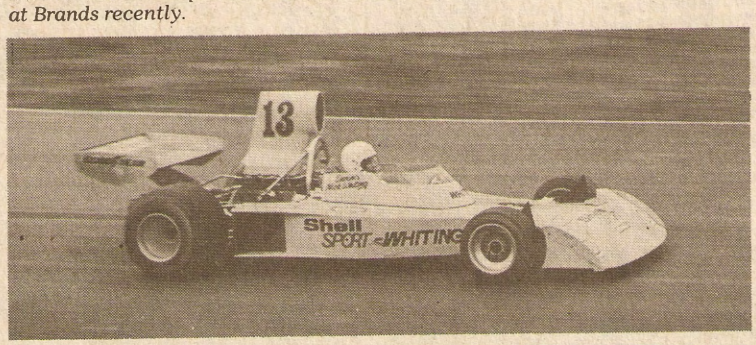
"I am not at all worried about driving it," said Divina. "I just don't want to make an ass of myself. I certainly don't mind the speed, although I haven't taken it over 6000 rpm yet, because I think that's just a matter of adjustment. I hope I now have the experience to know just how fast I can go without rushing off into the undergrowth."



Divina Galica –brave lady

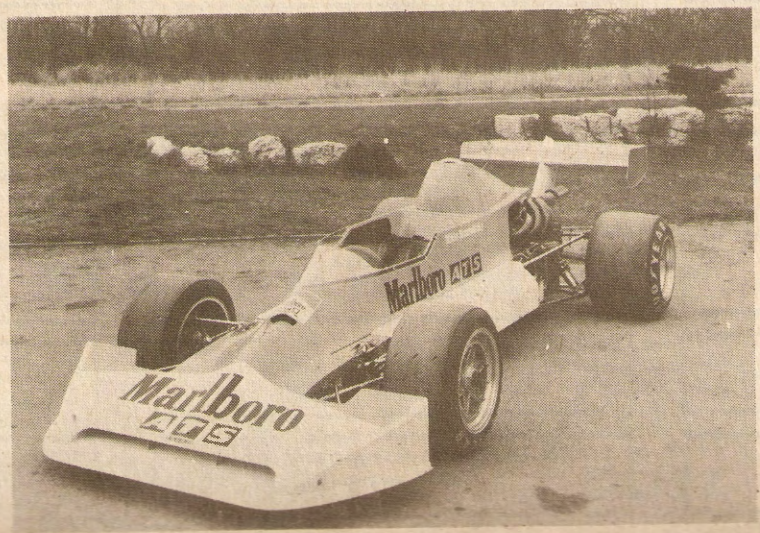
Divina did admit that she would perhaps like to take part in at least one Grand Prix but didn't really feel that running around near the back of the field was achieving very much. As to whether she appears in non-championship Formula 1 races depends on how she fares in the G8 events.

Divina tries out F1 power when she drove the Surtees TS16 for the first time at Brands recently.



Kozarowitzky's Marlboro F2

Marlboro have confirmed that they will be backing Finnish European Super Vee champion Mikko Kozarowitzky in Formula 2 this year with his ATS Lola BMW T450.



Smith goes Indylantic

Well-known for his bright Radio 1 Road Show-style approach to commentating, Mike Smith has now been signed as the regular commentator for the entire Indylantic series this season.

Formula Atlantic Promotions Director, Peter Wardle, in making this announcement said "We are delighted that Mike has decided to co-ordinate the commentaries for us. Our sort of show depends entirely on the link that the commentator sets up with the public, and Mike impressed us all with his entire approach.

"In order that he can really get to grips with the driver's view of life, he will be practising in an Atlantic car soon, and we feel that having him at every event will give a degree of continuity for the series that has never been seen before."

Mike will also be responsible, with Chris Steyne Consultants, for producing all the "Jingles", both for Indylantic and all the sponsors involved with the series, and this appointment confirms a really entertaining day for all the spectators.

4-wheels for Gene Romero

Former American Motorcycle Champion Gene Romero is contemplating a move to four wheels this year. Romero, the AMA Champion in 1970 and runner-up in 1969 and 1971, has been affected by Yamaha's racing cut-back in the USA. He has ridden for the works Japanese team for the past two seasons. The 28-year-old from San Luis Obispo, California, is thinking of trying his hand at oval Midget car racing. Much of Romero's bike success has been on dirt track ovals, although he has also won such major road races as the Ontario Champion Spark Plug Classic and was a member of the US team to take part in last season's John Player Transatlantic races in Britain last Easter.

Romero's four wheel debut was expected to take place on a tiny one tenth mile oval track inside Scope Arena in Norfolk, Virginia, last month. Romero also plans to continue on two wheels riding a Bultaco and a Harley-Davidson possibly sponsored by Evel Knievel.

Brands practice

The timetable for this weekend's general practice at Brands Hatch has been rearranged. Although competitors have been asked to book, we're told by the BRSCC that there's still plenty of room left open. The new times are: Saturday (short circuit), February 29: 9.30-10.15 (Formula Ford), 14.15-15.30 (saloons, mod and prod sports), 15.30-16.45 (free formula cars). Sunday (long circuit), February 29: 9.30-10.15 (Formula Ford), 11.30-12.15 (saloons, mod and prod sports), 12.15-13.00 (free formula cars), 14.00-14.45 (Formula Ford), 14.45-15.30 (saloons, mod and prod sports) and 15.30-16.15 (free formula cars).

GP circuit alterations take shape

While the Nurburgring is coming under close scrutiny as to its future as a Grand Prix circuit, several other tracks are also in the news, the most notable being the Osterreichring, Brands Hatch, Monaco and Monza.

All four of them are either undergoing, or are due to have, circuit modifications carried out on them in due course so that they comply with the wishes or both the CSI Safety Committee and, of course, the GPDA.

We spoke to the GPDA secretary Robert Langford recently, just before he left for South Africa, to discuss how, in fact, the Austrian and Italian tracks would differ if, and when, the required alterations were carried out. Although he didn't want to be regarded as an official spokesman on the subject, he was able to explain firstly how the Austrian's hoped to improve the **Osterreichring.**

Naturally the corner that caused the most concern was the fast flat-out right hand sweep just after the pits where Mark Donohue crashed, with fatal results, at last year's Grand Prix.

An interim measure has been applied for this year by moving the bottom slopes of the hill on the right of the track back a little, thereby bringing the track within the existing one. It will make for a slightly tighter corner but enables suitable catch fencing to be erected *ahead* of the cars as they approach.

For 1977 the organisers have bigger plans which, because of the time it takes to pass through the relevant paperwork for the state owned track (*ie* planning permission), it can't be carried out in time for this year's race. "We still want to retain the feel of the corner," explained Langford when the relevant parties discussed the issue. "We didn't want a chicane," said Langford emphatically, going on to further explain that, in the view of the GPDA, chicanes *weren't* the answer contrary to what many people had thought.

The new bend will in fact deviate slightly soon after the start-line, passing the other side of what is now the famed Mercedes Benz sign. It will then sweep around in a similar fashion to the existing corner before rejoining the existing circuit. The notorious hump just before the crest will now be omitted and the land lying off to the left of the new track will be more suited to plant the required layers of catch fencing. The Armco barrier will also now become triple layer in format.

Changes at **Monaco** according to Langford, are not as great as first feared. It was generally assumed that the existing chicane on the seafront would now be repositioned a further 100 metres down the track so that cars and drivers wouldn't have to suffer the unbalancing effect created by the hump just before the existing braking point. The street lighting in the tunnel will be increased, drivers having found it a little dark this year which contrasted rather strongly with the bright sunlight they encountered outside. There was no mention of the proposed chicane at St Devote.

Monza presents a problem because the two high-speed corners causing concern are Lesmo and the Curva Grande. The Italians are prepared to install extra chicanes but after their current efforts, it is felt this wouldn't be a suitable solution. The age old problem here is still the local council who forbid the circuit planners to cut down the trees in the surrounding park in order to effect a sensible and constructive solution. The matter will be brought up as to the circuit's future, along with the Nurburgring, at the CSI meeting next month.

There is some anxiety as to whether the **Brands Hatch** alterations will be ready in time for the Race of Champions which takes place in just over two weeks. Langford was amazed to hear that there was a general practice taking place this weekend followed by a club meeting the week after. Still, he was prepared to accept MCD's word that it would be ready and able to stand up to 470 bhp Grand Prix cars.

Jarama in Spain was one other circuit that was mentioned, Langford explaining that there was a new management in charge here, although still under the auspice of the governing RACE club. A lot of work has been carried out on the circuit and "we were very impressed with after recent inspection" added Langford.

What the organisers had done was to use pumice taken from a nearby operational quarry to use on the run-off areas. Unlike sand, pumice won't clog and hold water when wet (it's porous) plus the fact that it's slightly bigger and shouldn't pass through the gauze and into the airboxes, and it possesses the same deacceleration qualities.

Ibec to insure Indylantics

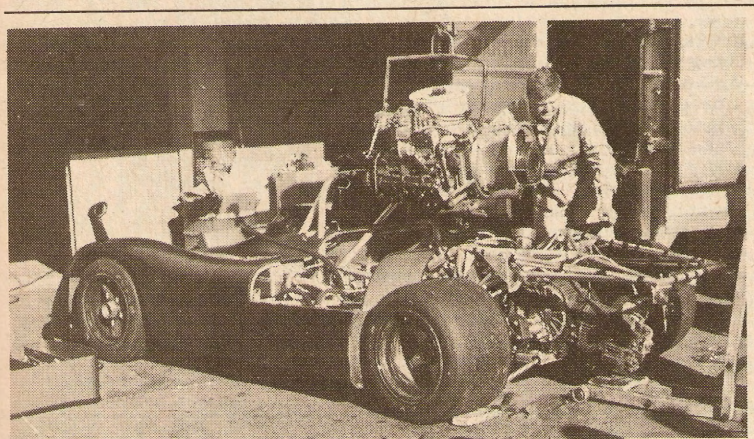
Formula Atlantic Promotions Limited have announced that a race car insurance scheme, similar to that pioneered in 1975 for Formula Atlantic, has been agreed for the 1976 season through Ian Bracey of Chandler Ibec International.

The first unit (£1250 cover — Excess £250) will be compulsory for every Indylantic race at a premium of £50, with additional units available at a reducing price per unit. This same cover will apply for testing.

For complete details, contact Formula Atlantic Promotions Limited, who are solely responsible for handling the scheme.

Lotta loot

The total prize fund for this year's Winston Grand National NASCAR series has been increased by $560,000 which means that it now totals a staggering $1.3m. There is also a winner's awards programme whereby the winning 7 teams from last season, plus the first winning team in '76, receive a guaranteed $3000 star money for 20 of the 1-miles (and over) events and $2,000 for short track races. Drivers whose teams are benefitting from this are* Messrs Petty, Marcis, Parsons, Waltrip, Yarborough, Baker, Allison and Pearson.





German race car giants, BMW and Porsche, have been testing extensively down at Ricard in Southern France. This is the new G6 turbo 961 sports prototype (above) which Jochen Mass drove while Hans Stuck (below) and Gunnar Nilsson tried the G5 BMW CSL.

Briefly...

● Entries for the opening round of the Silverstone Shell-backed F3 series on March 14 are, not surprisingly, similar to the opening BP round taking place at Thruxton a week earlier. The expected leading lights are entered; Eddie Cheever, Rupert Keegan, Stephen South, Chris Barnett, Mike Young, Bob Arnott and Tony Dron.

● Whoops. The BRSCC's second goal in their match against the Happy Wanderers the other week was scored by FF driver Peter Williams, *not* the FAt man of the same name. Our editor Phillips can't remember seeing him score (the goal that is) and all he said about the "epic" match is "Gerry Marshall still hasn't sold those football boots."

● The BARC have announced four silenced test dates scheduled to take place during the next two months. The days, which will be split into morning and afternoon session, are: Monday, March 1; Monday, April 26; Tuesday, April 27 and Wednesday, April 28. Inquiries to Thruxton.

● A Formula 5000 series in Jamaica? Unlikely, but a local has recently purchased Mick Hill's ex-Mike Wilds March 74A. *Libre* racing is apparently the name of the game over there.

Hill himself is planning on a return to Supersaloons and currently has a 'super tweaky new machine' under construction.

STOP PRESS:

Lauda quick at Kyalami on Tuesday

It wasn't until Tuesday afternoon that the Ferrari and McLaren teams ran their F1 cars at Kyalami. Jochen Mass spent the afternoon conducting chassis tests (1m 17.6s) leaving James Hunt to set the pace (1m 16.0s) on trick qualifying tyres. Niki Lauda then got going and on different tyres (not as soft as Hunt's), he did two laps in 1m 15.6s!

Also quick was Jacques Laffite (1m 16.79s) before the Ligier's gearbox broke. John Watson Penske) did a 1m 17.2s on his first flying lap before the engine blew while Ronnie Peterson (March) was only able to equal his Monday time because of a poor engine.

Vittorio Brambilla (March) wasn't able to improve (1m 17.1s) but Carlos Pace did in the Brabham-Alfa (1m 17.3s), the fuel mixture now right. Having finally traced a misfire Emerson Fittipaldi (Copersucar) did 1m 17.8s as did Jody Scheckter (Tyrrell). Both Gunnar Nilsson (JPS) and Michel Leclere (Williams) improved to 1m 18.6s, 0.1s behind Brett Lunger's Surtees.

Asian 'Atlantic' series

Motor racing in South East Asia is about to take a positive step forward this year with the proposed Rothmans International Grand Prix Trophy series. And, to widen the competition in 1976, Sportabroad Limited in association with Anthony Hutton of Speed Action Enterprises Limited, have been retained by the Malaysian Motor Sports Club to provide competitors and cars from Britain and Europe.

James McMullen, Managing Director of Sportabroad, who has just returned from a six-week tour of Asia, said today: "This proposal is one of the most exciting developments in Asian motor sport history."

The championship will include the Malaysian GP meeting (April 24/25), the Penang GP (May 1/2), the Selangor GP, (August 14/15) and also the Indonesian, Philippines and Macau Grand Prix meetings. The dates for the Indonesian and Philippines GP's have not yet been fixed but the Macau Grand Prix, the richest race in South East Asia outside Japan, will be on November 12/13 and 14.

The proposed championship will provide the biggest prize money yet seen in Asia. According to Anthony Hutton of Speed Action Enterprises: "The prize money is much above average for the type of car and class of event." The race organisers are looking for cars of 1600 cc 4 cylinders, 4 valves per cylinder, unsupercharged/free.

John Macdonald, currently the most successful driver in the region was in London recently. He described the Formula as being a 'Super Formula Atlantic/Libre' and said that, in his opinion, Formula Atlantic cars were well suited to this type of event. Any Atlantic, Cosworth, FVA or BDM engine will be competitive with modifications allowed within the rules. For example, Macdonald said that a cylinder head from Cosworth and the added refinement of fuel injection would make drivers from Britain and Europe more than competitive.

The proposed sponsorship could give an expenses-paid deal with the further opportunity of local, individual sponsorship contracts. The proposed Rothmans International Grand Prix Trophy covers six events; the best four results to count towards the Trophy on a points system. McMullen said: "The Rothmans Trophy will be an additional attraction to the already substantial prize money offered at each meeting." For example, the winner of the Macau Grand Prix will receive £2,000 and the second £1,000. The Malaysian GP first prize is £1,000.

Interested parties should telephone James McMullen (01-221 4259) or Antony Hutton (01-589 5529).



The Donington Speed Show, opened by Grand Prix star Ronnie Peterson last Friday, continues until this Sunday. Hopefully this lady will still be there throughout.

Ford may not be officially involved in Formula 2 but they are showing more than just a passing interest in the new Willi Kauhsen team which appeared at Silverstone last week. Left to right are Kauhsen, engine man Brian Hart, mechanic Jon Greeves and drivers Klaus Ludwig and Ingo Hoffmann.



Breifly . . .

● Former Dutch racing driver Toine Hezemans is to manage a two-car Dutch F3 team this year along with Toni Hileebrand. Drivers are expected to be chosen from Boy Hayje, Roelof Wunderink and Arie Ludyikik.

● No less than 11 American USAC teams have ordered a total of 34 Spark Goosens Drake engines for this season. The engine, which the George Bignotti run Sinmast-backed Wildcat team ran last year, seemed to have a distinct advantage over the Offenhauser and both Wally Dallenback and Gordon Johncock were the only drivers who could get near AJ Foyt's incredibly quick Coyote-Ford. The unit is supposed to produce 50 to 75 more horsepower than the Offy *and* with improved torque. Each of the 11 teams have been promised at least one unit in time for the first USAC round at Ontario in March.

● Max Bonnin has bought one of the Ron Dennis March 752s, complete with Schnitzer BMW.

● A confirmed entry for the opening round of the Shellsport European 5000 series at Mallory on March 21 is Ray Mallock in the Ardmore Racing F2 Lola. Testing of the Swindon BDX powered car began early this week.

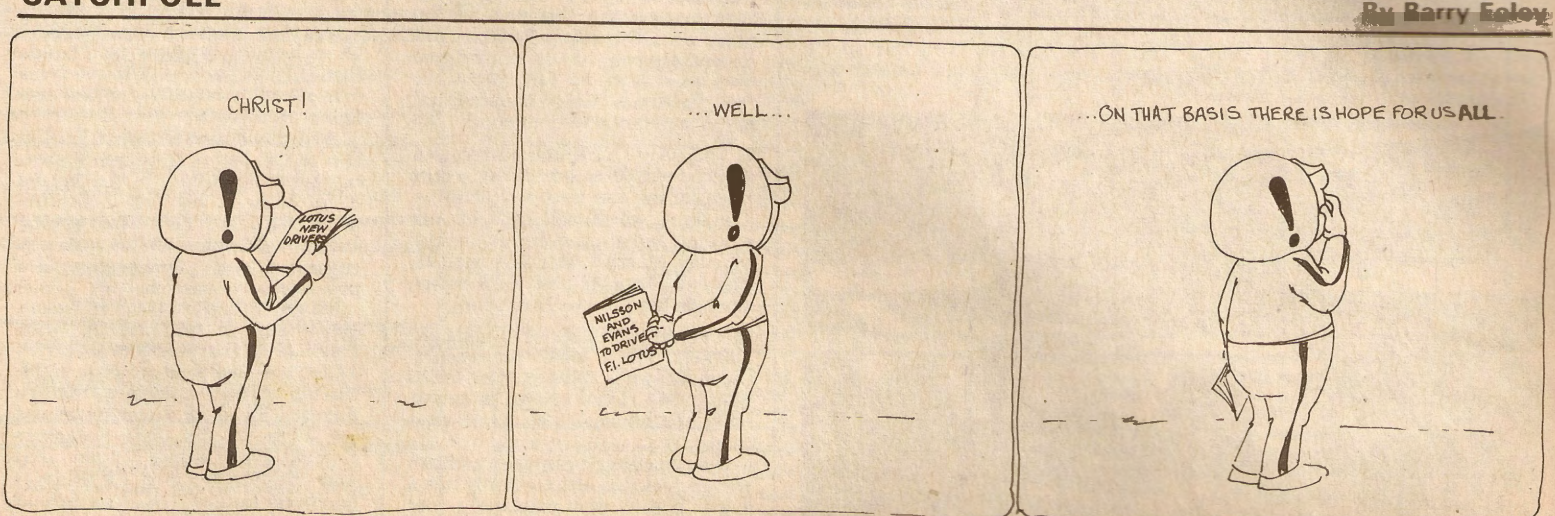
● The Silverstone brothers, Ken and Phil, have bought the Bang and Olufsen F3 March 753s from Brian Lewis Racing. Ken raced in F3 last season with a Hawke and latterly in a March (recently bought by Dr Ehrlich) while Phil concentrated on Formula Ford.

● American film star and motor race enthusiast James Garner is reckoned to be making a reappearance as a sponsor this season. Garner, who starred as Pete Aaron in *Grand Prix*, is tipped to be backing a pair of Chevrolet Monza GTs which Dick Guldstrand will run in the 1976 IMSA Camel GT series for Bobby Allison and Milt Minter.

● The BARC have informed us that there is the strong possibility of an additional BP F3 championship qualifier taking place at Zolder on April 24/25. Details to follow.

CATCHPOLE

By Barry Foley



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PRIVATE EAR



NICK BRITTAN

Trouble coming?

The latest sponsorship tie-up in Formula One is launched against a backdrop of cunningly contrived controversy. I refer of course to the alliance between Durex, Britain's most widely used contraceptive, and the revitalised Surtees Formula One venture.

The handout at the launch asks us to believe that ... "the use of the name Durex on a Grand Prix car will be seen as a progressive and straightforward action and not as an act which causes undue controversy."

The same day the *Daily Express, Campaign* and *The Observer,* among others no doubt, were primed to run pieces under the banner *Durex in clash with BBC*". The essence of which was the issue: would the Beeb televise races in which the Durex car appeared? Or would they decide that the appearance on the tiny screen of the brand name would cause offence to their viewers?

So the scene is set for a pot-boiling will-they-won't-they saga which should run right up to the time of the Race of Champions.

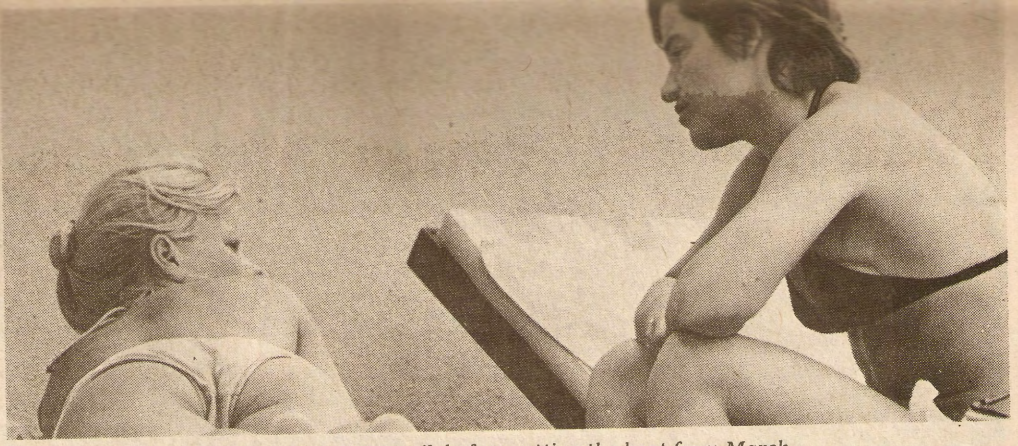
Cynics have suggested that the sponsor is more likely to get more name check mileage in the media as a result of this argument than will arise from the car's success on the track.

While sycophants wax lyrical about the attributes of the as yet unraced car and the potential of the back-from-the-edge-of-collapse Surtees team, the same band of cynics are less than convinced.

They query the contraceptive maker's concept of funding a team which, in five years and over 60 races, has scored world championship points on only two occasions and drags in its wake a still pending law suit with its last sponsor and a string of less than enchanted drivers, some of whom have left the team in less than convivial circumstances.

I condemn these cynics for their lack of charity. We are a nation renowned for our support of the underprivileged and the distressed. Durex should be applauded for its rescue of the near-destitute Surtees operation and Surtees should be encouraged in his efforts to re-establish his team among the serious runners in the hard fought world of Grand Prix racing.

Meanwhile, I believe the battle with the Beeb will resolve itself since I cannot remember having seen Beeb race coverage that extends to more than the leading six cars.



Lella Lombardi relaxing with friend in Brazil, before getting the boot from March.

Posthumous honour

With the Lord Mayor of London, Sir Lindsay Ring, presiding against a background of pomp, pageantry and splendour in London's Guildhall last week we saw the presentation of the newly instituted International Awards for Valour in Sport.

And what an impressive show it was. Supporting the Lord Mayor was an impressive cast of dignitaries and Ambassadors from fifty countries, peers of the realm, politicans, leading sportsmen and women and a fulsome gathering of mediamen.

The whole glittering and obviously very expensive operation was funded by Cyril Levan, who runs the Victoria Sporting Club, a gambling casino in the slightly less glittering environs of Paddington. One should not question the motives behind such awards — it is a noble thing to honour the brave — but behind it all was the suggestion of a feeling that this was in part an attempt to "respectablise" the club by turning some of the gains from the gaming tables into sport. Mr Levan might well have avoided creating this impression had he appeared in something other than the lurid green suit he chose for this occasion.

However, this should not detract from the work that was done by the distinguished panel of adjudicators under the chairmanship of Sir Matt Busby. Under three headings they selected sportsmen to receive beautiful laurel garland medallions crafted in gold by the Crown Jewellers and valued rather ostentatiously at £2,000 each.

The awards were made for valour, not necessarily for winning, and in addition to the overall award there was one for the handicapped sportsman and one given posthumously.

Cyclist Eddie Merckx received the major award for finishing the Tour de France with a broken jaw, a perforated sinus and an injured hip. He didn't just finish; he finished second.

American swimmer Jack Robertson, paralysed from the waist down after a motor car accident, who failed by fifty yards to swim the Channel, virtually hurled himself up the ramp in his wheelchair to collect his medal.

Then came the posthumous award, announced by *Daily Expressman* David Benson, to a standing ovation. Graham Hill.

Benson's citation was moving and was received in total silence by the hushed audience. I make no apologies for including here his last paragraph.

"Hill was so much more than just a brave racing driver that Shakespeare's words on the death of Brutus could well have been written for him: *His life was gentle, and the elements so mix'd in him that Nature might stand up and say to all the world – This was a Man.*"

Bette Hill received the award to yet another standing ovation and with quietness, dignity and a little humour, of which Graham would have approved, recalled that in her opinion the bravest thing Graham ever did "was to marry me."

She also hinted at something many of us had suspected for a long time. That Graham had never fully recovered from the horrendous accident that broke both his legs. Out shooting with Graham the week before the fatal crash and acting as gun bearer and loader she asked of him while stumbling to keep pace with him across the moor, "Do your legs still hurt?"

And back came the reply that was so typical of the man the sport misses so much, "No, only when I'm standing up."

Latest score: 1-1

When Lella Lombardi's car appeared in Brazil in a new yellow and blue colour scheme several inquisitive journalists approached March boss Max Mosley and suggested that this was in anticipation of Ronnie Peterson's possible defection from Lotus.

"Nonsense," came the reply like verbal quicksilver. "Those are the colours of the city of Turin, Lella's home town."

Away skulked the journalists, seemingly satisfied with the answer. All, that is, except Swiss super sleuth Dieter Stappert, Editor of *Powerslide.* He telexed back to his office demanding to know by return the colours of Turin. And back came the reply from his bemused assistant – red and silver.

Max, when confronted with this fact, gleaned from six thousand miles distant, could only shrug and say, "Well, you've caught me out. Now you must allow me time to think up another story."

And so it is that Ronnie's car runs in blue and yellow — the Swedish colours — in honour of the consortium of Swedish businessmen who have underwritten the season's costs pending the appearance of a full sponsor.

Does Max regard the acquisition of Peterson from Lotus as a form of getting his own back on Chapman, who seduced the Swede away from the March stable back in 1971? "Well, it's not so much a matter of getting one's own back. But I guess you could score it as one round each now."

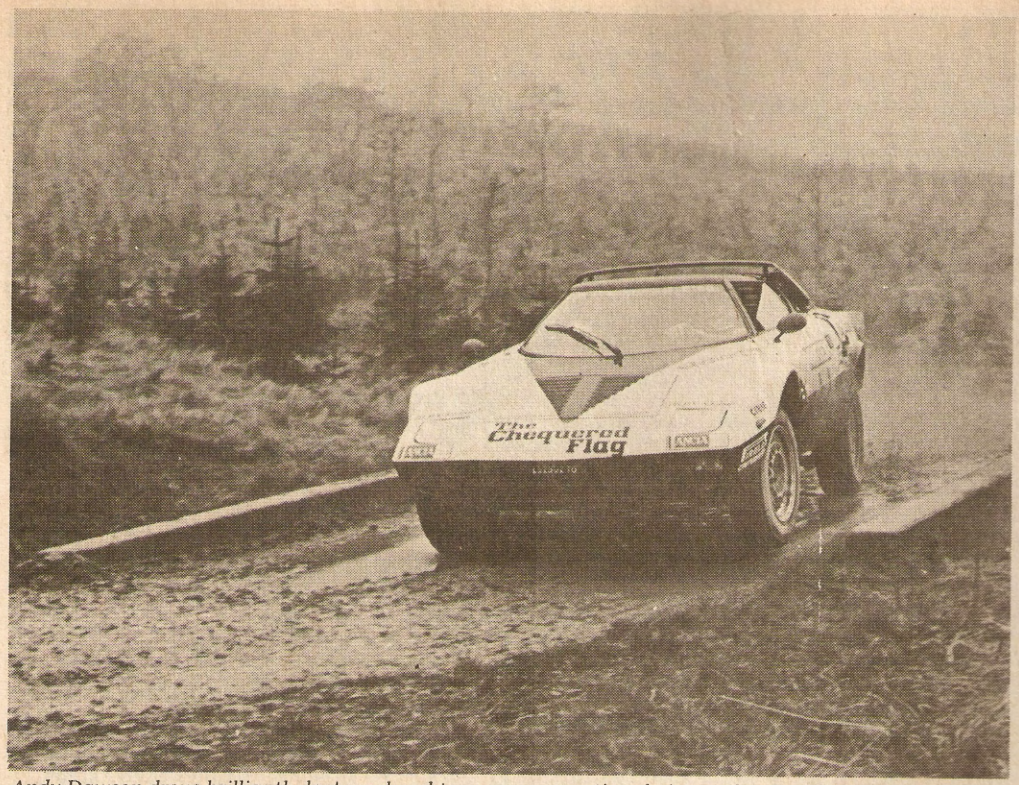
QUOTES OF THE WEEK

Marlboro man **John Hogan's** latest get-out: "No, I'm sorry we can't get involved in any additional sponsorship deals until the war is over." The war? "Yes, the Angola war."

Durex Marketing director **Bob Hall** welcoming the mediamen at the press launch of the Durex-Surtees: "Glad you are all here on time, I wouldn't like the thing to go off at half cock."

John Surtees and Miss UK Vicki Harris unwrapping the Durex Surtees in London last week.





Andy Dawson drove brilliantly last weekend to score an emotional victory for the Chequered Flag team.

MINTEX INTERNATIONAL — RAC ROUND 3

Dear Mr. Fantasy...

By PETER NEWTON Photos by COLIN TAYLOR PRODUCTION

At 6.45pm, Russell Brookes, grinning broadly, handed over his giant Magnum of Champagne to Andy Dawson and said, "I wouldn't have thought we'd catch you . . ." Russell, however, was keeping a close watch on his bottle, for as he said, "they can take the win off me, but not the champagne — unless they get a stomach pump!" It was the prelude to a series of post-event dramas which eventually contrived to sour the festivities for all the massed audience who crowded into the Victorian auditorium of the Grand Hotel, Scarborough, that evening. The faded lofty decadence of this monument to Victoriana provided an incongrous backdrop to an evening which should have belonged to the Chequered Flag, but which, through a number of vacillations and perhaps ill-judged moves from some of the men behind the closed doors, dragged on in interminable anarchy until those who thought they had won scarcely cared, and those downstairs had formed a healthy disenchantment with the occasion.

The series of events which led up to the final reckoning at 2.30am when the prizes were belatedly bestowed, formed a confusing (for this reporter) web which had to be traced back to Flamingo Park zoo that afternoon. It was here that a typed announcement to all crews declared that the third stage on the previous day, an airfield test undertaken in difficult foggy conditions, had been deleted from the results. Thus, instead of the final chapter being a play-off of cliff-hanging suspense between the Stratos driven by Andy Dawson and the works Escort of Ari Vatanen, a third counter was thrown into the fray, one Russell Brookes who now foresaw the chance to eclipse both protagonists while they fought among themselves. He set about his task with relish. Under this sort of pressure, the inexperience of marshals and co-driver errors at stage starts and finishes becomes horrendously critical, and as a result of momentus mistakes made at Cropton West and some tellingly effective browbeating at Olivers Mount, the situation, which should have been clear-cut (though of course nerve-wrackingly close) was thrown into confusion.

It was a situation from which the Stewards of the meeting emerged with little credit, if popular opinion is to be heeded, and which distressingly detracted from what might have been one of the most wildly emotional scenes in British rallying for years. For Graham Warner's Chequered Flag team had won the day. It was a result which we had all hoped might happen one day, but which no one dared to imagine, such had been the record of the car. But the team have stuck obstinately to their task; fighting through almost unbearable misfortune and conscious always of the good wishes of everyone behind them. Finally Graham Warner and his private team have beaten the works and beaten the Escorts and there should have been little to do save forget the troubles and celebrate as only rally people know how. Alas it was not to be, and for Andy Dawson, who had driven with a cool head and great skill to bring about this exciting victory, the evening was plunged into gloom and tension, a sad finale which also reflected poorly on De Lacy MC's first attempt at organizing a two day international event.

This year the formerly national status Mintex Dales had been granted an international tag for the first time. The constant fetish for upgrading among in British events is a controversial subject in itself and does not form part of the discussion here. Suffice to say that besides increasing the costs to the clubman, the organisers of this two day event had been seriously disrupted in their last minute arrangements by two outside organisations, the Forestry Commission and the police. For at the eleventh hour, the former had declared that the Yorkshire forests were not to be used on Friday morning on account of the fact that work would be in progress at such a time; while the latter had almost simultaneously delivered a route ultimatum which involved the club in a hasty reconstruction of the road book..

One felt that perhaps they never fully recovered from this body blow and when on the day, inclement weather conditions served to test the efficiency of the organization to the extreme, some ragged edges were revealed which under favourable conditions might have remained concealed for ever. In order to boost the stage mileage to a number concurrent with international qualification, a series of tarmac airfield tests and a disproportionately high road mileage were hastily devised for Friday; and the feeling of most competitors was that the initial southerly loop to the south of York had been little more than a time-wasting exercise and could well have been deleted completely, allowing what forests there were to be included on Saturday in a really concentrated day of forestry driving.

Without sponsors, an event of this nature would naturally be impossible, but it is through competitors that a rally grows in size and status. To try to force the pace in deference to generous sponsorship is perhaps a mistake in certain circumstances. We naturally hope Mintex were satisfied with the results and certainly there was widespread coverage, the international tag drawing some hitherto unfamiliar press faces like moths to a flame. They were presented with elaborate and efficient facilities, including a remarkably detailed and excellent press pack, but of course a paucity of international names with which to conjure; and it was left to an incident on the very first stage involving a rally car plunging into the sea which attracted the local and national media in real force. Another plus point appeared to be the choice of Scarborough itself as a location and the Grand Hotel as rally HQ. Both acquitted themselves well and the townsfolk appeared to be most happy to host the rally on the day.

One of the lasting impressions left by this rally is one that is so obvious that it often goes overlooked by those close to the scene. It is the scarcely credible increase in competitiveness which has spread throughout the leading runners even in the last few months. These days, to win a stage by five seconds constitutes a major advantage almost tantamount to domination, and whereas Roger Clark might have often widened his margin on a stage by as much as 25 seconds, it is hardly ever like that any more, and this not because Roger is going slower — far from it. This new competitiveness throws a supect organisation into harsh perspective and a cancelled stage can render an entire day's rallying almost totally meaningless.

As we watched from the lofty portals of the Grand and surveyed the rally cars returning from Marine Drive to Olivers Mount for the last time, we knew the situation to be impossibly close, and although the information we were given was later proved erroneous by the events of Cropton in the afternoon, there was every reason for believing that after two days rallying there was five seconds in dispute for the lead with one tarmac stage to go. The little cars wending their way past in the quiet overcast of a winter Yorkshire afternoon gave no sense of urgency to the desperate tactics which was being concocted within them. Such circumstances lay themselves open to abuse and demand a professionalism from stage commanders and time keepers which it is often not reasonable to expect. It would seem that the differing branches of our sport are perhaps evolving at very different rates.

ENTRY

The Mintex entry provided a plethora of talent and a fortune of expensive machinery to dispute the generous prize find.With nearly £1000 going to the winner, the prizes at least lent a very international feel to the proceedings. The top 20 cars are included elsewhere but certain significant features about them deserve comment. Norwegian Erik Aaby's Avon Tyres/David Sutton RS1600 entry was in fact the car which Ari Vatanen used to such great effect on the 1000 Lakes; while Chris Sclater was putting in a most welcome re-appearance in a works Escort 2. This car was the second new style Escort ever built for rallying; Roger Clark's old car in fact. Old is a relative word here, for while in clubman's terms it was a dream come true, in more exalted company it was rather tired, having been used hard, long and fast for Monte Carlo practice and recceing, as well as recent extensive destruction testing at Bagshot. Chris had very little time to re-prepare it and was not over-optimistic of its chances of lasting the distance. A 'deal' however is just round the corner and it will involve him in a new car shortly. It would be interesting to see how he coped with a competitive Escort after a break of some 18 months; he was eagerly looking forward to the occasion. Terry Samuels was servicing for Chris — a fortunate coincidence as further events proved.

Another old stalwart was Brian Culcheth's faithful G2 Dolomite Sprint ("sorry I'm late — had to dash off for an MOT!") in which he drove his heart out, no doubt spurred on by the presence of

Top-twenty starters . . .

NO.	DRIVER	CO-DRIVER	ENTRANT	CAR
1	Billy Coleman	Dan O'Sullivan	Thomas Motors, Blackpool	(RS1800)
2	Roger Clark	Jim Porter	Ford Motor Co. Ltd.	(RS1800)
3	Erik Aaby	Martin Holmes	Team Avon Tyres	(RS1600)
4	Tony Fowkes	Kevin O'Gorman	Tony Fowkes	(RS1600)
5	Ari Vatanen	Peter Bryant	Allied Polymer Group	(RS1800)
6	Russell Brookes	John Brown	Andrews Heat for Hire	(RS1800)
7	Chris. Sclater	Henry Liddon	Chris Sclater	(RS1800)
8	Penti Airikkala	Keith Wood	Team Avon Tyres	(RS1800)
9	Tony Pond	Dave Richards	Leyland Cars	(Dolomite)
10	Tony Fall	Mike Broad	Dealer Opel Team	(Kadett GT/E)
11	Andy Dawson	Andrew Marriott	Chequered Flag	(Stratos)
12	Ronnie McCartney	Derek Smith	Ronnie McCartney	(RS2000)
14	Will Sparrow	Rodney Spokes	Dealer Team Vauxhall	(Magnum)
15	Colin Malkin	Paul White	Chrysler Competition Centre	(Avenger)
16	John Taylor	John Jensen	Haynes of Maidstone Ltd.	(RS1800)
17	Valter Jensen	Haakon Stamnes	Valter Jensen	(2002 Tii)
18	Laurie Richards	John Tew	Century Oils	(RS1600)
19	Tony Drummond	Phil Short	Derek Carman Catering	(RS1600)
20	Brian Culcheth	Johnstone Syer	Butcher/Wakefield Albany Inn Leyland Cars	(Dolomite)



Ronnie McCartney in the Lloyds RS2000. Lack of spares (shock absorbers) led to crew indigestion and subdued stage times.

the 'youngster'. The car repaid his great efforts with its usual reliability if not overall speed. Tony Pond had his usual G1 version and the two cars spent most of the rally separated by a handful of seconds. Although the Dolomite is not competitive with the Fords in G2/4, in group one it is the dominant weapon and Pond trounced the opposition to win the award by over four minutes at the close and pick up a hard won tenth overall. "Don't congratulate me" he was saying at the finish, pointing at his foot, "congratulate that, it's been flat on the floor all day!" The team, still awaiting their TR7s, were nevertheless in perennial good humour and one gets the impression that perhaps the wait is nearly over.

