

SPECIAL FORMULA FORD ISSUE

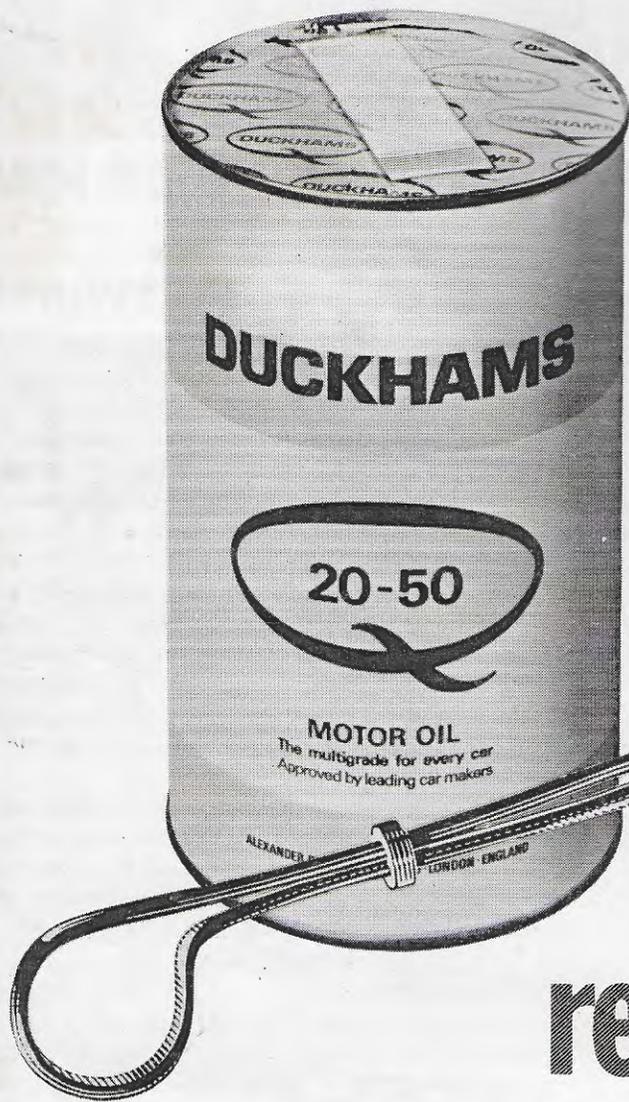
November 27 1969 2/6

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

*Lancia's RAC Rally-USAC Phoenix-Groveswood Winners*





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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the GPO as a newspaper 27 November 1969 Volume 39 Number 22

editorial

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## WHAT RALLYING PROVES

THE RAC Rally is Britain's major event of its type, and as such it attracts plenty of publicity. Probably few manufacturers would try to argue that rallying taught them anything that they couldn't learn under similar conditions in private testing, but there is no doubt that rallying enjoys tremendous publicity value—as, for example, in the case of the Rootes win in the London-Sydney Marathon, which made the Hillman Hunter rocket up in the estimation of the general public from a dull bread-and-butter saloon to a sporting machine that had taken on the world's best competition and the world's worst roads and won through. As the competing machinery in rallies looks pretty much like something the public can buy, the benefit accruing from a victory is much more direct than in motor racing—you can connect a Formula 1 car with your product by calling it a Ford, but you can't make it look like a production car.

This year's RAC was a particularly hard rally, and only 69 cars finished out of 152 starters after an event that had plenty of snow to make the going difficult. Therefore, the rally was, to a certain degree, a real test of the hardiness and efficiency under difficult conditions of the machines taking part, rather than just a demonstration of skill and expertise and of which works teams had the best drivers, the best preparation, the most power and the biggest budgets. It is particularly significant that, out of the first ten finishers, only three had propeller shafts: the first three cars home all had front-wheel drive, as did those in fifth, seventh and tenth places, while the ninth-placed Porsche was, of course, rear-engined. Ford Escort TCs were fourth and sixth, and one of the Datsuns was eighth, but the fine placings by the two Lancias and three Saabs surely show that, for the sort of conditions prevailing during the rally at least, to have the engine at the opposite end of the car to the driving wheels will soon be a thing of the past.

## our cover picture

FoMoCo rallycross works driver Barry Lee, competing in his first international rally with Peter Warren in the hot seat of his own Escort TC, clobbers a straw bale during the Silverstone special stage of last week's RAC Rally. Our full report starts on page 22.

Photo: Robin Rew

## Redman for Tyrrell-March ?

## Toyota wins CanJapAm

## Hulme laps Indy at 168 mph

### Who drives what—still !

The Formula 1 rumours aren't finished yet. One plum drive which hasn't been announced yet is the second Tyrrell-March seat, and a lot of usually reliable sources are saying currently that the Number 2 to Jackie Stewart in the Tyrrell lineup will be Brian Redman, the Lancashire driver who has not driven in Formula 1 since 1968, when his season was curtailed by an accident at Spa through no fault of his own when he was driving in the Cooper-BRM team. At that time both Ferrari and Lotus were interested in signing him, but since then he has been seen only in sports car racing, scoring a tremendous string of wins for Porsche with Jo Siffert. However, Tyrrell tells us that his second driver will not be announced for about three weeks.

The rumours about John Surtees running a private McLaren persist, still with no official confirmation, and they are also saying that Peter Gethin could well find himself with a Formula 1 drive next season in a *marque* of car that served him very well in 1969 . . . although as mentioned elsewhere on these pages in Formula 5000 he will be driving a McLaren for Sid Taylor next year. Trevor Taylor did almost as well as Gethin in the Formula 5000 Championship this season, and some punters won't be surprised if he appears in a Lotus next year.

### Americans beaten in Japan

Last Sunday's 321-km CanJapAm race at Mount Fuji provided quite a surprise for many—for it was won by a local car, the 5-litre V8 Toyota of Minoru Kawai, by 12 secs from the Agapiou Brothers' Ford G7A, which on this occasion was in the hands of John Cannon. Lothar Motschenbacher was third with his McLaren-Chevrolet M12. Jackie Oliver was easily fastest in

practice around the Mount Fuji circuit with the Autocoast-Chevrolet T122, and he led the race before making an early pitstop with fuel feed trouble. He rejoined the race, but retired with the same problem on lap 46. Fourth was Nagamatsu's Porsche 908—the car Hans Herrmann drove in the Japan Grand Prix—and Gary Wilson's Lola T163 was fifth.

### Gethin for Sid Taylor F5000

After his very successful year with the Church Farm Racing Team's works-supported McLaren-Chevrolet M10A, Peter Gethin has signed for 1970 to drive a new F5000 McLaren M10B for Sid Taylor. Taylor briefly tried F5000 by running a Lola T142, which was raced by both Frank Gardner and Robin Widdows, but he sold the car well before the season was finished. The new McLaren should be delivered in January and will run in Taylor's white and green colours. Alan Smith of Derby will tune the Chevrolet engines and Ron Bennett will continue as mechanic.

Taylor has also added the ex-Trevor Taylor Team Elite Lola-Chevrolet T70 Mk 3B to his stable, and he will use this for the forthcoming Temporada Series in Argentina where Gethin will be driving with A. N. Other.

Alan McKechnie's team will also be transferring their F5000 allegiances from Lola to McLaren, and they will be running an M10B-Chevrolet for their driver, premier Grovewood award winner Mike Walker.

### New McLaren at Indy

Bruce McLaren and Denny Hulme were looking very pleased with their trip to Indianapolis at the Grovewood Awards presentation party last week. The new



Winners of the Ladies' Award on this year's RAC Rally were Jill Robinson (right) and Audrey Scott, who were 58th overall out of 69 finishers in their BMW 2002.

M15-Offenhauser Indy car lapped the Brickyard in Denny's hands in this its first proper test session at an average of 163 mph—3 mph slower than the all-time lap record set in 1968. Bruce, on his first-ever visit to Indianapolis, lapped at 164 mph. There is obviously plenty more to come from the car, which will be driven by Hulme and Chris Amon in next May's race, when it should be a leading contender.

Bruce is also delighted with the way the new M10B F5000 car is shaping up, and last week he got it round Goodwood quicker than he has ever gone in an F1 car. The first car is destined for the Alan McKechnie team for Mike Walker.

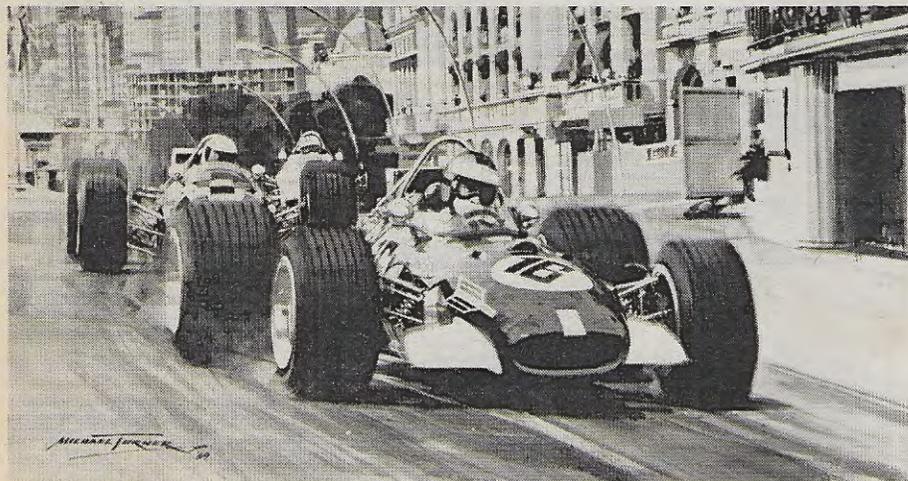
### Andretti in F5000 Lotus

Latest recruit for the Sebring Continental Championship Formula A race on December 28 is Mario Andretti, who will be at the wheel of the new FA/5000 Lotus Type 70 monocoque for its first race. The car will be powered-by-Ford and entered by Koshland Engineering, which is a consortium of Lotus Components, American concessionaires Lotus East, Malcolm Starr and stockbroker Tony Koshland.

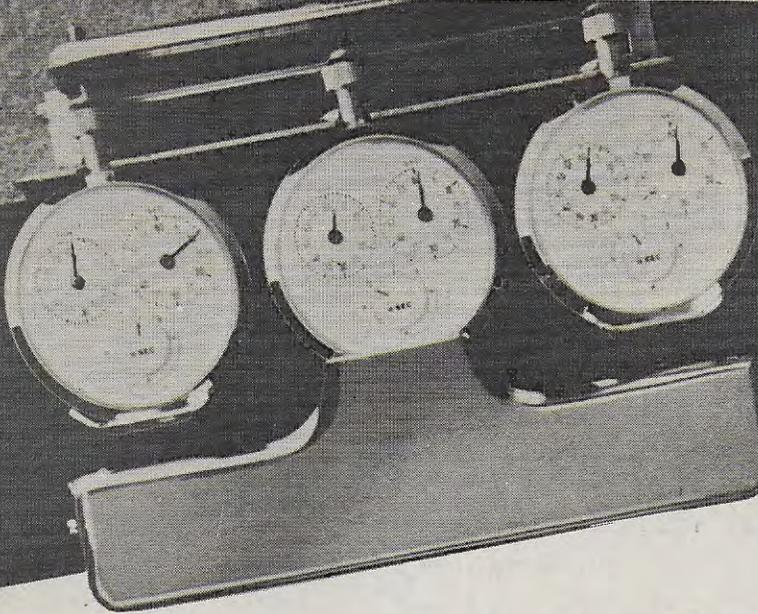
Contrary to recent rumours, Andretti will be staying with the STP team for all USAC events next year. For road races he will have a new chassis with 4.2-litre Ford V8 four-cam engine, while for Indianapolis and other oval track races STP are building a new chassis which will use the turbocharged 2.6-litre version of the Ford four-cam. STP will keep and update this year's Indy-winning Hawk-Ford and use it as a spare car. Next season all STP's USAC efforts will be centred around Ford engines.

### ETCC changes

Certain changes will be taking place in the 1970 European Touring Car Challenge, which will of course be for Group 2 cars. The championship will be organised by the NAV in Holland. It has been decided to exclude hillclimbs from the list of qualifying rounds, particularly after the poor turn-out at the Mair-chairuz round of this year's title, which was so ill-supported that it was decided not to include it as a championship-scoring event. This means that the Swiss will no longer be organising ETCC qualifying rounds, but a welcome addition to the



Michael Turner's 1969 set of Christmas cards are as superb as ever; this one shows Piers Courage leading Jacky Ickx at Monaco. The full-colour cards cost 10s 6d per set of six including envelopes, post and packing free, from Studio 88 Ltd, 95 West End Lane, Pinner, Middx. Turner's full-size prints, suitable for framing, make good Christmas presents and cost from 25s up; just added to the motor racing subjects are two superb aviation prints. Studio 88 also do historic race posters.



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saloon title is a round at Dijon in France. The British round will be the Tourist Trophy, which is being run at Silverstone next year.

**New clubmen's Lotus for Goss**

Tim Goss, who won the 1600 cc section of this year's BRSCC Clubmen's Championship and was joint overall winner with Barry Flegg of the Lotus 7 Championship, is selling the ex-John Berry, ex-Peter Deal Lotus 3/7 with which he has scored 19 outright wins in clubmen's racing in three years' ownership. Next season he will appear in a new Holbay-powered all-independent Lotus 7 to contest the new 12-round BARC/BRSCC National Clubmen's Championship.

Deryck Cook, who won this year's BRSCC Clubmen's Championship outright and runs the recently-formed Clubmen's Register, has heard from 74 clubmen's drivers who will be actively competing in the formula next season.

**Graham gets about**

Graham Hill's room in University College Hospital has become quite a social centre for motor racing folk. When we visited him the other day he was already entertaining Piers Courage, Innes Ireland, Frank Williams, Grahame White and Alan Phillips, and was displaying all his usual high spirits. His room is crammed with cables and get-well cards from all over the world, and he is working busily on the final stages of his book which will appear in time for Christmas. One letter sent from Liverpool immediately after his accident and addressed simply to "Graham Hill, in hospital somewhere in USA" had just arrived, having taken roughly a month to catch up with him in London. At some stage in its journey the letter had been stamped "Addressee Unknown." "Bloody cheek," said Graham.

Graham has also been doing the social rounds by wheel-chair; he was an unexpected guest at the Club Lotus Dinner-Dance at the Europa Hotel on November 15, when Wally Hayes of Ford Europe presented Colin Chapman with a portrait to mark the fact that the first Lotus, the Mk 1 Austin Special, was built 21 years ago. The latest Lotus type number is the 70, the new F5000 car. Highlights of the

**DIARY**

**INTERNATIONAL EVENTS**

November 28/29. Vaal Gold Cup, South Africa (South African Rally Championship round).  
November 30. Rex Mays 300, Riverside, California, USA (USAC).  
December 26. Pietermaritzburg Three Hours, Roy Hesketh, South Africa (G4, G6, G7—Springbok Series, round 4).

**BRITISH CLUB EVENTS**

November 29. Sporting Owner DC restricted sprint (Silverstone Sprint Championship, round 5). Silverstone, near Towcester, Northants, 1.30 pm.  
Kentish Border CC & Cadwell Park C & KCC national open Player's No 6 Weekend rallycross. Cadwell Park, near Louth, Lincs, 1 pm.  
November 29/30. Herefordshire MC restricted Hereford Evening News Rally. Henlys (Hereford) Ltd, Widemarsh St, Hereford, 142/409509, 11 pm.  
Boston & DMC & LCC restricted Holland Cup Rally (ANEMMC & ASEMMC championships rounds). Palmers & Bells Garage, Butterwick, near Boston, Lincs, 114/382457, 10.30 pm.  
Knowldale CC restricted Mini Miglia Rally. Rochdale Town Hall, 10 pm.  
Mini 507en Club restricted VIP Icebreaker Rally. Municipal car park, Llangollen, Denbs, 177/214419/2, 10.30 pm.  
Chess Valley MC restricted Three Counties Rally. City Motors, Oxford, 145/4964/102, 11 pm.  
Leeds University Union MC closed Rally of the Hundred Pins. Ringways Garage, Whitehall Rd, Leeds, Yorks, 96/266317½, 10.30 pm.  
Ripon MSC closed Riponian Rally Bus station car park, Ripon, 92/314714, 11 pm.  
Sheffield Students MC closed Rallye Escapfield. Brook Shaw Ltd, Gibraltar St, Sheffield, 111/351880, 11 pm.  
Southampton MC closed Third Solent City Rally. Ivy Cross Garage, Warmminster Rd, Shaftesbury, 9.40 pm.  
Southern CC closed Four Seasons Rally. Near Alton, Hants, 10 pm.  
November 30. London MC restricted race meeting. Brands Hatch, Fawkham, near Dartford, Kent, 12.45 pm.  
Kentish Border CC & Cadwell Park C & KCC restricted rallycross. Cadwell Park near Louth, Lincs, 1 pm.  
Bristol MC & LCC Roy Fedden sporting trial. Langridge, 156/722698, 10.30 am.  
Yeovil CC closed Butterfly trial. Chef Grill, Compton House, Over Compton, Sherbourne, Dorset, 178/594163, 11 am.  
Huddersfield MC closed driving tests. Hopkinsons Ltd, Macauley Road, Carp Park, Brikby, 10.30 pm.