The Chequered Flag very nearly failed to start owing to a lack of spare parts from Italy, but made it in the end. The Stratos had recently shown an inkling of reliability in Belgium which provided the chink of light at the end of the dark tunnel through which the team have been stumbling for over a year. It was all the encouragement that they needed. Running on Dunlop racers for the first time (these tyres are were actually used by Stuart Graham's Camaro to win the G1 RAC Touring car championship last year) the Stratos looked most impressive in its new colour scheme. The team have now done away with the troublesome works-style front uprights, and have in their stead fitted units from a Fiat 125. The arrangement seemed to be working well. Even at lunchtime on Saturday, with the finish almost within sight, few people indeed dared to hope that their favourite rally car would last the pace.

Further down the list, Will Sparrow's Magnum had been extensively re-worked since its abortive outing on the Snowman and was fitted with aluminium hubs, and discs all round (though not of the four pot caliper type) for the first time. In addition Gerry Johnstone's men included a new front cross member and extra strength for the Watts linkage and had re-worked most of the other major components while suspension settings etc were extensively altered. There was also a quick release gearbox for the first time, even if they did have to work on the propshaft and rear axle over Thursday night, and there was a delay waiting for the sleeve nuts to fit the new Campagnolo wheels. Here there was some cause for optimism. Colin Malkin's Avenger was a brand new car fitted with the 1900cc engine while John Taylor, in the face of repeated misfortune with engines, had forsaken his allegience to Terry Hoyle and had fitted a works recommended Brian Hart motor. A change of builders brought no change of luck however and he had the frustration of a broken camshaft and consequent destruction of the engine on only the second stage. He retreated from the scene forthwith. Another to suffer engine failure was Tony Fowkes, whose engine had been rebuilt by his brother after three events — the RAC, Eppynt and the Dean. The rebuild was well timed as broken rockers and cam carrier were discovered; but Fowkes' normally highly reliable motor was to expire expensively when he was well placed at fourth overall. Laurie Richards, starting at 18 with his car painted in the colours of Century Oils for the first time, was trying out a new 2-litre motor prepared by Mike Phillips whose excellent reputation comes from his association with Nigel Rockey. Laurie was soon to experience the limitations which the new power of the engine imposed upon the ageing axle location. Tony Drummond was present and correct under the new management of Phil Short. A last minute drama occured when the car was thrown out of scrutineering on account of having no bumpers. (International G2 regulations applying to this rally of course) but a rapid trip to York sufficed. Paul Faulkner and Monty Peters brought their immaculate RS1800 up from the south for this, the first round of the Castrol championship. They had had some work carried out on the brakes to cure the problem they experienced on the Dean and had fitted a Panhard rod to the rear end to bring their car up to the full specification. Paul soon showed that he has not forgotten how to drive quickly and the pair were well placed at seventh overall on the first night before "one or two important things dropped off," and an off lost them a number of places.



Tony Drummond, with Phil Short beside him for the first time, got steadily quicker all weekend to score a good fourth place.

Chris Sclater powers past the assembled crowds. He overcame a number of problems to finish a creditable fifth overall.



RALLY

As the rally raced south-west into a sometimes thick and unpredictable fog, so the talk in the bar of the Grand Hotel turned to the formation of a new rally club. Entitled the *Stage One Club*, this not so euphemistic christening is still some way from the font, but membership enrolments are already pouring in. As the name suggests, members must retire very early in the event, hopefully in bizarre circumstances, and must then remain on the scene to enter into the spirit of the rally by offering moral support from a position of ease in civilized surroundings.

Honorary membership might then go to Jeff Churchill who continued his run of bad luck by retiring at the finish of Olivers Mount. A legacy of his accident the previous weekend, Jeff was approaching the infamous hairpin downhill which was packed with spectators, when the brakes failed completely. Unwittingly, he had started with a bent TCA and front anti-roll bar and the effect of the heavy braking brought one of the calipers into contact with the TCA. The new RS1800 rode up on its wheel and the brake pipes were torn away. Miraculously, and with vigorous use of handbrake, Jeff got the car round the corner and retired forthwith. He was still to be seen in action during the small hours of Sunday morning in the company of several supporting stalwarts.

Another honorary membership chance for George Hill whose Magnum inexplicably stopped on Olivers Mount and refused to oblige all efforts at restarting. Electricity, it seemed, was getting as far as the coil and eventually, on replacement of the distributor (which was in any case itself new) the engine once more burst into life. Undaunted the team returned to the Grand for refreshment and protracted discussions on where to spec tate . . .

Perhaps pride of place however should go to

Steve Smith who lost control of his Escort on Marine Drive when the surface changed from tar to cobblestones. The car burst through the railings above the sea wall and plunged headlong into the waves – a chilling accident which brought back memories of the ghastly tragedy prior to last year's Castol '75. However in this case the crew extricated themselves through the hole left by the departure of the windscreen and swam to shore, aided by divers who were rapdily on hand to cope with just such an emergency. The car was also later recovered, albeit rather secondhand.

Meanwhile leading crews were encountering the first of a series of contentious stages. Those who have attempted to drive artificial stages quickly in fog will know just how difficult it is to follow arrows on the wide open spaces, and the third test at Cottam was almost impossible at certain times. The secret of getting it right seemed to be to slacken the pace somewhat and ensure correct slots, but many crews got hopelessly lost and Colin Malkin, having already had the misfortune of stopping with blocked fuel lines on Marine Drive, was among the most badly affected victims. Russell Brookes also lost his way, and in company of others before and after him, visited the turnip field. He also had a fuel pump failure which altogether cost him some 55 seconds. The protests flooded in but it was not until after lunch on the following day that crews were informed that the test had been scrubbed, an announcement which upset many carefully laid plans, not least Ari Vatanen's, whose position being within 15 seconds of Dawson and catching him steadily was suddenly and as it turned out irrevocably altered. Ari also had a minor off to underline the frustration.

As the Stratos slid into its now customary early lead, a number of front runners fell rapidly by the wayside. Pentti Airikkala retired the Avon Tyres/Sutton RS in one of the first forests, Boltby, with suspected headgasket failure after a persistent misfire had spoilt the morning run. Pentti had earlier been inspecting the radiator with suspicion as one side was hot and the other cold. DTV were out of luck again as Sparrow retired the Magnum on the road section after Ingleby. A gasket between the oil filter and the block had failed on Rufforth and had resulted in a maximum while the oil was replaced. The bearings however must have suffered, for after holding the engine flat out in fifth at 7500 rpm for over a minute at the end of Ingleby, Will heard the bearings begin to 'tick' and as he left the stage the situation deteriorated markedly so he switched off immediately. Although this was a sad end to the 'new' car's outing, Will was most impressed with the stability and precision imparted by the modifications and he seemed really happy with it for the first time. A totally new car may be ready in time for the 'Circuit.'

A late lunch at the Flask Inn revealed a certain difference of opinion among the Dunlop runners. Those remaining on A2s included Ari Vatanen and Brian Culcheth, the former having driven on racing tyres for the first time ever that morning, while Tony Pond and most others opted to go onto M&S. The stages were in fact comparatively soft for Yorkshire, their hard base having been undermined to some extent by the recent very cold weather followed by a rapid thaw. Most of the forest tests repeated themselves and later runners reported that they were cutting up very badly indeed. The tyre situation proved inconclusive and drivers were uncertain whether M&S were markedly superior under these conditions, although Brian Culcheth was emphatic that he had made the wrong choice on Friday. Other runners had no such problems although the Avon men had reportedly been using Michelin racers on the tarmac bits as the company have no racing-type of tyre to offer their runners.

Chris Sclater had been off in Ingleby near the finish, a spot which was the following day to be immortalised by Roger Clark, but a horde of eager spectators had the car back on the track after about a minute of shoving and enthusiastic shouting. Chris then settled himself in and drove very smoothly for the remainder of the event, looking every inch the professional that he is. The Escort arrived at Parc Ferme in the evening jammed in reverse, an occurence which took place at the last service halt. There then began a feverish hunt for an equivalent quick release gearbox, which was eventually provided by Tony Fowkes' service crew. As dawn broke over the North Sea, Terry Samuels faced East into the mist and crossed himself in traditional religious manner. Then as Chris reversed out of the Parc he set to work, changing the gearbox in 17 minutes with some help from Chris. The only spares that



Ari Vatanen again drove with skill, speed, and reliability. His eventual position of third overall was a contentious point in itself.

they possessed was a spare starter motor which Henry Liddon had brought back from Monte Carlo and later that day, the starter motor failed! There was also the question of a clutch which packed up on the final afternoon and thereafter refused to disengage properly while the car also got caught in some soft shale where it stayed for a further 1½ minutes before being extricated. Chris certainly did not have an easy return to Escort motoring, but it was nevertheless a most encouraging drive and he must be most satisfied to know that he has the necessary speed to beat the best.

It was already late in the day when the first drama struck the leading Lancia. Andy Dawson made one of his only mistakes of the weekend when he misjudged a yump in the second Dalby and landed very heavily, nudging the radiator slightly askew. More serious however, was the fact that unknown to the crew the rear body work flew up like an enormous airbrake and savaged itself and the rear brake pipes before miraculously slamming shut again. Dawson remained ignorant of the problem until he went for the brakes. Urgent repairs were carried out by Ron Pellatt and the team who in the company of a representative from AP who made up new pipes, taped and pop-riveted the rear section into place again. Dawson sped away into the deepening gloom. The delay cost him the lead almost undoubtedly for he was forced to attack the remaining stages in thickening fog while Roger Clark with whom he had been dicing, had an easier time of things relieving Dawson of some 30 seconds. The master thus led the rally for the first time and looked set to romp away with proceedings the following day. The hours of the Stratos, despite its return to fitness, appeared to be numbered and Ari Vatanen was threatening.

Two more favourites had now departed the scene, Aaby with sheared wheel studs in Dalby and Fowkes, after a fine performance, with a blown engine in the same forest. He retired on an uphill secton which was very narrow, and although the car was well off the track there was scarcely enough room to squeeze by. It was Tony Pond who finally clouted the stricken Escort. With no one to wave him down and naturally anxious to press on, Tony had assumed there was room to pass. The Dolomite stove in the rear threequarter panel of the Ford and bent the oil tank while Pond spent a long while taming the wildly corkscrewing car. . . .

Roger was once again firmly established in the lead, but he might well have been somewhere else for a disturbing incident on the 15th test, which was run by the British Racing Marshal's Club could have had potentially disastrous consequences. Roger reached the stage start and despite the non-appearance of the requisite officials, was sent off into the stage. He was blasting towards an open uphill left-hander when he was violently waved down by a horde of people. Billy Coleman, who had been first on the road had met the

Tony Fall, profited by the stage scrubbing game, to take sixth from Culcheth. The Opel only just made it to the finish at all.



officials coming back down the stage and with life saving reactions had gone into the ditch to avoid them. Now they were advising Clark to turn round and start again. With the thought of Vatanen charging up one minute behind him, Roger did not fancy this idea over much and proceeded to the end of the stage . . . exit stage 15 and a very distraught Mr Clark.

The real shock came the following day . . . the last time Roger had an accident was some five years ago on the Snowman, with a sudden puncture, but he had another on Saturday a quarter of a mile from the finish of Ingleby after having just lost his overnight lead to Dawson. Before he left, Roger was guessing that a front strut had collapsed as it has done before (on Cirencester Park during RAC), or that there was some other front suspension failure for the left hand front wheel dug into the bank on the left and abruptly flipped the car onto its roof before the RS1800 careered off down the bank on the opposite side of the road. The car was very badly damaged and both occupants were slightly cut by broken glass as they climbed out of the wreck. Describing the accident afterwards a philosophical Roger declared that the car suddenly developed a "mind of its own" and that the resulting accident "will require a fair amount of Polyfilla . . . when we do a job we make sure and do it right for you!" As Roger and Jim strolled back up the track Jim McRae came past in the G1 Magnum and was apparently so shocked by this amazing sight that he promptly lost concentration and went off in sympathy gently inverting the Vauxhall in the process. Meanwhile Roger and Jim had already had an offer of assistance from the managing director of the local Teesside Fo MoCo dealers — to take care of car transportation worries. It seems that you're never far from a friendly Ford dealer!

Meanwhile in the Gandy caravan at Flamingo Park the two protagonists faced each other over the coffee cups. Dawson to Graham Warner in loud voice – "Let's get round and pinch his troll!" (Ari keeps a lucky troll in his car and firmly believes in its powers) . . . "NO!" shouts Ari in mock alarm and clenched fists. For an onlooker the scene was most interesting, a psychologist's dream. The final stages were as tense and competitive as it was possible to be and Russell Brookes tried everything he knew to get on terms. The belated cancellation of SS3 had made it possible. Despite a rash of last minute problems including a broken trailing arm, manifold and bent front suspension from a sideways moment in the ruts, Russell drove his heart out and all but made it. Then came another bone of contention on SS 26, the result was that Russell and Andy were shown on their time cards to have arrived at the same minute and a second apart and the error was not spotted at the time. There was now a possibility that Russell could win . . .

In the confusion at the finish Russell was declared winner while the Chequered Flag team were also convinced they had got the decision having been 15 seconds faster than anyone on Olivers Mount. This reporter was not present to witness the drive but other sources described it as utterly breathtaking. Graham Warner made full use of his racing experience to alter the roll bar settings and put all the brakes to the front. He also disconnected the rev limiter and Andy took off as though there was to be no tomorrow. It was an emotional display of power for it seemed impossible that the team were to be robbed at the last. Back at the hotel Russell and Andy were summonsed to the organisers and agreed to settle "out of court." All seemed to be in order but a query to these times had been lodged by another competitor and when the revised provisional results were published, a minute had been added to Brookes' time rather than subtracted from Andy's. The "sit in" on the stairs then began in earnest as the whole matter went to a Stewards enquiry. The Andrews Heat and the Chequered Flag team members were separately interviewed; an announcement was made over Olivers Mount to the effect that it had been scrubbed but still no decision was taken and several hours were to pass before a final announcement confirmed the positions printed here. Whether the Clerk of the Course should have exercised his right to cancel the stage in contention is a moot point but as a number had already been cancelled as a result of a series of unsavoury incidents, perhaps it was felt impossible to further detract from such genuine results as remained. It was thus up to the stewards to make a decision and unfortunately this was not promptly forthcoming. In the resulting fracas other considerations were rapidly ignored – that Tony Fall had just crept home with a suspected blown piston and that Billy Coleman had retired with the same malady after an unhappy event in which he never got in touch with the front runners.

Lingering thoughts remain, but the finish fiasco left a bad taste with almost everyone and served to reduce to farce what should have a scene of unique celebration. The sight of the beaming smiles on the faces of the 'Flag mechanics when they first came through the front door of the hotel served as a reminder of what might have been.

The results raise some poignant questions . . . Dawson received a wrong time on stage 26 – that much is clear. It also seems that he was ignorant of this fact until near the finish. The rules in such circumstances insist that the time card is Gospel and this clearly showed Brookes and Dawson arriving within a second of each other having started a minute apart. Russell readily admitted that this was not the case. But a query from another competitor altogether forced the organizers to look at the check sheets. They found chaos; and also ambiguities on Russell's time card. After four and a half hours of vacillation it was decided that there were too many uncertainties and Dawson was allowed a lucky escape when yet another stage was scrubbed. He was undoubtedly a moral victor and a popular one too – but did the organisers sidestep the issue in question? Does it matter that professional co-drivers are employed? and should onus be placed on time cards, check sheets or both?

Airikkala on Marine Drive. Another potentially brilliant run was curtailed by fuel line troubles.



Mintex International — overall results
1, A. Dawson/A. Marriott (Lancia Stratos) 131.14;
2, R. Brookes/J. Brown (RS1800) 131.28;
3, A. Vatanen/P. Bryant (RS1800) 131.37;
4, T. Drummond/P. Short (RS1600) 136.09;
5, C. Sclater/H. Liddon (RS1800) 136.27;
6, T. Fall/M. Broad (Opel Kadett GTE) 137.35;
7, B. Culcheth/J. Syer (Dolomite Sprint) 138.32; 8, C. Malkin/P. White (Chrysler Avenger) 138.47; 9, G. Elsmore/S. Harrold (RS1600) 140.31; 10, T. Pond/D. Richards (Dolomite Sprint) 140.54.

Group One
1, T. Pond/D. Richards (Dolomite Sprint) 140.54;
2, R. Eyre Maunsell/N. Wilson (Chrysler Avenger) 144.47;
3, R. McCartney/F. Main (RS2000) 147.01.

SPECIAL STAGE TIMES

SS 1 Marine Drive
Cleaned by leading crews.

SS 2 Olivers Mount
1=Dawson, Fowkes and Drummond 4.30; 3=Vatanen, Airikkala 4.34; 5, Clark 4.37.

SS 3 Cottam (subsequently scrubbed)
1, Pond 3.20; 2, Vatanen 3.27; 3, Drummond 3.28; 4, Dawson 3.34; 5, Clark 3.35.

SS 4 Melbourne
1, Dawson 4.28; 2=Clark and Brookes 4.29; 4, Vatanen 4.30; 5, Culcheth 4.31.

SS 5 Rufforth
1, Dawson 4.51; 2, Clark 4.53; 3, Vatanen 4.54; 4=Brookes and Sclater 5.00.

SS 6 Boltby
1, Dawson 3.43; 2, Clark 3.44; 3, Aaby 3.45; 4=Vatanen and Sclater 3.46.

SS 7 Ingleby
1, Dawson and Clark 3.37; 3=Fowkes, Vatanen and Airikkala 3.39; 5, Coleman 3.40.

SS 9 Harwood Dale
1, Vatanen 2.04; 2, Drummond 2.07; 3, Dawson 2.08; 4=Clark, Fowkes, Brookes, Sclater and Fall 2.09.

SS 10 Broxa
1, Dawson 4.04; 2, Fowkes 4.05; 3, Clark 4.06; 4, Vatanen 4.07; 5, Aaby 4.08.

SS 11 Langdale
1, Vatanen 6.46; 2, Clark 6.47; 3, Dawson 6.50; 4, Brookes 6.51; 5, Fowkes 6.52.

SS 12 Staindale
1=Dawson and Brookes 7.32; 3, Clark 7.36; 4, Vatanen 7.41; 5, Thompson 7.50.

SS 13 Dalby North
1, Dawson 4.15; 2, Clark 4.18; 3, Coleman 4.20; 4=Vatanen and Sclater 4.22.

SS 14 Dalby Middle
1, Brookes 3.19; 2, Dawson 3.21; 3, Vatanen 3.24; 4=Clark and Coleman 3.26.

SS 15 Dalby South
(Scrubbed)

SS 16 Wykeham South
1, Clark 4.30; 2, Sclater 4.47; 3, Brookes 4.48; 4, Fall 4.55; 5, Drummond 4.55.

SS 17 Wykeham North
1, Dawson 2.39; 2=Coleman and Brookes 2.43; 4, Clark 2.44; 5, Thompson 2.45.

SS 18 Wykeham Middle
1, Vatanen 2.47; 2, Clark 2.49; 3, Dawson 2.50; 4, Sclater 2.51; 5, Brookes 2.52.

SS 19 Wykeham South
1, Dawson 4.28; 2, Vatanen 4.33; 3, Clark 4.37; 4=Brookes, Sclater 4.38.

SS 20 Castle Howard
1, Dawson 4.02; 2, Vatanen 4.10; 3=Richards and Faulkner 4.11; 5=Culcheth and Drummond 4.13.

SS 21 Cropton East
1, Vatanen 7.36; 2, Brookes 7.47; 3, Dawson 7.49; 4, Sclater 7.59; 5=Malkin and Drummond 8.01.

SS 22 Cropton West
Scrubbed

SS 23 Ingleby
1, Brookes 3.40; 2, Vatanen 3.43; 3, Dawson 3.46; 4, Sclater 3.47; 5, Drummond 3.55.

SS 24 Boltby
1, Vatanen 3.46; 2, Brookes 3.47; 3, Dawson 3.49; 4=Drummond and Culcheth 3.57.

SS 25 Castle Howard
1, Brookes 4.02; 2=Dawson and Culcheth 4.08; 4=Fall and Malkin 4.10.

SS 26 Cropton West
1, Vatanen 5.54; 2=Sclater and Fall 6.09; 4, Iliffe 6.12; 5, Culcheth 6.13.

SS 27 Cropton East
1, Dawson 4.01; 2, Brookes 4.03; 3=Vatanen and Richards 4.12; 5, Sclater 4.13.

SS 28 Dalby South
1, Brookes 8.37; 2, Vatanen 8.44; 3, Dawson 8.52; 4, Fall 9.02; 5, Sclater 9.06.

SS 29 Dalby Middle
1, Dawson 2.59; 2, Brookes 3.02; 3, Sclater 3.03; 4, Vatanen 3.08; 5=Drummond and Stokes 3.10.

SS 30 Dalby North
1=Dawson and Vatanen 4.11; 3, Drummond 4.16; 4, Brookes 4.17; 5 Malkin 4.18.

SS 31 Staindale
1, Dawson 7.45; 2, Brookes 7.50; 3, Vatanen 7.53; 4, Malkin 8.03; 5, Drummond 8.04.

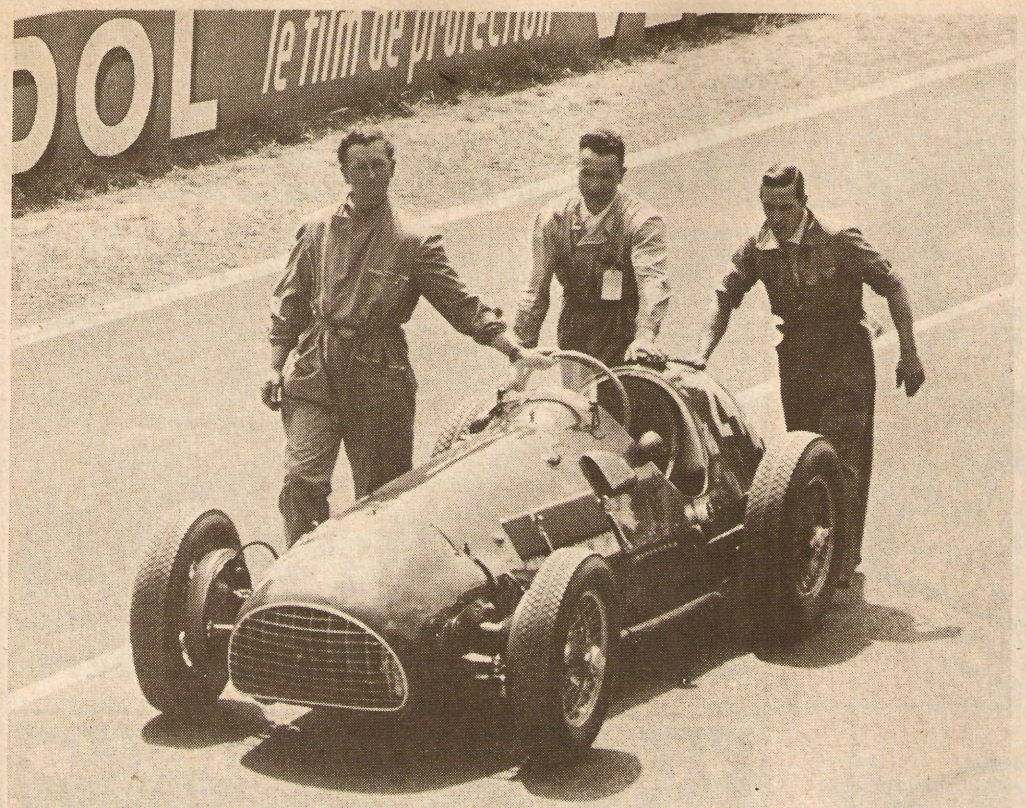
SS 32 Langdale
1, Vatanen 6.34; 2, Brookes 6.39; 3, Dawson 6.47; 4=Sclater and Drummond 7.11.

SS 33 Broxa
1, Brookes 4.17; 2, Vatanen 4.26; 3, Dawson 4.27; 4, Drummond 4.33; 5, Malkin 4.37.

SS 34 Harwood Dale
1, Brookes 2.12; 2, Vatanen 2.14; 3, Dawson 2.16; 4, Sclater 2.17; 5, Fall 2.22.

SS 35 Marine Drive
(Cleaned by leading crews).

SS 36 Olivers Mount
(Stage scrubbed).



Peter Whitehead and his mechanics wheel "114" to the startline for the 1951 French GP at Reims.

DONINGTON'S FIRST FERRARI

The story of '114'

By DOUG NYE

With this week's Speed Show the Donington Collection has surged into top gear as a major public attraction. It is twelve years now since Tom Wheatcroft bought his first historic racing car from which the Collection grew. The car was the ex-Peter Whitehead Ferrari 125 — number '114' — which, now restored to its original form of '51 beneath a coat of British Racing Green, is one of the Collection's sentimental favourites.

All historic racing cars worth their salt have much-travelled and chequered careers. Old '114's' varied more than most, and Tom bought it sight unseen from Australia in 1964 after spotting an ad in *Motor Sport*. He hustled down to the docks when it arrived weeks later expecting to find the sleek Whitehead car which had left these shores for the last time nine years before; potato-chipper grille, supercharged V12 engine, everything which made those cars look and sound so nice. Here it was, a little bit scuffed and tatty, and with a funny body like an over-sized 625. Open the bonnet . . . and there before the happy new owner was a giant chunk of Detroit iron, with "Corvette" script cast into the rocker covers . . . It wasn't quite what he had expected.

Even so, the combination of 5-litre Chevvy V8 and swing-axle rear suspension made the car a load of laughs to handle, and Tom drove it on (and off) most of England's race tracks and looped the lot on one occasion at Silverstone when the steering came apart at speed. Late in '74 the original blown V12 was tracked-down in a power-boat in Perth, and was brought back to England to be reunited with the chassis it had left so many years before. Now '114' is all together again, alive and well and living in the halls at Donington.

The old car's story is known for sure since it was sold to Peter Whitehead early in 1951. It was sold to him as a new car, but Ferrari's competition customers have always found that the company accepts 'degrees' of newness. In one way Whitehead's car probably was new. It was probably the first time that its particular engine, chassis and bodyshell had been united to form that particular car! "Why you want more new?" — even now one can imagine the cherubic Modenese's disarming smile, the outspread hands and shrugging shoulders, while Whitehead would have been too much of a gentleman racer to ask embarrassing questions . . .

He had campaigned one of the original short-chassis Ferrari 125s in 1949. It had a single-stage supercharged 1½-litre V12 engine which was quite powerful but its very short wheelbase made it almost too hot to handle. After the works improved their own cars by filling the chassis tubes with molten lead, Whitehead's mechanics bolted lead ingots onto their car's frame and devised a way of adjusting its rear-wheel camber.

Whitehead was a steady and intelligent driver, and his great moment came in the French GP at Reims which he led within sight of the finish, only for a gearbox plug to come away and let all the oil out. Stuck in fourth gear he could only limp home in third place. Then he scored a steady win in the Czechoslovakian GP at Brno to close the season, and this elevated him to the status of Segrave and Seaman as only the third Briton ever to win a premier-Formula Continental Grand Prix. In recognition of this success the BRDC awarded the gentleman farmer-cum-wool industrialist their Gold Star.

At Monza for the 1949 Italian GP, Scuderia Ferrari gave Ascari and Villoresi a pair of brand-new cars. Predictably, their wheelbase had been increased from 7ft 1in to 7ft 10in, but these long chassis were powered by all-new four-cam V12s with twin-stage supercharging, replacing the original two-cam V12s with single-stage boost.

Dick Kitchingman, Ferrari Owners' Club GP Registrar, believes that what became Whitehead's '114' began life as Villoresi's '49 Italian GP car, with the new engine. While Ascari ran away with the race his mentor went out after 27-laps with a defective gearbox.

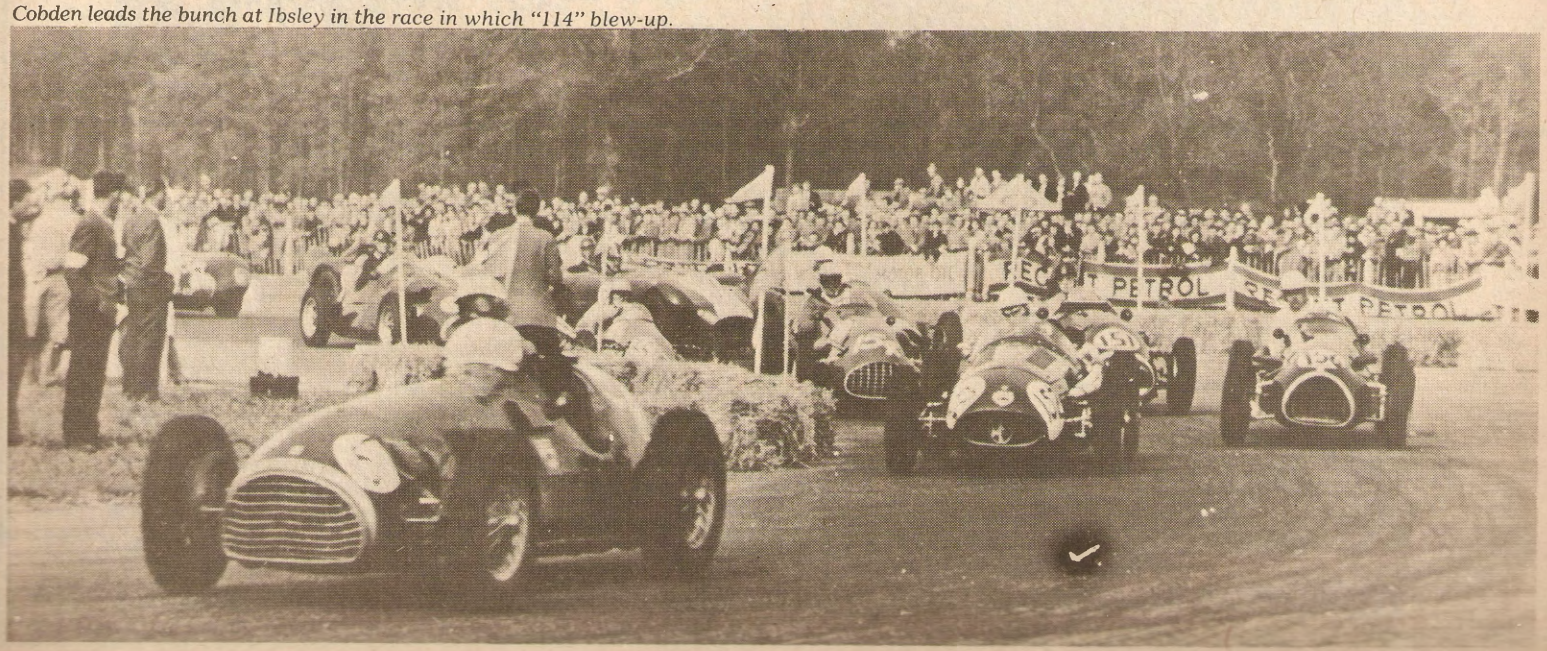
The story goes that this car next appeared at Pau in 1950, where Villoresi brought it home second. He was second again at San Remo's Ospedaletti circuit where the Alfa Romeo 158s were obviously faster and Maranello decided to develop a car which could match the Alfa for speed, and better its fuel consumption. 'Our' long chassis became a works development hack, and appeared in many guises.

An unsupercharged 2-litre engine was fitted for Formula 2 use in the Modena GP, but with Dorino Serafini at the wheel a piston blew early in the race. Serafini retired the same car from another F2 race at Mons, and then the F1 two-stage mill was refitted for Villoresi's use at Monaco, where the transmission failed again.

Back to Formula 2 guise for the Rome GP on the tight Baths of Caracalla circuit, Villoresi was second. At Zandvoort he ran with a single-stage F1 motor in the car to another second place, after which the frame went into store at Maranello.

Early in 1951 Whitehead appeared, having sold his now totally uncompetitive short-chassis

Cobden leads the bunch at Ibsley in the race in which "114" blew-up.



Ferrari to David Murray. He bought '114' with two engines, the 1½-litre single-stage blown V12 for Formula 1 and a 2-litre unsupercharged V12 for Formula 2. The Whitehead team was very well-equipped and efficient, with Stan Ellsworth as Chief Mechanic and David Yorke — later of Vanwall, Essex Wire, Gulf-JW and today Martini Racing frame — as team manager.

At San Remo Whitehead was tenth in his new car, and a week later he came third at Bordeaux behind Swiss Rudi Fischer whose 2½-litre car was probably based on '114's' original sister chassis. Now Stan Ellsworth and his helpers had two weeks to replace the 1½-litre F1 engine with the 2-litre unblown F2 and truck the Ferrari to Monza for the Autodrome GP on May 13. It was a two-heat race, and Whitehead finished eighth on aggregate.

The following weekend found the team at Genoa where Whitehead did well to come home second in his green Ferrari behind Villoresi's works-entered winner and ahead of Lance Macklin in an HWM. Then a scramble began to crane out the 2-litre motor and refit the 1½-litre blown engine for the Swiss GP at Berne's Bremgarten circuit. The race was run in pouring rain, and Whitehead had an uncharacteristic crash while staving off Stirling Moss' F2 HWM, slithering hard into some straw bales, cutting himself and bending '114's' bodyshell rather badly.

The damage to both was repaired within a week for the Royal Ulster Trophy meeting at Dundrod on June 2, but there a piston collapsed in the F1 engine on the warming-up lap. Whitehead took time off from his own team to win Le Mans with Peter Walker in a Jaguar C, and then came the French GP at Reims where a gasket blew in the now troublesome supercharged engine.

Now another engine change was due, the broken one was pulled out and the unblown 2-litre fitted for the following weekend's F2 Rouen GP, which Whitehead led at one stage before losing power and falling back to finish third behind Giannino Marzotto's similar Ferrari and Robert Manzon's little Simca-Gordini.

Then came a rush back home to Chalfont-St-Peter where the F1 engine was refitted for the following Saturday's British GP at Silverstone, where Whitehead soldiered home in ninth place. That was on July 14, and the next race was to be the grandly-titled *Grosser Preis von OstSchweiz* over the pavé setts of the Erlen circuit in Switzerland on August 12. The F2 motor went back in, and the race saw Whitehead actually winning after Rudi Fischer found himself sitting in a growing pool of scalding hot oil!

Three days later there was the important *Ferragosto* Bank Holiday Pescara GP on Italy's Adriatic coast, and the victorious Whitehead equipe hasitly packed their kit into the lorry and left Erlen to head south, stopping off at Ferrari's service shop on the way to swop the successful F2 engine for its supercharged 1½-litre F1 sister. It was then that the Whitehead team very nearly burned down Ferrari's!

David Yorke recalls what happened. "Our car was standing over a long inspection pit with Rudi Rischer's. Both had their tail tanks out to change the axle ratios, and the pit was heavy with spilled fuel and oil and the atmosphere stank of methanol. I was sitting in the truck talking to Peter when suddenly one of our mechanics rushed up yelling that the place was on fire. We thought 'a fire in Ferrari's, this ought to be fun,' grabbed some extinguishers and rushed off to see what had happened, little realising that one of our lads had caused it!

"Cherry, one of our mechanics, had wandered down into the pit amongst all the fumes with a fag on, and promptly blew himself up! Well, after a bit of pandemonium the flames were out and the only thing scorched was poor old Cherry. Then a message came for 'Meestah Whitterhayd' to report to the office, and off he went with me thinking this was the order of the boot. In fact he came back beaming, because old man Ferrari had presented him with a gold watch for winning at Erlen . . . Funny thing, you know, old Cherry was a volunteer firemen at home in Chalfont!"

After all this excitement, fifth place on the gruelling Pescara circuit was a good performance. Next outing was at Bari on September 2, and there Whitehead was fifth again behind Fangio's winning Alfa Romeo, Gonzalez's Pescara-winning 4½-litre unblown Ferrari V12, Taruffi in the protype 2-litre four-cylinder Ferrari and the veteran Louis Rosier's big, grumbling Talbot-Lago. Two weeks later the green '114' appeared at Monza for the Italian GP which it vacated after only three laps as its magneto drive sheared.

So Whitehead's first season with the car came to an end, yielding one good win and a string of places, added to which he and his team had seen a lot of Europe and had a pretty good time. For 1952 Formula 2 racing achieved World Championship status and the torquey Ferrari 'fours' began their reign. Whitehead ordered an F2 Alta from Geoffrey Taylor, and before it arrived he raced '114' with little real success at Syracuse, Turin, Silverstone and Albi. At Monza for the Autodrome GP Whitehead drove the Alta and loaned the Ferrari to his old friend Peter Walker, who charged the 2-litre V12 round into a good fourth place.

The Alta, predictably, proved fragile, and for the British GP it was loaned to Peter's half-brother, Graham Whitehead, while the owner drove his trusty Ferrari slowly into tenth place. He splashed her round Boreham in the famous wet race which saw Mike Hawthorn's Cooper-Bristol holding off the 4½-litre Indy Ferrari 375s, and then failed to qualify for the Italian GP at Monza.

Now '114' was retired, and she lay silent through 1953 until Whitehead decided to make a winter business trip down-under to look over some of his wool interests. On the way he intended to take-in the New Zealand races, and Stan Ellsworth set about supercharging the larger 2-litre V12.

The Ferrari's cloth-bound log-book records that the 2-litre engine was tested at Alta's with "Oil 3½-gall 30. 1 gall Redex" (Redex!. "Running in for 8 hours. Fuel pressure 4lbs. Oil pressure 115lbs. Oil Temp 159F. First full load at 3,000 revs. Wells rings gone. Fitted new. Ran again. Local overheating in heads. Changed water outlet, fitted two pipe. OK." After that drama the engine was tested again, and showed 12lbs blower pressure at 4,500rpm, falling to 10½lbs above 5,500rpm. It gave 154bhp at 4,000rpm, 196bhp at 5,000, climbed to a peak of 247bhp at 7,000rpm and then fell away. A test drive at Snetterton showed up some legacies of its time standing, with play in the front suspension, the clutch plates picking-up on their splines and front brake drums found to be "blue and oval". A second test at Silverstone showed the car to be much improved. "Body fitted, all clean and steel parts greased ready for shipping. Spares checked and packed. Car delivered to docks Nov. 23rd."

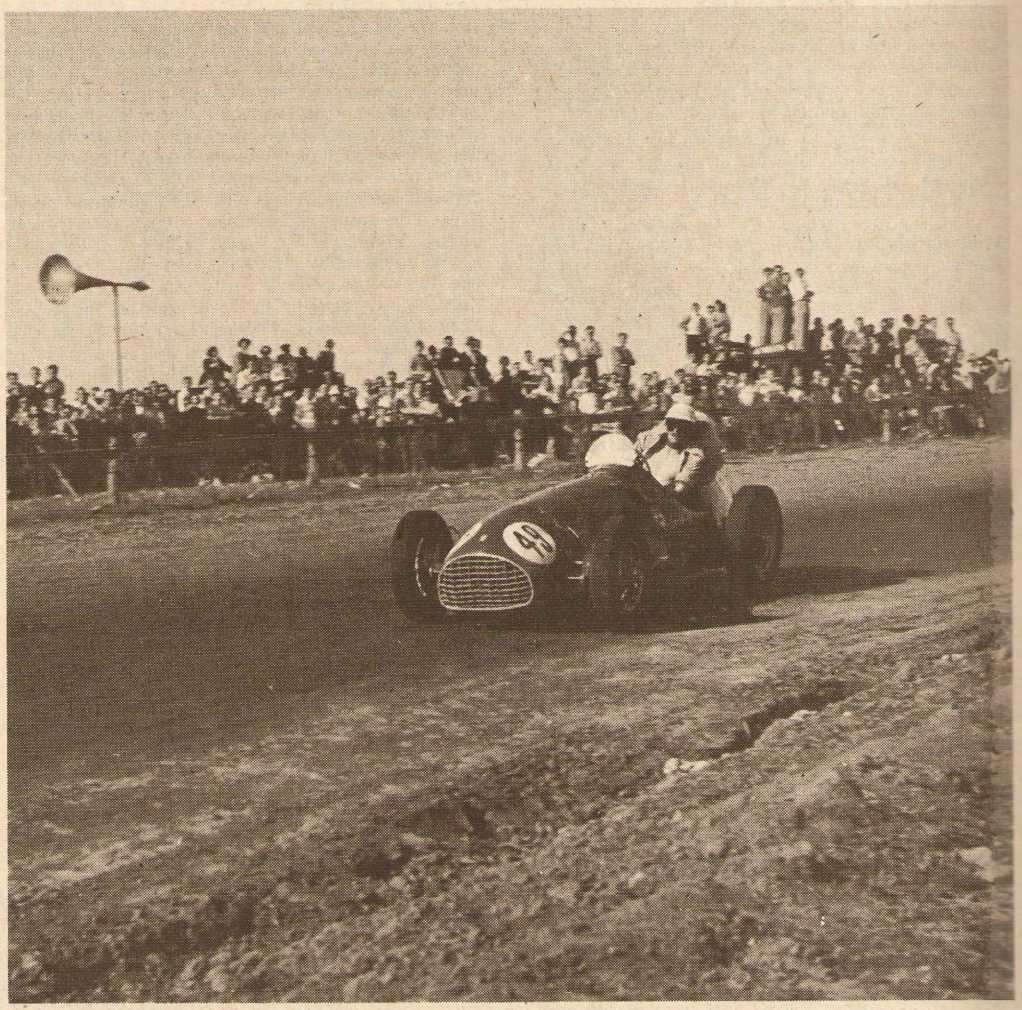
Whitehead was reunited with his revived Ferrari in New Zealand, where he retired from the country's Grand Prix at Ardmore after 13-laps, and then scored a good win in the Lady Wigram Trophy race on the airfield at Christchurch.

Then the car was sold to Sydney stock-broker and amateur racing driver Richard Cobden. Dick still remembers it well: "I bought the car from Peter after he's finished the New Zealand series in February '54. I flew to Christchurch to see it . . . he hadn't finished at Ardmore owing to the tail-shaft 'exploding' – presumably the universal let go, which would have been pretty uncomfortable below one's crotch!"

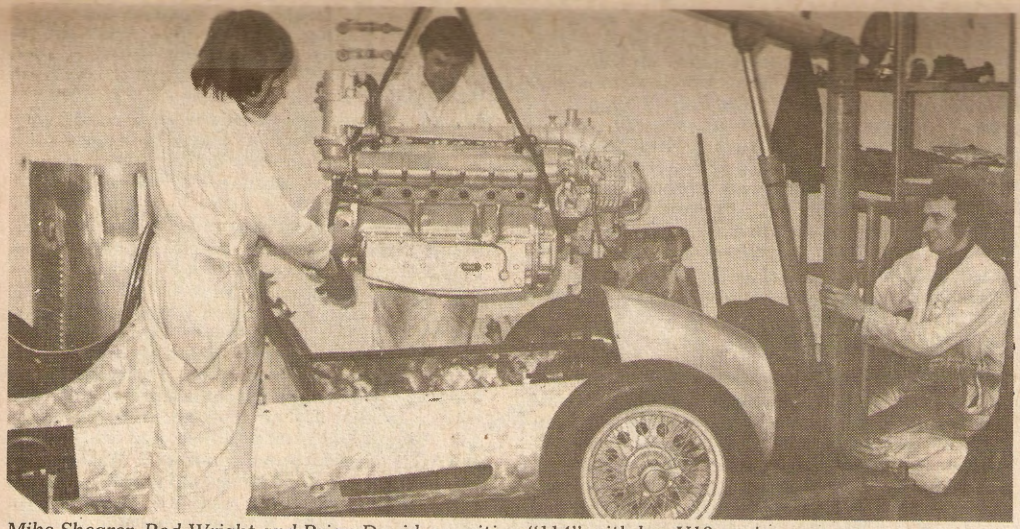
By March 6 the car was in Cobden's hands in Australia and he gave it an initial shake-down test to find out what a blown Italian V12 was all about at the small Mt Druitt circuit near Sydney. His first race was at the Bathurst Easter meeting on April 19, but "I made a real mess of it. Stan Jones in the Maybach and Jack Brabham in the Cooper-Bristol started either side of me, I missed second and then spun. Hardly a great debut!" In the main event later that day he spun again, but finished third behind Jones and Brabham, and was clocked at 136.8mph over a flying-quarter on the downhill straight. The log-book records "Tyre pressure 27f & 30r (subsequent info far too low). Both aileron rear brackets broke. F. susp. control arms need-rebushing. Steering column to be pinned again. Gear shift selector rod out of adjustment. Gear ratio too low. Slipping out of 3rd on overdrive" (sic: presumably 'over-run';) "Fuel press. dropped towards end of race."

A series of Mt Druitt meetings followed, generally six or seven weeks apart, and that September Dick broke the lap record on the same lap that Brabham lowered it by a second more! Things went better at the October Mt Druitt meeting when Cobden and Brabham had a terrific scrap which ended with the future World Champion leading to the finish by two-lengths. Both smashed the lap record, and in the main feature event fought an even more torrid battle which ended when the Ferrari lost over two gallons of water and 'Dick "knocked off rather than risk a blow-up."

In the Australian GP at Southport in Queensland, Cobden had just stolen second place from Lex Davison's HWM when a backmarker pulled across in front of the fast Ferrari, they locked wheels and the V12 car spun backwards into a ditch. Then came the trip to Ardmore for the 1955 New Zealand GP in which the Ferrari was plagued by fuel blockages and magneto trouble, finishing about tenth.



Mt. Druitt, 1954, and Cobden exits Castle Corner down into the fast winding section.



Mike Shearer, Rod Wright and Brian David, reuniting "114" with her V12 engine.

All this time Dick recalls "There was no sponsorhsip . . . it was a pretty expensive hobby and I can recall my utter delight in New Zealand when the organisers paid me £200 starting money. Shell supplied free fuel, and I think we even got a discount from Dunlop who sent Dick Jeffery out to take care of our needs. When I brought the car to England for the '55 season with the Kangaroo Stable there were tyre, fuel, plugs etc contracts for us automatically (at the lowest discount levels of course) and this seemed like seventh heaven!"

The car was kept at Motorwork in Chalfont St Peter, where Stan Ellsworth was on hand for reference. At Ibsley Cobden had an enormous blow-up pictured in AUTOSPORT at the time (you can just see him through the smoke and steam). While the engine was being salvaged he and Jack Brabham joined the Kangaroo Stable DB3S Astons in the Hyères 12-Hours, in which the team finished 2-3-4. Then old '114' was ready to run again and became the first Ferrari to race at Brands Hatch which Dick found "too tight for comfort," and then he puddled round his final British race at Snetterton. In December he took the car back to Australia ". . . and being embarked on the grave business of stock-broking concluded that motor racing would have to give way."

In the Australian winter of '56 Cobden swopped the car with Curley Brydon, throwing it in with his wife's Fiat 600 for Curly's Bentley Mark VI. "It's been puzzling me ever since who did the best deal . . ." he comments reflectively.

Brydon had been one of the owners of Prince Bira's OSCA V12 which now stands near to '114' in the Donington Collection, and he raced it quite extensively with the V12 installed, before shifting it on to other hands. John Harwood took over the car and we know it still had the V12 installed as late as October 1957, when Merv Waggott was enlisted to repair damage to the offside head.

Then the Chevvy was craned in to replace the too-complex V12 which was really being run just too far from manufacturer for comfort. In Whitehead's day it had been back to Maranello for regular rebuilds, and now it was far, far from home in the hands of mechanics who were willing, but largely beyond their depth.

Tom Wheatcroft bought the car from Harwood and it lived in the garage at the bottom of his garden for the years before the Donington halls were opened, the original V12 tracked down and the rebuild begun. John Cole, the panel man who builds Tom's FAtlantic and F2 monocoques, remodelled the bodyshell and made an original style potato-chipper nose-piece to sketches I provided, while Brian David, Mike Shearer and Rod Wright stripped the car and reassembled it.

One overcast Autumn day at Donington I drove old '114'. The first thing which strikes you is the wasted room within the cockpit, with its thickly upholstered bucket seat leaving about six-inches to spare on either side. The wood-rimmed steering wheel with that classical Prancing Horse motif seems near, and your knees fit up into cut-outs in the instrument panel because the pedals seem too close. This confirmed my first theory about great racing drivers of the early 'fifties, for they all tended to be tubby men with short legs. Then the way the clutch pedal is buried far across to the right – so that you sit with your legs splayed wide again — tends to confirm my second theory about drivers of the period. . . .

The gearlever, with a good honest old-fashioned ball-grip stands beside your left thigh and the prop-shaft beneath you has a pulley belt-driving the fuel pump. Behind your back is an enormous rivetted fuel tank with a four-inch flip-cap just ready between your shoulder blades, and forward the bonnet looks much slimmer and shorter than one might think, with just the huge finned brake drums and Dunlop-shod wire wheels humping into view on their side.

We had a tow-start, from beside the Collection buildings on the old tree-lined Starkey Straight of the pre-war circuit. This is where the Mercedes and Auto Unions accelerated up to 175mph in 1937, blasting over these undulations and through the kinks. Gawd, they were brave. Away went the Granada estate, the rope taut, select second gear. Goink, groink, groink noises, very conscious of the rear tyres humming round just beside my elbows, ease the clutch out BANG, it's gripping, rhythmic growling noises from the twin exhausts down under the tail. GrgrrrrrrrrrrrBLAAAMM, WHHOOOP the V12's fired, rope sags as we surge forward, declutch. There's no need to signal the tow car she's fired, they can hear!

If Enzo Ferrari had a less-euphonious name, like Piccaianini or Bacciagaluppi, I am sure his engines would never sound half as good as they do. Concentrating hard to remember that the centre pedal is the throttle it is a joy to warm up '114's supercharged V12. There's an insistent but not obtrusive whine from the blower, a busy willing mechanical clatter from beneath the bonnet and a terrific multi-tone WAAAaaaAAAaaaAAAH from the tail-pipes. As the water temperature gauge on the far left of the polished panel registers I can do what I've wanted to do all along – blip it – and an ear-shattering sledgehammer of noise blasts out of tail pipes, blowing up a cloud of dust and leaves behind the vibrating car. It's alive.

After a few minor carburettor leaks had been sorted, Brian Davis gave the go-ahead, I slotted in first gear against the notchy exposed gate (don't stall it now and look a bloody fool) the rev counter needle flickers to just over 2,000, ease the clutch, it bites and we're gently away. Easier than I thought, up into second, crunch click, throttle, super noise, third, click-click (that was a better change) and now we were bouncing along the Starkey Straight at about 40mph, the ride very comfortable although I was being bounced about in the seat as the car jumped and joggled over the bumps.

On past the old pre-war paddock site, over the brow and down towards the Melbourne Loop which is now re-surfaced to form a one-kilometre test circuit. It runs up and down the steep slope over which the 1937-38 GP cars aviated, with two ninety-degree righthanders joined by a very short straight at the top of the brow and the old 180-degree Melbourne Hairpin down in the field at the bottom. This was where the owner allowed me some glorious laps in '114'.

The car's noise is its best part. Opening it up down the slope to about 6000rpm in the gears must be the second greatest pleasure I know. No crash-hat, we're doing nothing serious, airstream lashing my hair and that fantastic baritone exhaust note blaring across the Park, its echo lashing back from the trees like a whip-crack. Diving down into the Hairpin the brakes seemed almost non-existent at first, demanding all my overweight 15-stones to steady the car. Once warmed-up they improved, but I didn't fancy keeping that up for 312-miles as the aces did in '114's heyday.

The swing-axle rear suspension immediately made its presence felt. Down the hill into the right-hand hairpin at around 75mph, stand on the brake (remember which pedal), lock over and the Ferrari looks in early at the corner, its tail running round as the tyres up-edge. Back on the power, right-front wheel opposite locking over the apex and now the tail's *really* going wide . . .

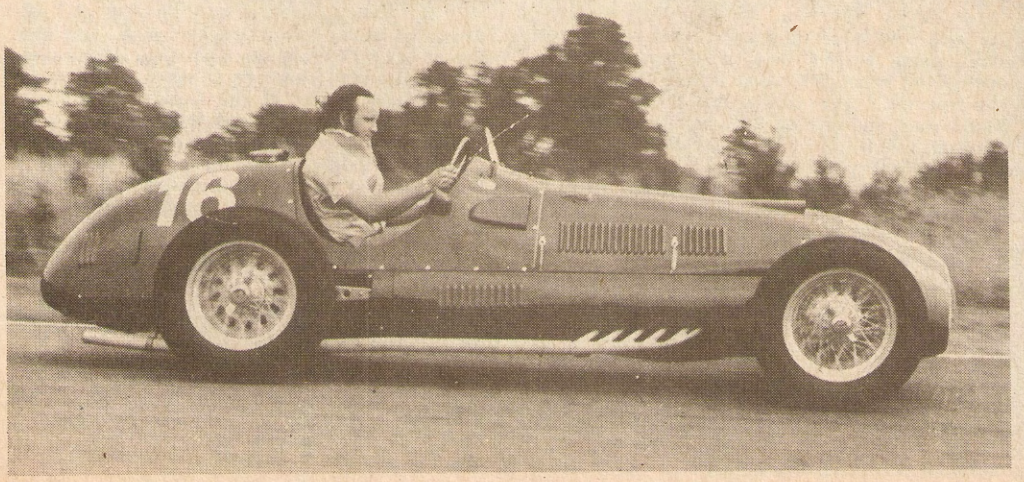
Funny thing oversteer. I found my head following the line I wanted to follow, which meant it was outrigged to the right of the car as the sliding rear-end hauled my backside and the rest of me away to the left. "I've lost it, I've lost it, I've lost it" I was thinking to myself, right arm up over the top of the wheel and feathering the throttle, then the tyres sat down, the tail whipped back into line and jolted my lower half back vertically beneath my head.

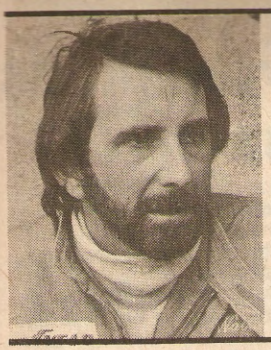
I just felt it happening, whipped off left-lock in time so I didn't over-correct, and then it was blast up the hill, up through the gears, lift for the blind brow and the right-handers beyond then it's jerk and slide and squeal round one, then the other and away into another lap. Changing down is a little hit-or-miss, partly because the clutch needs a stop and tends to bottom out and partly because I was being ham-fisted, but it was a lovely drive and it's just a pity '114' can't be road-registered . . .

You see it feels like a not particularly sophisticated road-going sports car. Its acceleration and handleability is about the same as a well-tuned TR6, which shows what progress is all about, and when my drive ended with a blocked fuel-pipe it suddenly occurred to me that in these cars one sits virtually between the rear wheels, right at the rear end of the wheelbase. Most modern road cars put the driver in the forward half of the car, with the rear wheels well behind him, and even the TRs and E-Types and 240Zs don't have the seat as far back as that of '114' and her peers. It's like driving a BMW from the back seat, and in corners it gives a terrific sensation of lateral movement . . . maybe the critics of the Auto Union did have something after all?

Finally, Dick Cobden asked me to give that horse on the steering wheel a pat for him, which I did, and Tom Wheatcroft's men cleared the sediment in the fuel tank in a typical Wheatcroft way. They removed the tank and lashed it to one of Tom's cement mixers, dropped some blasting-beads down the neck, and left the mixer running for a day. The practical approach, you see, that's what makes Wheatcroft a winner . . . him and Enzo Ferrari too . . .

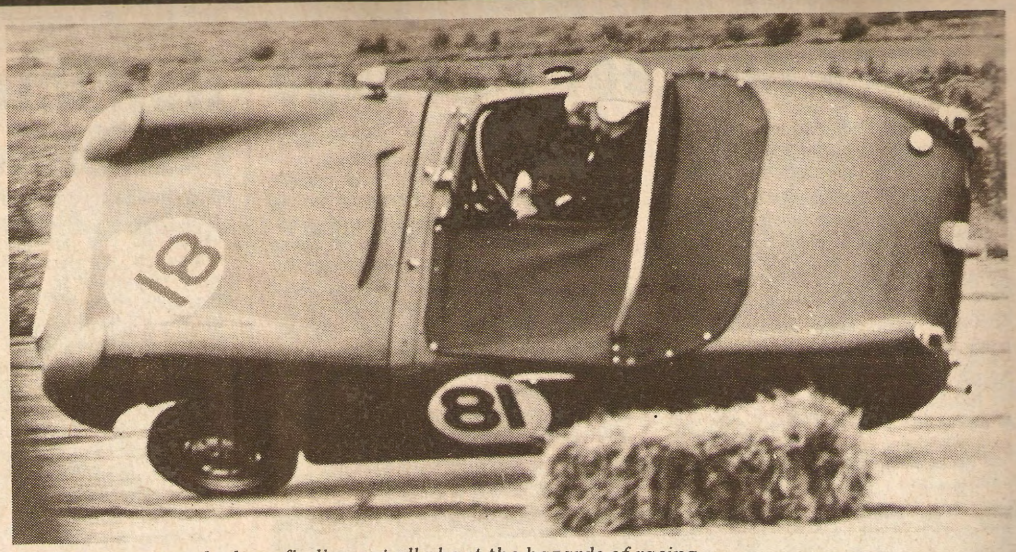
Carefree motoring – Nye let loose in someone else's Ferrari.





"One thing we are all very conscious of is that we can not allow another Barcelona incident to happen. We must never allow a situation where cars fly into the crowd."

JOHN WATSON



John Watson, in early days, finding out all about the hazards of racing . . .

It seems possible that this year's German Grand Prix will be the last time we run on the full 14-mile Nurburgring circuit. For reasons of safety and economy there are plans to reduce it to a mere five miles.

That makes me sad because, frankly, I'm a Nurburgring fan. I like all road circuits because there's a feeling about a road circuit that an artificial circuit can't give a driver. I was raised on road circuits during my early racing days in Ireland — they were literally road circuits with no protection whatsoever. I feel that they teach a driver a certain amount of respect for his business. On road circuits you learn things about the craft of racing that you'll never learn on an airfield or on a place like Nivelles.

While I'm sad that the full 'Ring will no longer be a Grand Prix circuit after this year, I must say that I'm delighted that they are shortening it and preserving something of the road circuit challenge rather than making us run at Hockenheim. That's a circuit that does nothing for me at all. It's a dodo.

I guess that racing on the Nurburgring and liking it is a very selfish thing. It's feeding your own ego without considering the spectators. I've never understood the fascination of the 'Ring from the spectators' point of view. To me it's ludicrous to stand and see a Grand Prix where you get 14 looks at the action with seven minute intervals between.

I understand that since 1970 over £3m has been spent on the 'Ring in reshaping the circuit and bringing it into line with current safety standards. It's inevitable that with a circuit this length its costs of maintenance are going to be much higher than a normal circuit. You know before you start that its costs must be seven times higher just because it's about seven times longer than the average circuit.

Circuit safety and the requirements are constantly changing. We try to stabilise them as much as possible. At the 'Ring there are over 30 corners which are taken in 3rd, 4th and 5th gears and that means at speeds in excess of 120 miles an hour. We now know that in order to make these corners safe we need a run-off area on the outside of the corners.

In many places around the 'Ring the Armco is hard up by the circuit and there are trees growing within feet of it. Last year in the Grand Prix, driving the JPS, I had a suspension failure on one of the really fast sections where I was doing around 170 mph and I was very lucky not to hit anything. This was in an area where there was no spectator or driver protection.

Looking after drivers is one thing but looking after spectators is another. One thing we are all very conscious of is that we can not allow another Barcelona incident to happen. We must never allow a situation where cars fly into the crowd. Having said that I appreciate that with a circuit like Nurburgring there is no way it can be a viable commercial proposition to make it spectator-safe all the way round.



I would love the circuit to be made safe all the way round so that we could continue to race on it. But that's not possible so I'll happily settle for a smaller version that is safe.

On this matter of circuit safety and the specifications I would like to point out that in the past some people have criticised the drivers and the GPDA for making heavy demands on circuit owners. The situation now is very different. We, the GPDA, have now got a very much closer working relationship with both the Constructors and the CSI. All circuit inspections are now carried out by a three-man team with each body represented. I think our working together on a much closer basis with the constructors is a wise thing. The new set-up has our secretary and the Constructors sharing an office; so the two bodies are now working as one.

Monza is another circuit with a problem. I don't know how dangerous it is, all I know is that I wouldn't like to have a serious accident there. The approach into the Lesmos is so fast and you're heading into an Armco barrier at right angles, behind which is just a mass of trees. There's no room there to give us a run-off area. The local authority won't allow the trees to be cut down — they are the subject of a preservation order of some sort — and so we're in a stalemate position.

If they can't solve the problem I think we (the Constructors and the GPDA) will have to seek an alternative circuit for this year's event. Frankly that doesn't bother me too much. I'm not a great fan of Monza, it's not a circuit that has ever thrilled me.

Drivers aren't supposed to have favourite circuits but that doesn't stop people wanting to know which are my favourite circuits. It's a question I'm frequently asked. The question was recently put to me in another, rather interesting, way. I was presented with the hypothetical situation: if there could only be five Grand Prix events this year and you could choose them where would they be?

I'd choose them this way. Interlagos in Brazil because it's a good long circuit, fast, tricky and safe.

Monaco because it's a pure road circuit and it's a unique challenge. Safer than it looks and, of course, quite slow really.

I must include the 'Ring, even in its revised five-mile form.

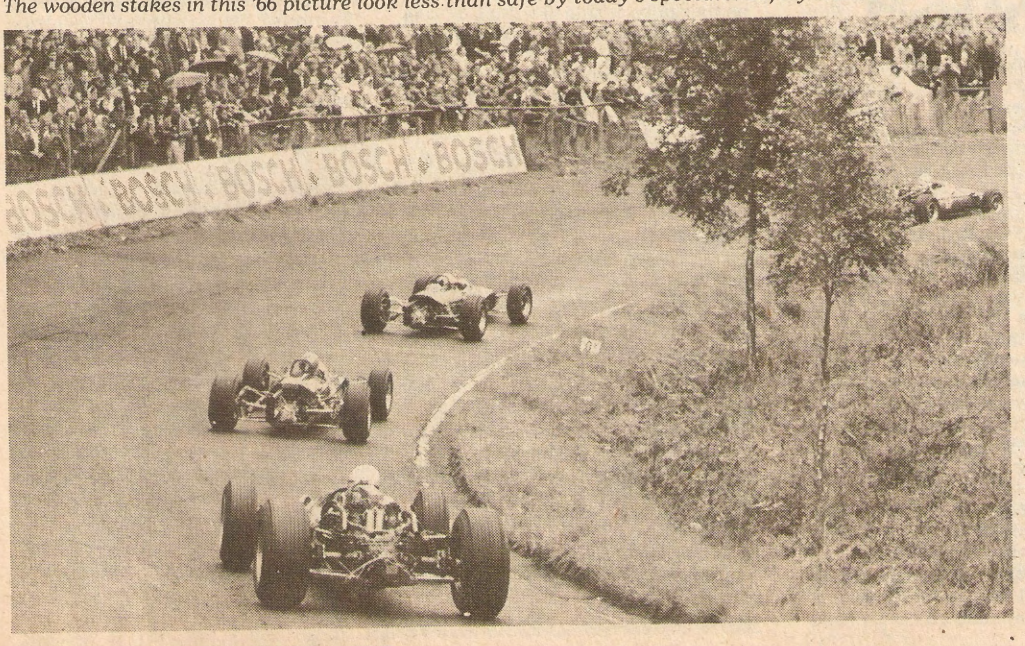
Ricard because even though it's an artificial circuit I've always enjoyed racing there.

And then Brands Hatch which, although it's not a road circuit as such, was built to resemble a road circuit. It's got ups and downs and bends of all sorts and it's about the right length.

Maybe shortening the 'Ring, which is what we started to talk about before we got distracted, will have a hidden bonus for the organisers there. It is popularly believed that the attendance figure at the 'Ring is the highest for any circuit. They talk about a quarter of a million spectators but when you actually see their audited figures you see that in 1973 they had 123,880 people paying and in 1974 it was 116,910. Obviously lots of people get to watch without paying.

Maybe with a smaller circuit it will be possible for the organisers to establish a more efficient way of marshalling the spectators and collecting admission fees from more of them. It's money as well as cars that makes this sport of ours go round.

The wooden stakes in this '66 picture look less than safe by today's spectator safety standards.



Safari: Peugeot V6 coupe

We hear that Peugeot are to enter one of their V6 engined coupés on the Safari to supplement their team of 504 saloons. Apparently Peugeot long-term plans are to involve themselves rather more fully with the WCR series next year and it would seem that the V6 coupé will form the future spearhead of the team.

On the home front the little 104ZS coupé, pictured here, will be entered on national events. Timo Makinen, as usual, is closely involved with the development of the car and Peugeot hope that it will successfully capture some of the French "boy racer" market which is currently being scooped up by the Renault 5TS. Makinen will be competing on other events with the car, including the Monte Carlo Junior Rally, and driving it as hard as he can in order to see what breaks first. When Peugeot have satisfied themselves that all is well, the car will most probably be seen in the hands of Christine Dacremont and perhaps one other teammate.

This little screamer is Peugeot's still developmental 130 bhp 104ZS coupé 1300. Makinen and Liddon are currently involved in competing with it.



New Chequered Flag plans

Dawson drives Stratos on R.A.C. nationals

The jubilant Chequered Flag rally team are at present busily taking stock of the situation down in Chiswick. Graham Warner, now very seasoned in the art of rally disappointments, commented with cautious optimism on Tuesday, "One swallow doesn't make a summer, but at least now I feel that we have turned the corner and can start serious development rather than just patching up the different things that go wrong." Graham naturally hopes that the factory will now take more notice of what he has been trying to do in this country for over a year. The Mintex result was as strenuous as ever, and with comprehensive service arrangements masterminded by Ian Pankhurst, the team gave everything to one of the most richly deserved victories for a very long time. A great shame for all that such a win should be marred by wrangling and politics at the finish, although Russell Brookes is one of the few to emerge from it all with great credit.

Plans for the remainder of the season are, and will probably remain flexible, but Andy Dawson is likely to drive the car on RAC nationals, says Warner, and Per will be contracted as usual to drive in home internationals. At this stage Warner is hoping to have the car equipped with a four valve-per-cylinder 270+ bhp unit for the Circuit of Ireland when of course Per will be driving it. For now at least, Andy is definitely driving the car on the Granite City when his co-driver will be John Jensen. The 'Flag hope to be able to fit in one or two European events as well, although their talks to the organisers of the Firestone Rally appear to be almost at an end because the cars have to be aboard the ferry on the 10th and Warner feels that this is too early for the team to prepare the car satisfactorily. We hear in the meantime that Castrol rounds will also be a target when possible.

Ford—NO to Safari

Revised plans for Firestone and Tour

Last Wednesday a decision was taken by Ford not to go to the Safari Rally. This major cutback in their World Rally Championship programme was apparently taken on cost grounds, and since the alleged expense for the event was to be some £55,000 including a figure believed to be in the region of £15,000 merely for cars and crew airfreight, it is an understandable one. The Recce car for the event was supposed to have been flown out in the belly of a Boeing 747 on Friday but with completion dates behind schedule, there seemed little chance of this actually occuring.

The cancellation of the Safari on a cost/effectiveness basis does not affect the remainder of the WCR programme — the Moroccan, the 1000 Lakes and the RAC Rally and the company are now entering the Firestone, which starts on Friday, 19 March, with two cars for Clark and Makinen, while John Taylor is also said to be going. His Haynes of Maidstone car will be under the wing of the works for the event. This added interest in the Mediterranean area is apparently designed to coincide with the commencement of production at the new Ford factory in Valencia and is expected to "spearhead a new marketting programme for Europe and the Mediterranean countries." Meanwhile the three cars that were to have been built for the Safari will still be completed. These "tough turkeys" will be ready in very good time for the gruelling Moroccan saga before two of them are shipped off to compete in the South African Total Rally when local co-drivers will accompany Clark and Makinen.

Future Ford plans include the continued presence of two works cars on the national scene for Roger and Ari while Ford have confirmed that they will be entering the Texaco Tour of Britain with two RS2000s for Roger and ANother; the latter one assumes is Ari Vatanen, but which just might turn out to be GP driver.

More forestry in South Wales

Rallymen in South Wales have won a long campaign to get greater use of Forestry Commission roads in the South Wales Conservancy.

The Commission have agreed the forests can be used up to six times a year with no restriction on the number of times a forest can be used in a particular event.

This new policy by the Commission will really enable stage events to get underway in the most populated parts of Wales.

The breakthrough follows months of negotiations involving WAMC's southern forestry officer, John Henderson. Commenting on the decision, he said, "Now the WAMC's will be able to ensure the best use is made of the forests available."

City forum

At 7.30 pm on Friday March 12, the night before the CP Granite City Rally, *"The Press and Journal,"* the North of Scotland's leading daily newspaper, is organising a rally forum.

The forum, the third pre-Granite City forum organised by the paper, will be chaired by motoring journalist and co-driver Ross Finlay. The panel will feature a panel of rally competitors. Among the films to be shown are the 1975 Scottish Rally and the 1975 Avon 'Motor' Tour.

Tickets for the forum, price 60p, at the College of Education Theatre in Aberdeen, are obtainable from *The Press and Journal's* city centre office or by post from Ken McEwen, Publicity Department, *The Press and Journal,* PO Box 43 Aberdeen, AB9 8AF.

What's it like at 'Roger's' bend?

The corner on Ingleby where Roger Clark had his highly publicised accident caused many moments for several competitors. The culprit was a lurking drainage ditch running at 90 degrees to the track and hidden by grass. The gulley was situated strategically on the apex of what looked like a very fast right, and the corners previous to the hazard were all wide and fast, inviting a racing line, cutting the apexes and taking the sequence "flat". To drop an inside wheel into the gulley was to spin the car toward the bank, leaving it heading towards the new hazard on automatic opposite lock. When a rally car hits a bank on opposite lock, the machine is most likely to flip over in classic style. Assuming you were to see the hazardous gulley close to the edge of the road, you would only see it at almost point blank range by which time you would be committed to the racing line. A hurried correction to the line meant that in a really quick car (and Roger was really turning on the taps, Dawson having re-taken the lead) it would be possible to run out of road on the opposite side of the track. It is one of those corners which will doubtless acquire similar notoriety to "Mikkola's bend" in Dalby and several other critical spots where "famous" shunts have occurred. . . .

A long way down . . Roger did the job properly at the weekend – converting his Cossack RS1800 into a Daf Marathon Coupé.



ROUND 1

Castrol AUTOSPORT RALLY CHAMPIONSHIP 1976

The other Mintex...

Such was the extent of the controversy on the Mintex International last weekend that the fate of some of the principal contenders for the Castrol championship were unavoidably overlooked in the accompanying Mintex report. The undoubted stars not belonging to the establishment were David Lang and Graham Elsmore.

David Lang . . .

David Lang, from a star number of 74, was extremely quick on the Friday and more than proved that he could stay with the superstars. The fact that he achieved this feat (he was up to eighth overall by the end of the day) from such a low starting position with the stages cutting up badly in places, speaks volumes for him.

However he blotted his copy book in no uncertain terms on Saturday with an off down a fire break when he was caught out trying to go too fast in the fog on Ingleby. He completed the stage after a delay, but then a wheel fell off the car on the next road section leading to retirement. If David were to stay on the island, and this he must surely do in the near future, then he must constitute a strong challenge in the series. Various rumours surround his future but it seems that the Mintex may have been the last event in which he will compete with his old car.

Graham Elsmore . . .

Graham Elsmore started off the event with a spin in front of Barry Hinchcliffe's cameras on Olivers Mount before settling down to another slick performance. On the final day he spent almost the entire afternoon without second gear which slowed him considerably and made entries into slow corners particularly exciting and demanding on the brakes. He then hit the gatepost on Castle Howard and finally was forced to drive Olivers Mount on knobblies, a factor which of course did not affect the issue as things turned out. Graham is perhaps the current favourite for the championship, especially after a performance of this nature. He finished ninth overall.

Mike Rawson . . .

Dave Stokes finished a further 3½ minutes down in 12th place after a steady drive during which he had been forced to run late on occasions and experienced some of the worst stage conditions. Both he and Robin Farrington (14th overall) were particularly affected by the lurking presence of fog, but both drivers nevertheless impressed with their approach to the first round of the championship. Sandwiched between these two was Richard Iliffe, while Mike Rawson, who finished an eventual 17th overall, had been lying 12th at the Flask Inn on the Friday. However in yumping the car heavily in Harwood Dale he wiped out the lights. On the next stage the battery fell out and cut all the electrics, losing the Stockshill Garage Kadett a further minute before the filaments fell out of the lights and he was forced to drive through the fog and darkness on just two spotlamps for the final six stages. At the re-start on Saturday he found himself back in 31st position but thanks to a largely reliable day, Mike managed to get the car back to 17th before the close.

He was smiling on Friday afternoon so one can take it that the car is a great improvement over the old Ascona and with the addition of a high ratio rack, he feels that the Kadett can really go places. He hopes to be contesting all remaining rounds of the championship save perhaps Donegal, in the car.

Laurie Richards . . .

Laurie Richards had a disappointing finale to his outing on the Mintex although it was perhaps a fitting epitaph for a troublesome car. He found himself just outside the top ten on the final afternoon when the electric fan started misbehaving and the engine overheating. Worse was to follow however for Laurie eventually rolled after having missed a gear coming into a corner and his attempts to cut the apex were enough to tip the car over. He was classified 20th overall. A Lloyds Mk 2 in Century Oils colours should be out on the Cheltenham Festival in March.

Terry Kaby . . .

Terry Kaby had an interesting time acclimatising himself to his new Dolomite Sprint and he spun on each of the first five stages including a monumental off into a field just after he had engaged overdrive top! Terry found the car more manageable in the forest and a bent bottom wishbone was the sole casualty for the remainder of the day. It seems however that the headgasket was on the way out, for on Saturday he was rapidly forced to fill the car up with water after every stage and eventually it used as much as two gallons in a mile, so the crew retired just before Broxa— almost home.



Graham Elsmore in action last weekend – another good result to add to his laurels.

Robert James . . .

Robert James had a highly fraught rally. The new calipers for his brakes should have arrived in Cardiff, but on the eve of departure it was discovered that they were still gathering dust in London. Robert Davies was despatched forthwith to collect them, and in fact beat his driver in the race to reach Scarborough. Then, when they opened the box (as the saying goes), they found no bolts included with which to fit them! Mayhem for several seconds! Order was eventually restored and substitutes were found enabling James to set off on a rally during which virtually everything on his car was to fall off before he managed to struggle home 32nd overall.

Ulster rally now takes shape

Plans for the newly-fledged Ulster Rally are now well under way and the rally will take place on 3rd/4th September. It is a qualifying round of the RAC Rally Championship.

The all tarmac special stage event will start from Antrim on the Friday evening and after describing a figure of eight loop with major controls in Larne and Omagh, will finish in Portrush on Saturday afternoon. The total length of the route will be in the region of 450 miles with about 200 miles of stages. A feature of the rally will be the inclusion of a number of "spectator" stages where special attention will be paid to the requirements of spectators in terms of car-parking, public address, etc.

The Ulster Rally is being organized jointly by Larne, Mid-Antrim, North Ulster and Omagh Motor Clubs on behalf of the Association of Northern Ireland Car Clubs. Joint Clerks of the Course are Harry Johnston and Mike Ford-Hutchinson. Secretary of the meeting is Roy Sloane, 11, Gortin Heights, Dunluce Park, Ballymena (phone 41896) from whom regulations will be available in early May.

Points — Round 1

Drivers — overall: Andy Dawson 20; Russell Brookes 19; Tony Drummond 17; Colin Malkin 13; Graham Elsmore 12; Tony Pond 11; Richard Iliffe 10; David Stokes 9; Robin Farrington 7; Paul Faulkner 6.

Co-drivers: John Brown 19; Phil Short 17; Stuart Harrold 12; Dave Richards 11; Tony McMahon 10; Bill Andrews 9; Jeff Hignett 7; Monty Peters 6; Neil Wilson 5; Stuart France 2.

Group One drivers: Tony Pond 15; Robin Eyre Maunsell 14; Henry Inurrieta 12; Bernard Banning 10; Paul Appleby 9; David Hardcastle 7; Chris Field 6; Peter Clarke 5; Keith Pursglove 3; Steve Ward 1.

Group One co-drivers: Dave Richards 15; Neil Wilson 14; Martin Whale 12; Rob Parrott 10; Keith O'Dell 9; Keith Read 6; Mike Knutton 3.

Classes — A (up to 1600cc G1)
Bernard Banning 6; Chris Field 4; Chris Daisy 2.
B (over 1600cc G1)
Tony Pond 9; Robin Eyre Maunsell 6; Henry Inurrieta 2; Paul Appleby 1.
C (other cars up to 1300cc)
John Midgley 4.
D (other cars 1301-1600cc)
Dave Robbins 6.
E (other cars over 1600cc)
Andy Dawson 9; Russell Brookes 6; Tony Drummond 2.

Vatanen leads RAC Championship

Ari Vatanen now has a significant lead in the RAC championship thanks to his third overall on the Mintex International last weekend. Contrary to the expectations of some, Ari has had consistent results and Roger Clark has now fallen back into the clutches of Russell Brookes in third place. In G1, Pond, despite his greater speed with the Dolomite is in second place by virtue of the fact that Robin Eyre Maunsell has a 100 per cent finishing record so far this year.

Positions are as follows, **Overall drivers:** Ari Vatanen 25; Roger Clark 19; Russell Brookes 17; Billy Coleman 13; Tony Fall 10; Pentti Airikkala 10; Brian Culcheth 10; Andy Dawson 10; Tony Drummond 9; Colin Malkin 9.

Group One drivers: Robin Eyre Maunsell 24; Tony Pond 20; Jim McRae 18; Gavin Waugh 15; Ronnie McCartney 15; Henry Inurrieta 14; Ian Gemmell 8.

Classes G1 up to 1600cc: Gavin Waugh 18; David Finch 15. **Over 1600cc:** Tony Pond 18; Robin Eyre Maunsell 15; Jim McRae 13; Ronnie McCartney 8.