evening included a race on kiddie tricycles between Keith Duckworth, Chapman, Hayes and Graham Arnold. A penny-farthing bicycle which was lent by a Club Lotus member and ridden round the dance floor was later that night stopped by a policeman in Grosvenor Square for being ridden without lights, and has since disappeared without trace; Lotus would be glad of any information leading to the recovery of the 100-year-old machine, which is worth £200.

In his capacity as retiring president of

one of the world's most exclusive clubs, the World Champion Drivers' Club, Graham presented the Champion Challenge Trophy to the new president, Jackie Stewart, at a luncheon at the Savoy Hotel last week. The club is sponsored by the Champion Sparking Club Co Ltd; the World Champion each year is president, and former world champions are life members.

In his speech of thanks Stewart mentioned the help he had received from Hill during his first years in Formula 1 when he was No 2 to Hill in the BRM team, and also paid tribute to Tony Rudd and Ken Tyrrell, his only F1 team managers, who were both present. Louis Stanley spoke of the year's progress of the Grand Prix Medical Unit, which Champion will be backing by placing advertising decals on the side of the familiar big white truck; it is hoped that other trade organisations will follow suit. Also present at the luncheon were club members Jack Brabham and Denny Hulme, Jo Bonnier, Piers Courage, Colin Chapman, Rob Walker, Tim Parnell, and of course Champion's general Managing Director Hubert Starley.

**Wankel-powered Citroën**

Citroën have introduced a new Wankel-powered small car, the M35, of which 50 examples will be built and sold to selected customers. The car looks rather like a fast-back Ami 8; it will be introduced in mass production in 1972 if these tests are successful. The single-rotor engine has a capacity of 995 cc and the car's claimed top speed is 90 mph.

Meanwhile the first fruit of the Citroën/Maserati agreement, the Model S which will have a 90-deg V6 engine, will make its bow at the Geneva Show next March, followed in October by a new four-cylinder 1000 cc small car.

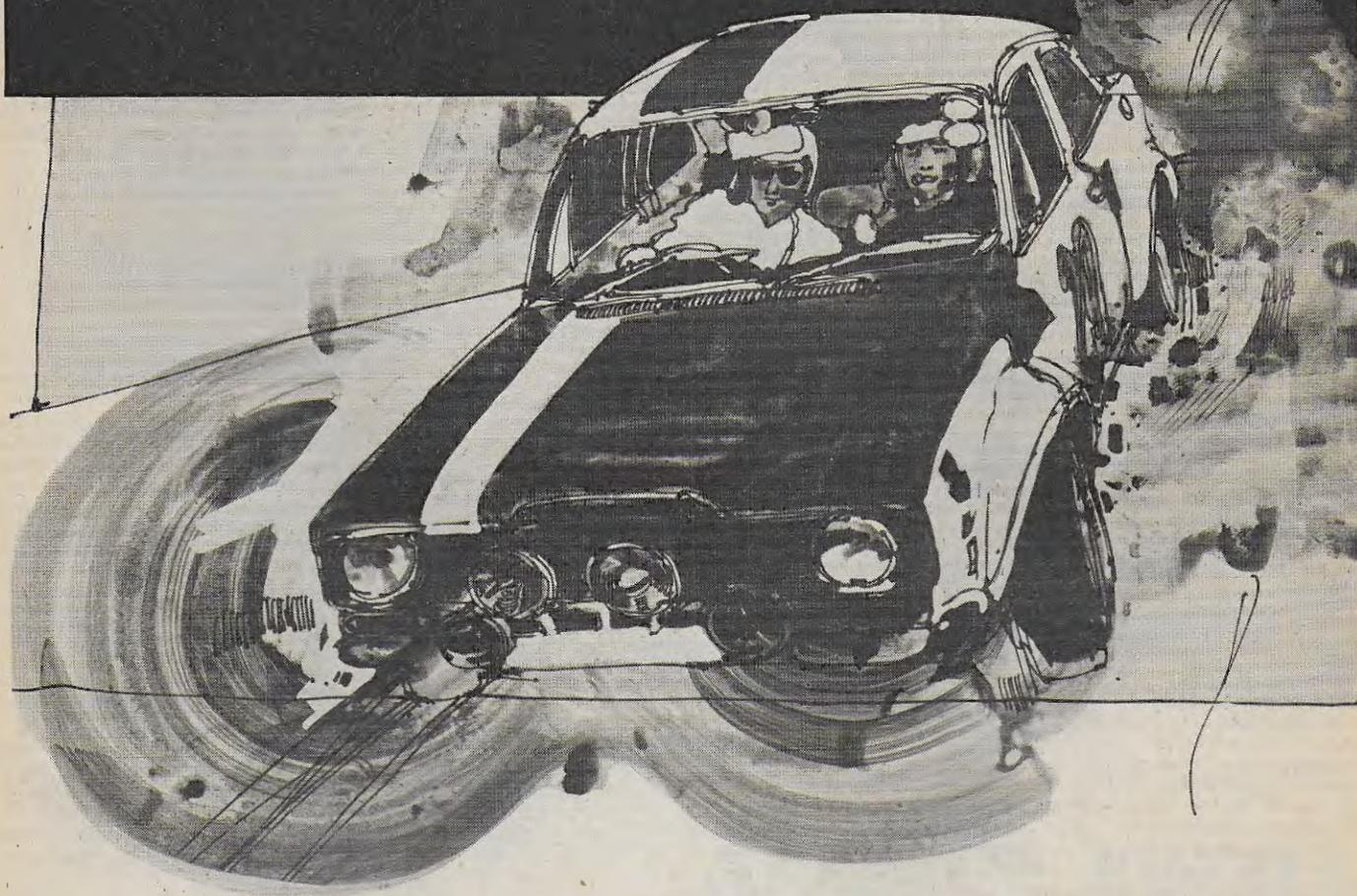
**Criterion des Cevennes**

We got our Continental Rallying lines very crossed in last week's issue—probably because the Rallies Editor was busy in Wales retiring from the RAC Rally—and reported the deciding round of the French Rally Championship in *Pit and Paddock* last week as the Criterion des Cevennes, when in fact the event was called the



Graham Hill and Jackie Stewart at the WCDC lunch (left), and Colin and Hazel Chapman admiring the portrait presented to them by Wally Hayes, (right) at the Club Lotus dinner-dance (see Graham gets about).