Other cars (up to 1300cc): John Coxon 12; Mike Jackson 11; Pat Ryan 9; Ian Fleming 9. **1300-1600cc:** Roy Gillingham, Andrew Cowan; Chris Huddlestone 9; Fred Henderson, David MacDonald, David Robbins 6. **Over 1600cc:** Roger Clark 15; Ari Vatanen 14; Russell Brookes 10; Pentti Airikkala, Andy Dawson 9.

● Henry Inurrieta used just four tyres on his way to 21st overall and fourth in G1 on the Mintex. They were Firestones, made in Spain of course.

New sponsor for Lindisfarne

The Organisers of the Lindisfarne Rally are pleased to announce sponsorship from The Newcastle Centre Hotel, the latest addition to the Centre Hotels Group.

The Centre Hotels Group are not new to rally sponsorship — followers of the Sport will recall their backing of "CS 1" — the Escort campaigned by Barry Lee and Mike Hibbert and prepared by Clarke & Simpson. Mike Hibbert in fact won the event in 1972 driving "CS 1".

The Newcastle Centre Hotel is a brand new building in the heart of Newcastle upon Tyne which will accommodate 336 guests when it opens in the Spring. It will form the focal point and base for the event and will also be the scene of the presentation of awards and after rally party. Rally Teams will be pleased to learn that the hotel is offering special rates for overnight accommodation over the week end of the rally. Booking forms will be circulated with the Regulations.

The format of Tynemouth & District Motor Club's Lindisfarne National Rally is now well tried. It offers a 100 miles of forest stages in the massive Kielder complex for one of the cheapest entry fees on the market. With concessionary rates from The Newcastle Centre Hotel it is one of the best "value for money" events on the National Rally Calendar.

The experienced organisation team which put on last year's highly successful event remains largely unaltered for 1976 — key personnel being Mike Sayer as Clerk of the Course, with Jack Thompson as his assistant, Keith Gray as Secretary of the Meeting and John Stanger-Leathes as Press Officer.

The event is a counter in the RAC *Motor* Championship and will start from Newcastle on Saturday 2nd October. The entries list will open on 14th August, and regulations for the event will be available from the Rally Secretary, Keith Gray, from early August onwards.

All enquiries about entries should be addressed to Rally Secretary Keith Gray at 59 Glencoe Avenue, Cramlington NE23 6EH. His home telephone number is Cramlington 6504.

Loose plains

Regulations for Knutsford Motor Club's Plains Rally — fourth round of the Esso Uniflo BTRDA Gold Star special stage rally championship — were published on Monday (February 23, 1976).

Organisers say they are delighted with the interest shown in this, their first special stage event.

The rally will start at 10.00 hours outside the Marine Hotel, Barmouth, on Saturday April 3 (map reference 124/610158½), and will finish there later in the afternoon. Metric maps 124 and 125 will be used.

The event will be 150 miles long, including about 30 miles of stages. Entries — to Gordon McLaren, 120 Chester Road, Grappenhall, near Warrington, Cheshire — will cost £16.

The Plains is also a counter for the Welsh Association of Motor Clubs championship.

Dreaming of 131s

There have been one or two rumours floating around recently with regard to the possibility of the appearance in this country of a fully fledged works prepared G4 Fiat 131. Since there are to be 400 of them in this guise quite shortly, it seems a reasonable idea in itself; but the key to it all is Fiat (UK) who have not hitherto been much enamoured with the idea (in a similar fashion to Lancia (GB)). But the appointment of Mr A. Basile to the post of deputy managing director recently may well change the picture markedly as Basile comes from a Fiat posting in Canada where he was in the habit of lending ex-works cars to talented drivers like Jean Paul Perusse etc. Basile is known to favour this kind of promotion and Fiat in this country are, it seems, only too willing to negotiate with Italy for a car at the right price; although they have no plans to enter it themselves or found another 'dealer' team. The works in Turin have in the meantime expressed their intention to cooperate and have declared that all Abarth bits that are available to the works should be available to private customers as well. Apparently Fiat UK have already had a number of interesting enquiries so we must now watch and wait.

Mintex mumble . .

We gather that the failure of Pentti Airikkala's car on the Mintex came about not as a result of a headgasket failure but what appears to be a fault in the fuel lines. When the carburettors were removed and examined, several small pieces of rubber were found to be choking the jets. Although the Mintex could hardly be described as the zenith for David Sutton, his wife Jill certainly did the trick again; finishing 25th overall despite persistent clutch bothers, and taking the female person's award with her customary ease.

Piggy Thompson

Piggy Thompson went OTL on Saturday attempting to fix his collapsed rear suspension. The trouble originally started a mile into Ingleby when he clipped a rock which several others also hit while negotiating a fast kink left and right. The impact immediately burst a front strut and after this had eventually been replaced, a rear torsion bar snapped after the final service point before the overnight halt. The crew re-started but ran out of time trying to fix the ailments.

15—love!

"Why do you want an extended licence for the bars in the hotel?" asked the local magistrate to the organisers when receiving their application for the post rally festivities on Saturday night. "To entertain the chief constable and the mayor," came back the poker-faced reply; the licence was granted without further ado . . . 15-love!

Boycott?

Rumour has it that at the turn of the century the Prince of Wales once stayed in the Grand Hotel, Scarborough and, while there, contracted typhoid. This élitist palace, hitherto frequented by the intelligentsia, cognoscenti and the trés chic was thence boycotted by its erstwhile clientele for around 40 years.

Whether Mintex will do the same with the rally fraternity is not yet known, but following an incident at the prize giving during which both the mayor of the town and the managing director of Mintex, Desmond Pillinger, were thoroughly soused with a dubious fluid by a member of the latter, one could well understand if should they feel that they no longer wish to be associated with a bunch of such stature. This would be a great pity, for all the parties concerned, and not least the sport, which would be inestimably the poorer. Of the action itself, perhaps the less said the better, for it scarcely deserves a rational comment.

● John Lloyd telephoned us on Monday last to point out a mistake which appeared in our Gwynedd Rally report. John informs us that it was he in fact who came tenth overall in his Chrysler Imp with 5317 penalties.

● The City and Guilds MC have announced that they will be holding a forum/Film Show on March 2nd at 7.00 pm in the Department of Mechanical Engineering, Exhibition Rd, London. Tony Pond and Brian Culcheth will be the guests of honour and the film of last year's Tour of Britain will be shown.

● Among the latest recruits to the "build an RS1800 for Britain" (and Ford) campaign are Piggy Thompson, whose love affair with his Porsche Carrera seems to be all but at an end, and of course Tony Drummond who is hoping to have his car ready shortly.

● We hear that John Taylor has been asked by Peter Ashcroft if he would care to compete on the Hankki (Snow) Rally during the first week in March. Several Sutton entries are also involved and Ari Vatanen seems likely to go along. Martin Holmes will be co-driving for Pentti Airikkala.

Mike's shock deal rocks rally scene

Amid scenes of untold carnage and rioting last weekend, Mike Greasley was named in a multi-million pound deal said to involve a ride on the gruelling Granite City Marathon World Extravaganza next month.

The blond personable dilettante from Worthing said coyly as he posed for pictures, "This could be my big break, now I'm going straight to the top — and no one, not even my pet parrot Pericles, can stop me now." Mike, bronzed and beaming after a whistle stop tour of the Seychelles, brushed back his long dark locks and smiled at passing admirers as he told me exclusively in a person-to-person interview, "Motoring journalism is thirsty work and I could go a few swift cold ones right now!" Then the balding child superstar was dragged away for another TV presentation amid scenes of untold carnage, etc. Mike Greasley is 94.

Mike Greasley—pass!



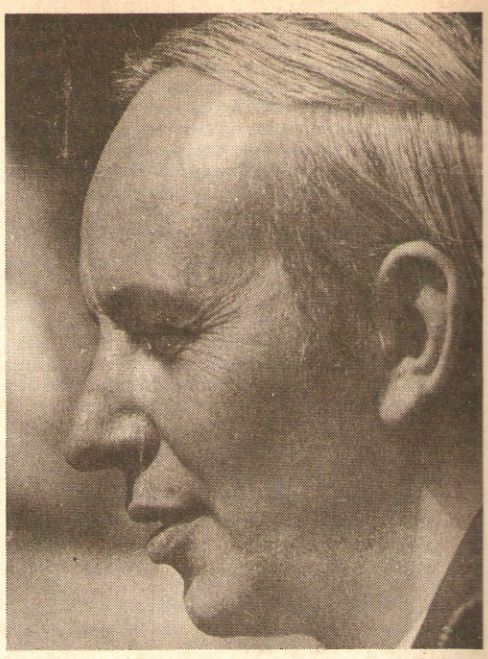
● Our apologies to Howells of Newport for inferring that they are discontinuing their rally involvements. We are informed that they will be running a G4 1300 Allegro for Doug Dawe/Nigel Riddle and they are hoping to sponsor two other Allegros, one of which may just belong to Dennis Cardell.

Tailpiece – the Roger Clark wreckage rests in peace . . .. but wait! Guess who's looking in the window!



Team Surtees reborn

IAN PHILLIPS talks to JOHN SURTEES about his new team and future plans



'I would like to stress at this stage that we are starting out on an entirely new venture, yes we've been in Formula I before, but we've got a new team, a new car and a new sponsor and, we hope, an entirely new image'. These were words of John Surtees at the announcement of the Durex sponsorship of his new TS19 Formula 1 car in London some ten days ago.

It's typical of the man who won seven world motor cycle championships and a world motor racing championship that he was able to make that statement last week. His own track record, as a rider and driver, showed him to be a man of grim determination, and totally selfish dedication to achieving an aim — but his announcement late last August that he was quitting F1 for the rest of the year looked like being the end of his five year struggle to make it as a top Grand Prix constructor. He said at the time: 'I've decided to stop. There's no point in pouring good money after bad. I'm not crying about it, it's my decision, but there's just too much aggro to keep going. It's been very hurtful for me, as I'm a stickler for doing things right, to be scratching around as we have been this year.

'We'll gather ourselves together on the technical side and make possible plans so that we can launch off in a proper manner next year if we can find the sponsorship'.

Few people gave John much chance of making a comeback — past form showed that once you were out of Grand Prix racing for a few races to come back for any period of time and be competitive was an impossibility. But then John has always been a little different to the modern day sharp business men who dominate the Grand Prix Constructors. He's not one for making his presence felt with words or money; he's a practical man whose experession is in his cars and the success they achieve bearing his name. If they fail, then he's failed and vice versa.

It's good to see that the Surtees name will be properly represented on the Grand Prix grids again this year with two cars and sponsors. It is a whole new venture and it is perhaps a new John Surtees at the helm. The determination to achieve that ultimate goal is there more than ever, but he's more relaxed than he has been in recent years and there's no trace of the bitterness which showed through in the bad years of '74 and '75. He doesn't see himself as the underdog anymore, but the sprightly new challenger who has learned from mistakes and who understands what's involved. It's probably too much to hope for anything spectacular this year, but every British racing enthusiast would dearly love John's endless efforts to get their just reward in the near future.

The recent acquisition of Durex sponsorship allowing you ro run a two-car formula 1 team this year must have seemed an unobtainable dream just six months ago, is that so?

It certainly was a far off hope. I didn't know quite what to do.

We had to make a decision, around the time of the German Grand Prix last August, whether we should try and survive or not. The important thing is that we could have survived the year as we were, but that just wasn't good enough.

We had to come up with a car that could do at least one or two seasons with steady development. We had to put together a sensible team; we are now in the days when a very limited budget operation can only come up with a reasonable result occasionally. Irrespective of what people may say, if you analyse our results last year it says one thing, but if you look at what our car was actually doing, it gives a totally different picture. John Watson should have been, and I would emphasise the word should because the important thing that counts is results, should have been well in the places in a number of championship events; unfortunately it only happened, through various reasons, that he finished in the non-championship races. That gave us a number of problems.

We had originally intended to build the new car at the end of January and early February but we couldn't. So round about August time we said 'what are we going to do? Spend what resources we've got just carrying on in this rather pointless manner or do we go ahead and build the new car'. We decided to stop racing and put what we'd got into building the new car.

Did you ever come close to thinking you'd have to give it up all together.

Oh yes, I considered that, as I do have one or two other interests. I thought we're either going to try to do this reasonably properly or not at all. In fact it came to the point that we were within a day, on two occasions, of the deadline which was set for us to withdraw. Each time something happened to keep us in.

It's very rare for a Grand Prix team to pull out of racing when in the doldrums and then come back to be competitive — do you think you'll manage it?

I don't see any reason why we shouldn't become competitive, although I don't expect to go straight in and blow everybody into the weeds, as you might say.

First of all I expect to put together a new team, a team of experience and known personnel, who are very important. Secondly, I will have two new drivers — not the most experienced in the world, but who I believe have potential and, thirdly, we have a new car. It'll take a bit of time to knit that all together and I'm not pretending that it won't. The point is that I have faith, otherwise we wouldn't have gone ahead and built the new car, that we can do it and we intend to do it.

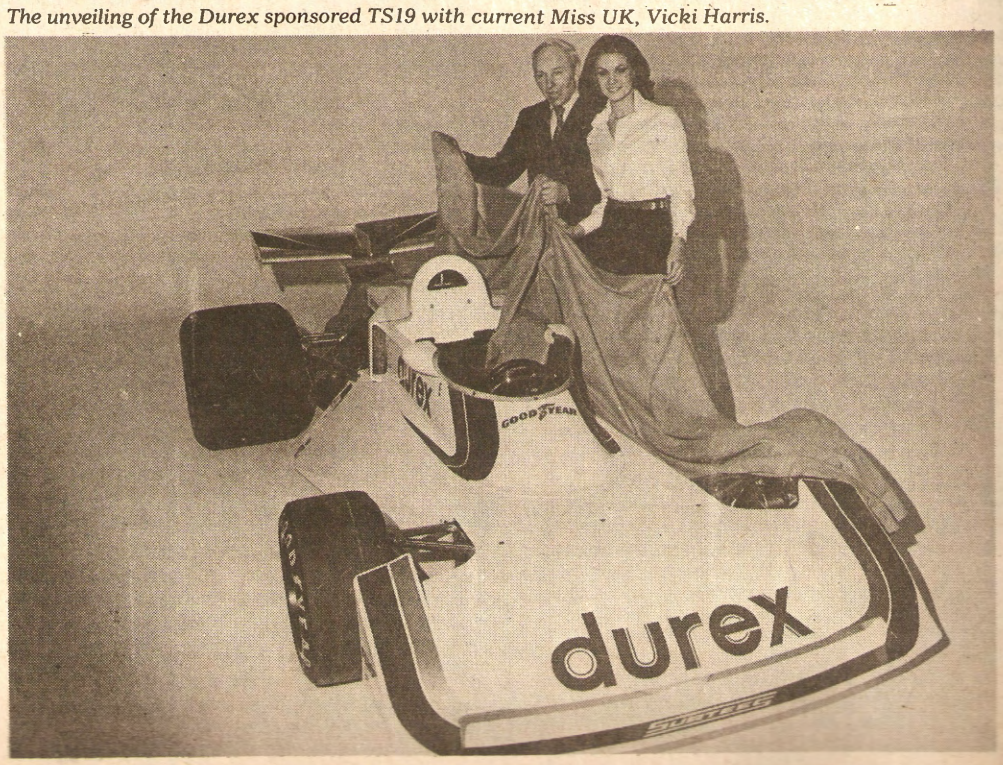
How have things changed in the Surtees organisation since last year?

Well we've cut down on staff quite considerably. Originally, when we were at our peak in Formula 1 and Formula 2, we had anything between 38 and 42 people employed. Now we only have about 16.

The prototype car, which we've used for testing and our sponsorship announcements, was totally constructed in our own premises, which is a lot more than you can say for 99% of other manufacturers, the other one per cent probably being Ferrari, and we have been concentrating on quality not quantity.

Obviously we have, to some degree, to experiment a little. But first of all we have put together a new management on a different level. We have cut back on the top weight and we've given more responsibility to fewer, but I would hope better, people. The whole emphasis has been to create a small, slick but efficient team built around people with the interest of the team at heart. Peter Briggs, who was with us in 1972, has come back as general manager of the company — by that I mean he looks after base camp.

The unveiling of the Durex sponsored TS19 with current Miss UK, Vicki Harris.



In turn we are gradually putting together what I believe to be a sound team, which will not only get the job done, but will also do it in a nice way, *ie* without too much internal political strife.

In the past you have been criticised for trying to do too much yourself — are you getting away from this by employing these experienced people or do you refute the criticism anyway?

In some ways it is very justified, but ever since we entered Formula 1 racing, irrespective of what people may say, I believe we have been the smallest, sponsored, full Grand Prix team in existence. We've been able to gradually build up, and we've been able, in turn, to use the money for our team. You've got to remember that in 1971 and 1972 we were highly competitive and always around the place and also in 1973 on occasions. We weren't so competitive in 1974 although at the same time we should have had a few finishes in the first six.

"I was spending 90% of my time purely on trying to stay alive in the business rather than getting my cars to the finest possible standard."

Certainly I did try to do too much myself and during this last year one of the reasons I decided to stop was that I was spending 90% of my time purely trying to stay alive in the business rather than going out and getting my cars to the finest possible standard that they needed.

You must remember that we, by we I mean the various companies which are associated with me, are contributing a very considerable sum of money to this new programme. You don't expect to go out and get a sponsor, or at least we don't, who will pay all the bills — we ask a sponsor to contribute towards our programme.

To sum up though, yes I've tried to do too much in the past but it was a necessity, but I now believe I've got a good team together and I shall be able to concentrate on certain areas, rather than trying to do everything.

You say you don't ask for total sponsorship, so presumably £300,000 per car as others have demanded, isn't your sort of budget?

No, because, one, we've not been successful enough to ask for that sort of money and, two, I think it's quite impractical and improper to go along and expect a total programme to be paid for by a sponsor, but by all means let's try and enter into a partnership scheme with sponsors and try to make it long term.

Irrespective of criticism which may have been levelled at us, you will find that with the exception of one company, which was the one which got us into all the troubles to start with, we've had a long-standing and pleasurable association with our sponsors. I would like to think that the people I am involved with at the moment, with both cars, have the same ideas. In turn what we need is results, but we're not expecting to rush out and win every race to start off with, but we expect to go out with a decent presentation, a smart presentation and with a united effort towards one objective, *ie* to try to be successful.

What will the exact format of the new F1 team be?

It is our intention to build probably four cars. We will build three cars for ourselves and it is possible that we may let one car go to an independent team. The reason for this is that to employ the right kind of people required for our programme, it will possibly mean that we need to have slightly higher productivity as well as quality. And so if we have another car carrying the Surtees name it can do a lot to further our company and, at the same time, it would make sure that we don't overload ourselves.

There's no way I am going to run more than two cars, except for perhaps the British Grand Prix, when we'll maybe put in the spare car. Barring accidents I want to keep two cars racing and one car as a spare and for circuit and tyre testing.

These two will be driven by Brett Lunger, who of course was largely instrumental in bringing the sponsorship to us from the American side and, to start with, Alan Jones. I say to start with because I have spoken to a number of people about carrying out driver tests and I haven't been able to carry out these tests in good faith. Alan is my choice and I shall go ahead with him, but I shall continue the driver testing programme after South Africa and if somebody emerges that is much quicker than Alan then we would have to do the best for our sponsors. However I'm sure that somebody like Alan is a competitive enough person to appreciate that he's got to come good. I don't want to put too much pressure on drivers mind you; what we try to create is a happy relationship. I don't intend to have a lot of competition between drivers because it causes undue stress and possibly endangers them. I intend to get this driver testing done at the beginning of the season.

Do you plan to be involved in anything other than Grand Prix racing?

No, although if everything goes all right, I shall put together the TS18 chassis, which was intended to be the V6 F5000 chassis, which has now been converted to take a DFV, and that will possibly go out with a young, up and coming driver in some Group 8 races.

However that will only be done if the workshop staff are not involved in Formula 1 work at the time. We have to make Formula 1 our top priority, we cannot spread ourselves too thinly — it would be a disservice to ourselves and to our sponsors to do so.

When you are testing these young drivers what qualities are you specifically looking for?

Their attitude, their approach, the way they sit in the car, the way they leave the pits — that type of thing and generally the way they approach motor racing. Finally, of course, corner times and the way they achieve those times are vitally important.

It's been very difficult to do this during the winter because of changing weather conditions and such like. But we've tested a number of drivers and Alan showed very well as did another driver, but he got politically involved and the last thing I want to do is get mixed up with a politically involved driver.

Mike should have won two or three Grands Prix for us . . . we let him down."

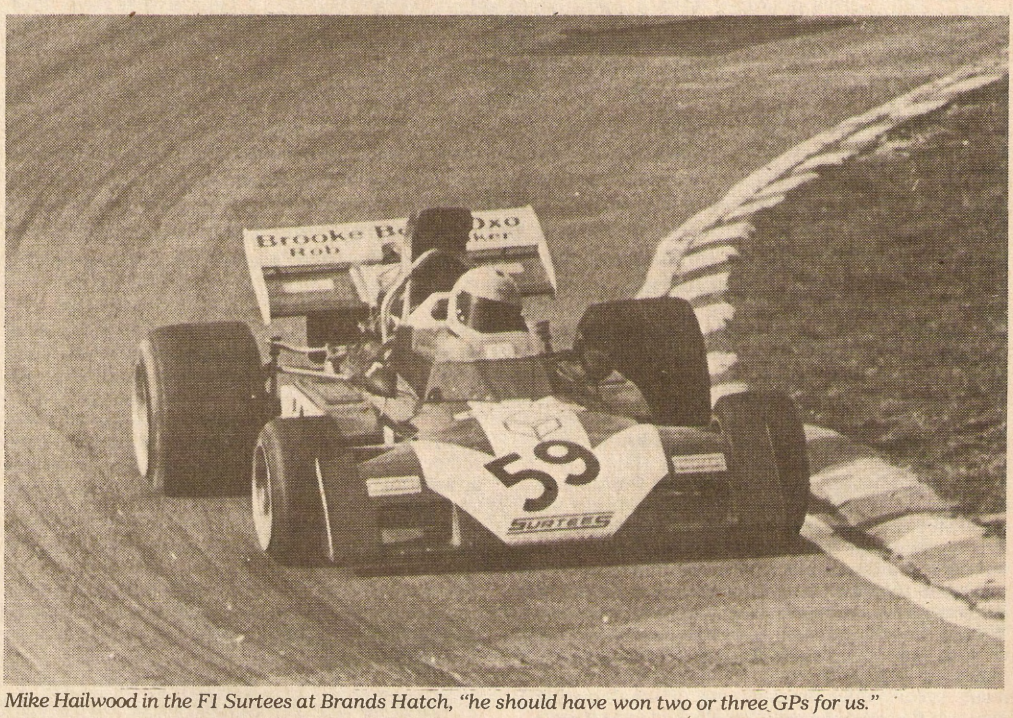
You've had a number of very good drivers in your GP team over the years, but still you're the only one who's won a race in one of your own cars. Why do you think this is?

Well of course Mike (Hailwood) should have won a number of races — he was leading the Monza race, he was leading comfortably in South Africa— a human error caused a bolt to fall out of the suspension and he had to retire — then he led the Race of Champions and other races: Mike should have won two or three Grands Prix for us. I say should, not being a person who lives on ifs and buts, but the fact remains they were Mike's races and in those cases we let him down. We let him down because the car didn't keep going, but the combination was quick enough.

You must remember that the first year we went racing properly was in 1972 and it started to come right after showing promise in 1970 and 1971 — we were lap record holders in a number of places. Nineteen-seventy-three should have been our year, but I made the mistake due to sponsor pressure, but I made the mistake and after all it is my team, in the combination of drivers I chose. I don't think, from what I know now, they were compatible and, of course, just after we started the year, we found we had no budget and that certainly didn't help the drivers I had and it certainly didn't help the team — we came out of it rather badly.

"The first time I stopped doing the initial testing was in 1973 and that's when things started to go wrong."

But we're really serious this time. We've gone out and built a car for the job and we've got the backing — the last time we had more than one third of our programme sponsored, in Formula 2, we were very successful. Remember we were first one year and second the next. That's the only time we've ever had more than one third of our expenses covered. You may say, well that was Formula 2, but there were a number of heavily backed teams competing at the time and it was very competitive. I don't see why we shouldn't be competitive in Formula 1, now we have a large portion of the support that we need. We do need a fuel company, and we're looking for one at the moment, to put a little sponsorship our way which will enable us to add a few of the trimmings.



Mike Hailwood in the F1 Surtees at Brands Hatch, "he should have won two or three GPs for us."

Nevertheless we at least have the basis upon which to build our team.

Why did you decide to do the initial testing on the new car?

Because I knew I was going to be taking on a new, relatively inexperienced driver. Also, because of pressure from the drivers, the first time I stopped doing the initial testing was in 1973 and that was when things started to go wrong. I found we had a better relationship between the driver and me in 1972, when I had done the initial testing of the cars. When I drove the car we could interpret what was going on between us and consequently worked together as whole much better. I knew what I wanted to be able to put it on paper to design the car and then I could analyse it on the circuit. It's pointless not to make use of my experience and of what I was trying to achieve with the car. I drove it myself to get that initial feel; I wasn't pretending that I was going to drive at 100%, because I'd be too intent on driving and not what was happening with the car if I did. I wanted to get a feel of its character so that when my drivers started driving, and after all the car has to suit them in the end, we knew what to change to alter its characteristics. And remember too,

when I had the car built I had no drivers anyway. Even though it was finished at a time when we were still in 1975, John Watson had already signed a contract for Penske, so had said very clearly that he wasn't available to try my car — so I had no option but to jump in it myself.

How has the testing programme gone?

Touch wood it's gone extremely well considering the weather — at one point it was so cold we even had the metering unit seize up — apart from that though, as well as one could expect. The one thing I haven't been able to do is aerodynamic and bodywork testing. I've done some 550 miles with the car at Goodwood and Brands Hatch; without nose and wing at Goodwood I did a 1m 11s and with nose and wing in the damp I did 1m 10.1s, which for me, an ex-racing driver, and the way the car did it, felt very encouraging.

We're going to do a considerable amount of testing at Kyalami before the Grand Prix and we've one or two new developments to try as well.

"We want to be specialists and do a good job in the fields we are in and rule out the disappointments of the past few years."

How difficult will it be for you to get back into F1 properly — are you a member of the Constructors Association for instance?

I'm sort of on the fringe — I'm a member of the Constructors Association but now you can call a Hesketh a Williams and a Horsley a Hesketh, I'm number 21 on the list. But fair enough, rules are rules and if they care to interpret them that way I can't go against the majority — all I have to do is beat them.

What are your long term hopes for the future of Team Surtees?

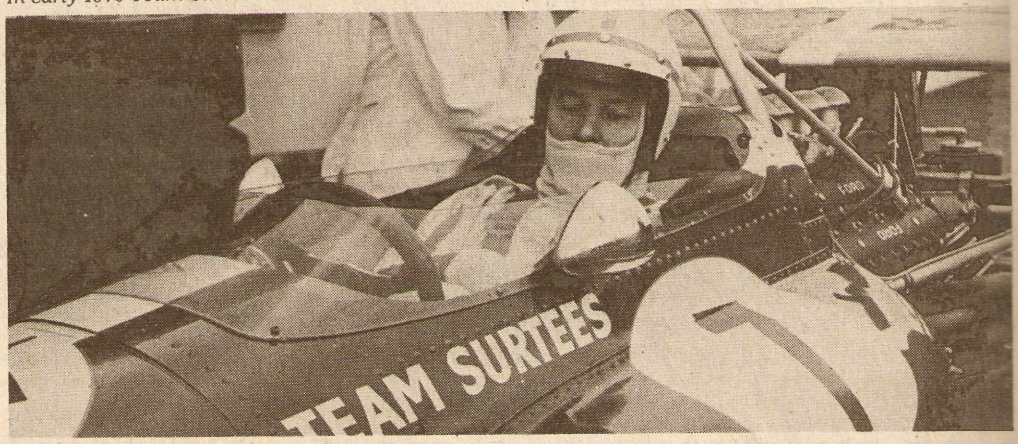
I hope that the racing will be a platform for all the ideas and thoughts that I have for diversification. I believe it is wrong for people to go along thinking that they're going to get sponsors to cover 100% of their budgets — I believe that we should treat them as partners — and what I want to do is put together something that makes use of our racing activities and the publicity that we gain in the commercial field, so that we can generate our own benefits from our activities as well as going along and asking for sponsorship.

Do you ever see yourself going into serious racing car production like March for instance?

No, no, no! Look what happens in that game — we produced the best car for sale in 1973. We had a price which it cost and gave us a reasonable profit margin too, but immediately people came along and cut the prices to pieces. In the end nobody ends up making any money and they all run at a loss — there's no point in that.

If I make a car for production, I prefer to make a limited series, *ie* if a team was interested in going F2 with one of our cars, I'd take a look at it and build them a special car and work with them but that's all. We're not big enough, and we don't intend to be big enough, to be in the mass production business. We want to be specialists and do a good job in the fields we are in and rule out the disappointments of the past few years.

In early 1970 Team Surtees moved into F1 with a modified McLaren before building their own cars.



Why we're in motor racing

IAN PHILLIPS finds out about the Durex involvement from BOB HALL, marketing director of LR Industries.

Why have you decided to stay in motor racing sponsorship for a second year and to move up into Formula 1 with John Surtees?

First of all our brand Durex is a very big brand in family planning and we feel that we were successful last year in the small stuff but we really need to be in the big league where the action is. Therefore if we are going to sponsor motor racing it has to be at the top and that's why we're going into Grand Prix racing.

The second half of the question is why we are going with John Surtees. As far as a sponsor is concerned there is a lot more to sponsorship of a sport then just the sport itself. We need to be successful and we think that maybe we shall be successful with John Surtees. But we need a lot more — we need the right sort of man that we can introduce to the trade, to our buyers — to the world. Of the many people we have met in motor sport — and we had at least seven propositions — we think that John Surtees is the right sort of person. He's a practical man, he's a commercial man, he understands what our problems are as well as his problems. There are bound to be occasions when one of the big supermarket groups might be opening a new store in Wigan and they might be big customers of ours and they may want a dummy car or they may want John to sign autographs — of all the people who came to us for sponsorship we find John is the most co-operative with the trade deal and that's why we picked him.

What can Durex get out of motor racing sponsorship?

Durex can get two things out of motor sport sponsorship. First of all it can get publicity which is worth something and this is something we certainly can't ignore. But there's a bigger thing that we're looking for out of sponsorship and that is normality. To say normality is rather a trite sentence but our basic problem is that Durex, or the sheath, is the biggest method of contraception in the United Kingdom but somehow we have lost out. It is perfectly acceptable to talk about the coil or the pill, or vasectomy and all the other methods of contraception, but still Durex has a slightly smutty image. We think that by being in motor sport we may make the product a normal product — a product that one can talk about in every day life, like you talk about the pill, like you talk about toothpaste. If that happens then we think that our brand will do well. It's still the most effective and widely used form of contraception but we must get away from this little old smutty image we used to have and that's why we are in motor sport.

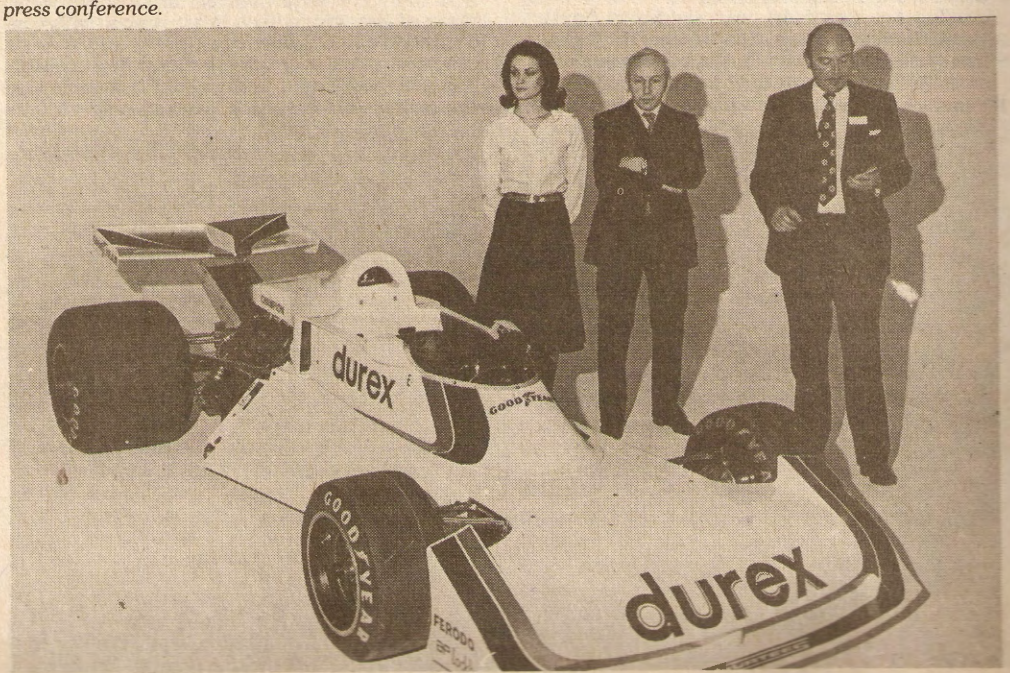
Does it worry you that there may be trouble with television and radio coverage?

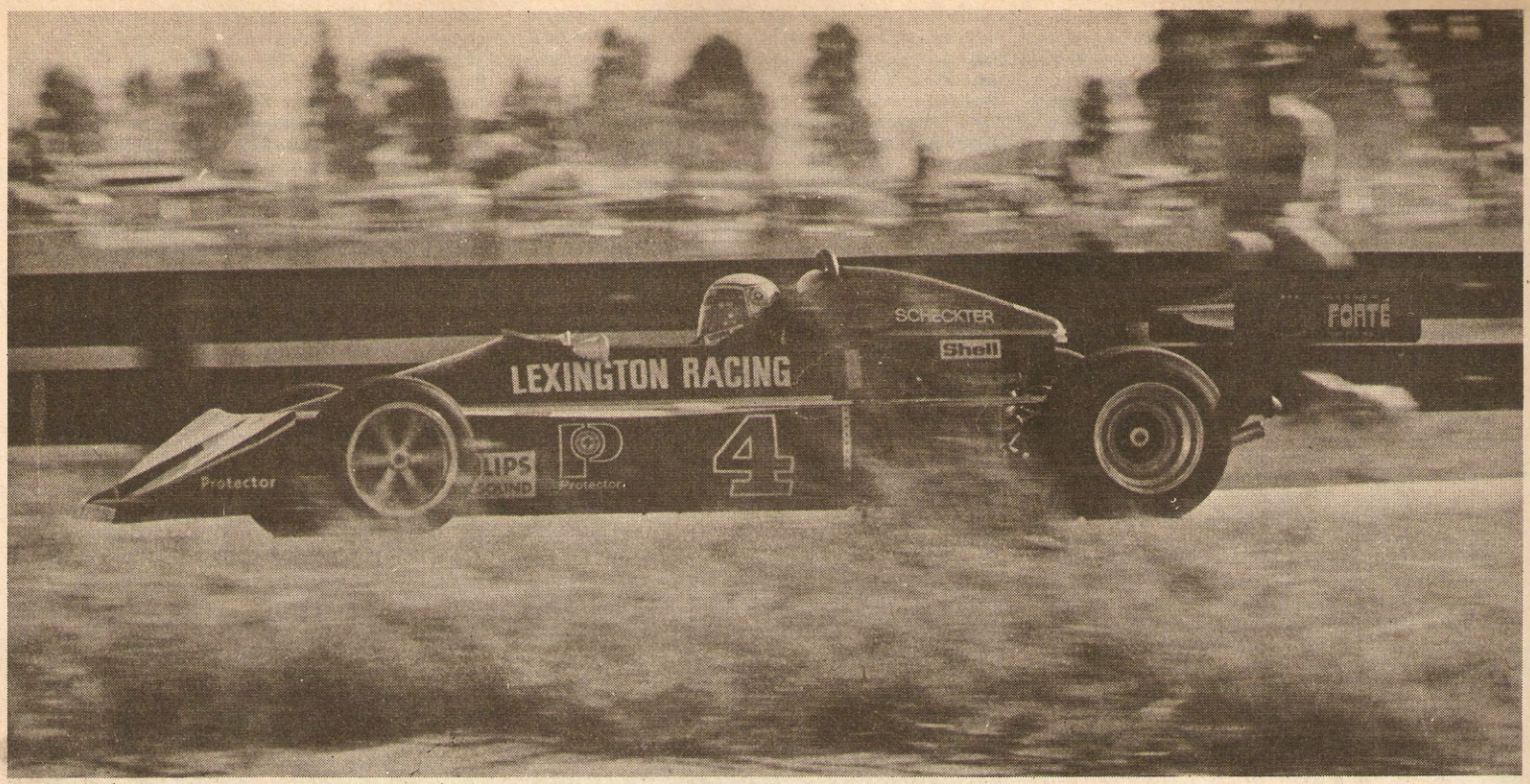
Yes it worries me enormously that there might be problems with, I think your talking about the BBC. We've written to the BBC and we've asked for meetings with them. Our policy is that we would co-operate with the BBC as far as possible. Last year when we ran the Formula 5000 car they wouldn't televise our programme — we got tremendous publicity because they wouldn't. This year I'd rather they did televise our programmes and that we didn't get tremendous publicity, because our position is that we want to be a normal product like all the others. We believe that family planning is a moral subject, we believe that family planning is something that's here to stay and I cannot understand why the BBC has any apprehension about showing a car on TV with our brand name on it. I would like to do a happy deal with the BBC and the last thing that I want to do is quarrel with them.

Finally do Durex see their involvement in motor sport as a long term project or is your deal with John Surtees just for one year?

Our deal with John is for a year but I personally would not have supported the deal unless we saw this for a minimum of two or three years. Because we believe that motor sport has got the sort of image to normalise our brand, we believe that if we have to pull out after one year we shall do our brand a lot of harm. I certainly see this as a two or three year deal and I shall be very disappointed if it doesn't last for that sort of time.

Bob Hall, marketing director of London Rubber Industries/Sanitas, explains the Durex involvement at the press conference.





Ian Scheckter gave yet another immaculate performance in the Lexington March to score an undisputed win.

WELKOM

Scheckter's warning sound

Story and photos by Alan Trim

After the first event in the Phillips Car Sound African Atlantic series a couple of weeks earlier, certain parties came away from the meeting with a very negative attitude to the introduction of Formula Atlantic. The first race had failed to produce ultra close racing and it was therefore reported as being a flop. The elements for close racing were, however, there and it will obviously take a while for these elements to be developed by the various competitors, many of them new to single-seater racing or making comebacks after extended layoffs. The second race of the series at Welkom on February 14 proved that this was indeed the case and if the improvement seen at this meeting continues then we can indeed look forward to a rewarding series of races later in the year.

Anyone who felt that they might be able to hold Ian Scheckter in the championship this year must have come away from Welkom very disappointed for Scheckter's dominance was underlined and not at any stage in the race did he look like being beaten. Bill Brack held a strong second place before leaving the circuit; a tremendous battle took place between reigning SA champion Dave Charlton and F2 champion Tony Martin for what was to be second place after Brack's demise. Further down the field various groupings of cars were having a great time trying to get the better of one another — thus interest was kept at a high note until the end of the race; surely a healthy sign for the future of the formula in South Africa.