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## STOP PRESS

### R.A.C. Rally

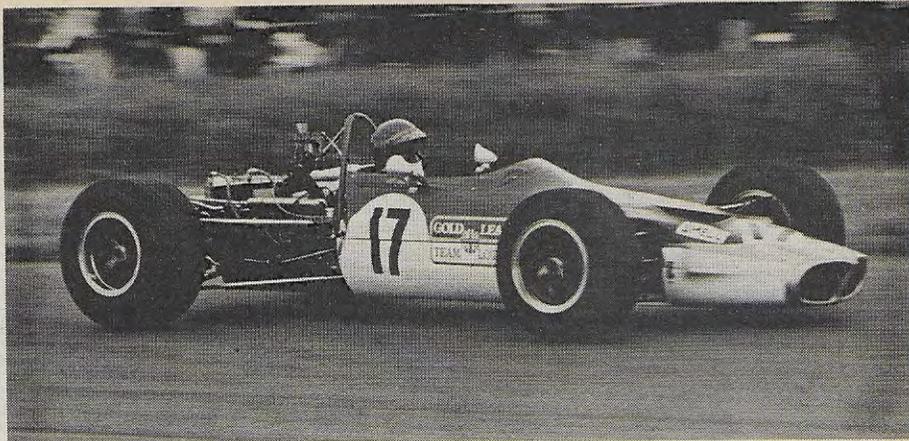
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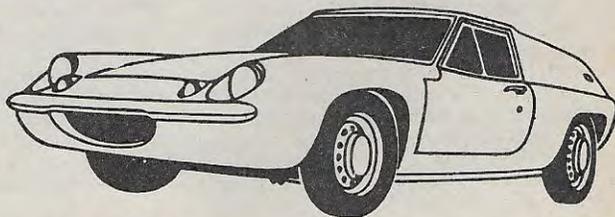
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| 1969 Lotus Europa, 4,000<br>miles, Bahama yellow<br>£1,625 | 1968 F reg. July. Lotus Elan.<br>F.H.C., K.O's. Blue.<br>15,000 miles £1,245 | 1964 TR4, dove conversion<br>o/d, blue £550                             |
| 1967 Elan +2, light blue<br>£1,500                         | 1967 F reg. Elan F.H.C.,<br>green £1,095                                     | 1964 Lotus Cortina, many<br>extras, new engine £495                     |
|                                                            |                                                                              | 1965 M.G. 1100, black £400                                              |

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**Rallye Andernach-Nürburgring-St Armand.**

The Criterium des Cevennes was in fact run last weekend, and this time Jean Vinatier, driving a works Alpine-Renault, did win in an event which was plagued by fog and heavy rain. This event, which with its fast smooth stages attracts several racing drivers, had among its entries Jean-Pierre Jabouille in a 3-litre Group 6 Alpine, but he retired with alternator trouble, although the Alpines of Bernard Consten and Patrick Depailler were third and fourth. Second overall was the Darniche/Demange NSU 1200TT.

**MRR**

Motor Race Relations is the name of a new public relations firm which will specialise in PR for drivers, marketing of their names in connection with commercial products, and so on. Man behind the new company is Richard Lloyd, well known for his driving of Triumph Spitfires in prod sports racing. Before setting up MRR, Lloyd was in public relations in the pop world, where he was responsible for the relations of such people as pop stars Cliff Richard and John Rowles. MRR's early customers include Peter Gethin, Chris Craft and Bev Bond. Lloyd can be contacted at 10 Exhibition Road, London SW7 (01-589 0807).

**Georges Roesch**

When Georges Roesch died recently, just short of his 80th year, he was almost a forgotten man. Yet he was one of our most brilliant designers of high-performance cars. Though he was a Swiss by birth and spent his formative years as an engineer in France, he came to London before the first world war and designed only British cars.

He will be remembered particularly for his Talbot sports cars, the 90, 105 and 110, which were so successful in long distance races, notably at Le Mans. The competition Talbots were really silent, only a faint whistle heralding their approach, yet they had speed in abundance, in spite of their pushrod single-carburettor engines. When Mike Couper used to take his very standard-looking open four-seater to Brooklands and win races at 130 mph, it was a fantastic performance for a 3-litre pushrod car. Many famous racing drivers drove in the Talbot team, notably Brian Lewis, now Lord Essendon.

It is tragic that Roesch never reached his apogee as a designer, because there was little demand for high-quality cars after the great depression and the collapse of the associated Sunbeam firm took Talbot with it in 1935. Rootes took over and used only the proud Talbot radiator, which was carried by disguised Hillmans and Humbers. Like Ernest Henry, that other great Swiss designer, Georges Roesch spent his latter years in comparative obscurity.

**Works rally Escort winner**

Walter Easton, a 33-year-old army sergeant serving with REME in Germany, has won a rally competition run by the *Daily Mirror* and wins the works Ford Escort TC driven into sixth place on the RAC Rally by Roger Clark/Jim Porter. Readers were asked to put eight attributes of the successful rally driver into order of importance, and out of no fewer than 44,000 entries Easton's was the only one which corresponded exactly to the order chosen by the judges, Dean Delamont of the RAC, Stuart Turner of FoMoCo, Patrick Mennen, the *Mirror's*



Dunlop have introduced this new version of the 12-ins Mini racing tyre, the MP27, specifically for rally-cross, to cope with the widely varied surfaces encountered in this type of sport.

motoring correspondent, and the paper's editor Mr L. A. Howard. His winning combination was as follows: 1, driving flair; 2, ability to concentrate for long periods; 3, past experience; 4, cool head; 5, sharp reflexes; 6, courage and daring; 7, physical fitness; 8, thorough mechanical knowledge of the car. As it happens the winner is a very suitable one: he has prepared army cars for the London-Sydney Marathon, the Monte and the Tulip, has travelled with several service crews, and rallies himself in Germany.

**Sunday's Leston finale at Brands**

The final round of the Les Leston Formula Ford Championship takes place at the London MC's Brands Hatch meeting on Sunday and, although Dave Walker has clinched the title, Grovewood award winner Tony Trimmer will be making his absolute final British FF appearance with a new Titan to try to hang onto his second spot in the championship. Others in the race include Luiz Bueno, Richardo Achcar

and Ed Patrick in Merlyns and Dave Morgan (Alexis), while the other races are for *formule libre* cars, F4s/FFs, saloons and prod sports cars. First race is at 12.45 p.m.

**Briefly . . .**

● Ignazio Giunti became the first man to crash the new Ferrari 512S during tests at Vallelunga last week. He spun the first prototype and badly damaged it against a guard rail; he was unhurt, but the car had to be returned to Modena for extensive repairs.

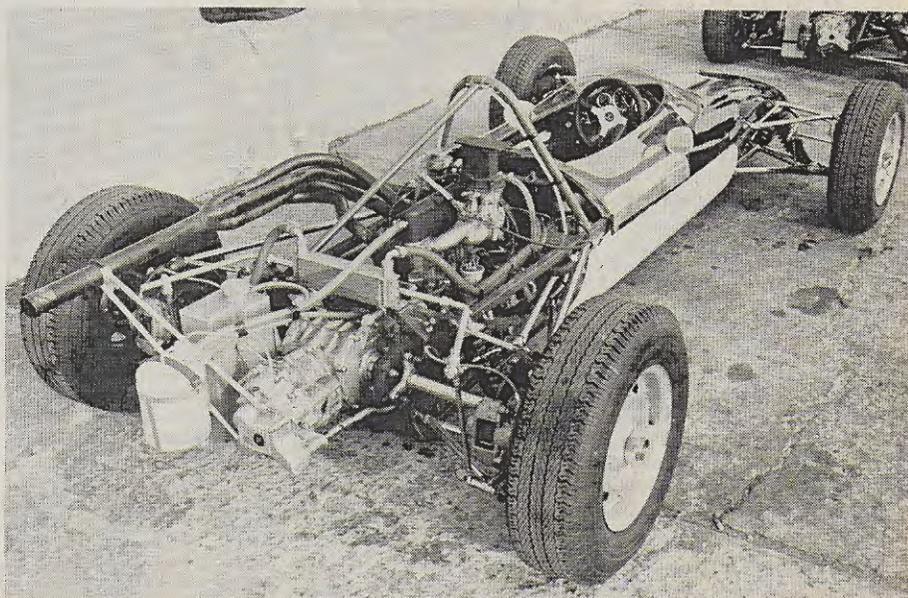
● John Surtees is reported to be suing MGM for libel, allegedly perpetrated in John Frankenheimer's film *Grand Prix*.

● An erring caption writer gave the Cosworth F1 engine six valves per cylinder in last week's Multi-valve Engines article by John Bolster. The DFV has of course 32 valves. The caption to the heading picture of the Lion-Peugeot VX5 was also incorrect; the horizontal camshaft operated two huge inlet valves, and not of course exhaust valves as was stated.

● Jackie Stewart has been awarded the Jim Clark Memorial Trophy for outstanding success recorded by a Scotsman in the field of motor sport. The award takes the form of a silver helmet; this is the first year it has been presented, and it has been donated by Jimmy's parents.

● The BARC has formed a new company, Thrupton (BARC) Ltd, which will handle all race meetings at Thrupton and other Thrupton affairs save for testing. Richard Speakman, well-known as a motor sport commentator and AUTOSPORT contributor, has been appointed manager of the company, and any correspondence regarding the circuit should be addressed to him there.