ENTRY

The programme listed a field of 15 cars although only 13 of these turned up for the event, among these being two international stars of the Formula — Bill Brack and John Nicholson.

Heading the entry list was six times South African champion Dave Charlton in his Lucky Strike sponsored Modus M3. The car being a new example first raced in the series opener at Cape Town. John Nicholson had on offer to purchasers a special tweaky motor, which he felt would be ideal for the rather quick Welkom circuit. It was rumoured that Charlton had one of these specials along with a couple of other competitors. As at Cape Town the 48mm Weber carburettors were employed together with a large spacer between the head and the carburettor.

In car number 2, the South Coast Motors/BIC Chevron B34, was Tony Martin. BIC are the French plastics concern whose decals were seen on the F1 Shadows at the Brazilian GP. The backing provided for Tony Martin, however, comes from the local branch of the company. Once again Paul Owens of Chevron was in attendance to assist Tony with the sorting of the car and continue the development programme at the same time. The rear suspension pick up points had been raised slightly for this race, Owens reporting that this was an improvement over the set up used at Cape Town. The modification was a minor one and amounted to the pick-up point at the rear of the monocoque for the upper trailing link being extended upwards. Martin had forsaken his Swindon motor used in Cape Town for one of the new John Nicholson specials.

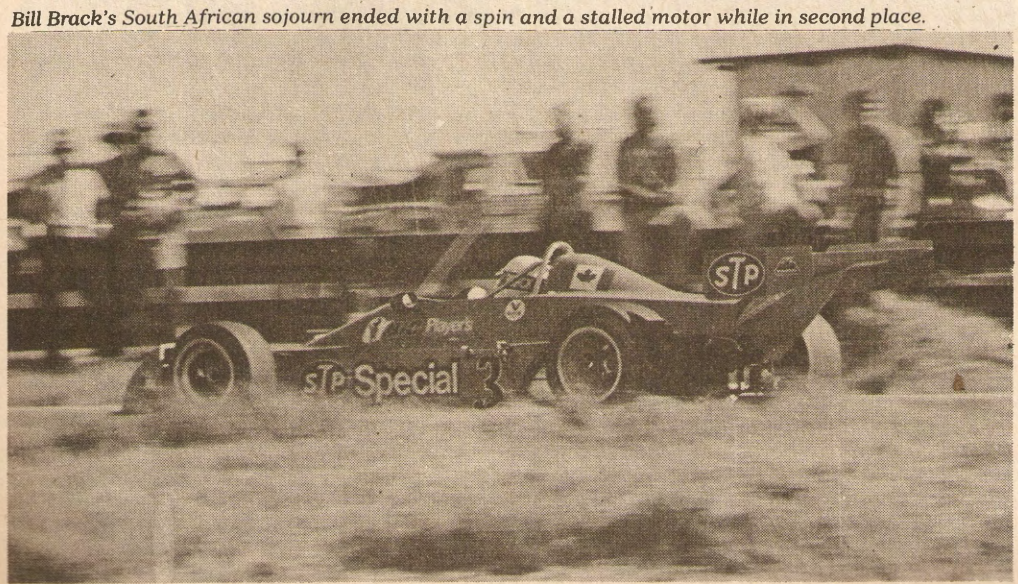
In car number three was Bill Brack, making the second of two invitation appearances in South Africa. Three times Canadian champion Brack was using the prototype STP/BIC Chevron B34, suitably modified, on loan from the works for the two races in SA, motors for this team being supplied by Brian Hart. It is expected this car will remain in South Africa after Brack's departure but as yet no purchaser has been named.

The new Chevron B34s looked very neat. The cars are a lot narrower than the previous B29 example and full use has been made of the deformable structure requirements brought into force this year, to add pleasing aerodynamic lines to the car.

Once again under the Lexington cigarette banner was Ian Scheckter, this time in a March 76B, the first of the production examples. The only variation from original specification was the change from solid to vented discs on the front braking system, a modification which had been carried out in Cape Town during practice and had proved to be an advantage. Power for this race would be from the same Swindon unit as used to win the previous Cape Town event, the motor being untouched between races.

Eddie Pinto's Gunston backed operation arrived at Welkom with their Ralt-Cosworth RT1 although there had been reports that they were so disappointed with the performance of the car at Cape Town that it was to be discarded in favour of a new Chevron. Pinto explained that if the finance had been available the car would have been scrapped indeed, however the necessary finance for another car is not available so he is going to persevere with the Ralt for Klomfass and try to correct the faults which are at present affecting the handling of the car. Examination of the car and a lot of time on the drawing board had led to the discovery that the roll centres of the car changed dramatically under certain conditions, as much as five inches reported Pinto, and this was leading to the highly unpredictable handling being experienced by Klomfass. To improve matters Pinto had redesigned the front and rear suspensions, although there was only enough time to fit a

Bill Brack's South African sojourn ended with a spin and a stalled motor while in second place.



new rear set up. This new rear set up was only temporary pending the fabrication of a new rear frame and amounted to the mounting point for the upper link being re-positioned to allow the use of a shorter link. It was found later that the upper link had in fact been shortened a fraction too much but said Pinto "At least the roll centre at the rear is now more or less constant." The problem which now raised its head was that the camber change at the rear was excessive and as such the car had to be set up with a certain amount of positive camber in order to counter this. Klofass however seemed a lot happier.

Next up on the entry list were the cars of Team Domingo. These being their new Modus M3 for Mike Domingo to drive, and the two Chevron B25s used by Lexington last year. One of these being made available to John Nicholson to drive the other being entered for another of the Domingo brothers, Alan. The latter was not in attendance and so only two of the cars were used over the weekend. The Chevron which Nicholson had been so disappointed with in Cape Town had been worked on and the major fault traced to the shock absorbers which were nowhere near being matched to each other. Motors naturally enough were by courtesy of Nicholson.

Under the Golden Flo orange juice/Kenitex banner was the Chevron-Swindon B29 of Len Booysen, this being the ex-Jim Crawford works development car, sporting a relatively new tub. Benson and Hedges were represented by Alex Blignaut's Wheatcroft for Nols Nieman. The newer example of the two cars available, R18 003, being used as in Cape Town with Wheatcroft's last year's car being kept ready in attendance as a spare. Motors were supplied by John Nicholson with a modification being incorporated by Alex Blignaut. This entailed the fitting of four Amal motor cycle carburettors in place of the more usual 48mm Webers. In the ex-Rapid Movements/Gunnar Nilsson Chevron-Swindon B29 was John Gibb, with sponsorship from Mum for Men. André Verwey had his early F2 chassis March, powered by a Nicholson motor while making a comeback, after a lay-off of over five years, was Basil van Rooyen in a Chevron B34 sponsored by Wrangler jeans. This car only arrived in Johannesburg on the Monday before the event. It featured a newer type of body than the other two Chevron B34s of Tony Martin and Bill Brack. Van Rooyen's car had the air ducts on top of the nose moulded into the body whereas those on the other two cars were cut in as an after-thought at Cape Town. The difference in appearance was not that noticeable — the moulded version naturally being neater than the cut version. A further minor difference was in the size of oil and water radiators, those on van Rooyen's car being smaller than on the other two cars. This was to lead to an overheating problem later.

Another new face was that of motor cyclist Mike Fogg, under the Reid Robertson Racing banner. Mike has bought Tony Martin's Chevron B25 and fitted a Swindon motor to the chassis. No effort has apparently been made, however, to trim some of the excess weight off the chassis at the same time. As with the Domingo cars even the over large F2 brakes are still used.

PRACTICE

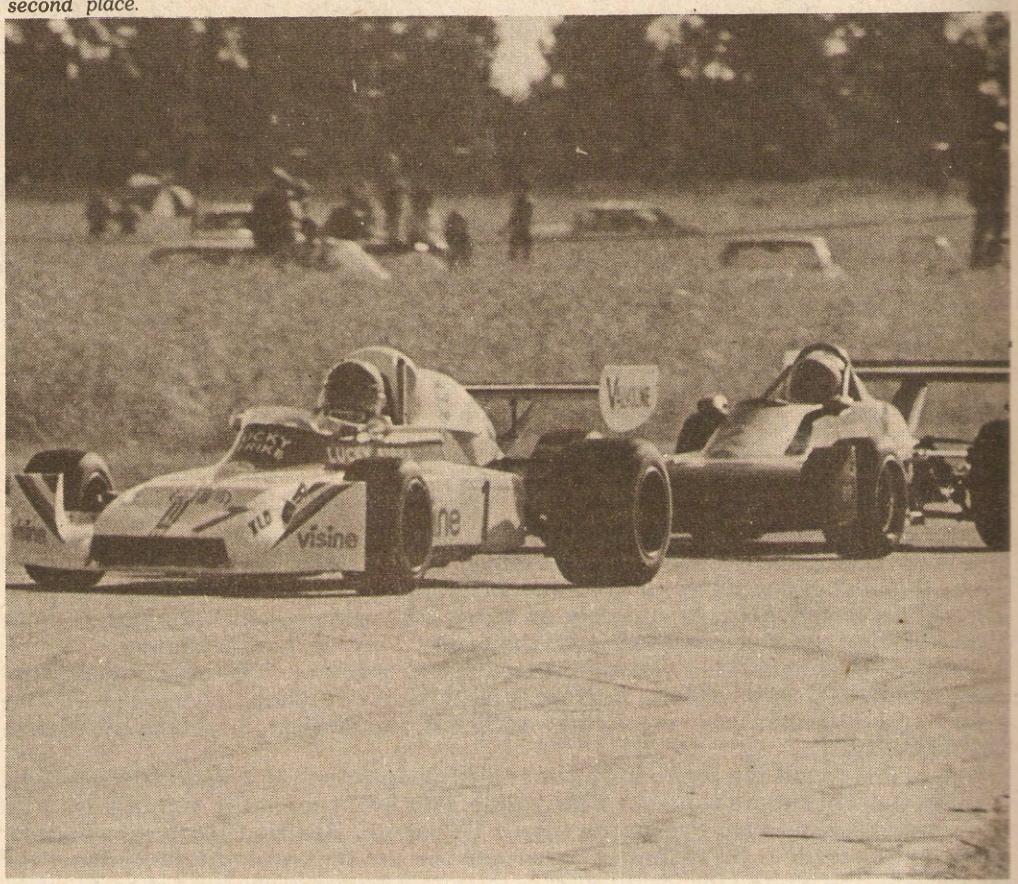
Unofficial practice was allowed on the Thursday and Friday preceding the event with official practice confined to a 35 minute session on the Saturday morning of the race.

Thursday's session was fairly uneventful with most competitors settling into something new on a circuit which they only see once a year. Even so a pattern soon emerged with Scheckter setting the pace followed by Brack, Martin and Charlton. The feeling was that Brack would do well on this fast type circuit and he seemed to be enjoying it.

During Friday's session things began to hot up. Klomfass reported that the handling of the Ralt was better now but he still appeared to be battling somewhat and trying very hard — he spun no less than nine times during the course of the afternoon. Also spinning quite often was Brack but there was no damage done as a feature of this circuit is the great amount of space available to spin without any damage being done to the cars.

John Nicholson was enjoying himself driving everyone elses' motor cars. He drove the Wheatcroft to assess the Amal carburettors and was not disappointed, although the cirrect jets were not available to obtain the optimum mixture setting. "The car felt as if it wanted to be given the boot the whole time" said Nicholson. He was not however very complimentary about the handling complaining of the car jumping violently sideways under braking. The brakes however were reported to be excellent. He later drove the Modus of Mike Domingo and recorded times in the 1m 29s bracket very soon. He claimed this to be one of the most comfortable cars he had driven saying that the car had virtually no vices. So busy was Nicholson using everyone else's cars that the afternoon's practice was over before he got a chance to try out the car he was due to use in the race the following day. Van Rooyen was meanwhile getting back into the swing of single seater racing again and spent most of the afternoon doing short stints of a couple of laps each sorting the car out. This was to lead to a problem in the race as the car was not given an extended run and the lack of cooling capacity of the smaller radiator did not become apparent. Meanwhile a familiar pattern had developed with Sheckter recording the quickest time of the day followed by Brack and Martin all with times in the mid 1m 27s.

Dave Charlton (Modus) and Tony Martin (Chevron) battled throughout for what was eventually second place.



Saturday morning turned out to be extremely warm with not a breath of wind in the air. Scheckter was the first to encounter problems in the official session when the nose section of his March started to break up under the downforce exerted on it. The faulty section was replaced with an alternate nose slightly modified. Scheckter felt however that the original nose gave better handling and as such steps were taken to repair it before the race. For the most part official practice proved uneventful and the resultant grid was as follows:

Scheckter, 1m 27.2s; Brack, 1m 27.6s; Martin, 1m 27.9s; Charlton, 1m 28.0s; Klomfass, 1m 28.4s; Van Rooyen, 1m 29.9s; Nieman, 1m 30.6s; Gibb, 1m 30.9s; Nicholson, 1m 31.9s; Booysen, 1m 32.0s; Domingo, 1m 32.1s; Verwey, 1m 33.4s; Fogg, 1m 35.2s.

To compare times, Charlton's pole time last year in the McLaren M23 F1 was 1m 23.6s whilst the quickest F2 time was that of Tony Martin at 1.27,7.

RACE

The start of the race held a surprise for it was not Scheckter into the lead immediately with one of his lightning starts, but Brack who took the initiative. It was, however, short-lived and before the cars had completed half a lap Scheckter was out front. Behind Brack in third was Charlton with Martin right on his tail followed by van Rooyen, Nieman, Gibb, Booysen, Nicholson, Domingo, Verwey, and Fogg. Klomfass was out at the start with a broken drive shaft. As the cars braked at the end of the straight for the first time a cloud of smoke was seen to come from Charlton's Modus and it was thought that his race was run but this was not so and he carried on unabated. The car was however smokey for the rest of the race.

On lap six the race claimed its first casualty when Fogg spun at the Horseshoe and although no damage was done to the car he was not able to restart. It was at this stage that Verwey came past with his nose dragging quite badly, the dragging bit wore itself away eventually and he carried on. Lap 6 saw Mike Domingo retire in the pits. Also at this stage Scheckter had opened up a handy three second lead on Brack who was, in turn, four and a half seconds ahead of Charlton who was being hounded by a very determined young Tony Martin. Van Rooyen and Nieman had paired themselves off and were having a great race whilst Gibb moved up on them slowly only to spin off violently at the Horseshoe and be sidelined by overheating caused by grass blocking the radiator. On his way around to the pits to retire Gibb had left a trail of slippery coolant and it was on this strip of coolant that Brack came to grief when the car locked up on him under braking and took him off the circuit. He was unable to restart his undamaged car so his race was run. This left the gap between Scheckter and Charlton at nine and a half seconds with Martin still right on his tail with 16 laps to go. By lap 20 van Rooyen was dropping back with an overheating car and Booysen and Nicholson managed to get ahead of Booysen for a while but the determined local soon regained this place. Verwey had retired almost unnoticed at this stage. It was not long before the pair of Booysen and Nicholson passed an ailing Nieman, who had a slow puncture.

Scheckter extended his lead over Charlton still further while Martin was still exerting pressure on the champion, sometimes losing out a little but always recovering the lost ground. With only a couple of laps to go van Rooyen caught and passed the ailing Nieman. Second, third, fourth, and fifth places were however still in dispute. On the last lap Martin sneaked ahead of Charlton only to go a little wide and lose out again before he could recover — the two cars crossing the line with virtually nothing between them. It was also on the last lap that the wily Nicholson pressured Booysen into a mistake and slipped through to take fourth place as Booysen went slightly wide. The racing was definitely an improvement over what we had seen before.

Goldfields 100
Goldfields Raceway, Welkon, 32 laps
Phillips Car Sound South African Formula Atlantic Championship, round 2

1, Ian Scheckter (March 76B), 47m 14.7s; 2, Dave Charlton (Modus M3), 47m 29.1s; 3, Tony Martin (Chevron B34); 4, John Nicholson (Chevron B25); 5, Len Booysen (Chevron B29); 6, Basil van Rooyen (Chevron B34).

Fastest lap: Scheckter, 1m 27.5s
(Atlantic record)

Championship positions: 1, Scheckter, 18pts; 2, Martin, 10; 3, D. Charlton, 6.



Outside of Italy, Jean Paul Perusse must drive the most successful Fiat 128 in existence, dominating this year's event from start to finish.

CANADIAN WINTER RALLY

No mistakes this time

STORY AND PHOTOS BY CHRIS WADDELL

Last year a miscue near the end caught out Jean Paul Perusse and allowed John Buffum to take his Porsche Carrera to victory in the Canadian Winter Rally, but the French Canadian and his co-driver John Bellefleur, made no such mistake in 1976. Driving his nimble Fiat 128 superbly on roads that ressembled skating rinks more than anything else, Perusse dominated the event, winning by five minutes.

Much of his competition was eliminated early, either ending the day in a snow bank, as did the Carrera of John Buffum/Vicki Dykema, or stopping by the way with mechanical disorders like those that afflicted the Walter Boyce/Doug Woods Toyota Celica.

Others just found the icy roads hard going, never knowing when there might be traction and when there would be a long slide. This group included Adrian Boyd who brought his Alpine A110 over to be joined by partner Beattie Crawford, who now works in Connecticut. With limited experience on the slippery stuff, Boyd acquitted himself well and without a lengthy stop in the snow, would have finished higher than fifth. The rally took its toll as only 23 of the 56 entries completed the 28 stages in the event.

The Canadian Winter Rally assumed the now traditional structure of starting in Toronto, spending the day and night in the county of Eastern Ontario and finishing in Toronto the following day at noon. During that 27 hour period, the 60 crews entered would cover just over 700 miles and run 28 stages laid out by organizer Brian Hillis, who was having his first crack at running the event after being a long time competitor.

Starting first was Canada's only internationally graded driver Walter Boyce, re-united with Doug Woods for 1976. This team, driving a 1600cc twin cam Toyota Celica, had won five Canadian titles before Doug temporarily retired in 1975, but they would be lucky to do well in this event. "We might be able to finish third or fourth," commented Boyce at the start, "but the icy roads just don't suit our split drive (engine at the front, drive at the rear) car."

If Boyce was worried, defending Castrol Champion Jean-Paul Perusee and John Bellefleur were enthused about the thought of ice, on which the French Canadian driver excells with his little Fiat 128. Winning the Winter Rally three out of the last four years, they were still using the same 128 and were prepared for ice, having geared the car for maximum torque in low revs, pulling a top speed of only 85 mph.

Defending Winter champions, John Buffum and Vicki Dykema would start third, driving the Porsche Carrera that Sobieslaw Zasada had used to win the Press-on-Regardless last November. "Despite the 2.7 litre engine, this car is 350 pounds heavier than last year's entry, and I don't know where it is," added a perplexed Buffum.

Much of the interest centred around the Renault Alpine A110 entered fourth for Irishman Adrian Boyd, re-united with Beattie Crawford, for this and perhaps a couple more Castrol events later in the summer. Adrian was a little sceptical of his chances against the experienced ice driving competition. "I ran the Swedish Rally in 1972 but other than that, I've had little experience on ice. The car should run well, but I don't know about stopping it. That's where the problems will come in."

Completing the top five was the Dodge Ramcharger truck, the "Rhino," of Scott Harvey and Wayne Zitkus, little changed from its earlier North American appearances. A back seat was the only addition to the big black monster for the event. Harvey was gambling that the roads would be covered by snow, for, as Perusse commented, if the roads are just ice, the truck despite its four wheel drive would not be able to get the traction required.

There were other likely front runners, including the Volvo 142S of Jim Walker and Joe LeBeau, ex-patriate Finn Lauri Paivarinta who had travelled from Canada's west coast with Lorne Nicklason for the rally; veteran Randy Black, united with former teammate Tom Burgess in Black's trusty Datsun 510, and Michigan natives Bob Hourihan and Doug Shepherd who were driving the Porsche Carrera which Buffum had taken to victory the previous year.

From the start, the field moved out to a tarmac stage, the only one in the rally, held in Toronto's suburbs around the perimeter roads of a horse racing track. This would be a bit of a warm up for the rest of the event, and Buffum quickly demonstrated his car's ability and horsepower, winning the stage by two seconds from the Alpine. Black was a surprising third, running very well, completing the 2.5 miles in two minutes, 18 seconds, just three seconds behind Boyd. Fourth quickest was Boyce's Celica, a second behind Black and tied with Paivarinta's Fiat 131. Walker was seventh quickest at 2.22, a second up on Perusse and Hourihan, the latter losing a lot of time with a spin and subsequent gear grinding session trying to get the Carrera pointed in the right direction and underway again. Somewhat surprisingly Harvey was nowhere to be found

Adrian Boyd with old-time partner Beatty Crawford brought their Alpine home fifth after a time consuming excursion.



among the leaders, which was an omen for the rest of the Rhino's rally.

The public demonstration now completed it was to the country for the start of the serious business. The first ten stages could be squeezed in before dark, and Perusse and Bellefleur quickly set about regaining the lead. They knew their work would be cut out for them, but they were just 10 seconds behind after the opening stage, and not the 30 seconds that Perusse had feared at the start.

The first dozen stages actually consisted of five distinct sections each run several times during the course of the next few hours. With each passing of traffic the roads became more and more slippery. Visibility was excellent, and the warm sun, with temperatures at about the -5°C mark, would melt the snow but these sections quickly turned to ice as the afternoon sun slid low in the sky. Some of the stages were icy enough to skate on, and walking down them was a task requiring supreme concentration just to stay on one's feet.

Perusse was flying however, and he caught and passed Boyce on the first 13 minute stage. Paivarinta was another to adapt quickly to the slippery conditions as he moved the brown 131 past the Ramcharger. Boyd seemed to adapt quickly to the conditions and the Alpine was motoring well. But the same could not be said for the Buffum/Dykema Carrera. Caught out on an icy patch it slid off the road into some soft snow, on the outside of a long sweeping bend. It would take 35 minutes of work to get it out.

As they ran through the next stages, Perusse, was controlling the little Fiat masterfully, always looking in complete command of the situation. But another to impress was the big Volvo 142 of Walker and LeBeau. The Americans were very quick and seemed far from willing to concede Perusse his fourth Winter Rally.

After the first quarter of the rally, Perusse held a 26 second lead, having totalled 57 minutes, 35 seconds in stage times. Walker was second, 31 seconds ahead of the Paivarinta/Nicklason Fiat 131, while the Boyd/Crawford Alpine was fourth in 59:07. Adrian was enjoying himself but finding things tough going. "At times there would be reasonable grip and then nothing the next moment. It's all just luck I guess, but unless I have to brake, things aren't bad. The roads are very rough which will be hard on the car's suspension." The roughness was caused by a thaw that had come the week before the rally, which was followed by cold weather again.

In fifth were Canadians, Burckhard Skowronnek and Tony Woodlands in a Datsun 610, while the Hourihan/Shepherd Carrera held down sixth at 59:41, 11 seconds behind the Datsun. John Skismol and Walt Krafft in a Saab 96 were seventh at 61:05, followed by the Datsun 710 of Glen Thomas/Ron Arthur (62:01), the "Rhino" of Harvey and Zitkus (63:11) and a Datsun 510 shared by George Deglaris and Tom Hayston (63:45).

As had been expected the Harvey/Zitkus truck was having trouble with both the ice and the bumpiness of the road surface, but a worse fate had befallen Boyce and Woods in their Celica. After the third stage they had been forced to call it quits with a blown head gasket on the twin cam. Two stages later, Buffum and Dykema, decided that the time they had lost in the bank on the second stage would just be too much to regain, and with a cracked exhaust pipe helping to reinforce their decision, that was the end of their event.

The Black/Burgess Datsun should have been more closely in the hunt, but lost five minutes when a spun car blocked the road on stage three and then lost another five by virtue of their own trip into the snow on the seventh stage.

After the food stop, the remaining cars in the field, which had been cut to almost half already, moved out to tackle the icy stages, now in darkness, one last time before moving on. The leaders got through unscathed except for the Alpine. "We went off on the ninth stage," noted Boyd, "and got the front wheels well into the snow. Finally Scott Harvey came along and towed us out, but we lost 11 minutes." It would now be very tough for the foreign invaders, who had planned just to take it easy in the first third of the rally and put on a spurt if necessary late in the event.

The immediate threat to Perusse was eliminated on the 11th stage when Walker put the Volvo into a bank for ten minutes. This dropped him to fourth spot overall behind Paivarinta and Skowronnek, who had earlier taken advantage of Boyd's miscue to move past him. Harvey had also moved in front of Boyd dropping the Irishman to sixth by the time the crews made the half way stop at Bancroft.



Adrian Boyd in trouble with suspension bottoming and visibility problems.

On the way back to the finish, little happened as Perusse and Bellefleur took things as easily as they could, remembering that last year they had led almost to the end only to lose time stuck in a snowbank on the second last stage. This time there was no such error and the Fiat took the win, giving Perusse his fourth victory in the past five years. In addition it moved him solidly in front in the Castrol Championship and he looks now to be a good bet for his second straight title.

Despite a 30 second stop in the snow on the final stage, and losing the boot of the Fiat 131 earlier on, Lauri Paivarinta and Lorne Nicklason made it a one-two sweep for the Italian marque.

Walker recovered from his error on the eleventh stage and brought his Volvo 142 into third, exactly four minutes behind the 131 and eight minutes and 51 seconds behind Perusse. The top three were obviously the class of the field on the day as the fourth place Datsun 610 of Burckhard Skowronnek and Tony Woodlands was a distant eight minutes behind the Volvo.

Boyd came home fifth in a car that was sinking lower and lower, the result of what appeared to be a suspension collapse due to the rough roads. He was fifteen minutes behind the fourth place car. Completing the top half dozen runners was the battered Honda Civic of Canadians Colin Werner and Ed Agnew. Their car showed the result of several snow banks on the left side and also the rear.

Of the others, Black's transmission finally blew up on the 20th stage after having driven much of the event with no clutch in his Datsun 510. The Harvey/Zitkus "Rhino," out of place on the very slippery roadbed, finally stopped well encased in snow, off the route six stages from the end.

It had been yet another masterful driving performance by Perusse, who has been keeping in shape by doing some ice racing in Quebec, but he was gracious in victory. "Really we didn't have to go all out once Buffum dropped out, but I'm sure Boyd would have pressured us, had his car been more suited for the conditions. I know that he was bottoming a lot on the rough roads, and I think he had the wrong sort of tyres for the conditions."

Adrian confirmed the winner's impressions. "He should know for he is the master over here, but I think the tyres were really meant for running in snow and not ice. We also had a lot of trouble with the roughness of the early stages."

"The biggest problem with the car is that you sit so low in it, that the rises in the road which are nothing to a saloon driver seem like mountains to me. I really had trouble seeing far enough in front of me on several occasions, as the stages here are a lot more rolling than I have experienced before."

The Canadian Winter Rally marked the end of the winter section of the Castrol championship, as the series resumes in the spring, when Perusse will bring his Fiat 124 Abarth out again and Boyce and Woods should have the engine problems in their Toyota sorted out. In addition, Adrian Boyd is talking of leaving his Alpine here for the summer and coming back to do a few additional rounds. It should be an interesting year for Canadian rallying.

Canadian Winter Rally, Castrol Rally Championship of Canada Round Four, February 14/15, 1976

1. J-P. Perusse/J. Bellefleur (Fiat 128) 265:40; 2. L. Paivarinta/L. Nicklason (Fiat 131) 270:31; 3. J. Walker/J. LeBeau (Volvo 142S) 274:31; 4. B. Skowronnek/T. Woodland (Datsun 610) 282:18; 5. A. Boyd/B. Crawford (Alpine A110) 297:41; 6. C. Werner/E. Agnew (Honda Civic) 301:14; 7. A. Falkiewicz/R. Leverton (Toyota Celica) 301:28; 8. L. Picton/H. Roehl (Saab 96) 311:24; 9. R. Beattie/J. Reeves (AMC Hornet) 316:06; 10. V. Wejer/J. Monette (Toyota Corolla) 317:57.

Perusse's Fiat 128 was deliberately geared for the expected icy conditions. It produced his third victory in four years.



Ted Wentz—almost there?

By CHRIS WITTY

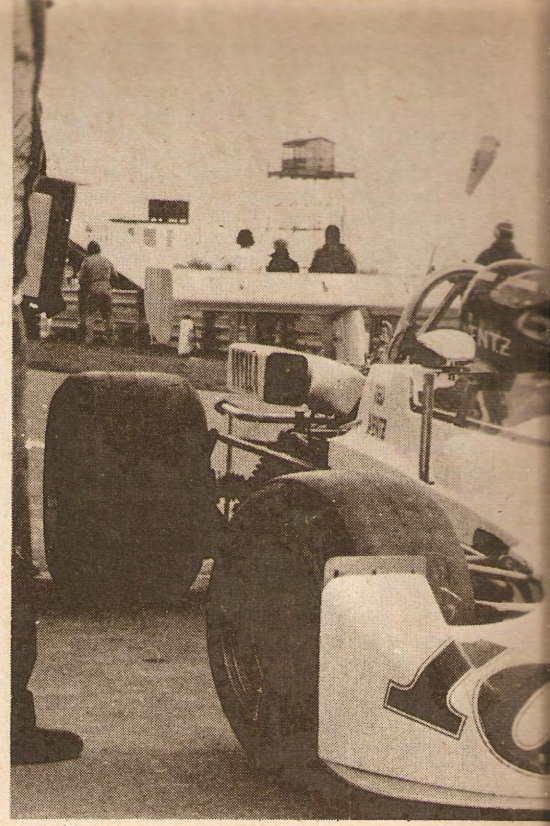
It was getting on for 4 am and we were still talking. The subject was music and it had kept the two of us gossiping away ever since we arrived at the club shortly before midnight. Activity towards the door suggested that the establishment was going to close fairly shortly and the fact that we'd been presented with the drinks bill was more than just a gentle hint to "split".

"Yeh, I like the Allman Brothers as well. In fact there's a reggae version of Midnight Rider out at the moment which is kinda ironic insofar as guys like Greg and Duane Allman spent most of their time visiting black communities learning a particular type of country rock. Then when they make it relatively commercial, the blacks go and make a reggae version of it." Motor racing was the last thing we were talking about, although it did occasionally raise an issue. "I remember during a test session a Bad Company track kept going through my mind and I quite seriously had to stop in order to forget it."

Out through the door the pair of us went, unaroused by the polite "goodnight" smile given by the scantily clad girl manning the cloakroom. The night air was a sharp contrast to the warmth of the club but it dispelled any thoughts of tiredness, although both of us planned to be at Thruxton in a couple of hours. It was Ted Wentz talking, usually taking the lead when we talked about American rock bands; this 29-year-old American from Philadelphia showing in no uncertain terms that there is more to life than motor racing, although it was the latter which he had chosen for his career having dropped out of University while sitting for a degree in philosophy.

Ted had won the MCD-run Southern Organs Formula Atlantic title a few weeks previously, his second championship success in the three seasons he'd been racing over here. In fact Wentz has only been racing since the end of 1971. It had been three controversial years in Britain, starting when he won the Wella Formula Ford series in 1973. Although of lesser status than the BOC Championship, Wentz was presented with a sponsored Formula Atlantic drive for what amounted to the next two seasons. Furthermore the American was able to justify Wella's faith in giving him such a prize in the first place.

Winning the defunct SO series last year was at least some reward for what must have amounted to a very frustrating season. Half of it was spent chasing Tony Brise in the orange Modus and the other half after Gunnar Nilsson's yellow Chevron. For Ted, he always semed to be the man most likely too but never quite able to get it altogether for an end result. Still both Brise and Nilsson were exceptions to the rule which is one consolation.



Ted Wentz, preparing to take out his F2 Wella Lola at T

"The problem with being a racing driver in the States is that it works against you. There isn't any encouragement to be one and it's not easy to become one either in that the apparatus isn't there. Over here you can go down to Brands Hatch and take your exploratory laps and have a test or something." Ted was explaining the problems he faced back home in America when he decided he'd like to try motor racing. He explained that there were schools but they'd usually be thousands of miles apart.

Although born in Long Island, New York, Wentz was raised in Philadelphia and until he moved over here at the beginning of 1973, that's where he hung out. If you wanted to see a motor race you'd either have the choice of an American sprint or midget event or, if you were lucky, a decent Canam yawn might come your way. Races or no races, it didn't matter as far as Ted was concerned because he'd never seen one anyway. In fact as it turned out he owned his first racing car without ever having been near a race track.

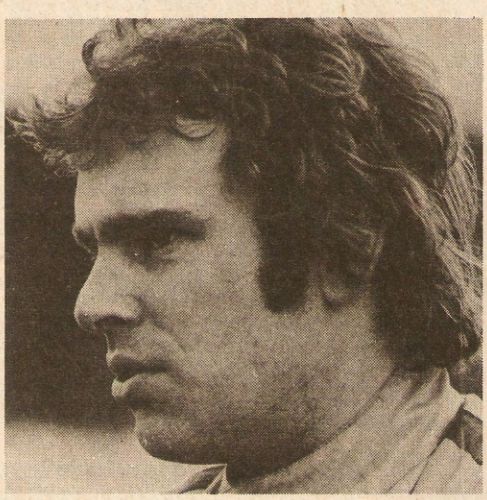
The problem in the States up until the late 60s was the banning of racing licenses until you reached 21 years. Some drivers, like David Loring for instance, travelled up into Canada where they were able to race freely and gain invaluable experience. This ruling has only changed in the last few years.

Philadelphia was very much a racing orientated town, especially with the Penske team being based nearby, and it was perhaps inevitable that Wentz became a "car freak" while at college. "I'd always wanted to go racing and had driven since I was 16. I wasn't actually allowed to have a car by my parents, not until I applied myself more in high school." He got sidetracked pretty easily. It was a futile attempt because he bought a car, an old Jaguar XK120 in fact for the sum of $200. "The guy had some financial problems, that's why it was such a good deal. It was a fantastic machine although in pretty poor shape with rust everywhere," recalls Ted.

He eventually graduated, albeit a year late and then dropped out for a while to "just cruise around a bit" before progressing from college to the University of Pennsylvania, one of America's Ivy League establishments.

By 1967 Ted was aware of Formula Ford and the success being achieved by Tim Schenken in Britain through reading *Autocar* and *Motor* as, for some reason, explained Ted, they were the only magazines available in Philadelphia. The Sports Car Club of America had also sanctioned FF as well in 1968 and Ted became interested. He researched the formula well, something which he confesses to doing about most things, and reckoned he'd have to have a brand new Merlyn Mk IIA and a Chris Steele engine.

A car and engine were purchased via a postal agreement although Ted was unhappy as the delivery of the car was half a season late and it eventually arrived in July, 1969. "I hadn't done



anything but I knew I was going to be good," said Ted with a smile on his face.

The actual racing bug had bitten while he was still at high school. "It all started when we were in the dormitory," recollects Ted. "There was this guy, he was a real freak. It was back in the days when people used to listen to Indian music, even before George Harrison used the sitar. Anyway, this guy used to sit around with headphones on listening to this music missing all his classes and so forth. However, he'd always talk about how he was about to become such a great racing driver. He had a picture on his wall of a Mini he'd taken at Lime Rock. He'd say 'I drove that car and I was faster than the guy who owned it'. He kept on about it and consequently a bit of needle crept in because I reckoned I was quicker. I had this Sunbeam Alpine at the time and we used to go down the back roads and do a little street racing, just to try and frighten each other. Eventually I looped the thing through a few boxwood hedges. I thought this was rather silly because sooner or later I'd write off an old lady on the road. It was then that I figured to do it properly.

When the Merlyn eventually arrived, Ted had lost a bit of interest after some of his friends convinced him how expensive racing would be. He then sold the car, for a profit, without having raced it and having disposed of his sports car as well. "I went into a complete anti-materialistic trip. I then went out and bought a Citroen 2CV which I frigged around in for three years. That car taught me the art of driving flat out," joked Ted.

It was about this time that he decided to give his studies at University one big go. "I was reading philosophy and the Vietnam war looked like being over so it didn't look as if I'd be drafted."

Nineteen sixty-eight was, as far as American history will no doubt recall, a big year for the student movement. Recalling his views on American policy around that time, "it was the zenith of the anti-war movement. I couldn't believe some of the policies and so I eventually quit school, bought another car and went racing."

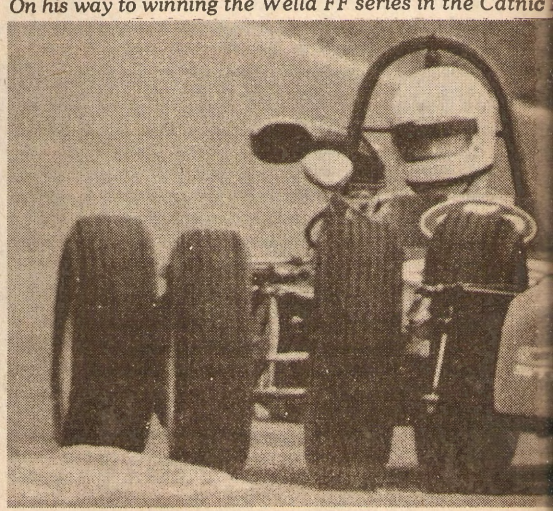
It was the beginning of 1970 when Ted "dropped out". "I was sitting in class one day when a guy rode up on a motor bike. It was a nice spring afternoon and he had a chick on the back and they were obviously going out to the country to do nasties in the fields. It was there and then that I thought 'I don't want this, I want that!' That was it. I packed the whole thing in, even though I only had another year to go and I'd have been a teacher. You gotta do what feels good and it just don't do anything for me anymore."

Ted then went to work in a friend's car accessory business for a year. A guy at the shop ran a Lola FF in local races "which was prepared like an Indy car. It was a typically prepared American racing car, him spending about three times as much money as was needed to be spent, probably because there's so much time between races. It was the real super bullshit act."

There was a certain amount of internal rivalry between Wentz and this FF racer who kept asking when Ted was going to take to the tracks. 'All in good time' seemed to be Ted's philosophy.

The following year Ted found an FF Merlyn Mk IIA "at the right price" which he prepared himself and applied to join the SCCA driving school which, in short, is like our own racing drivers' schools, except that the governing body (SCCA) oversees them. "My instructor turned out to be Jas Patterson," chirped Ted and after the preliminaries, "I won the 5-lap race. I pissed it. I couldn't believe it. There didn't seem to be

On his way to winning the Wella FF series in the Catnic





st year watched over by brother Tim.

anything to this game. I thought I was going to be a star." He paused, smiling at the same time. "You find out quick enough don't you."

Wentz moved onto the next school at Thompson, situated near Lime Rock. He won the school race there as well which admittedly spurred him on as he feels any early success would do to a young driver.

By the end of 1971 he managed to scrape up enough money to contest the final three FF races. In his first proper race, which was at Watkins Glen two weeks after the Grand Prix, he finished second and took a lap record. He then finished second at Bridgehampton and won at Summit Point. "That really upset everyone back in Pennsylvania."

At the end of that year Ted was now wondering what to do. He sold his car to Fred Sigafoos, again for a profit, but here he was, just turned 25 years and about to start a racing career. "Emerson Fittipaldi had become World Champion at 25!"

Anyway he decided to do a proper season of FF racing the following year, so he bought a new Merlyn and purchased a stock engine which he built up himself. The finance came, "let's just say from a few odd jobs!"

By March of that year Ted was struggling and he only had a couple of thirds to show for his endeavours. It was then that he met Ray Heppenstall, a former race driver who was now running a team of Super Vee Royales.

"He was incredible," recalls Ted. "He taught me more about racing than anyone. He taught me how to drive. He taught me how to set a car up. He taught me everything because before then, the

he prize was a fully sponsored Formula Atlantic drive.



preparation and making sure the car finished. But Heppenstall told me how to save money. He taught me what was bullshit and what was worth looking into too. He told me how to know when you're quick and when the car's slow and how to know when the car's quick and you're slow. The most important thing for a driver to know is when he's slow or when the car's slow 'cos a guy can be really good and going round in a car that's a little bit off and wondering why he's third or fourth, still thinking he's got a car that is really good and the guy in fact isn't using the car to his ability. They're difficult things for people to understand. You have to basically have someone to tell you and say 'look, the car's alright, there's nothing wrong with the car, you're just not driving it quickly enough,' or say 'you're doing pretty good but the way the car is, no way you're going to go quick, do this, this and this.' That's what the Heppa taught me. He was fantastic. You couldn't bullshit the guy. He just knew his shit. I really owe a lot to that guy."

The season improved and when it came down to the crunch, Ted elected not to take part in the run-offs which would decide who would represent the USA in the FF World Cup race taking place at Brands that autumn. "I went elsewhere to try and win the SCCA FF championship. In fact I eventually finished second to Bruce MacInnes by one point."

It was at the Road Atlanta SCCA Championship run-offs that year that Ted met up with Selwyn Hayward (of Merlyn), Brian Hampshier (of Elden) and their works driver, fellow American Danny Sullivan. "They all said I was wasting my time in the States and it had to be Europe."

The FF was sold, yet again at a profit, and Wentz came over for the 1973 Racing Car Show. Sullivan found him accommodation while both Elden and Merlyn offered him a deal, the former being by far the most attractive. "I wasn't unduly unhappy at the deal because the Elden had been a successful car," said Ted. He was lent a gearbox, engine, van, trailer and premises by Elden which meant that "basically I was racing for £650," as that was what he'd been charged for the rolling chassis.

Wentz returned to the States to sell off "everything I owned so that I would have enough money to live on in England for the year."

"The first race I ever saw over here was Damien Magee racing against Mike Wilds in Formula 3 banging wheels all the way up the hill to Druids and big punch-ups afterwards. I thought 'shit, I don't know about this' because nobody in the States does anything like that. We don't touch cars. There's no shady driving. Most guys in the States drive like gentlemen. They're quick but they're not aggressive and usually the race is halfway through before anyone realises there's a race on and it's then that they start motoring. But here, everyone starts motoring from the very beginning."

Having seen his team-mate involved in a first corner shunt, Ted was able to go a little further before ending up in someone else's accident, knocking off a corner. He failed to qualify at his next race, knocked off two corners in practice for the next only to retire in the race. "I was so depressed," recounts Ted. "In 75% of my American races, I'd either lead or won and what Heppenstall had warned me about was true. I couldn't believe it. I hadn't crashed a race car until I arrived here."

Early season engine problems were cured by swopping manufacturers, and although good results came, they were interrupted by off-course excursions and unreliability. Eventually Ted used his Heppenstall knowledge to good effect on both the car and engine and then better results began to emerge. There were two championships at the time, the BOC and the Wella series. "I didn't know which was which because I'd been told that it takes a year to learn the system. I'd picked up a few Wella points and therefore decided that if any races clashed, I'd concentrate on the Wella events." His first win was a little *libre* race at Llandow, but suffice it is to say he won "either three or four" Wella races and took the championship . . . and the prize that went with it.

"The most critical jump in a driver's career in this country is to get out of Formula Ford and if a guy doesn't have any finance, and believe me, I didn't have any finance, it's difficult. In that first year I only spent £2,500 because that's all I had. I was broke at the end of the year and then the Wella prize (a brand new Formula Atlantic March) came along. It was like a dream come true. It's the biggest break I've ever had in anything. It was a real opportunity.

"I knew all the other guys in FF were pissed off but I reckoned I'd earned it. After all, this was my around several seasons. I think the whole point was missed."

While all this ballyhoo was going on, Wentz had his one and only Formula 3 drive, albeit in the works F3 Elden, at Brands Hatch late that year. "It was the last ever 1600cc F3 race. Holbay loaned us an engine and I think I qualified ninth, the first non-March. Anyway I stuffed it at Clearways in the wet," mused Ted.

The following year would now see him break into Atlantic, very much an upward step, especially in power. "The first time I drove the car at Silverstone, admittedly on a cold March day, I was shattered at how quick it was. Before that I'd thought that I'd jump into the car with no sweat and say 'here we go' but after that day I was *really* impressed."

Many eyes were on him during those early races and Ted knew it. Many expected the American not to feature. He finished second in his second race and there was "no prejudice from then onward." However it wasn't a particularly good year by Ted's own admission. The car was capably looked after by Brian Lewis Racing and engines were provided by John Dunn at Swindon Racing Engines, "and of all the people I've met in motor racing, John Dunn impressed me the most," said Ted.

The combination went quite well on fast circuits like Silverstone and Thruxton. "I've always been better on fast corners than slow ones," explained Ted. "My slow corner technique is rather clumsy and I consciously work on this."

He also worked, along with his mechanic, on the March utilising some of his own ideas to bring it up to the latest specification. The team was running on a smaller than anticipated budget and so savings had to be made where possible. The latest March tweaks were out. "I really ballsed the car up on some occasions," admits Ted, "but other times it was okay."

At the end of the summer the March was replaced by a brand new Lola, Wentz feeling a better working relationship could be achieved here. "For some reason March and I don't really get along." He appeared at a televised Thruxton race with the Lola which "amazed me at how much easier it was to drive than the March." He led, got Wella superb television coverage and then had to retire. A similar situation occurred the following Easter when the team converted the car into Formula 2 specification (Wella had backed the F2 race) and Wentz got the car onto the second row. He ran well up amongst the leaders, again featured on BBC T.V. only to retire.

The car then went back to Atlantic trim and the rest is recent history. Reflecting upon last season, Ted continued to be surprisingly self-critical of his failure to beat Brise and latterly Nilsson. "I was really determined to beat Brise but I could never go as quickly as he did in those early laps. I still don't know why. It's one case where I don't know whether it was me or the car. I put a lot of pressure on myself to beat him and I screwed myself up in doing so. I knew I had to beat him in those early laps and once I spun on the warm-up lap, he had me so rattled. It was so stupid but it was a plain and simple case of over-pressurising yourself. Once I put a wheel on the loose and lost my nosecone just trying to stay with him. It was then that I began to wonder about his narrow-track car.

"You see, I'd have this terrible understeer problem initially and then after a few laps, when the tyres warmed up, it'd be alright and many times we'd end up getting the joint fastest lap, Brise getting his early on having pulled out a 3s cushion or so, and me toward the end, the gap usually remaining the same.

"Then Gunnar came along but by then we were really playing around with the new car. I suppose the one time I had the chance to beat him, I couldn't get by because Oulton's now such a sod of a place to overtake, and he knew it. But to have beaten Brise would have meant more to me than anything. Then when Gunnar came along it really made me feel like shit."

This season Wentz is hoping to run a full season of Formula 2. "I want to do Formula 1 but I want to do it in the right car because unless you're very lucky you don't get a second chance."

There's something about Wentz and his make-up that says he'll make it into Grand Prix racing. It would suit his style, his cool and calculated approach. However, as Ted points out, "the type of drivers like me are already established in Formula 1. Perhaps I'm not a hard enough charger." Maybe not, but neither is a modern Grand Prix star. It's the points that matter these days.

by John Bolster



Typically French and obviously Renault, the 30TS shows no styling excesses.

Renault 30TS—un grand routier

Once upon a time, Renault won the first grand prix ever. For many years, they built large and powerful cars, of which I have driven the 40 CV Sport, with an engine of over 9-litre capacity. Of recent years, however, the name has been associated with 4-cylinder vehicles only, which makes the 30TS all the more interesting as the first Renault "six" since the war.

Things being as they are, the construction of a new engine is not taken in hand lightly these days. The 2.7-litre V6 is therefore shared with Peugeot and Volvo, but the Renault is lighter than the others and more slippery in the wind tunnel. The Volvo has an up-rated, injected version of the power unit, but as its aerodrynamic drag factor is approximately equal to that of Buckingham Palace, the 30TS is the quickest of the bunch.

Like the Peugeot, it has a single-choke and a twin-choke downdraught carburettor, operating in that order. Unlike the other French car, however, it applies the power at the front wheels. The short V6 engine is ahead of the driveshafts and the transmission is behind them, which is convenient for the gearlever linkage. All four wheels are independently sprung, those at the rear with an adaptation of the MacPherson principle that keeps all the suspension parts away from seating or luggage space.

Power-assisted rack and pinion steering is standard. There are disc brakes all round, ventilated in front, and the front brakes have an extra pair of cylinders and pads on a separate hydraulic circuit. Though the engine is carried so far forward, it is of light alloy construction and the car is not excessively nose-heavy, for a front drive machine, with a 57/43 proportion.

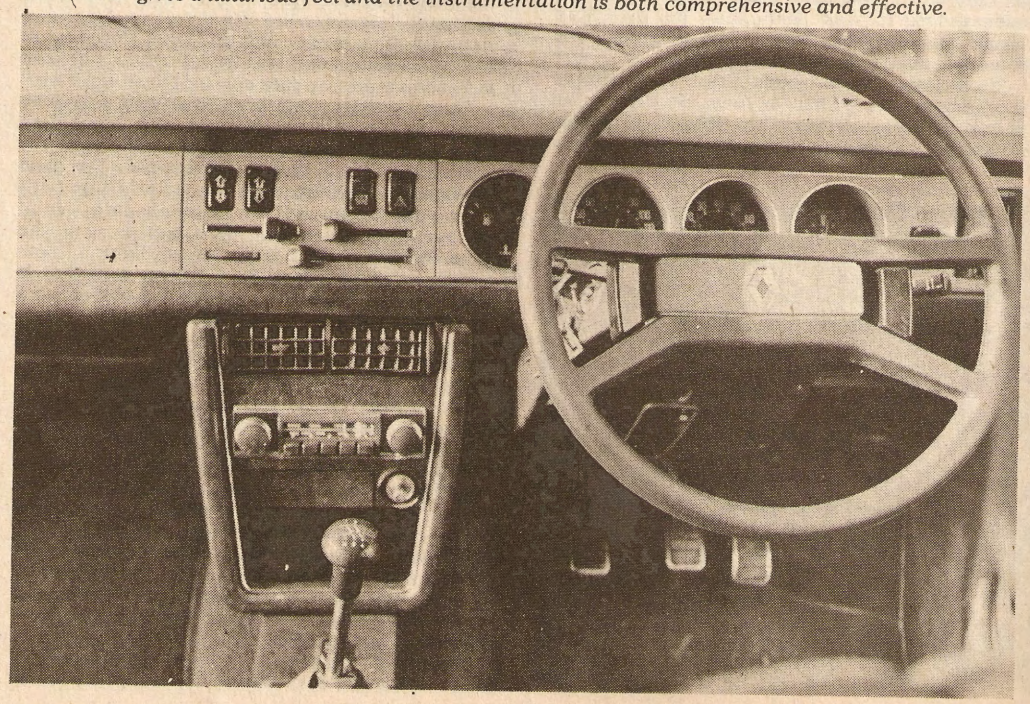
The body is large and distinctly luxurious, with comfortable seating for all the occupants and four doors for easy access. The fifth door is a hatch-back and there are all the various clever arrangements for more luggage and less people or vice versa. However, most of us are familiar with Renaults and this is simply a bigger one with even more room. The front windows are electrically operated and that splendid electrical system of locking or unlocking all the doors is standard. If you lock yourself in, there is an inertia switch to release the doors if you have a bad shunt.

The choke is automatic and starting from cold is immediate, though the idling speed is rather rapid at first. It is at once obvious that this Renault is a very fast car, and as it has high cornering power and excellent, fade-free brakes, it's a safe and speedy form of transport that takes some beating. The price is high, but what saloon can you get that's cheaper which gives the same combination of luxury and performance?

If a 116 mph maximum seems rather excessive, don't forget that this ensures a 100 mph cruising speed on a whiff of throttle — on the Autobahn, of course. The gearchange is excellent and the engine has lots of low-speed torque. At very low speeds in top gear, the overhead-camshaft V6 has not quite the flexibility of the best straight-sixes, but it accelerates strongly at moderate revolutions.

Injudicious acceleration round very sharp corners will produce clouds of smoke from the inside front tyre, but one soon learns to start straightening up before flooring the pedal. On wet roads, of course, a little discretion must be used

The interior gives a luxurious feel and the instrumentation is both comprehensive and effective.



with the accelerator, but harmless wheelspin — lots of it — is the only penalty of clumsiness. The acceleration through the gears is so rapid and effortless that there's a temptation to make unnecessary use of it, but that sort of driving is paid for in petrol bills. When driven really hard, the engine becomes quite thirsty, but the consumption is much more moderate if too carefree use of the acceleration is avoided.

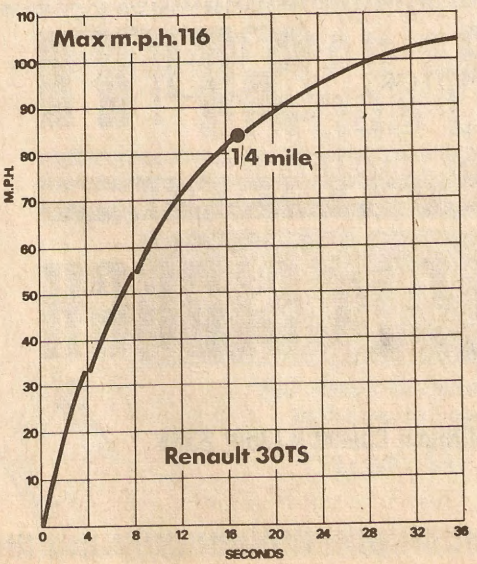
When I first tried this model in France, it tended to lack refinement, and it is now far better in this respect. The noisy brakes have been entirely cured and the engine is far quieter, though the transmission is still audible. There is some wind noise, especially at high speeds, and road noise is noticeable on certain surfaces. The 30TS has a wonderfully effortless performance but it has perhaps still a little way to go to equal the refinement of some of the expensive cars with which it will be competing.

For a combination of riding comfort and roadholding it is right at the top. The suspension does not feel particularly soft but the bumps just disappear and though there is some roll on fast corners, it is quite moderate. The power-assisted steering earns very high marks, taking all the effort out of parking but allowing the driver to feel the road through his steering wheel. The stability is excellent in gusty winds.

There's something about the interior furnishing that gives one the feeling of being in a particularly luxurious car. With the back seats in their rearward position, the luggage is hidden as in a normal saloon car and the large rear door is not at all noticeable. The ventilation is particularly effective, which is a compliment I can seldom pay. The heating is easy to control but rather slow to warm up after a cold start, while its capacity, though adequate for a frosty snap in England, would be insufficient for Scandinavia, for example.

The Renault 30TS is a fast car with a long stride, built for getting across the Continent in a hurry. It gives outstandingly comfortable riding and handles remarkably well. It's typically French, but in the nicest possible way, with a subdued interior treatment and no styling excesses. Above all, it's what its countrymen call *un grand routier*, and I can't say fairer than that.

Car Tested: Renault 30TS 5-door saloon, price £3,952 including car tax and VAT.
Engine: V6 88 x 73 mm (2664 cc). Compression ratio 8.65 to 1. 131 bhp DIN at 5,500 rpm. Single chain-driven overhead camshaft per bank. One single and one twin-choke Solex carburettor.
Transmission: Single dry plate clutch. 4-speed synchomesh gearbox with central remote control, ratios 0.93, 1.32, 2.06, and 3.36 to 1. Spiral bevel final drive, ratio 3.89 to 1.
Chassis: Combined steel body and chassis. Independent front suspension by wishbones, coil springs, and anti-roll bar. Independent rear suspension by coil spring struts and anti-roll bar. Rack and pinion power-assisted steering. Servo-assisted dual-circuit disc brakes. Bolt-on steel disc wheels, fitted 175 HR 14 tyres.
Equipment: 12-volt lighting and starting. Speedometer. Rev-counter, Voltmeter. Water temperature and fuel gauges. Clock. Heating, demisting, and ventilation system with heated rear window. Windscreen wipers and washers with intermittent delay. Flashing direction indicators with hazard warning. Reversing lights. Electric front windows and door locks.
Dimensions: Wheelbase 8ft 9in. Track 4ft 8.8/4ft 8.5in. Overall length 14ft 10in. Width 5ft 8.5in. Weight 1 ton 4¾ cwt.
Performance: Maximum speed 116 mph. Speeds in gears: Third 85 mph, second 54 mph, first 33 mph. Standing quarter-mile 16.8s. Acceleration: 0-30 mph 3.4s; 0-50 mph 6.7s; 0-60 mph 9.0s; 0-80 mph 15.8s, 0-100 mph 29.5s.
Fuel consumption: 19 to 26 mpg.

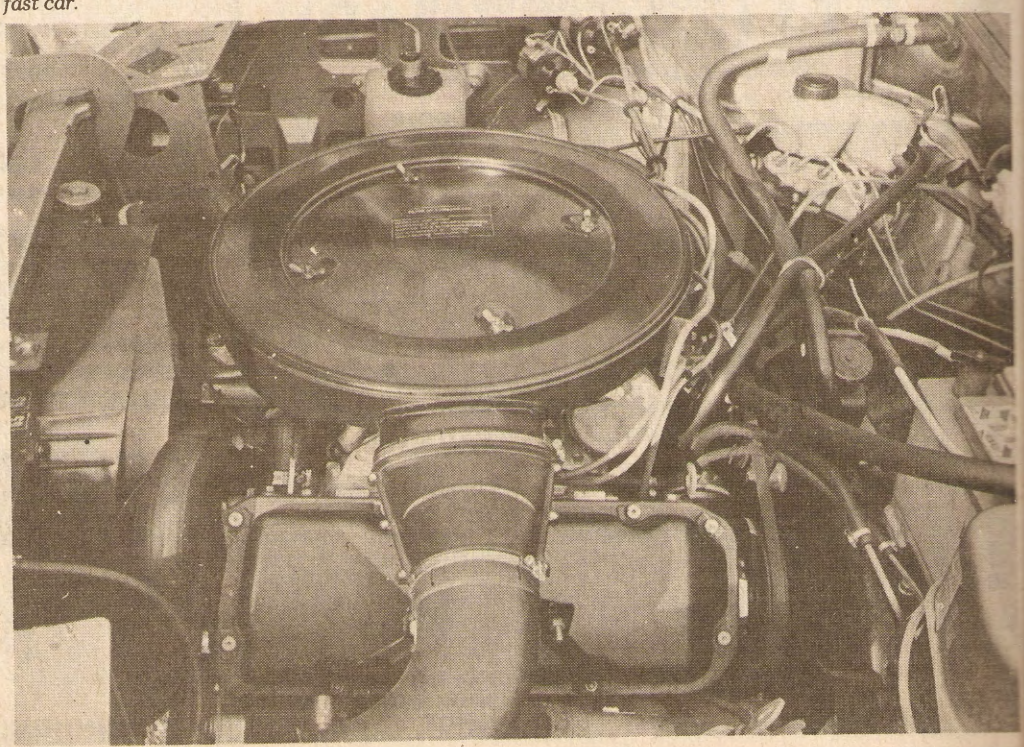




The fifth door is typical Renault – it's just bigger and gives even more room.



The short V6 engine is mounted ahead of the driveshafts (below). The view most people will have of this fast car.



It's frothy man

CHRIS WITTY describes his experiences on the Cresta Run.

Out of an azure sky the orange rays of the morning sun drew out the glistening crystals in the crisp and well frozen snow. The virgin crust had been broken by footprints, each step laced with the telltale spots of drying blood, the redness standing out quite noticeably.

The path led back towards a modern looking building, rather like a railway signal box, where a hive of activity seemed to be taking place. Up the ice covered steps the trail continued, disappearing through a door where laughter and chinking glasses could be heard. "A large gin and tonic please," echoed out with frightening regularity. Was this the home of alcoholics anonymous?

On entering, it became a little clearer. It was like a service mess hall. Small groups were huddled together clutching beverages of various potency. They were staring out of the panoramic window towards a shute, not much more than five feet wide, which had been expertly carved out of the ice. The silence outside was broken by a regimented voice booming across a tannoy system and immediately more people turned their attentions away from the social chatter toward the window.

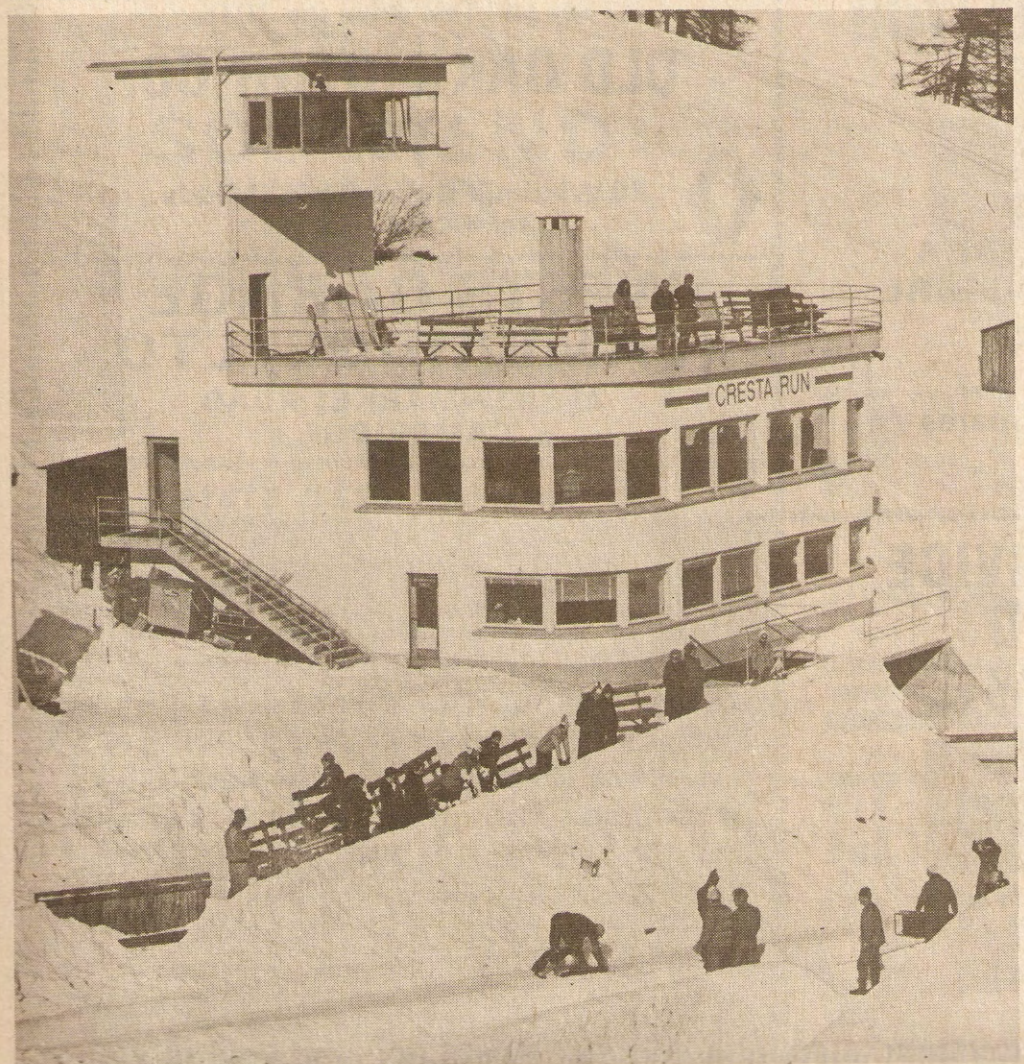
Meanwhile a young English army officer sitting at the bar ordered another drink. "Gin and tonic." From where one was sitting, it was difficult to understand quite why fellow officers kept saying "bad luck" and, at the same time, the spots of blood seen earlier couldn't quite be related to the room where one was sitting. Then it all clicked, the mystery was solved in typical Cluso-style as the officer turned toward the window, one side of his face quite unpleasantly lacerated, two bloody wounds in particular beginning to congeal.

The simple fact emerged that this young gentleman had been riding down this ice shute which, for over ¾-mile, drops down the Cresta Valley situated in the Swiss winter sports haven of St Moritz. To the uninitiated, this shute is called the Cresta Run and it is ridden on a toboggan, or, to the experts, a skeleton. It's unique, being the only run of its type in the world. Consequently it has a character all of its own. This aspiring star had, through inexperience, failed to negotiate one of the Run's many banked turns and the pair of them (skeleton included) had vaulted the upper reaches of the banking and careered into the soft snow and straw that lay beyond the top. However, this gentleman's facial injury had been caused by the skeleton, which can weigh anything from 80 lbs and upwards, hitting the upper regions of his anatomy. Despite wearing a mandatory crash helmet, the blow must have hurt but, with the customary stiff upper lip and in true British army tradition (refusing immediate medical attention), our hero had arrived back at base to proudly display his "war wound" to his fellow officers.

The Cresta Run *is* dangerous but injuries aren't usually serious and are often just broken limbs, ribs, bruising and so forth. When one considers that while lying face down on this wagon (or skeleton) a terminal speed of up to 90 mph can be reached when crossing the flying finish, you can perhaps understand why. And yet, in spite of two early mishaps to the author which didn't exactly boost his confidence, the simple fact of whistling over ice at 60 mph plus with your face inches away from the surface is exhilarating. In fact it's a total new high.

Regular Cresta riders may argue that their particular sport requires greater expression of the individual than the neighbouring bob-sleigh run. The technique required in operating the skeleton, because it has no mechanical steering and braking aids unlike the bob-sleigh, is totally different although in both sports, one overriding factor emerges. Speed.

Home of the Cresta, the building which houses the changing rooms, race control, and, of course, the gin and tonics.





Tony Dron displays the running start, note the seat fully forward.

Terminal speeds achieved on the bob-sleigh are another arguable point, certainly to Cresta riders. One claims it's quicker than the other. Perhaps it's safe to say they are about the same although the St Moritz bob run, which runs virtually alongside the Cresta, does wind a twistier way around the wooded slopes through gravity pulling bends, some of them banked *over* vertical. Because it has more corners to negotiate, the bob may be fractionally slower. However it, too, like the Cresta, has to be regarded as dangerous; probably more so of the two. The serious accident rate is higher and the physical hammering the human frame undertakes is probably greater as well.

To sample the Cresta was an experience to be treasured for an awful long time. Speeds one has attained in racing cars may have been considerably greater but, on reflection, it's the confines of each individual run, the closeness of the ice walls, or counters as they're known, flashing past your elbows and the stomach fluttering as you momentarily became airborne that contribute toward making it all worthwhile. Then there's the relief as you cross the flying finish and slide to a stop, made all the more joyous by the fact that you can still recall the anxiety felt prior to the start of the Run. And then, pricking up an ear to hear your time over the tannoy, you prepare to return to the top so that you can go through the whole procedure again.

St Moritz bound

For race driver and journalist Tony Dron, competing on the Cresta has become an annual event and it was through Dron introducing fellow race car driver Richard Lloyd to the Run last year that he, too, has become an avid rider of the ice.

This was Dron's third year on the Run which, sadly for him, ended with a broken wrist, caused by a spectacular fall midway down the course. Undeterred he intends to be back next year, an injury like his being commonplace among hardened Cresta regulars. One got the impression that you had to have broken something on the run at sometime or another to become accepted as part of the elité.

Both Dron and Lloyd were returning to St Moritz this year and so they invited three other racegoers, who were curious to learn about this intriguing method of suicide, to join them. So yours truly was accompanied by Richard Piper (Tour of Britain class winner and FF2000 driver) and Rupert Keegan (F3 pilot extraordinaire). We were joined in Switzerland by Danish F3 driver Jac Nelleman (who'd experienced the Cresta the year before) but illness forced him to return home without participating.

With a Union Jack fluttering from a flag pole on top of the combined club house-cum-grandstand, you felt as though you'd stumbled across the last British outpost in India, despite the white carpet of snow everywhere. Here was a part of Britain that belonged to yesteryear, our national flag representing part of a rapidly dwindling commonwealth and refusing defeat.

History of the Cresta

You have to go back to 1884 for that was the year when the Cresta was born. A Major W. H. Bulpetts, not to be outdone by the construction of a run in the neighbouring town of Davros two years before, constructed what was then a snow run with ice patches and rudimentary banks. The following year saw the first running of the Grand National, the premier Cresta event, while the actual St Moritz Tobogganing Club (which operates today) was created back in 1887.

Early descents by the intrepid riders were sitting in the face forward position on what is now called a luge. This was followed, to the astonishment of Victorian onlookers, by a gent who lay prone and went down head first on a Swiss-built toboggan which was a long version of a luge.



Richard Piper cautiously enters Thoma which claimed Dron on his first run from the top.

The skeleton, of which interpretations are used by today's riders, was introduced in 1892, again by Bulpetts. A development, the modern snub-nosed type, came in 1903 and it is commonly thought that the Run must have been built totally from ice by that stage otherwise the skeletons' runners wouldn't have been able to pull through the snow.

To start with riders used to pull themselves backwards and forwards on a leather covered seat in order to transfer their weight, the only method of steering which is allowed. An explanation will follow in due course. Then in 1901 an expert rider, John Bott, introduced the sliding seat which is an essential element required by today's standards.

Although women are now banned from competing on the Cresta, they did race in the early years, right up until around the mid 20s and many proved to be quite formidable riders. However, the Run has changed in little ways over the years and, like most sports where speed is the overriding factor, it has become considerably faster.

In its 82-year-old history, the Cresta has gained Olympic status twice, this being in 1928 and 1948 and, quite remarkably, the gold medallist from those last Games, Italian Nino Bibbia, is still a top-flight competitor and riding with the same youthful enthusiasm. He now runs a grocers shop in St Moritz and, like so many riders, Bibbia has become part of the Cresta institution.

The Cresta itself

St Moritz itself is perched on top of a hill which, in turn, nestles at the foot of the fashionable Corviglia ski slopes. The actual Run is entirely man made and every year when the snows come, a party of workmen painstakingly sculpture the same (as near damn it) 1212 metre course down the valley towards the hamlet of Celerina.

During its ¾-mile descent, the Run falls 514 feet (157 metres) with an average decline of 1 in 7.7. In parts it is as steep as 1 in 2.8 while the flattest part is 1 in 12.5.

The actual Run itself, rimmed throughout its length by foot high counters (except for the banked corners), is of solid ice which is constantly kept in fettle by a handful of regular local workmen.

Nowadays there are two starting points, known as Junction and Top. The former begins at about a third of the way down the Run and is situated alongside the clubhouse. It is here, just 332 feet above the flying finish which is 890 metres away, that new members, or SLs (Supplementary List), start their basic training. When you have achieved recognition in being able to descend in a competent and reasonably competitive fashion, you can be proposed by a fellow member to ride from Top, itself a totally new and initially daunting experience.

Describing the Run from Top, the course is fairly straight with a frightening descent called Church Leap (1 in 2.8) suddenly increasing your acceleration into three very tricky corners which are all heavily banked and follow one after each other in a left-right-left combination. These are called Curzon, Brabazon and Thoma which, if taken correctly, is reputed to have the rider travelling at around 60 mph as he exits and passes the Junction starting point.

The Run then turns into two fast right-hand sweeps, Rise and Battledore, the second of which is substantially tighter than the first. These are important corners when riding from Top and they lead immediately into Shuttlecock, a long never ending left-hander which isn't as steeply banked as the other corners and many have been caught unawares and crested the top at fairly high speed. If this corner is negotiated correctly, it is followed by a light banked right-hander (Stream) which takes you on to the main straight. It's now that the speed really begins to increase for although there are three banked curves to come, Bulpetts, Scylla and Charybdis, they are all taken absolutely flat out, even for beginners (!). Exiting the final one, the wagon goes light as you crest the Cresta Leap and it's then through to the flying finish and immediately into a left-hander which starts going uphill. You then brake (the Cresta terminology is to 'rake') like hell to stop.

As regards the maximum speed attained on the Cresta, an interesting electrical timing showed that back in 1930 from Top Jack Heaton, the fastest rider at the time, averaged 77.3 mph down Cresta Leap and the slowest rider 68 mph. Heaton's time for that particular run was about 58.4s. The record today from Top is 53.24s by Poldi Berchtold and set last year. It is reckoned that he must have been travelling at about 90 mph at the finish. Underlining his superiority, Berchtold also holds the record from Junction at 42.96s.

Initiation ceremony

A newcomer can feel it straight away, the awareness that the Cresta is one of those chic sports. And yet casting aside the fact that it's a pastime for lords, princes, playboys and the wealthy society set, it still presents a tremendous personal challenge to any individual who wishes to compete.

Our party arrived one morning while a competition was in progress. When you've never seen the run before, then bear witness to strange names like Paul Felder, Nuot Saratz, Nino and Gianni Bibbia, Captain Jonathan Woodall, Uli Burgenstein, Urs Nater and Franco Gansser, rushing down from Top in under 57s on a wagon that looks no bigger than a tea-tray, it's only then that you begin to realise what you've let yourself in for. Over the next 24 hours, the butterflies began to flutter inside your stomach as you tried to visualise what that very first run all on your own was going to be like.

Because of where the Run is situated and in order to keep it shielded as long as possible from the melting rays of the sun, Cresta activity takes place between 8.30 am and noon on every morning of the week. The season starts just after Christmas and carries right on through until the end of February, every other day being a competition for some trophy or another. There are almost 50 listed in the SMTC members' handbook.

Trying to shield the yawns from view, our party disembarked from our venerable Leyland Sherpa and slithered down the path towards the clubhouse for our initiation ceremony. It was like joining a new school at the start of term. The regulars knew their place and set about changing swiftly into gear that looked akin to extras from Rollerball.

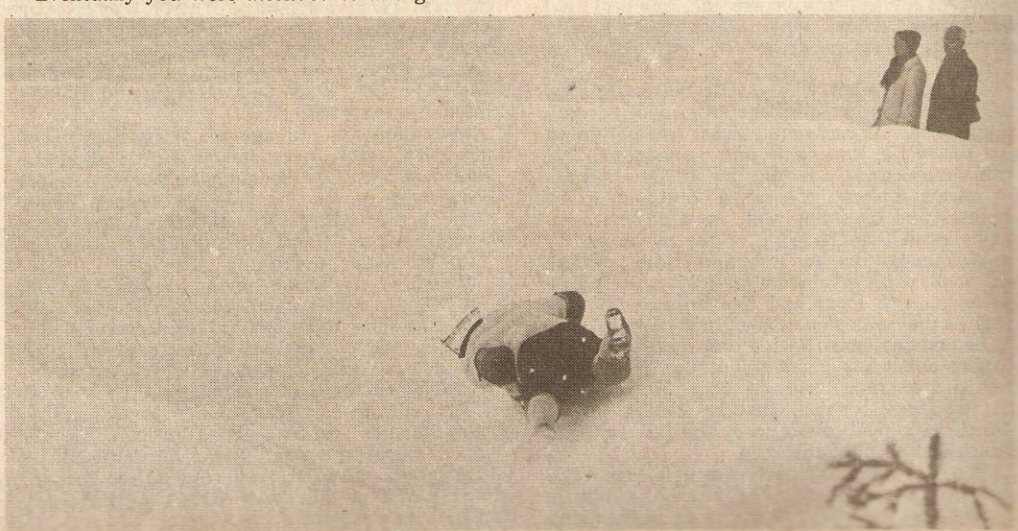
Eventually you were attended to and given a pair of spiked boots with pointed rakes on the front. It looked like ideal attire for a soccer hooligan. Thick leather knee and elbow pads were strapped to your arm and knuckle protectors with glinting metal discs on top were pulled over the top of your gloves. A pair of jeans (with long johns underneath) and a really thick pullover were all the clothes required, discussions with more experienced riders later on suggesting that ski-suits and anoraks slipped on the all-important leather seat on which you lay. Finally you pulled on your crash helmet which, judging by the accidents we saw, seemed best to be of the all-eveloping type. Suitably clad and the new non-members having paid the required 100 Swiss francs for the first five runs (£4 a go approx), five aspiring James Caan's trudged out towards the little hut situated alongside the start line at







Above: differing styles through Curzon. Note the position of hands and body for steering effect. Below: the right way to negotiate Shuttlecock – the corner that claims victim after victim.





Rushing down past junction toward Rise and Battledore goes an intrepid Cresta rider.

Junction to pick and choose a suitable wagon provided by the club.

You are supposed to look toward your accompanying member to find out what the Cresta procedure is because no one else will help. Finding a suitable wagon, it was a bit of a surprise to find it far heavier than one would have imagined.

Eventually the voice of retired Air Vice Marshal Ronnie Ramsay-Rae comes over the tannoy. It's your turn. Dron's already gone and so too has Piper. Keegan and Lloyd are with you but it's no good turning to Rupert for help; he needs it himself. "Now remember to rake all the way down.As long as you do that you won't have to work or steer the wagon. You'll then get a feel of the course and exactly where it goes," explained my 'instructor'. The term 'rake' means digging in your feet so that the spikes tear into the ice and effectively stop you from accelerating.

To begin with you lay prostrate on the wagon with the sliding seat pulled right back, thus all you weight is over the rear of the runners where tapered knives have been cut into the runners (of either 15mm or 18mm diameter). This is what steers the skeleton at speed. A bell rings and you're away, hands clasped tightly around the grips on the front of the skeleton and taking care to keep your elbows tucked well in. Your feet have been spaced about a couple of feet apart and you hear cries of 'rake' as you leave, picking up speed remarkably quickly and passing through the electronic timing ray. You're on your own.

Ungainly exit

Already the legs are beginning to hurt and rather than digging into the ice, my feet seemed to be dragging over the top. "Too fast, much too fast" was the reason attributed toward my exit at the infamous Shuttlecock corner afterwards. Like a trap laid for sheep (or lemmings), we arrived at this left-hander having effortlessly bumped our way around the bottom of the first two steeply banked right-handers. Up and up and over the top. In a cloud of snow my first attempt had ended in total embarrassment. A new rider is not expected to fall during his first few runs. It doesn't go down too well. Still, there were no injuries and having recovered my skeleton, it was the long and cold wait for the Leyland *camion* which runs a shuttle service for the riders between the bottom and top starting points.

My next attempt was a little better. Raking furiously and as if my life depended on it (it does!), Shuttlecock was conquered and it was only then that the whole Run came into perspective. The main straight and those "flat-out" banked corners lay ahead. Anyway, the rakes continued to be effective and by riding well back on the seat, thighs straddling the edge of the skeleton, we reached the bottom, and for a first effort, my time was well up on my fellow novice counterparts. However, both Piper and Keegan had the last laugh as they ended up quicker in the end.

The first day ended with a rude comment from Keegan about my incident but the knowledge from Historic race car driver Nigel Moores (and also a Cresta regular) that by falling off at Shuttlecock had made me eligible for the Shuttlecock tie chirped me up.