● The BRSCC (Midland Centre) held their Annual Dinner and Dance at the Swan Hotel, Yardley, near Birmingham last Friday. Guest of honour was John Gott, who made some suitably scathing comments about the 70 mph speed limit. Drivers present included Ian Mitchell, Lawrie Hickman, Steve Neal, Ian McDougall and Steve Thompson.



A Snetterton spy glimpsed this prototype Lotus Formula Ford car being tested last week by Dave Walker. Wearing hack 41 bodywork, the square-tubed car bears a marked similarity to the F3 59; first race should be at Sebring on December 28 with Emerson Fittipaldi at the wheel.

# FROM THE COCKPIT

"There's a very definite art in getting through those high speed turns correctly. You have to run a very precise line and pattern."

## Bruce McLaren goes testing at Indianapolis



THERE was plenty of excitement in the CanAm Series right up to the last race in Texas. Nobody was really sure whether Denny or I would win the title, and we weren't very sure either, although we had sat and looked at each other once or twice! Denny had been getting gradually faster in the CanAm car all year, but whereas last year I think I might have been able to beat him in a knock-down-drag-out fight in a CanAm car, I don't think I could now. So if Denny had wanted to, he could have won the Texas race and the championship. There are two ways of looking at this. You might say, well he drives for the team so he should drive to team orders, but in fact our team has never been that way. We've always endeavoured to find individuals in every area who would do the best possible job with no limitations, and if you set that sort of policy you don't map out a battle plan for them, you map it out with them. I won the CanAm Series in 1967 and Denny won it in 1968, and for 1969 we had tacitly agreed to take turns while things were fairly easy for the sake

little sign on the chassis at that point worded "1970 Stops Here!"

The engine has obviously undergone considerable development since the 'thirties, and with the turbocharger fitted it produces a pretty reliable 600-plus horsepower from its 2.6 litres.

We ran it the next day at Goodwood but the odd habits of the turbocharger meant it wasn't much of a car for road circuits. The turbocharger is run by exhaust gas, and the more exhaust gas you've got, the more intake mixture you push into the engine. This works the other way to start with—when you first open the throttle you haven't got much exhaust gas so that the fan in the turbocharger in the intake isn't pushing much in until you've had the throttle open for a little while to get some exhaust gas to speed the turbine which blows a bit more intake mixture in which creates more exhaust gas which creates a bit more intake pressure—Phew!—which creates a lot more exhaust gas which means suddenly you've spun off in the middle of Madgwick when it all

and Mario Andretti's big McLaren-Ford had kept running, but regrettably both of them dropped out on the same lap about ten from the start, so it was another easy afternoon for Denny and me. We swapped places a couple of times, but then with just a few laps left Denny's engine destroyed itself.

That night we collected our pots and cheques and made a dash for Houston to catch the midnight jet for Indianapolis. We arrived at Indy at 3 o'clock in the morning and we were so busy that week that it wasn't until Friday, when Reynolds Aluminum put on a luncheon for us at their Richmond, Virginia, headquarters, that it dawned on me I had won the series again!

### The next project

Actually it's better not to waste time dwelling on these sort of things; it's better just to get on with the next project, and that was Indianapolis. Indy is a whole new ball game. First of all, you don't run much below 160 mph and most of the time you're nearer 200. In Grand Prix racing or CanAm it's the other way round—you're not much over 160, and this is the first thing that you notice.

So that we would have some sort of yardstick to go by, we set the car up as a road racer at Goodwood prior to shipping it, so that if the engine had been responsive it would have been about the way we'd expect a Grand Prix car to be. We hadn't been to Indy before and we didn't know much about it, but I was much more interested in finding out why and how a car is fast at Indianapolis for myself, rather than just copying all the trick things that people had developed over the years. I figured that we had plenty of time to learn—the best part of six months—but if this hadn't been the case, we wouldn't have had time to go through this learning process. I drove the car initially but I soon realised that my lack of experience at Indy was going to hurt just a little. It takes quite a long time to go really fast there. Make no mistake, it's a lot more than just four left-hand corners. There's a very definite art in getting through those high speed turns correctly. You have to run a very precise line and pattern—at least I think so—to go fast. I got up to 162 mph fairly quickly, and I could imagine quite a few things that would make the car faster, but as Denny had been through all this before with the Eagles we elected to have him start driving at that stage. Chris Amon was there with us too. One of the problems of testing at Indy is that they only allow one car out at a time, so if there were three of four cars there you would only get a quarter of the day. We got through about half of our experiments, and Denny was lapping at just over 168. If we're lucky we'll find another two or three miles an hour, and we should be in the running next May. Two months ago we were saying "Right, remember now, it's just another race. . . ." But there's never been a single race that we've got this excited about!



Bruce testing the M15-Offy at Indianapolis last week.

of a happy team. As it turned out nobody had to make the final decision because Denny's engine didn't run the distance.

We rushed back to England between the Riverside and Texas races for several good reasons. One was that neither Denny nor I had been home for a while, the second was that our new Indianapolis car was just about ready to run, and the third was that the new Formula 1 car for 1970 was in the final design stages.

I left the Riverside race almost before it finished, hitching a ride on one of the Gulf Oil Company's executive jets as far as Pittsburgh to do some business on the Monday, and by Tuesday morning I was back at our Colnbrook factory. It was a frantic week. We had laid down what looked to be almost an impossible schedule to design and build an Indianapolis car ready for testing in a little over three months, but the factory responded splendidly and Colnbrook vibrated on Sunday afternoon to the sound of its first Offenhauser Indianapolis engine. And vibrated was the word. The four-cylinder Offy beloved by the US "circle racers" is quite an engine. Anybody who remembers the old 500 Cooper-Norton will know what I mean—it's like having four of those tied together. The engine was designed back in 1931 and our drawing office was so proud of their new aluminium monocoque chassis, which finishes just in front of the engine, that there was dark talk about sticking a

comes in with a bang! And that's exactly what happened to Denny!

I also ran the first of our 1970 Formula A/5000 cars, but the push-pull throttle cable had got its internals in a knot somehow, which curtailed testing until the Wednesday. I changed Wednesday morning's Texas flight to the afternoon, and ran the car again that morning with good results, but there was still quite a bit I wanted to try before we sealed the 1970 specifications.

When we did hit the Lone Star State we had a real Texas welcome at Houston airport. A kind of mobile cocktail party had been arranged to get us the 70 miles to College Station, home of the Texas A & M University and Texas' first and only international speedway. The mobile cocktail party was in something like one of our racing car transporters except that, instead of racing cars and work benches, it was equipped with a bar, kitchen, stereo and a very comfortable lounge. It belonged to Red O'Dare, the man who puts out oil well fires around the world. Typically me, I figured it was for a serious purpose and asked one of the O'Dares what would happen if they should need it right then. "What do you mean, need it?" he laughed, "Hell, this is just for funnin' in!" So Denny and I rode in style with our Texas spare ribs and our glasses of Coca Cola. . . .

The Texas race would have been an interesting show if Chris Amon's Ferrari

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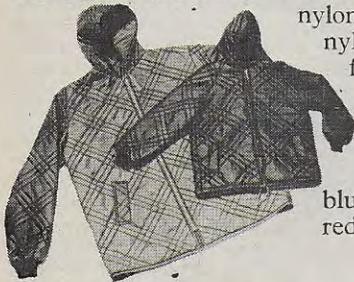
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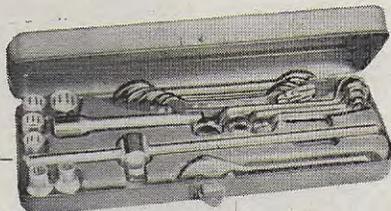


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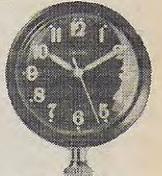
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Star of the show was Art Arfons' latest Green Monster jet-powered land speed contender, with which he is to attempt to break the sound barrier on land.

## The Jochen Rindt Show

Story and pictures by DAVID PHIPPS

WHEN the London Racing Car Show takes place it attracts very little attention outside enthusiast circles. The newspaper which sponsors it occasionally gives it a mention, there is a banner on the side of the building in which it is held—and that is about it.