Keen as mustard the party was up at dawn the next day. Understanding the procedure a little more, it was to be another morning of throwing yourself down the ice shute. My first injury was incurred during that fateful morning, inflicted a huge thump on my right hip after heavily clouting the counter while crossing the flying finish. Bloody hell it hurt but when you looked around and saw guys riding down with broken hands in plaster casts, my bruisings meant nothing. Meanwhile the rest of the party descended without incident, both Piper and Keegan picking up the correct style and pace with apparent ease. By now my confidence was beginning to wane and when Shuttlecock claimed me once again, it was difficult to see the whole point of it all. That incident hurt me even more for yet another Cresta rule was forgotten in the ensuing moment of brain fade. Like a motor cycle rider, you must get rid of your skeleton when in trouble. Push it well away from you.

Whoosh, over the top we both went and it was my stomach where the projectile chose to hit. Pole axed and winded beyond belief, staring up at the blue sky and desperately trying to force oxygen into my airless lungs, this really did seem like Rollerball, except that the body lying prostrate in the snow wasn't the hero.

Two accidents in four runs. Not a good record and as the Cresta festivities took place daily over lunch on the Sunny Bar at the fashionable Kulm Hotel, it became increasingly apparent that it was important to overcome those early failings. It was a personal challenge the Run offered that picked you up, together with the desire to conquer and to beat *it* rather than let it batter *you* to pieces. Suffice it to say that life got better after that and having made the effort to get in some private tuition from Clubman's racer (and skeleton designer) Andy Shepherd, it wasn't long before the standing starts turned into a couple of gentle running steps and the body started confidently sliding back and forth on the seat; forward to gain acceleration and back for steering. The technique here is to lift and push the skeleton to the left with your leading right hand, your left hand going back and pushing across in the opposite direction, taking care not to trap them under the runners. The knives on the rear of the runners thereby dig into the ice and the wagon will turn. In short, it's all down to your weight transfer.

Different skeletons have different lengths, different runners (some are more bowed than others), different knife designs and different weights. Riders can add lead weights if required and can, if they want to, design a wagon as long, or as wide, as they want. Only steering and braking mechanisms are banned.

My wagon was a Savage design, courtesy of the late Bill Clayton-Jones. It was shorter than the Nani design used by Piper and the Savage runners were more bowed. The Savage seemed better through the tighter turns but the longer Nani would be more stable (and quicker) along the lower reachers of the Run.

When Dron, who was having his first run from Top, failed to make a hand change in time between Brabazon and Thoma, he tried to fall correctly but broke his right wrist on impact. Keegan then realised what could happen and politely withdrew, rightfully thinking of the opening F3 race at Thruxton in three weeks' time. Piper carried on from Junction, running consistantly in the 49s which was good enough go get him noticed. He then progressed to Top where good old Richard succeeded in getting down twice, raking like hell all the way mind you.

Lloyd was actually the fastest of our party descending from Junction in 48.08s but then Ganni Saratz put it all in perspective with a neat 45.64s. Piper readily admitted that he hadn't a clue where he was going to find a further 3s and even a kamikaze effort failed to bring an improvement and, to top it all, he never fell off once.

It was during my last run of nine in total (costing me £18 approx) that, at last, the satisfaction of actually doing something remotely right began to trickle through. Five times around Shuttlecock and not a near miss once. Whack. You pulled your body forward, on the sliding seat, flicked through Stream and tucked your head down low, steering the device by letting the wind pressure act as you bent your head this way and that. Working delicately so as not to let yourself clip the counters (you'd lose valuable hundredths!), it was intensely satisfying to be able to rocket through those lower banks and across the flying finish without getting out of shape once, forgetting what the rakes were for . . . until you reached the end that is.

Suddenly it was satisfaction guaranteed. Yep. It was certainly frothy man, as the bear says.

Dron, realising he's not going to make the corner abandons his wagon in classic motor bike style.



Moment of impact as Dron, having vaulted the bank, rolls end over end in spectacular style.



Heavily wounded, Dron doubles up, unaware that his wrist has been broken by the fall.



Picking himself up, a Cresta regular goes to his aid.





Per Eklund set the pace of the event from the start and in a thrilling digging and driving battle, dominated the rally for Saab.

SWEDISH RALLY **WCR ROUND TWO**

Dynamic Duo!

Story and Photos by HUGH BISHOP

Värmland Runt

At last Per Eklund has achieved his long ambition to beat Stig Blomqvist in a straight fight. For many years Per has played second fiddle to Stig in the Trollhattan based Saab-Scania team, but last weekend he was rewarded with outright victory on the Swedish rally, second counter in the World Rally Championship, just managing to stay ahead of Stig and trouncing the Lancia-Alitalia team who were never quite able to get to grips with the treacherous road conditions — icy tracks covered with two inches of fresh snow, and no snow walls to bounce off.

This was the first year that the Swedish rally, previously the KAK, had combined with the Värmland Runt (a national rally) to produce a rally that counted both for the WCR and the Swedish championship — which is run without practice, so that for the first time the snow and ice covered forest roads were tackled unseen. A huge entry of some 270 cars was received though only 60 of these were contesting the whole route, the national contenders only having to complete the first of two identical loops, starting and finishing in Karlstad, each leg being some 800 kms in length, 350 kms of which were devoted to special stages, with a couple of extra spectator stages run in the first leg only, and used only as tie deciders.

ENTRY

Main interest, as ever, centred on the Lancia-Alitalia team, with two official cars for Waldegard/Thorszelius with 4-valve engine and Walfridsson/Nilsson who had just a 2-valver, while Simo Lampinen was loaned a Monte practice car with 2-valve engine, which he entered privately with sponsorship coming from the Finnish stud makers Kometa, Marlboro and Kumi-Kelenius the tyre manufacturers, having supplied 200 units for the Lancia concern. Their hottest competition were of course the two trusty Saab 96 V4s entered by the factory for Stig Blomqvist/Hans Sylvan and Per Eklund/Bjorn Cederberg who were shod with the ultra narrow Dunlop Mk11s on their 15in wheels. Starting at five was the little Simca 1000 fitted with 1293cc motor from Chrysler France for Bernard Fiorentino/Jean-Jaques Lenne, while General Motors were well represented with the Dealer Team Opel-Holland Kadett of Lars Carlsson/Bob de Jong now with the non-cross-flow engine giving only 170 bhp as compared with the 215 bhp coming from the cross-flow fuel injected engine in Anders Kullang's GM-Sweden entered Ascona, and Bror Danielsson/Klas Edqvist contesting the Standard A class (Sweden Gp. 1) in their GM-Sweden Ascona.

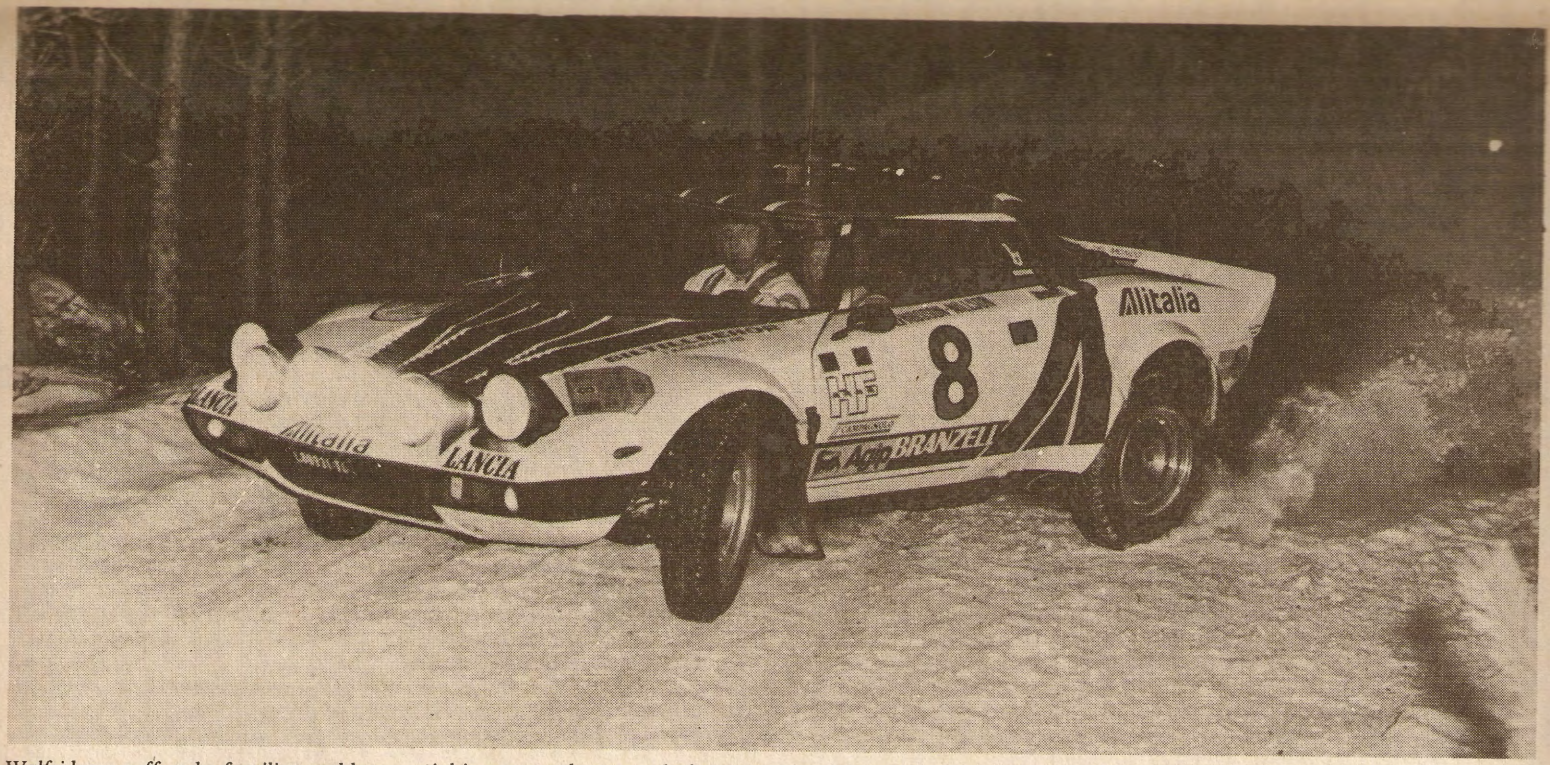
Dealer Team Skoda (Norway) sent a car for John Haugland and his regular co-driver Fred Gallagher, while Dealer team BMW in Sweden had supported cars for Ingvar Carlsson (a 16 valve 2002) and Arne Allansson/Rolf Jagerstet who were contesting Standard A in a 2002, ti's and tii's being banned from this class. Erik Johansson/-Jean Ringberg were also entered in Standard A in their Saab Sport and Rally (the Saab competition parts dev.) entered Saab 99 EMS, along with Lasse Jansson/Ulf Ottoson in VW Golf LS. Per-Inge's younger brother Lars-Erik Walfridsson entered a Volvo 142 privately, and private Saabs were entered for Erkki Temmes, Dag Pettersson (96 V4s) and Kurt Malmgren (99EMS). Britain's only entry came from north of the border with Charles and Alec Samson having gained a free entry from their performance on last year's Scottish, but alas their journey was all in vain, for having arrived complete with kilts, they went out testing on a frozen lake and the oil-pressure on their Mk. 1 Escort RS failed with a frozen pipe, though this was easily cured they were afraid that they had run the engine bearings and decided to non-start.

Scrutineering was as efficient and comfortable as usual in the garage next to the OK Motel, with leading crews inspected the night before the start. Unfortunately road-books were not issued until 6.00 am on the Friday, so with the start at 17.30 planning service was somewhat hurried as competitiors required as much sleep as possible during the day.

RALLY

The first stage, on Farjestads trotting track was being used only as a tie decider as indeed was the third stage on the rallycross circuit at Arvika. Bjorn Waldegaard was fastest on both occasions, but on the first real stage, 18 kms of narrow twisting ice covered forest track, used at the kind permission of the big timber dealers Uddeholm and Billerud, Per Eklund began to set the pace taking 17 secs off Blomqvist, 26 from Kullang and 27 from Waldegaard, Erik Johansson put the Saab 99 EMS off through the almost non-existent snow-walls, and was unable to regain the road in time to continue. Stage Four saw Per 2s quicker than Stig and on the long 50 km stage five which is a Varmland classic he took a further 30 secs, Per being perhaps more familiar with the Varmland stages while Stig was making up time on the ones that he knew from the KAK. Just approaching a hairpin left, Erkki Temmes Saab lost a rear-wheel spinning him to a halt, while Danielsson spent four minutes digging himself out of the snow, having changed the BMW gearbox in just 27 mins after the very first test. By the end of the stage, Per led the rally by 49s from Stig, Waldegaard was third, Lampinen fourth, Ingvar Carlsson fifth, Dag Pettersson sixth, Anders Kullang seventh and Walfridsson eighth with the third Stratos.

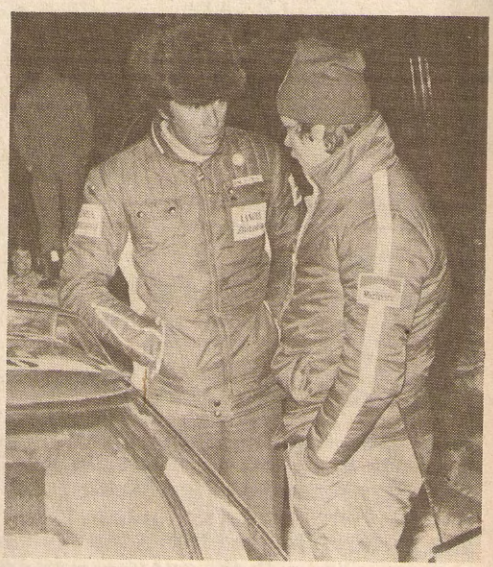
The rally now began to head north towards the more familiar KAK stages. About this time Roger Eriksson was forced to retire his Dealer Team BMW 2002 after stage six with severe engine overheating, while Dag Pettersson lost all his petrol on stage seven, while holding sixth place in his Saab. Making a return to rallying was the ex-Saab and Volvo factory driver Carl-Magnus Skoogh but he too holed the petrol tank on stage seven. Blomqvist having been fastest on stage six, Per replied with fastest times on seven and eight with Stig getting back on the next. A battle royal



Walfridsson suffered a familiar problem – sticking gear selectors – before he went off for the last time while lying fourth overall.

was raging between these two team-mates, as Saab had given them no team orders, because of all the fuss made in the Swedish press when Waldegaard was told not to overtake Sandro Munari on the Monte Carlo Rally. Ingvar Carlsson broke the engine of his BMW 2002 on stage nine, where the rally also ended for John Haughland — a broken gearbox halting his Skoda before he had a chance to make any real challenge. Lasse Henfors, a young coming driver, ended his rally here when he lost a wheel from his BMW 2002. A long transport section then led north to the 24km Vingresor stage where Simo Lampinen put his Stratos off the road for four minutes, the large wings on the Monte rear-end catching on the snow-wall and spinning the nose into the ditch, while team-mate Waldegaard was actually quickest here taking back 17s from Eklund and Blomqvist. Two further stages followed before the early breakfast halt at Torsby, but Arne Allansson did not quite make it that far, having blown the head-gasket on stage 11.

It now began to snow quite heavily, turning the already slippery ice-bound roads into real skating rinks. Spins and subsequent digging was standard practice for all the crews, including the Saabs. Per Eklund said that he couldn't remember how many times they had been off, so it soon became a race for who could dig the fastest rather than who could drive the fastest, but no amount of digging could recover Kurt Malmgren's Saab 99 EMS on the first stage after the halt or Lars-Erik Walfridsson's Volvo from the marathon 70km Uddeholm stage, where he had been overtaking the Ascona of Christer Sunner when the two cars touched and each dived off the road on opposite sides. The stage also claimed Lasse Jonsson's Honda Civic, which is entered by the Swedish importers, when a half-shaft broke. Out too was the Simca of Bernard Fiorentino having broken the sump-guard and with damaged sump the engine was consuming four gallons of oil in 50 kms and they simply ran out of oil. Stig took 30s from Bjorn here and no less than 48s from Per who had another small excursion. Per repeated this three stages later so that by the half-way halt back in



Lancia team boss, Cesare Fiorio, discusses the demise of the two other Stratos with Simo Lampinen.

Anders Kullang drove steadily to a fine third overall – picking up valuable points for Opel.



Karlstad his lead stood at just 14s, with Per-Inge Walfridsson now lying in third place some 10m in arrears. Anders Kullang now held on to fourth position in the Ascona ahead of Bjorn Waldegard who had been off for 8m on the first of the daylight stages.

Positions at end of first leg were: 1, Per Eklund, 14,517; 2, Stig Blomqvist, 14,531; 3, P-I Walfridsson, 15,139; 4, Anders Kullang, 15,233; 5, Bjorn Waldegaard, 15282; 5, Roger Johansson, 15,291; 7, Simo Lampinen, 15,340.

Lasse Jansson, who was lying eighth overall, led home the national competitiors who finished now, so just 33 crews set out to tackle the final leg after a rest halt which proved to be just five hours for most crews, and with snow still falling it was lying four inches deep on the icy surface below.

Lancia were soon in trouble, Walfridsson's car suffering the age-old problem of sticking gear selectors on the first stage after the restart, though a fortunate long road section followed and repairs were able to be made without losing any penalties. Despite pleas from Saab for the "terrible twins" to ease off now that they had uncatchable lead, Per Eklund left the road on the second stage out from Karlstad, dropping only 30s, but letting Stig into a narrow lead. However, it wasn't long before he, too, spent half-a-minute in the snow so handing the lead back to Per, both cars running faultlessly, the only failure being a bolt on Per's generator. Next it was Simo Lampinen's turn to go digging on stage 22. Damaging the front near-side suspension he continued to the finish with the wheel-base shorter by two inches on that side, but

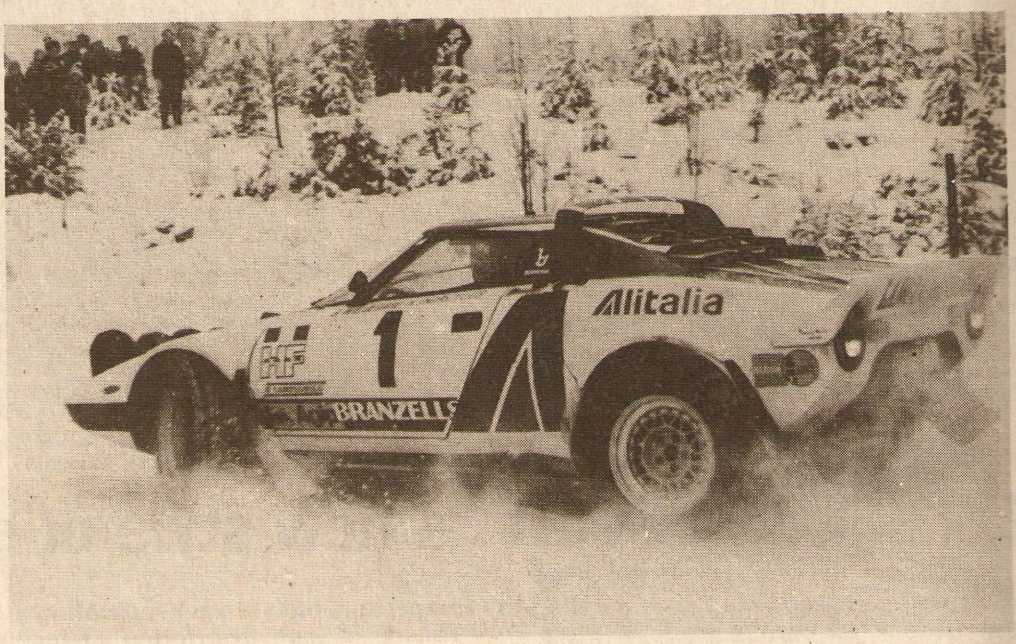


Blomqvist (above) fought tooth and nail with Eklund in a digging as well as driving match. Below: Bjorn Waldegaard never came to terms with the conditions and eventually went off for the final time.

the remaining problems were more or less sorted by the time they had again arrived in Torsby. To their surprise (and the dismay of the Lancia chiefs, Cesare Fiorio and Mario Mannucci) they were now the only surviving Stratos, Waldegaard having dived his off the road and almost down into the lake on the second time over the Vingresor stage. One stage later Walfridsson did precisely the same ending well off the road having been passed by Kullang into third place.

Lars Carlsson and Bob de Jong dropped 6m and fifth place as they dug themselves out at exactly the same spot. Eklund and Blomqvist managed to stay on the island for the remainder of the rally, sharing the stages and ending in a well deserved win for Per — who is obviously now getting used to his glasses. Between them they set fastest times on 30 of the 34 stages. A steady drive from Anders Kullang be rewarded by a third overall gaining valuable points for Opel in the World Championship, moving them to second place behind Lancia, Simo Lampinen having taken a good fourth place for Lancia. Ulf Sundberg achieved a very creditable fifth place in his Standard A Saab 99 EMS, ahead of Lars Carlsson and the Volvo 142s of Soren Skanse and Sven Neby.

World Championship Positions: 1, Lancia, 30; 2, Opel, 22; 3, Saab, 20; 4, Ford, 8; 5, Fiat, 6; 6, Porsche Volvo, 4.



INTERNATIONAL SWEDISH RALLY — 1976

1, Per Eklund-Bjorn Cederberg (Saab 96 V4), 29.306 secs;
2, Stig Blomqvist-Hans Sylvan (Saab 96 V4) 29.402;
3, Anders Kullang-Claes-Goran Andersson (Opel Ascona) 30.670;
4, Simo Lampinen-Arne Hertz (Lancia Stratos) 31.552;
5, Ulf Sundberg-Mats Nordstrom (Saab 99 EMS) 32.315;
6, Lars Carlsson-Bob de Jong (Opel Kadett GTE) 32.466; 7, Soren Skanse-Anders Johansson (Volvo 142) 32.727; 8, Sven-Inge Neby-Gunnar Henriksson (Volvo 142) 32.827; 9, A. Gustafsson-G. Gustafsson (Saab 99) 32.850; 10, Kaj FyHrkvist-Leif Malmstrom (Opel Ascona) 33.371.

SPECIAL STAGE TIMES

SS 1. Farjestad (Trotting Track) — 4km.
1, Waldegärd 2.31; 2, Lampinen 2.32; 3, Walfridsson (Stratos) 2.33; 4, Blomqvist 2.36; 5, Eklund 2.38; 6, Temmes (Saab) 2.39.

SS 2. "Toyot" 18km.
1, Eklund 767; 2, Blomqvist 784; 3, Kullang 793; 4, Waldegärd 794; 5, Pettersson (Saab) 800; 6, Ingvar Carlsson (BMW) 804.

SS 3. Rallycross track at Arvika — 4.5km.
1, Waldegard (Stratos) 4.33; 2, Eklund 4.42; 3, Blomqvist 4.43; 4, Walfridsson 4.46; 5, Lampinen 4.49; 5, Roger Johansson (Saab) 4.49.

SS 4. 10km.
1, Eklund 472; 2, Blomqvist 474; 3, Pettersson 474; 4, Temmes 476; 5, Folke Egefalk (Saab) 485; 6, Johansson 487.

SS 5. 50km.
1, Eklund 1899; 2, Blomqvist 1929; 3, Waldegärd 1969; 4, Lampinen 1969; 5, I. Carlsson 1988; 6, Walfridsson 1989.

SS 6. 20km.
1, Blomqvist 833; 2, Walfridsson 850; 3, Pettersson 851; 4, Eklund & I. Carlsson 853; 6, Lampinen 854.

SS 7. 7km.
1, Eklund 290; 2, Blomqvist 295; 3, Walfridsson 303; 4, Waldegärd & Lampinen 304; 6, JLan-Erik Lundgren (VW Golf) 306.

SS 8. 12km.
1, Eklund 654; 2, Blomqvist 666; 3, Waldegärd 680; 4, JLohansson 696; 5, Pettersson 698; 6, Walfridsson 701.

SS 9. 12km.
1, Blomqvist 540; 2, Eklund 541; 3, Waldegärd 546; 4, Kullang 560; 5, Lampinen & Walfridsson 561.

SS L0. 24km.
1, Waldegärd 1039; 2, Blomqvist 1056; 3, Eklund 1057; 4, Walfridsson 1081; 5, Johansson 1094; 6, Lasse Jansson (VW Golf LS) 1097.

SS 11. 16km.
1, Eklund 698; 2, Blomqvist 702; 3, Waldegärd 708; 4, Anders Tunemar (Saab V4) 712; 5, Lasse Jansson (VW Golf) 728; 6, Walfridsson 736.

SS 12. 30km.
1, Blomqvist 1092; 2, Eklund 1095; 3, Waldegärd 1102; 4, Walfridsson 1153; 5, Lampinen 1160; 6, Kullang 1174.

SS 13. 26km.
1, Eklund 884; 2, Blomqvist 886, Waldegärd 889; 4, Arnold Eriksson (Volvo 142) 909; 5, Lampinen 914; 6, Pettersson 916.

SS 14. 70km.
1, Blomqvist 2662; 2, Waldegärd 2690; 3, Eklund 2710; 4, Walfridsson 2761; 5, Lampinen 2795; 6, Kullang 2804.

SS 15. 16km.
1, Eklund 713; 2, Blomqvist 717; 3, Lampinen 736; 4, Walfridsson 750; 5, Kullang 752; 6, Johansson 753.

SS 16. 35km.
1, Blomqvist 1248; 2, Waldegärd 1276; 3, Eklund 1277; 4, Kullang 1322; 5, Johansson 1323; 6, Walfridsson 1334.

SS 17. 10km.
1, Eklund & Kullang 380; 3, Blomqvist 385; 4, Waldegärd 387; 5, Bror Danielsson (Opel Ascona) & Lundgren 400.

SS 18. 9km.
1, Eklund 257; 2, Blomqvist 262; 3, Waldegärd 266; 4, Johansson & Danielsson 270; 6, Lampinen 273.

SS 19. 18km.
1, Eklund 783; 2, Blomqvist 788; 3, Kullang 796; 4, Waldegärd 819; 5, Lars Carlsson (Opel Kadett) 851; 6, Danielsson 855.

SS 20. 10km.
1, Eklund 465; 2, Blomqvist & Kullang 481; 4, Waldegärd 484; 5, Lampinen 501; 6, Carlsson 505.

SS 21. 50km.
1, Eklund 1885; 2, Blomqvist 1915; 3, Waldegärd 1976; 4, Lampinen 2018; 5, Walfridsson 2024; 6, Kullang 2026.

SS 22. 20km.
1, Eklund 798; 2, Waldegärd 825; 3, Kullang 841; 4, Blomqvist & Walfridsson 843; 6, L. Carlsson 881.

SS 23. 7km.
1, Eklund 290; 2, Blomqvist 300; 3, Waldegärd 308; 4, Kullang 308; 5, Walfridsson 316; 6, Per Engseth (Lada 1500S) 336.

SS 24. 12km.
1, Eklund 675; 2, Blomqvist 699; 3, Waldegärd 702; 4, Walfridsson 720; 5, Kullang 731; 6, Ulf Sundberg (Saab 99 EMS) 747.

SS 25. 12km.
1, Waldegärd 557; 2, Eklund 560; 3, Blomqvist 566; 4, Kullang 571; 5, Walfridsson 576; 6, Sundberg 592.

SS 26. 24km.
1, Eklund 1068; 2, Blomqvist 1084; 3, Kullang 1098; 4, Walfridsson 1102; 5, L. Carlsson 1150; 6, Ake Gustafsson 1175.

SS 27. 16km.
1, Blomqvist 736; 2, Eklund 739; 3, Kullang 757; 4, Neby 825; 5, Sundberg 827; 6, Fyrhqvist 833.

SS 28. 30km.
1, Blomqvist 1132; 2, Eklund 1157; 3, Kullang 1212; 4, Lampinen 1250; 5, Sundberg 1261; 6, L. Carlsson 1271.

SS 29. 26km.
1, Eklund 896; 2, Blomqvist 923; 3, Kullang 965; 4, Sundberg 993; 5, L. Carlsson 999; 6, Lampinen 1003.

SS 30. 70km.
1, Blomqvist 2779; 2, Eklund 2813; 3, Kullang 2923; 4, Gustafsson 2972; 5, Carlsson 2977; 6, Lampinen 3027.

SS 31. 16km.
1, Eklund 724; 2, Blomqvist 729; 3, Kullang 756; 4, Sundberg 771; 5, Carlsson 774; 6, Lampinen 778.

SS 32. 35km.
1, Blomqvist 1231; 2, Eklund 1249; 3, Kullang 1294; 4, Sundberg 1343; 5, Lampinen 1346; 6, Carlsson 1347.

SS 33. 10km.
1, Blomqvist 397; 2, Eklund 409; 3, Kullang 416; 4, Carlsson 427; 5, Sundberg & Gustafsson 440.

SS 34. 9km.
1, Blomqvist & Eklund 258; 3, Kullang 267; 4, Carlsson 271; 5, Sundberg 275; 6, Lampinen 281.



One of the longest running Rallye Sport dealers with an impressive string of rally successes is Thomas Motors of Blackpool who use Billy Coleman's driving talents to good effect. Pictured here on his way to fourth place on the Snowman Rally.

Ford Rallye Sport: a new style of service

With just two exceptions, more than half the competitors on last weekend's Mintex International Rally were at the wheel of Ford Escorts of some description. Enough to fill a football stadium with these polished, sign written, wide wheel-arched specialised motor cars. It would be an impressive and awe-inspiring sight and yet, even at this magnitude, it is only the tip of an ice-berg. To maintain this army of fighting vehicles there are now more than 600 Ford Rallye Sport dealers in Europe, 71 of these "base camps" in the United Kingdom. It is a type of operation almost completely exclusive to Ford. Other manufacturers, by comparison, are picking up some of the crumbs, but for the Ford Motor Company whose shrewd policies have steadily exploited the Escort, in particular, there was no surprise at the size of the Ford contingent on the Mintex, or for any other major British national rallies.

The RS2000 is proving to be quite an effective, even luxurious, group one rally car.



The phenomenon appears to have germinated with the introduction of the Mk 1 Cortina. Soon after the arrival of this model, bright red GT examples were being campaigned with some success (and often great spectacle) on many international rallies, while a similar thing was happening on racing circuits. An operation, which had un-suspectingly started with the appearance of the 997 cc ohv engine first fitted to the Ford Prefect in the late 'fifties prior to the reverse-rake Anglia, was gathering momentum. The Lotus Cortina was important, too. The twin overhead camshaft adaption, at first sub-contracted to engineering firms like Villiers for manufacture, gave a better power to weight ratio; had massive scope for further development and, more than any other British saloon car of the day, it showed the way for the ideology which has taken-over from the traditional "sports car." The Escort really put the seal of authority on the sports car's death warrant for it was so obviously the right chassis for that twin-cam engine . . . given the right uprated parts. Now the English two-seater is rendered more quaint than quick. On its first international rally outing the Escort achieved a fine third place on the Rally of the Flowers (San Remo) in the hands of Ove Andersson and John Davenport.

Break with tradition

Pretty soon the harsh induction beat of the Escort TC was replacing the Mini's straight-cut gears whine in the British forests and the mammoth Ford domination was in top gear. The Escort's power, traction and handling was superior and, most important, Ford's position in the motor industry plus their Stateside inspired

management thinking was well-set to build on this success. There was no pot-luck involved, just straightforward, shrewd business thinking to open up this market; a whole new ideology was being shaped. It is no coincidence that special stage rallying has developed more spectacularly than any other branch of motor sport during the past few years and Ford timed their assault perfectly. A hand-in-glove situation of mutual self-help. Now, the prefix "RS" means more than just some fancy bolt-on parts. It is a Ford-created manufacturing operation with its own vehicle range and an impressive and modern parts and service network with a turn-over of millions.

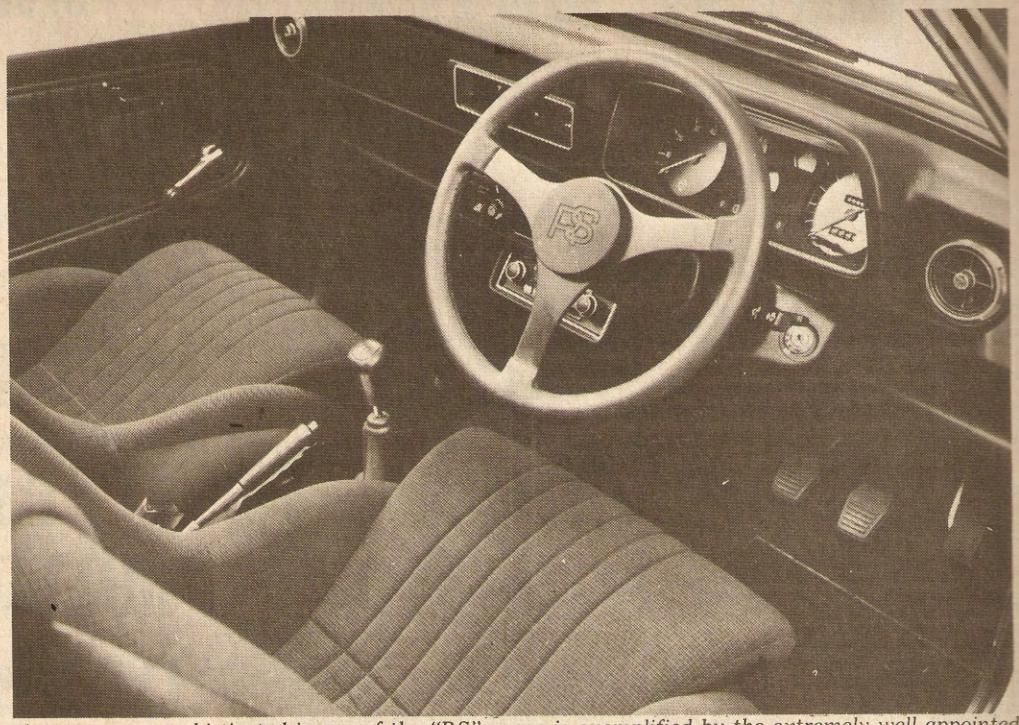
With Ford fingers in so many different racing and rallying formulae, a division was formed at Boreham under the name FAVO (Ford Advanced Vehicle Operations) at the beginning of 1970. This division was to be responsible for the development and engineering of specialist products, which have included such various ultra-specialised variants of production models as the Mexico fore-runner World Cup Rally hybrids, and four-wheel-drive rallycross Capris.

The chosen few

Ford Rallye Sport was subsequently created for the selling and servicing of these specialised products with the formation of, at first, a few dealers who were already involved in motor sport at their own levels, into an elite. Already possessing much specialised information of their own, they were streamlined to provide a consistent and very high standard of service to customers. That there are now more than 70 such Rallye Sport dealers is as much an indicator of the success of the Ford formula as it is the general healthy state of rallying, the field in which the majority of Rallye Sport dealers participate.

Most European countries now have their own Rallye Sport dealer networks, and all are required to conform to the same demanding minimum standard. All are required to maintain stocks of Ford Rallye Sport parts in addition to the unique parts which are fitted to RS models. It is part of their agreement with Ford that they have specially trained staff for both service and sales in addition to certain select service equipment. Part of their business is also to maintain close liaison with their local-area motor clubs and in addition to their normal sales activities, they will stage rally sport forums from time to time, together with other events slanted towards the motor sport enthusiast.

The parts side of Rallye Sport is probably the most comprehensive performance orientated operation in the world. Ford have been at the top of the rallying scene now for more than half a decade apart from their not inconsiderable success on the racing circuits so, understandably, the catalogue is a most involved piece of work. Of course, the dealer can do virtually any work on any Ford model you can think of for competition or an improved road performance, but the ubiquitous Escort is, naturally, where most of the effort has been concentrated. Their coverage is anything from the most unexciting harder compound engine mounting to the most flippant floppy hat. Complete cars off the shelf is no mean achievement either and the present range of Escort derivatives comprises the new Mexico, the slant-fronted RS2000 and the RS1800 in basic form for further modifying to competition standards or the custom-pack car which forms one of the most desirable road car "play things" ever. These can only be supplied by Rallye Sport dealers and should only be maintained by them.



The new, more sophisticated image of the "RS" range is exemplified by the extremely well appointed RS2000 and "custom" RS1800, though even the new Mexico, shown here, has become a considerably more habitable car. Only non-standard item in the photograph being the radio.

Self supporting

Rallye Sport is, in effect, a complete manufacture of modern day competition cars and a supplier of specialised parts and knowledge. It has evolved in times of rationalisation and their present state of play indicates that it is no mere fad — as, for instance, the Mini was allowed to become. The mass-manufacture of motor cars and such associated operations as flow-line servicing has meant that only a completely separate organisation has been capable of ensuring success. Unlike the workings of "Dealer Team" operations, Ford Rallye Sport is self-supporting and the range of vehicles and parts are all developments from "works" experience. The Ford driver is not being left in the lurch, nor is he being forced to run last year's specification. He can build a car to exact works replica with maintenance back-up on a similarly professional level.



Below: John Taylor's Haynes of Maidstone RS1800 is becoming an increasingly familiar sight on the rally tracks as well as being a frequent sight to millions watching televised Rallycross. Above right: All part of an image — and also proved to be a useful advertising platform by Lloyd's of Stafford (see opposite).





"The RAC organisers have no doubt done their sums, just as the civic dignitaries of Bath will have . . . but, still, I must admit to a curious sense of foreboding. Bath might be a bit of a disaster."

IAN SADLER

Absolute nonsense

Although the rally season with only three RAC rounds completed is only just beginning to gather momentum, I have heard from several people, and on several occasions, that the RAC Rally's Bath-base is "going to be a disaster."

Without much rallying to natter about until quite recently, conversations have seemed to traverse a broad spectrum of subjects and appear to involve a certain amount of beer-slopping and bar thumping. During the close-season, when we are all supposed to be hibernating and fortifying depleted reserves with "so there, I was . . ." twitterings; it comes as something of a major happening when a get-together develops. These out of season sessions often take the form of a little hurried business, followed by a quick look at one's watch and off to the nearest licenced premises serving beer that is fit for drinking (as opposed to the stuff which has to be reluctantly forced up from the cellar by means of a controlled nuclear detonation and which would turn one into the Vegetable Man of Dr Who, given half a chance).

Around midnight, broadly speaking, is the time when the best stories receive an airing and some of the theories perpetrated do become quite, staggeringly, grand. Trouble is, they often seem totally absurd the following morning, though one or two have surprisingly, remained fairly stalwart throughout this past winter. It is also at about that time of the evening when the nodding listeners of the company mutter . . . "I wish I had my tape recorder handy," so only the regularly repeated themes can be recalled.

One of the most repeated topics loosely concerns the above-mentioned Bath venue for the Lombard RAC. The criteria for this pre-judgement is a bit vague, but I have heard such said by many of the established "experts" of the rally hotel venue scene, and I would not readily doubt their wisdom. The argument usually evolves from "so there I was" tales of last year's RAC, when the assembled beer-hogs become misty-eyed as they recall their escapades in friendly York . . . how many Public Relations Executives they confided with . . . how many hours they spent "collecting stories" in the alien surroundings of the Viking's bar . . . simple tales for simple ears.