What a contrast, then, to go to Vienna for the Jochen Rindt Show. All the newspapers feature it, there are posters everywhere, and many of the shops have special window displays, much the same as those in Geneva, Frankfurt and Turin at the time of their motor shows. Rindt himself cannot go anywhere without being besieged for autographs, and even the local Formula V champion is regarded as something of a national hero.

The Vienna Show has a big advantage over the London Racing Car Show in respect of the hall in which it is held, which is modern, airy and well lit. The presentation is also much more imaginative—most of the cars are on low plinths—and there are no railings or ropes to spoil the view. Most of the "trade" stands are very tastefully laid out, and there are none of the blatantly retail establishments

with rows of cash registers which are found at Olympia.

The success of the Jochen Rindt Show has attracted the big manufacturers, and production cars now occupy most of the ground floor, with racing cars and most of the year's special coachwork creations on a wide balcony. But the centrepiece on the ground floor is Art Arfons's 17,500 bhp jet-engined "Green Monster," and Arfons himself was present to open the show. This particular car has so far been used only for drag racing—it will do a standing start quarter-mile in just over 6 secs, with a terminal speed of over 260 mph—but next autumn it will attempt to beat Craig Breedlove's land speed record. Arfons, a sort of American Jack Brabham, gives a very graphic description of the accident in which his previous Green Monster went end over end at around 600 mph after losing a wheel, but is still prepared to try and go through the sound barrier in the new one.

Among the Grand Prix cars on show are Matra MS80-01, Lotus 49-12 (still with a ZF gearbox), Lotus 63-1, Brabham-Repco F1-2-66 (now used for hillclimbing in

Austria) and BRM 133-01 (BRM also have a stand on which they are showing Formula Ford and Lotus twin-cam engines, as well as a sectioned 24-valve V12). Other single-seaters include the STP turbine car, Rindt's Formula 2 Lotus 59B, a Formula 2 BMW and a Formula 3 Brabham BT28, and the racing two-seaters range from the original Lotus Mk 3 (LMU 3) to a Gulf Porsche 917 via a 2-litre Abarth, a 3-litre Alfa Romeo 33 and a Gulf Mirage. There are two Porsche 908 Spydors and a whole host of Formula Vee and Formula Ford cars; one of the latter is on a stand which is dedicated to finding another Jochen Rindt, something which Jackie Stewart considered highly undesirable! Rindt, Stewart and Arfons did a lightning tour of the show on opening day, posing repeatedly for photographs, and at the end of it Arfons was noticeably wilting; "I've been to a lot of Shows," he said, "but nothing like this." Throughout the show a chauffeur-driven Rolls Royce was available to Arfons, Stewart and several other guests—just an indication of Rindt's attention to detail in such matters.

After five days in Vienna the Show moves on to Munich, where it will be open from November 26-30. Next year it seems possible that there will be even more venues, and eventually Jochen Rindt Shows could be touring Europe throughout the winter.



Rindt, Arfons and Stewart look snappy with the girl from Snap-On chains.



On the left is an example of local talent on a VW chassis, while on the right Rolls chauffeur Walter, who transported Stewart, Arfons and other guests around Vienna, poses by the Lotus 61 which can be won in a "find the next Jochen Rindt" competition.



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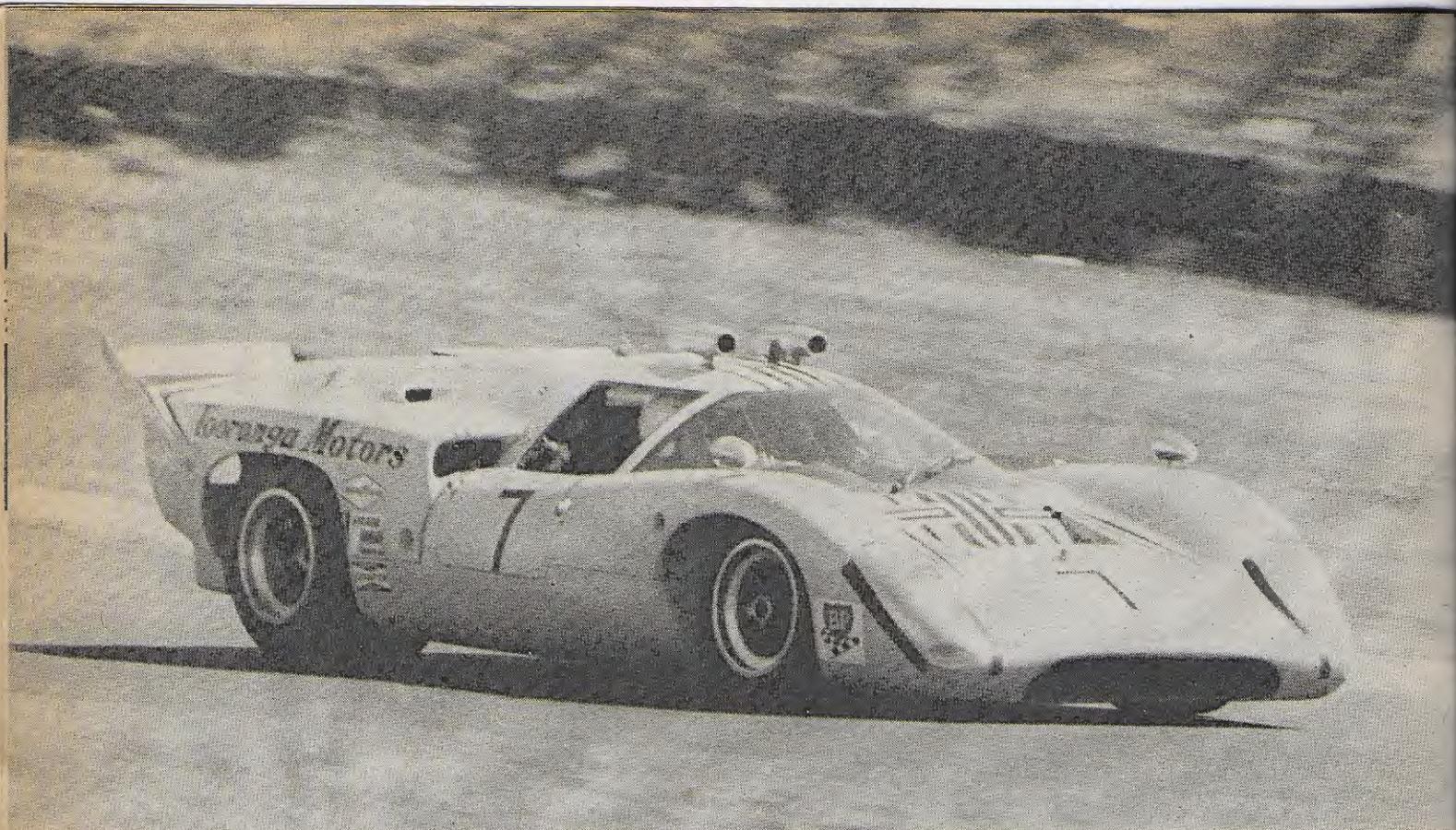
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Mike de Udy speeds on his way to a fine victory with Frank Gardner in the Grand Bahamas Lola.

## Cape Town 3 Hours:

### De Udy/Gardner lead series

John Love (Lola), slowed by engine and brake troubles, finishes second—Guthrie/Driver (GT40) third

By DAVE CLAPHAM

**M**IKE de Udy and Frank Gardner now have a substantial lead in the Springbok Series as a result of winning the Cape Town Three Hours last weekend, the second event in the five-race series. John Love drove the ex-Sid Taylor Lola T70 into second place with failing brakes after a long pit-stop to replace another broken rocker, and Paddy Driver and Malcolm Guthrie (GT40) were third. Jack Holme drove his Chevron B8 single-handed into fourth place; Robin Widdows' Ferrari, after setting fastest practice time, was an early retirement with clutch trouble, and the Lucas/Martland Chevron B16 was eliminated by a spinning backmarker.

#### ENTRY

SIX of the overseas competitors who took part in the Kyalami Nine Hours made the 1000-mile trek to Cape Town for the second event in the five-race Springbok Series. These were the Malcolm Guthrie cars—the Mirage, entered for Mike Hailwood and Peter Gethin, and the GT40 for Guthrie and Paddy Driver—the Alistair Walker/Robin Widdows Ferrari P4, the Digby Martland/Charles Lucas Chevron-FVC B16, and the two Lola T70s of Mike de Udy/Frank Gardner and John Love's Team Gunston car.

The local entry, as at Kyalami, was made up mainly of smallish sports and GT cars and saloons, except for Doug Serrurier's open Ford-engined Lola T70, which had been repaired after catching fire at Kyalami and which Serrurier was sharing with Jackie Pretorius. The two Chevron BMWs of Jack Holme and Denis Joubert were entered, veteran Holme electing to drive the three hours unaided, while Joubert was sharing his car with Clarence Taylor. Ronnie Hare and Trevor Blokdyk had the 2½-litre Climax-engined Elfin T300, while Des Zank was to race his Lotus 23B and John Truter his Lotus

replica, known as the Bramhill.

Clive van Buuren and Bruce van der Merwe were once again racing the Porsche Carrera 6 and Scamp Porter, who finished a fabulous fourth overall at Kyalami, was to race the Renault Gordini. However there was some doubt as to whether Scamp would be fit to drive as he had suffered a severe bout of tonsillitis, and his Kyalami partner Geoff Mortimer was to take his place if he was unfit for the event.

The two Superformance Alfa Romeos were entered—the Belgian lassie Christine Beckers sharing the GTV with Basil van Rooyen on this occasion—and Production Champion Eddie Keizan was to drive the 1750 Berlina with Andrew Martin. Team Lawson entered the 142 Volvo for Arnold Chatz and Dave Clapham, while a 144 model was entered by local dealer Benje Droomer for Colin Burford, who shared the wheel of the Lawson car at Kyalami. His co-driver was to be Piet van Niekerk.

#### PRACTICE

**O**FFICIAL practice took place between noon and 1 pm on the day of the race, so most serious competitors con-

sidered this session merely as a final shakedown period. The circuit was extensively used for tuning on the two days preceding the race, and on Thursday afternoon the Widdows/Walker Ferrari had a moment when a tyre burst going past the pits and the magnesium wheel caught fire. Evidently the bottom right front upright came adrift and wore into the wheel, causing it to ignite. Fortunately the fire was soon under control, and the car was out again on Friday reeling off many practice laps.

Malcolm Guthrie was out in the repaired GT40 but sans tail section, of which a so-called fibreglass expert had made a terrible botch-up, and efforts were being made to have the repairs carried out in Cape Town. The other Guthrie car burst two oil pipes in quick succession, spraying the track with a liberal coating of lubricant. Another car with similar problems was the rather scruffy Mamba Ford, which dropped most of its sump's contents in the one lap it did. Mercifully it also blew up on that lap, so it did not reappear.

The tail of Digby Martland's Chevron B16 had been modified to stop the car weaving at high speeds. The modifications were the result of testing carried out on the works car at Kyalami after the Nine Hours.

The Keizen/Martin Alfa was in trouble with a seized gearbox, as someone had forgotten to refill it after draining. Most of their training session therefore was taken up in removing and refitting the box from the car that had been lent to Christine Beckers while in the Cape. Christine did well to get within a second or two of her co-driver, Basil van Rooyen. The Team Lawson Volvo suffered a blown head gasket, and had the angle of the manifold altered overnight.

In official practice Doug Serrurier threw a rod in the Lola and the car was withdrawn from the race. A number of cars did not appear for practice, including the Superformance Alfa Romeos and Markham's BMW 2002 which had seized its motor while doing some circuit testing at 7 am.

## RACE

At drivers' briefing it was decided that the modified Le Mans start mentioned in the supplementary regulations would be replaced by a normal grid start, the cars being lined up in pairs in order of practice times. Pole position was therefore taken by Robin Widdows in the Ferrari P4, with Mike Hailwood alongside him in the Mirage. John Love in the 6.2-litre Lola was third fastest, and the Pretorius Serrurier Lola would have had fourth place.

As the cars moved up from the dummy grid at the one-minute signal Mike de Udy nipped from fifth position and took over fourth spot. Although the Ferrari led briefly, John Love was first into Hoals Hoek, and at the end of the first lap had well over 100 yds on Mike Hailwood, with de Udy third and Widdows fourth. Widdows pitted at the end of his third lap, went back into the race for a lap and then stopped at the pits again. He tried to resume, but retired with a defunct clutch after less than 15 minutes of the race had been run.

Charles Lucas in Digby Martland's Chevron had in the meantime moved into fourth position, and Hailwood was closing on Love. The Markham/Wingel BMW 2002 which joined the race three laps in arrears after a rapid morning rebuild also retired with another seized motor. On lap 10 Hailwood wrested the lead from Love and opened a gap of about 100 yards. In the meantime Des Zank had spun his Lotus 23 at Malmesbury, and Lucas, who was close behind in the Chevron, hit him despite valiant avoiding efforts. Both cars made their respective ways back to the pits, but were too badly damaged to resume.

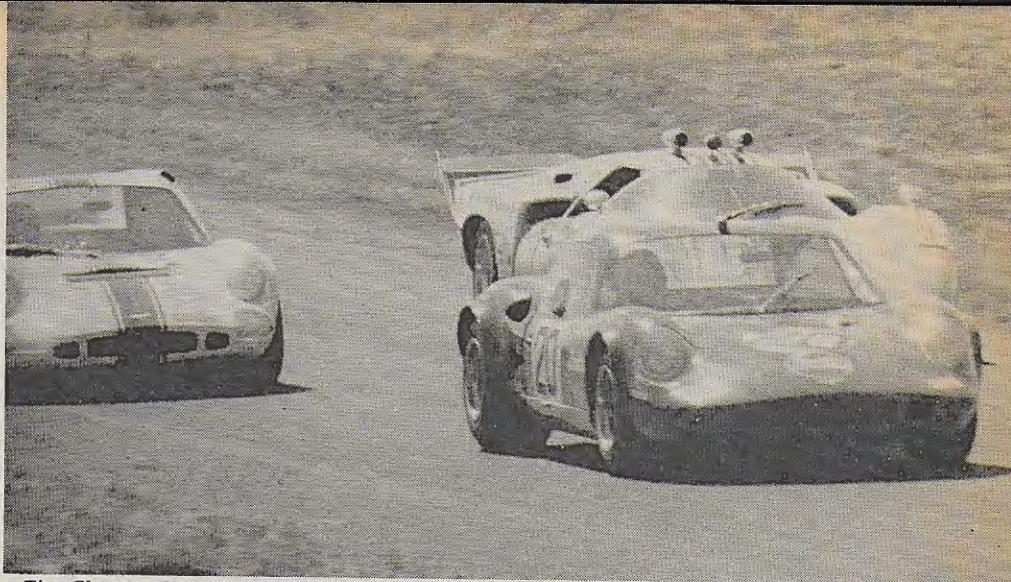
Hailwood was not long in the lead, and Love retook it as they went into Hoals Hoek. In the meantime, however, Mike de Udy was closing on the pair battling for the lead, and just after 3.30, when Love made a pit stop to replace a broken rocker (a recurrence of the trouble that beset this car at Kyalami), de Udy nipped past Hailwood to lead the race. In the meantime pit stops were coming fast and furious, and Piet van Niekerk brought the Droomer Volvo into the pits in a cloud of smoke, an oil pipe having come adrift on BP Bend. A short while thereafter the Lawson Volvo also made an unscheduled stop for more oil.

At 4.15 pm Hailwood, who was tailing de Udy, caught the Lola and went back into the lead, but it was not long before Mike brought the car to a stop at the end of the back straight, the motor having disintegrated in a big way.

With Hailwood now out of the race, de Udy had a clear three-lap lead, but Love was really pouring it on in an effort to regain the time lost in the pits. Paddy Driver came in for an unscheduled stop to hand over to Guthrie, as he found the heat overpowering. Truter, a late starter, retired the Bramhill with a lack of compression, and the Joubert/Taylor Chevron-BMW lost its third position when the front suspension collapsed.

Basil van Rooyen took over the Alfa from Christine Beckers and set after Mortimer's Renault, which was leading the saloon car section and the index of performance. Danny Alderton had decided to nominate Peter Gough, South African saloon car champion, as co-driver and gave him first drive in the Alfa GTA. Gough and Mortimer were close together for the first hour and a half but van Rooyen, once he took over, started reeling them in.

At half distance de Udy handed over to Gardner and the car was refuelled. Love, by the time the light green Lola was back in the race, was only a lap



The Chevron B8s of Jack Holme (20), which finished fourth, and Denis Joubert are lapped by the winning Lola.