Although I have heard this tale of forboding many times, I have never heard any concrete reasons to substantiate why it is going to be such a disaster. Bath has more hotel accommodation than York. It offers easier access for the majority of competitors than York, being just a quick burst down a motorway from both London and Birmingham. It will cut-out some of the tedious road miles involved in the new-fangled Great Spectator-Pay Stages Loop.

So why is it going to be such a disaster? Could this forboding have been brought about by an intuitive back-of-the-mind feeling that the winter population of Bath is not going to take kindly to the monster-influx of bright cars, loud people and their 24 hour activities? Some of the friendliest people in the world are York's city folk and, personally, I have never been of the same opinion of the Bathers. Probably an extremely silly assumption; there is very likely nothing to worry about. The RAC organisers have no doubt done their sums, just as the civic dignitaries of Bath will have . . . but, still, I must admit to that curious sense of forboding. Bath might just be a bit of a disaster.

Just occasionally one such cosy winter's evening will throw-up a quite absurd idea. One recent theory, expounded long into the night, was how a revived London start and finish for the world's premier motor sporting event would evolve. First thoughts were that the police would never allow the cars nearer the metropolis than Heathrow. We were thinking more in terms of Park Lane. "Nonsense!" somebody said, "the London to Brighton veteran run starts on a Saturday from Hyde Park. The police fall over themselves to be helpful — even man all the tricky traffic lights." Then someone chirped up a question about parc ferme. We decided the underground car park would do for scrutineering and on Friday evening the cars would be roped-off in Hyde Park with portable spotlights and some *Securicor* heavies to take care of the late night revellers.

That rally cars could never move in all the traffic on Thursday and Friday — in answer we decided to cone-off the "fast" lane right round the centre island of Park Lane and man the only two right turns (when travelling clockwise) with two sympathetic police constables.

"Alright," said the nonsense man, "how would you get the cars back from, say, somewhere like Cirencester Park to the finish on a Tuesday or Wednesday?"

There was a silence before it was decided that the rally could finish at Cirencester and a holding-point at Wembley or some large car park would be available with washing facilities for cars and crews to clean-up before the London-Brighton-style co-operation from police happened again and the survivors would arrive every minute for the finish ramp cameras and commentators.

OK, we mused that it could work, but why would anyone want the rally in London?

We all agreed that such an event should start and finish in London, on principle. It is the very best supported rally worldwide, and we ought to show the other participating countries that we can organise, and are flexible enough, to use our capital city for our rally.

We agreed that television people are lazy (or budgets are restrictive) and that light entertainment offerings like Nationwide could spend the few days before the event interviewing drivers, team managers and sponsors as it would improve their nightly programme no-end. We thought it would be good for Fleet Street's hard workers too — by taxi from their clubs to the Inn on the Park for some hard facts from the team PR men.

We agreed that the teams, especially the prestige foreign ones, could bring their cars over early and compete with each other for Park Lane hotel foyer displays and air-time with the radio and TV boys.

We thought that it could be a week-long festival for nine million London people and could do nothing but good for the participants and the sport, but the following morning we all agreed how stupid and impractical our thoughts had been. We agreed that after the Airport, Harrogate, York, Bath . . .perhaps Wick, or Wigan . . . Scunthorpe? (we hear it could be Norwich).

Tough time ahead?

Last weekend's Mintex International was the second "bad" national rally in a row for the jingoistic among us. Last time it was the Finnish driver of a British made car that upset some supporters . . . this time an English driver of an Italian car. Will the people upset about the allowing of foreign competitors in this country's national championship be as upset about a foreign car taking the spoils? I can't see the reasoning of the Brits-only viewpoint, especailly after watching young "superstar" Ford driver, Ari Vatanen, on two out of the three RAC rounds so far run. I missed the Dean and was told that Vatanen had been in and out of ditches on several occasions and was very lucky to have survived unscathed. That may be so, but on the Snowman and Mintex Vatanen looked, to me, to be totally in charge of his proceedings. Admittedly on the Snowman he also made one little error which resulted in a couple of minutes delay; Russell Brookes (who, on stage times would appear to be a perfect sparring partner) unfortunately, losing out permanently for the same misjudgment. So Vatanen had better luck – but three good finishes out of three events is an extremely good record. It would be quite wrong to deny such a rare natural talent under any circumstances.

Stage management

Billy Coleman, Roger Clark and Ari Vatanen could all have met with the most frightening joint accident on the Mintex International last weekend, as described in the rally report. The mechanics of such an accident are horribly simple, and, by some amazing run of luck, thankfully there has never been a major collision of this type in recent times — though there have been countless near-misses and minor collisions. On the Snowman I found that I could still drive into one particular forest just twenty minutes before the scheduled time of the first car. Many junctions were also badly in need of taping-off — even some of the supposed dead-ends. A token gesture with a few dead twigs is really not good enough. However, the most frightening thing witnessed whilst checking-out a rough little sidetrack as an escape route was the amount of traffic in the woods; between ten and fifteen separate movements including a farm Landrover and rusty Austin van. The mind boggles at the possible consequences.

There will no doubt be some enquiry concerning the Mintex incident with an "official" car traversing the stage late and against the direction of passage. Unfortunately I bear a grudge against many "official" cars. All too often there are too many of them, perhaps five or six in succession; very often borrowed press or demonstration vehicles – and all too often haphazardly driven while packed to the gunwhales with grinning faces. How much more professional to see a couple of well-driven "Double Zero" cars, with recognisable, intelligent, faces inside stopping to adjust arrows, reflective tape questionable junctions, all the while in the direction of travel, headlights ablaze and checking the competency of timing procedure at both ends.

Ari Vatanen is now practically one quarter of the way to taking the RAC title – should we pretend that he doesn't really exist?



Ann Moore's FF2000 Elden

With Divina Galica moving into the *Pit and Paddock* section of AUTOSPORT with her move into G8 with the Surtees TS16 F1 car in the Shellsport G8 series, *Sports Extra* bird lovers needn't worry. Ann Moore, former Olympic medal winner in show jumping, is taking up a full time motor racing career. The important details first: she measures a trim 34-26-34 and weighs just over eight stone (we sincerely predict that the Brands Hatch bar will be fuller than ever and that Ann will never have to buy a drink).

After showing well in a number of Shellsport Celebrity races and impressing the instructors at Motor Racing Stables, Ann has decided that she wants to start her four wheel career in single seaters (brave as well as beautiful) and to this end a new Formula Ford Elden has been bought for her. Backing for the car will come from Shellsport and Rolatruc, a Slough based firm producing mechanical handlers (we can imagine a few human handlers wanting to get in on the act too). The car will be known as Psalm 2000 after her silver medal winning horse and will be painted mauve (unlike the horse).

Like the favourite lady of these pages last year Ann's lucky number is 13 and this will be displayed on her car throughout the season when she contests the APG championship.

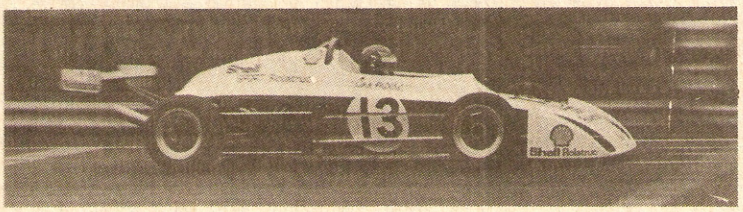
Ann's reaction to her new career is much the same as her adventurous and successful predecessor: "I was born with an ambitious competitive spirit and I like the thrill of being in control of something. It used to be a horse, now it's a car.

"I want to do the best I can in this Formula and provided I am good enough I would like to progress further.

"Accidents are exceptional hazards, only making me more determined to get well again and get back into business."



A big welcome to these pages to Ann Moore (above) who'll be competing in FF2000 with an Elden this year (below).



BRDA closed

It was announced last week that the British Racing Drivers' Association, the club formed by the BRDC to represent the interests of club drivers in this country, has been wound up.

Secretary Tony Salmon cites the general apathy among drivers as the reason for the failure of the Association after some four years — even those who joined never bothered to turn up for the meetings even though some excellent work was being done on their behalf.

Halliday's win

Mike Halliday took victory by exactly 3 seconds after 18 tests at the Southern CC's Autotest at Croydon on Sunday. He headed 33 competitors in his Sprite with a total of 798.6 seconds. The man he beat was Nick Yoward in a Cooper who in turn won his class by over a minute. Third best performance and another class winner, was Richard Yapp from the Midlands in his Sprite on 827.6s.

The other class winners were Peter Cornwell in a Mini and John Calton the Mexico driver, both of whom had comfortable wins.

BTD: M. Halliday (Sprite) 798.6s **Class winners:** P. Cornwell (Mini), 891.0s; N. Yoward (Cooper), 801.6s; J. Calton (Mexico), 862.2s; R. Yapp (Sprite), 827.6s. **Novice:** Miss H. Landsdale (Mini), 1117.4s. **Ladies:** Jane Yoward (Toyota), 1058.6s.

No FF2000 Van Diemen

After a none-too-inspiring year in Formula Ford 2000 last season Ralph Firman has decided not to bother with the category at least until July of this year.

'I'm dropping it for the moment, because we've got so much else on,' says Firman, 'but we'll have a new car ready in about July and I'll put Derek Daly in it.'

MAC's sponsor

The Midland Automobile Club has again arranged major sponsorship deals for the 1976 Shelsley Walsh Hillclimbs. Mr Jack Russell, Managing Director of the Engineering Division of Duport Ltd., announced at the MAC's 75th Anniversary Dinner-Dance that the June and August National Hillclimb Championship Meetings at Shelsley will this year be sponsored by the Duport Group, one of the hundred largest companies in the Country. Support for the mid-season July meetings was also announced by Mr. Chris Kettel, Managing Director of the Birmingham-based Newton Forward Group of Companies, who like Duport, were extremely satisfied with the results of their sponsorship of hillclimbing in 1975.

MCD's Racefile plan

Motor Circuit Developments have instituted a new scheme known as Racefile to help publicise motor racing competitors. This is in answer to complaints from both sides that neither does much to help promote each other.

Mike Smith, 20-year-old former rallycross and G1 driver and potential FF2000 competitor as well as being a welcome addition to the MCD commentary team last year, has joined the Brands Hatch Press office for the specific purpose of promoting drivers through press, radio and television media. The service will entail producing individual files on over 2,000 competitors involved in UK race meetings, sending individual stories to their local newspapers, radio stations, etc and in turn involving them in promotional activities at Brands Hatch, Mallory Park, Oulton Park and Snetterton circuits. "Being a club driver myself, I know the problems and embarrassment of trying to 'sell' a story to the local media" says Smith. "What I aim to do is take away that embarrassment.

"Every Monday morning after races on MCD circuits, we will look up the file on successful drivers and contact their local newspapers. The system will be known as Racefile and we envisage that it will eventually contain details on every British driver who regularly races on MCD circuits."

It is hoped that by the end of February the majority of competitors will have been mailed with a three page questionaire which, upon completion will be sent back to race file.

Any competitor who hasn't received the questionaire by March 1 and wishes to be included in the system should contact Racefile, Brands Hatch Circuit Ltd, Fawkham, Darford, Kent, DA3 8NG.

Pearce survives an inversion

Surviving an inversion — he was saved by the roll bar — Jack Pearce collected his second RAC Sporting Trials Championship win last Sunday when he took the Wilshire Trial run by Mid-Cheshire MRC at Longnor, near Buxton. The incident occurred on the second lap of the event and Pearce and his wfe were trapped for a few seconds beneath the Kincraft but unscathed. The section was promptly scrubbed.

Earlier Pearce had taken the event by the scruff of the neck and pulled out a commanding lead on the first tour of 10 sections dropping only 14 marks. Keith Butterfield put his Cannon into second at this point with 32 marks with John and Julian Fack on 39 and 40 marks, a score equalled by Charles Pollard in his Kincraft.

With such a comfortable lead Pearce then concentrated on making no stupid errors while Julian Fack (Impunity) moved into second at lunch with 58 marks to Pearce's 37 marks. Tony Harrison (Kincraft), who had started poorly, moved into contention with some good climbs and by lunch was third on 65 marks, two more than John Fack in the second Impunity.

On the third tour, of only five sections, the Facks really went to town dropping only three marks apiece and they consolidated their second and third spots. Pearce won with 49 marks lost, Julian was second on 61 marks and John was third on 66 marks.

Twenty-nine of the 31 entries started, Reg Allen being a casualty before the start when the diff pin sheared on his Kincraft.

1, J. Pearce (Kincraft), 49 marks; 2, Julian Fack (Impunity), 61 marks; 3, John Fack (Impunity), 66 marks; 4, A. Harrison (Kincraft), 78 marks; 5, I. Portlock (Driad), 81 marks; 6, C. Pollard (Kincraft), 82 marks.

Briefly . . .

● Geoff Till, a long time supporter of the prodsports scene, is changing camps this year and foresaking his Midgets and JensenHealeys for the world of Minis — in particular a 1275 GT for the Leyland Challenge.

● The Kirkistown Formula Ford championship will be sponsored this year by the Banville House Hotel. In conjunction with this there will also be a Banville Novice Championship to encourage drivers in their first two seasons in the Formula.

● This Saturday sees the "Start of the Season" Disco and Buffet in the Mallory Park Clubhouse run by the East Midlands MC Club and the BRSCC Midland Centre.

It all starts at 8 pm and tickets are £1 from the circuit or the BRSCC.

● European Dragways have announced their programme for drag racing at Blackbushe Airport for this year. Dates are May 2, Spring Smokers meet; June 12/13, International, first round of the Tor Line Funny Car Cup. August 22, Fifth annual Hot Car Grand Nationals.

● After a couple of years with oriental car manufacturers in Group One racing Mrs Wendy Markey is going Russian this year. Satra Motors, the sole concessionaires for Lada cars, have announced that Wendy will be driving their Lada 1200 in the BBC Radio One Championship this season.

● Paul Smith will continue to drive for BMTR (Birmingham Motor Tyres) in Formula Ford 1600 this year. The team's Crossle has been sold and replaced with a brand new Royal RP21 with a Rowland engine. The car will appear at all Midlands championship races.

● The annual CUAC Sprint takes place at Snetterton on Sunday. After being voted the best LCAMC championship sprint in 1975 the event has attracted a good quality entry with a varied selection of cars from Imps to a turbo Carrera. Practice starts at 10 am and the runs at 1 pm. Admission 50p.

● Alan Morton-Jacobs is offering £100 reward for information leading to conviction following the theft from his transporter of £1,500 worth of tools and equipment in Bradford. Please contact him at Bradford 671858 or Bradford police station.

Arif's Crossle goes gardening

'Let's go gardening at Brookside' is the theme of Mr Terry Shead of the Brookside Gardening Centre who is backing a racing and rally team this year.

Announced last week were plans for a Croosle 25F to be driven in major Formula Ford championships by seasoned campaigner Wil Arif under the Gardening banner. One of the unusual sights of this original sponsorship is that the car will arrive in the paddock on a trailer in a greenhouse. Mr Shead, the proprietor of Brookside, is planning to give picture of the cars away to children who pass through this centre for colouring in.

Already the car has been used for a boy scouts' evening and Brookside plan to finance a visit for all the boys to the nearby Brands circuit to see the car in March. Many other promotional activities and charity work is to be centred around the car. (You might teach Brands Hatch how to grow grass too Mr Shead).

Griffiths' BT38

Well-known Midland Hillclimb driver Tony Griffiths has sold the Formula 1 Brabham BT33 which he has compaigned for the past three seasons and replaced it with a smaller and lighter car for 1976. Following his last three Brabhams — a BT30, the BT33 and the BT35 now driven by John Cussins and Malcolm Dungworth — the new car is also a Brabham, this time a BT38 powered by a 1.8 litre Ford engine and previously owned by John Hinley.

RAC opendays

The RAC will be repeating their Open Days for the Specialist Committees this year. The Committees concerned are the Race Committee, the Rally Committee and the Speed Events Committee.

The provisional date for the days are August 11 (Speed), August 12 (Rally) and August 16/17/18 (Race).

Further reminders will be given closer to the date and at that time the RAC will ask for notification of items to be raised.

Diemen Daily

Derek Daly, the Irish Formula Ford driver who impressed many people with his speed in a Crossle last year, will be seen in a semi-works Van Diemen this season.

"I was well impressed when he tried the car the other week," said Van Diemen boss Ralph Firman this week, "in just 15 laps he was as quick as Kenny Gray's ever gone and he'd never sat in the car before. I think he'll be very quick." The car will be campaigned under the Team Eire banner in the major British championships.

Farmer's ok

Geoff Farmer, the very promising Imp driver, who suffered terrible injuries to one hand in a frightening accident at Mallory Park two years ago, has won his battle to get his racing licence restored.

Because of his ensuing disabilities the RAC would only grant him a speed licence last year which enabled him to compete in hillclimbs and sprints (he scored some 12 wins and took numerous records during the year). However following a visit to Belgrave Square last week he was delighted to report this week that a new Adelphi Imp is under construction and he's looking forward to being back among the top contenders in the up to 1000cc Esso and Hitachi Special Saloon championships this year.

New 750 men

Terry Grimwood, racing driver and and Triple CC journalist extraordinaire (and that's being kind) has declined the works Lotus F1 drive in order to participate in 750 Formula racing this year. Modest young Terence has decided that the super stars wouldn't be able to live with him (B.O.) and so has purchased the ex-Chris Hague Reliant DNC. The engine will be prepared by last year's 750 champion Kim Perry. Another journalist heading in the same direction is *What Car's* Ian Adcock who's also bought a DNC. Watch out Captain they're after you.

● Sports for All Day (Sunday, September 12) will be the launch of a week of sports events throughout the UK with the broad aim of encouraging wider participation and the continuing need for sport facilities. The RAC hope to include one motor sport event in each region and would like to hear from clubs that have already started making plans.

Derek Daly has replaced his Crossle with a works supported Van Diemen.



No distress for Bolton

Lack of marshals and major re-routing because of organisational problems caused much distress to competitors and officials of Rhyl & District MC last weekend when the Gogledd Rally was run in North Wales. Originally planned as a 195 miler, it was down to about 110 miles eventually and with about a third of the 43 controls unmanned, the event did not live up to the reputation gained in previous years.

The winners, predictably, were Cyril Bolton and Colin Francis in the now well known Cooper S, who dropped 12m 44s on an event which included three of the four planned selectives plus a most enjoyable three mile thrash round the Great Orme at Llandudno in the early hours of Sunday morning.

Bolton and Francis, respectively leading the Welsh Road Rally Championship, were always in command though Ian Hughes and Peter Forrester in their Escort TC were an initial threat until they dropped four minutes after getting stuck in the wilderness.

This put them in reach of Roland Young and Brian Goff, who also dropped time in their Escort RS when the engine stalled and they dropped a couple of minutes.

Hughes was fastest on two of the selectives and second by a distance to Bolton on the third and thus deserved to be runner-up for he and Young tied on 15m 13s. The organisers decided that the quickest time on the Great Orme stage should determine places and he was nine seconds quicker than Young, who leads the ANWCC Championships.

John Hughes and John Williams had a steady ride to place their Viva GT in fourth on 17m 16s while Ron Beswick and Richard Tomkinson were all smiles after the Imp PI had finished fifth, on 18m 56s, its first finish for a long time.

Peter Pinnington and Richard Pearl brought their Escort TC into sixth on 19m 14s and the best semi-experts were Roger Goodwin and Lawrence Willis in an Avenger Tiger on 26m 19s. The novice award went to Mike Taylor and Alyn Edwards in a Mini on 30m 37s.

Cyril Bolton/Colin Francis on their way to yet another win.



Another quickie from U2

Ray Mallock took the very latest creation from Mallock Racing to Silverstone last Friday for 'shake-down' testing and shattered the existing Clubman's A sport lap record.

The car was the new live axle Mallock U2 Mk18 which is due to be delivered to Ardmore Racing's Nick Adams shortly. The new car features a longer, by four inches, wheelbase, a lower bonnet line, more rear weight bias and a wrap around cockpit among other things.

Ray took the car round in an astonishingly quick 55.8s within just a few laps which compares well with Geoff Friswell's record of 56.2s and actually equals the Formula 3 record, unofficially, of course, "there's plenty more to come," said Ray, "we haven't touched a thing so far. We'll be in the 54s when we've finished." The younger of the two Mallock sons was, of course, the first man ever to break the minute barrier in a Clubman's car back in 1970: "That's when they gave it to us, but we didn't actually do it until 1971."

Nick Adams, last year's B sport champion did a few laps in the car last week and was only .2s short of Frizzie's record. The car was using a Dave Morgan engine — he's the other half of Davron with Ron Washer, and built Ray's championship winning engine in 1971.

Other news from the Mill Cottage, Roade, home of the Mallock cars, is, and we quote from their release, 'according to Autosport official results we won 93 races in Britain last year, more than any other manufacturer, which probably accounts for record winter sales. So far 15 new chassis have been ordered including six complete new cars. It's interesting to note that with the introduction of the BARC B sport championship sales have increased markedly – no less than 10 U2s being destined for this class.

The range of cars includes, as well as the long wheelbase Mk 18, the updated Mk 16B (live axle) and Mk 17B (De Dion) which will have a number of improvements incorporated.

Creighton Brown, one of the consortium who form Ardmore Racing, which will run Ray in F2 this year, is having his Mk17 updated to B spec with some development ideas which include a narrow track front and rear and the use of a Tim Close downdraught engine with a special Mallock gearbox. When Creighton is away on Ardmore business this car will be driven by Richard Mallock.

Roger Brunt's Snetterton win

It always looked a Mini day. With heavy overnight rain ensuring sticky chalk and glassy tarmac, front wheel drive seemed set to be the key to a fast time; at Snetterton fwd usually means Dave Baskerville but last Sunday another Mini driver stamped his authority on the second round of the Snetterton Winter Rallycross series, Roger Brunt. Driving his Peter Vaughan-entered 1300cc car Brunt caused astonishment, and indeed some questions, by recording a second run time some six seconds faster than the previously recorded best, but to prove it no fluke he wiped another 1.3s off that on his last outing. At the risk of becoming repetitive one must again update earlier reports by saying that the Series organisers, Sporting CC of Norfolk and West Suffolk MC again managed to exceed their previous "bests" by lining up the greatest array in quality and quantity of Rallycross talent so far seen at the Norfolk track, the final entry settling down to over 80. The active local grapevine overcame the worst efforts of the weather to dampen the day and the size of entry was amply matched by the spectator attendance.

Starting with the Rally Car class it is pleasing to report that this was up in numbers and that Chris Gamble had better competition this week in the shape of Stan Rolfe's new road-going racer and a one-off drive by Tony Maslen in his Rallygoing Escort-BDA. Gamble came with his usual late run to put his smaller engined Escort ahead of Maslen in their final confrontation but fell behind when the penalties were added. Rally man (or should it be Rally person) Maslen had never Rallycrossed before and doesn't intend to do more, a pity. With a failure on his last run Rolfe's earlier efforts were nullified by Keith Webb (Escort-BDA) and Paul Northall (Triumph 2.5) on the drying track pushing him down to fifth spot. Despite scattering penalty markers on two runs and climbing the bank at the startline, a favourite occupation on Sunday, Roger Burn got it all together on run two to handsomely win the 1-litre class in his Clan Crusader in a time of 3m 28.2s which to date was the second fastest of the afternoon. Nick Garner was another to have a go at the Startline bank, the Solihull Motors Mini having once again Bruce Male as its main opposition (after Burn). Malcolm Cooper's Mini died on him for two of its three races but the third run produced a very satisfactory time and beat the more consistant Terry Clark (970 Mini).

Dave Baskerville's competitive motoring lasted exactly 250 yards before the gearbox on his Tom Airey Mini broke in the very first race. A confrontation between him and Roger Brunt would have been interesting indeed since no-one else was able to live with the red ex-works Mini once he had changed to a set of demon Dunlops after a first run puncture. What then of the also rans? Richard Painton picked up some valuable Championship points by narrowly beating the current Champion John Winsor. John Saunders also impressed on his sole scoring run. Suffice to say all were in Minis. And so to the 30-strong "over 1400cc class," where the battle for class honours almost overshadowed the BTD effort of Brunt. When the marker scores were added in it was Brunt's entrant Peter Vaughan whose 1500 Mini was quickest of the first runs. Peter Harrold improved this time with his next run in the Autocavan VW but John Smith knocked almost a second off that in the next race to put his Escort ahead but only until George Warren came out for his second run. On the third run Dave Fuell posted an even quicker time in an effort to beat his Snetterton bogey but Warren finally clinched matters and made it a Team Castrol one-two with a run of 3m 22.4s, the second fastest of the day. Chapman never had a chance to improve his times since his Escort had electrical problems. Ron Douglas lasted for an even shorter time, his Mk2 Escort's engine running a big-end to continue his bad Snetterton luck.

BTD: Roger Brunt (1.3 BMC Mini), 3m 18.8s.
Class Winners; Rally car class: 1, Tony Maslen (2.0 Ford Escort-BDA), 3m 37.1s; **Rallycross cars, up to 1000cc:** 1, Roger Burn (1.0 Clan Crusader), 3m 28.2s; **Rallycross cars 1001 to 1400cc class:** 1, Brunt; **Rallycross cars over 1400cc class:** 1, George Warren (2.1 Ford Escort-BDA), 3m 22.4s.

● A new Brazilian in European racing this season will be the reigning Formula Vee champion, who'll have a works supported FF Van Diemen. We can't tell you his name because Ralph Firman couldn't remember it.

● John and Wendy Markey took part in their first autotest at the weekend when they turned up with a Mazda RX3 at the Southern CC test in Croydon. John finished sixth and Wendy was eighth.

Roy Lane (left) receives the Jack Russell Cup from J. Russell, managing director of Duport Ltd, for his win at their sponsored Shelsley meeting last year.



Prodsports news

Colin Blower and Rod Gretton will be running a pair of TVR 3000Ms prepared by the works and backed by Burgess Silencers in Prodsports again this year with even more determination to that man Meek than ever before.

It's expected that there will be a number of Morgans in the various championships this year. In +8s we hear of cars for John Britten (although probably on a reduced programme because of business commitments), Bill Hopkins (backed by Station Garage, Taplow). Charles Morgan (factory prepared), Rob Stewart and, perhaps, Win Percy if he can find the time. Chris Alford will again be leading the 4/4 brigade and other cars are expected for ex-kartist Chris Hampshire, Tony Brewer and Bill Wyckomb, prepared by the Stapleton brothers.

Other prodsports news is that Gerald Vaughan will continue to run his TR6 although only in the Southern series while Doc Griffiths is rumoured to have bought a similar vehicle to replace his MGB. John Targett will probably only be doing a few races because of business commitments in the USA.

It would appear that most of the Midget brigade are continuing with the exception of Terry Grimwood (who?) whose car is being auctioned or given away or something by *Triple 'C'*. Dave Karakus will be backed by Shell Sport while the lovely Valli will have a new Midget to play with (Terry Grimwood was too big) and a new sponsor. We all hope it will be as hot everywhere as it was at Mallory Park last year . . .

Hills on film

A packed audience of members and friends attended the premiere of the Midland Automobile Club's specially commissioned television film of the 1975 Shelsley Walsh, Bouley Bay and Val des Terres Hill Climbs. The film, which lasted for about an hour and a half, was shot by MAC member Phil Porter, who hopes to produce a sequel covering the second half of the year at Shelsley Walsh and Prescott. Interested observers at the first showing included Hill Climb champion, Roy Lane and runners-up Chris Cramer and Alister Douglas-Osborn, together with veteran Porsche driver Tommy Pascoe and Bugatti Specialist Frank Wall.

● Chris Greville-Smith, the Jaguar stylist who took his self-designed Phantom to second in class B in the Lec Refrigeration Clubman's Championship last year (his first full season of racing) is moving into Class A this year. He has a substantially revised chassis under construction and the power will come from a new Swindon engine.

● Formula 750 Champion Kim Perry has altered his Formula Ford plans slightly. He's currently in the market for a Crossle 25F.

● Hagley & D LCC have announced that regs are available for the second round of the RAC hillclimb championship at Loton Park on Easter Monday, April 19.

Briefly....

● The Autotest and Trials Committee have introduced a limit of 1650 cc engine capacity on the National Trial Car Formula to take effect from September 1, 1976. The Committee is concerned with rising costs and feels that this will help considerably in reducint future expensive development.

● The North Eastern Hot Rod Association will be running ten drag meetings at their Felton strip this year. Dates are: April 11, May 2, May 23, June 13, July 11, August 1, August 22, September 12, October 3, and October 24.

● Doug Wood, the man who campaigned the ex-Tony Brise Elden Mk 10C in FF and a Honda Civic in production saloons last season is hoping to continue the same sort of arrangement in 1976. However there's one snag – the Honda has been sold to somebody else by the sponsors Gilberts of Catford.

Wood still has the Elden and will run that but says 'I really enjoyed the production saloon racing and got the car quite competitive towards the end of the season so I'm hoping to find something similar for this year.'

● Only 16 cars turned up for the 173MC restricted autotest at Margate last Sunday and Geoff James took BTD in his Cooper on 499.1s, exactly 11s quicker than Andy Gibson's Sprite which was one of four other class winners. Success in the other classes went to I. Gowens (Mini), N. Sibring (Clubman GT), D. Brears (Escort).

● There was an EGM Rallycross drivers committee meeting held last weekend at Marlow. The committee consisted of Nick Jesty (chairman), David Potter (secretary) and Colin Richards, Pete Lewis, Dick Griffiths, Bob Merrydale and Lyndon Fraser.

A press release will be issued shortly on the decisions taken at the meeting but they would like to point out that they are not a militant group, but wish to assist and benefit the sport.

Regional committees will be formed and Pete Lewis will be pleased to hear from any northern drivers. His address is Kimber, Gayton Road, Heswall, Cheshire.

● Geoff Evans, one of the band of mad Mexico racers of recent seasons, is staying in the class for 1976 but with a new car. He has bought the Escort Mk2 as used by Tony Dron last year and will continue to run it in the Strand Glass colours in which Dron had it last year. In fact, the only change to the car and its surroundings will be the driver and the engine which will now be prepared by David Minister instead of Denny Rowland.

● The British Motor Racing Marshals' Club held their National training day at Silverstone last Saturday. One hundred and seventy trainee marshals, including 68 novices attended, from 17 different clubs. Lectures included the following subjects: medical observer, race organisation, the fundamentals of marshaling, fire flag, course and paddock marshaling.

The club wishes to pass on its thanks to the 65 instructors and the team from the Jim Russell Racing Drivers School who simulated incidents during the practical session, and also Silverstone Circuit and the Roger Williamson fund for their support.

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125 'E' C Lotus Con-Rods (set of 4)	£15.00
Escort T/C Rally Manifolds	£22.50
Alloy Gearbox Extension (T-shaft), Lotus, 2000E, etc.	£25.00

New Parts	Offer price
Mk. II Cortina Rally Springs (Rear)	£12.50
Heavy Duty Connecting Pipe Escort GT	£5.00
Mk. II Lotus Cortina Manifold, Competition	£20.00
Mk. II Lotus Cortina Connecting Pipe, Competition	£7.50
5½ x 13in. 'RS' Alloy Wheels	£17.50 each
Mk. II Cortina GT Competition Exhaust Boxes	£15.00
Girling ⅝ Servos	£12.50
Mk. I Lotus Cortina Rev-Counters	£12.50
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Mk. I Lotus and Europa Gauges	From £2.50

New Parts	Offer price
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Ford 'A2' Camshafts	£15.00
Ford 'BCF1' and 'BCF2' Camshafts	£15.00
Mk. I Escort Van and Saloons Bodyshells	P.A.
28/36 Weber DCD Carbs	£25.00

Dellorto 40DHLA Carburettors complete! £37.50 per pair!!!

Escort High Ratio Steering Racks Only £32.50

SELECTION OF NEW PARTS

1600E Wood Panels
Mexico Propshafts
3-litre Capri Exhaust Manifolds
Capri Bellhousings (cable clutch) for Escort with cable clutch
Left-hand and right-hand Dash Tops
Inner Steering Columns (Mexico, etc.)
Mk. II Escort Sport Gearboxes
Mk. II Cortina P/X/F Top Cups
T/C/A/R Bars and single brkts.
Laminated Screens, Escort/Mk. I & II, Cortina, Avenger — clear and tinted
Mexico std. Manifolds and Exhausts
85 mm Head Gaskets
Electric Washer Kits
Rocket Bellhousings
ZF/Atlas Propshafts
T/C/Mexico Engine Brackets
Twin Cam Radiator Hoses
BDA Air Boxes
Twin Cam Pedal Boxes
T/C Fluid Reservoirs
Complete Instrument Assys.
Mk. II Cortina P/X/F Top Mounts
T/C Standard Front Springs
Mexico Front Panel and Wings
ZF Gearbox
H/P—H/C Oil Pumps
Escort Cloth Rear Seats
Mexico Sumps and Oil Pick-ups
T/C—Mexico Steering Arms
Sports Coils
T/C Distributors
ZF Bellhousings
Competition Clutches (Ford engines)
5½J Ford Steel Ventilated Wheels. Also 1600E
Escort/Cortina ¼-Bumpers and Brackets
Escort Dual Brake Pedal Boxes
Mexico Alternator Brackets
Works-type Fire Extinguisher System
1600 Capri Sumps
Mexico/RS Sumps
2000E Gearboxes and Levers
Twin Cam Diff Flanges, also RS2000
7" x 13" Ford Minilites
Mexico Discs and Calipers
Escort Alloy Doors, Bonnets and Boots
Steel Rocker Pillars (Ford)
RS Alloy Wheels
RS1800 Front and Rear Seats
Full Race Burton 1650 c.c. engine complete — unused — details on request

FORD AVO PARTS

BDA Engine Parts
Rocket Gearbox
Rocket Clutch Discs
Rocket/Twin Cam Propshafts
'2000E'/Atlas Propshafts
Radius Arm Kits
ZF Gearbox
Minilite/RS Alloy Wheel Nuts
High Ratio Steering Racks
Escort "Safety" Steering Wheel
5.1, 4.6, 4.1 and 4.3 Atlas C.W.P.
Heavy Duty Gearbox Mounts
Fast Road Camshafts (Ford)
Dry Sump Pans/Pumps/Tanks
RS Alloy Wheels
Steel Wheel Arches (Escort)
RS2000 Headrests, also Contour
Heavy Duty Exhausts
Double A/R/Bar Kits
Salisbury L.S.D.
Rocket/Atlas Propshafts
2000E/Twin Cam Propshafts
Rocket Gearbox Fitting Kits 4.6 and 5.1 Atlas Axles
Close Change Lever (Rocket)
Mk. II Cortina High Ratio Steering Boxes
Escort World Cup Bilsteins/Front-Rear
4.7, 5.3, 5.5, 5.9, 6.1 C.W.P. (English)
World Cup X Members and Brackets
Heavy Duty Engine Mounts
Rally Camshafts (Ford)
Mexico Challenge Sump/Oil Pick-up
Lamp Brackets, Escort/Capri/Cortina, etc.
Fibreglass Front Arches
Heavy Duty Manifolds
World Cup Front Springs, also Group 2
World Cup Rear Springs/Bushes
Mk. II Escort Fibreglass Spats.
Mk. II Escort Front and Rear Spoilers

Numerous other parts not listed available ex-stock, also available **New Magard Dural Sumpshields,** Paddy Hopkirk, Escort/Cortina/Mini Steel Sumpguards, Romers, Bonnet Pins, Ford Inlet Manifolds X/Flow and P/X/Flow, 6" x 13" Campagnola Wheels (Avenger, Ford), Avenger/Escort Roll-over Bars, VG95 Linings including 'Atlas', DS11 Brake Pads, Bl Oscars.

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We can supply primer or trimmed bodyshells, complete running gear for Mk. II Sport Mexico, RS2000 or RS1800, including engines, gearboxes and rear axles, all ex-stock. Also available Bonnets, Boots, Door, Rear Lamps, Door and Window Mechanisms, Heaters, Wiring Looms, Instrument Assemblies, Head Lining, Interior Panels, Dash Tops, Bumpers, Glass, and Carpets, etc.

★ Buy your Mk. II RS2000 or Mexico Trimmed Shell NOW

Orders being taken for Sports Trimmed Shells.

CHRYSLER COMPETITION PARTS

We can supply the full range of Imp and Avenger tuning parts as available from Chrysler Tuning Department — full details on request.

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NOW AVAILABLE: Variety Blocks and Short Engines including 2-litre Alloy BDA — 2000 S.O.H.C. — 1600 X/flow — Std. Twin Cam, 1800 Twin Cam, 1300 X/flow, 1600 O.H.C., etc. Large selection Crankshafts including Twin Cam steel, etc. Quantity Cam Shafts including L1, BD3 and many others. Dry Sumps for RS2000, also Escort Twin Cam RS1600. Alloy Bonnets, Boots and Doors, Escort Mk. I Fuel Injection Metering Units, also Injectors. ZF/V6 Mag. and Alloy Bellhousings (English and German). 2-litre O.H.C. Cylinder Heads. Mag. Diff. Cases (Atlas/Taunus/Capri). Engine Cross-members for Race Escorts. Variety Pistons including 85 mm. TC and 1800 c.c. Cross-flow World Cup. **Many other items too numerous to list. Further details on request.**

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2000 c.c. O.H.C. Engines
Bilstein/Armstrong Suspensions
Mexico Steering Racks
Complete Steering Columns (Mexico)
P/X/Flow and X/Flow Manifolds
Escort Heater Assemblies
Escort Bonnets, Boots and Doors
RS2000 Carburettors
Mexico Halfshafts
6" x 13" Campagnola Wheels
2000E Gearboxes
Mexico, T/C, RS Rear Brake Assemblies
Escort Roll-Over Bars
Twin 40DCOE Carburettors
T/C Engines and Short Motors
Tec Del Sumpguards
Standard Engine X members
RS/Mexico Wiring Looms
28/36 and 32DFM Carburettors
12" Alloy Wheels (Imp)
Escort 2-speed Wiper Motor Assemblies
Complete Sets Escort Interior Trim
Mexico, T/C, RS1600, RS2000, Trimmed or Bare Bodyshells — standard or big winged and turreted
Escort ¼-Bumpers and Brkts.
Twin Cam Blocks
4.1 & 4.4 Salisbury L.S.D.
L.H.D. RS instrument Assys.
Escort and Cortina Servo Units
Ford Oil Coolers
Escort Petrol Tanks
Halda Tripmaster
Works Type Fire Extinguisher Kit (Escort)
RS2000 Engines, Group I and standard
4-dr. Mk. III Cortina GT Bodyshell
1840 c.c. B.D.A. Unit (standard)
RS2000 Block Assemblies
Complete Rocket Gearbox
1600 BDA Block
BDA Alloy Flywheel
Cosworth Dry Sump Pumps
1300 c.c. O.H.C. Engine (new)
Two BDA Steel Cranks
Mk. II Lotus Cylinder Head
RS2000 Seats
1600 Standard BDA Alloy Block Engine
1700 c.c. Dry Sump Steel BDA Unit, unused since rebuilt
Group I RS2000 Engine

RS2000 PARTS: Flywheels, Engine Brackets, Alternator Brackets, Alloy Sumps, Alloy Bellhousings, Propshafts, Radiators, Gearbox Mounts, Twin 40DCOE Inlet Manifolds, etc. **Complete RS2000s being dismantled. Many secondhand parts available.**

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