Arnold Chatz presses on in the Volvo which, co-driven by our reporter Dave Clapham, finished third on index.

behind, and set about reducing the Australian's lead in no uncertain manner, taking off a couple of seconds a lap. Gardner was being kept informed of the situation, but there was little he could do against the power of the 6.2 litre Chevy. Excitement mounted, and with something like 30 minutes to go Love was only 10 seconds behind and it looked as though he would certainly win. In the meantime van Rooyen was catching the index leader board and was in third place behind Mortimer's Renault and the Team Lawson Volvo, with the leading Lola fourth.

But Love was suffering from brake problems, and he went off the road at BP Bend. By the time he got going he was nearly half a minute behind. Now he was really trying, but with the car in the state it was it was only a matter of time before he was off the track again. This time he lost more time in regaining the circuit, and decided to settle for a safe second as he was still about five laps ahead of the Guthrie/Driver car, with Paddy now back at the wheel.

And so Gardner reeled off the remaining laps to win the Cape Town Three Hours and put the Grand Bahama Lola into a very useful position in the overall Springbok Series. John Love had driven a fine single-handed race, and but for the unfortunate stop to replace the rocker would certainly have been a comfortable winner.

The stop did however add to the drama of the race. Behind the Guthrie/Driver GT40, Jack Holme's Chevron was a fine class-winning fourth.

Geoff Mortimer's clutch started slipping on the Gordini during the last hour and Mortimer had to make a number of stops to have sand poured into the bell-housing in an effort to get it to grip. Van Rooyen took the Alfa past the Volvo on Index, but could not quite catch the ailing Renault.

The next event is at Lourenço Marques, a week and 1500 miles away, and there is going to be some heavy graft on the part of one or two teams to get their machinery raceable in time. The LM event has about three-quarters of an hour of night driving, for it starts at 4.30 pm and, being nearer the equator and further east, it gets dark a lot earlier than it does in Cape Town.

### 8th Cape International Three Hours Killarney, Cape Town Springbok Series, round 2

- 1, Mike de Udy/Frank Gardner (5.0 Lola-Chevrolet T70 Mk 3B).
- 2, John Love (6.9 Lola-Chevrolet T70 Mk 3B).
- 3, Malcolm Guthrie/Paddy Driver (5.0 Ford GT40).
- 4, Jack Holme (2.0 Chevron-BMW B8).

Fastest lap: Gardner, 1 m 19.1 s.  
Index of performance: 1, Geoff Mortimer (1.3 Renault Gordini); 2, Basil van Rooyen/Christine Beckers (Alfa Romeo GTV); 3, Arnold Chatz/Dave Clapham (Volvo 142S); 4, de Udy/Gardner.

Saloons up to 1300 cc: Mortimer; over 1300 cc: van Rooyen/Beckers.

GT/sports cars up to 2000 cc: Holme; over 2000 cc: de Udy/Gardner.

Prototypes up to 1600 cc: John Rowe (1.6 Ecosse-Ford t/c); 1601-2500 cc: Ronnie Hare/Trevor Blokdyk (2.5 Elfin-Climax T300); over 2500 cc: Love.

## Macau GP:

# Kevin Bartlett all the way

By FUNG BILLY CHOO

**A**S briefly reported in last week's issue, this year's Macau Grand Prix on November 16 was won by Australian Kevin Bartlett in the Mildren-Alfa V8 Tasman car. Two laps behind came the Hong Kong driver Albert Poon in the ex-Piers Courage Formula 2 Brabham BT30, just beating the Japanese Sohei Katoo in the remaining Mitsubishi Colt Formula 2 car.

This year's Grand Prix was open to cars from Group 3, 4, 6 and 7, and single seaters excluding Formulas 1 and A/5000. It was run over 45 laps of the sinuous 3.8-mile road circuit around the tiny Portuguese colony of Macau, the main straight running alongside the South China Sea and the narrow and twisting back section rising and falling in the overlying hills. The entry was dominated by the Len Bailey-designed, Alan Mann-built Mildren-Alfa, and in practice Bartlett pulverised the existing lap record held by Japan's Osamu Masuko in the Formula 2 Mitsubishi Colt which was so successful last year. His time was 2 m 40.8 s, some 14 secs faster than the previous mark. It

was only as recently as 1966 that the "magic" 4-minute was broken, by Mauro Bianchi in a Le Mans works Alpine.

Opposing Bartlett were two Mitsubishi's of Masuko and Katoo, nominally entered by the "Colt Motor Sports Club," and two Formula 2 Brabhams for Poon and John MacDonal. Older Brabhams were in the hands of last year's winner Ian Bussell from Malaysia, Masao Katagin, K. N. Suen and Fung Tak Ming. Team Harper from Hong Kong entered Steve Holland in the ex-Gary Cooper Elfin-Repco V8, Tony Maw his 1650 cc Marlyn-Ford, and Indonesian Hengkie Iriawan his Elfin 600CS. The field was made up with Lotus 22, 23, 41 and 47s, Elvas, BMWs, Coopers and the like.

Bartlett dominated the practice and shared the front row with Masuko in the fastest of the Mitsubishi's, and Macdonald's F2 Brabham. On row two were Poon's BT30 and the other Mitsubishi, whilst behind them were the Elfins of Holland and Iriawan, and a Nissan Fairlady Spl driven by Mutsuaki Sanada from Japan.

From the start Bartlett built up a huge

lead. Macdonald followed, then the two Mitsubishi's, Poon, Sanada, Holland, Bussell, Burmester (Lotus 23B), Suen (Brabham) and Hasegawa (Nissan Cedric Spl). Masuko tangled with Mitchell's Merlyn and lost three laps, and Macdonald's challenge soon faded as he made the first of many pit stops with the Brabham. Poon passed Katoo's Mitsubishi, and the two of them had a good scrap for second place which lasted for most of the race. Holland retired the Elfin V8 with mechanical trouble, and Micky Allen crashed heavily in his Lotus Elan.

Bartlett continued to pull away from the rest of the field, lapping Poon twice before the finish, and establishing a new lap record of 2 m 39.03 s in the process, some 10 seconds faster than his nearest rival.

Macau GP, November 16  
45 laps, 170 miles

1. Kevin Bartlett (2.5 Mildren-Alfa V8), 2 h 2 m 26.69 s; 2. Albert Poon (Brabham-FVA BT30), 43 laps; 3. Sohei Katoo (Mitsubishi Colt F.2), 43 laps; 4. Jan Bussell (Brabham BT18 t/c), 40 laps; 5. Fred Scholle (Lotus 47), 38 laps; 6. Henry Lee (2.0 Porsche), 37 laps.

The Grand Prix was preceded by the 15-lap final of the production car race. In this Dieter Quester was expected to repeat his previous day's performance in a works BMW 2002 TI, but unfortunately mechanical trouble intervened, leaving the Chinese driver S. Y. Tam the winner in his 1.3 Mini-Cooper S. From a field full of Subaru, Sunnys and Skylines, Harold Lee took third place in a 998 Datsun Sunny.

## NZ Gold Star:

# McRae (McLaren) at Bay Park

By DONN ANDERSON

**A**VERAGING a record 87.2 mph on the tight Bay Park circuit Graham McRae led from start to finish in the third round of the 1969/70 New Zealand Gold Star Championship on November 16. McRae, making his debut in a new 5-litre McLaren-Chevrolet M10A, staved off the challenge of Graeme Lawrence's 2.4 Ferrari 246 V6 to win by 7 secs. One lap down in third place came the 2.5 Climax-engined space-frame Rorstan of Bryan Faloon.

The field for Bay Park was smaller than at the earlier rounds with the non-appearance of two Formula A Begg-Chevs, while the Roly Levis Brabham BT23C was still being repaired following its shunt at Bay

Park the month before. McRae's new McLaren appeared in the black and gold colours of Crown Lynn Potteries, and was fitted with a Traco Chevrolet engine. Graeme Lawrence's Ferrari, the ex-Amon Tasman Championship-winning car, had its aerofoil repositioned with shorter brackets, but otherwise appeared in the same trim as before. Dennis Marwood had been testing his 5-litre Eisert-Chev with Dunlop tyres, but still found the Good-years worth about a second a lap, and elected to stay with the latter.

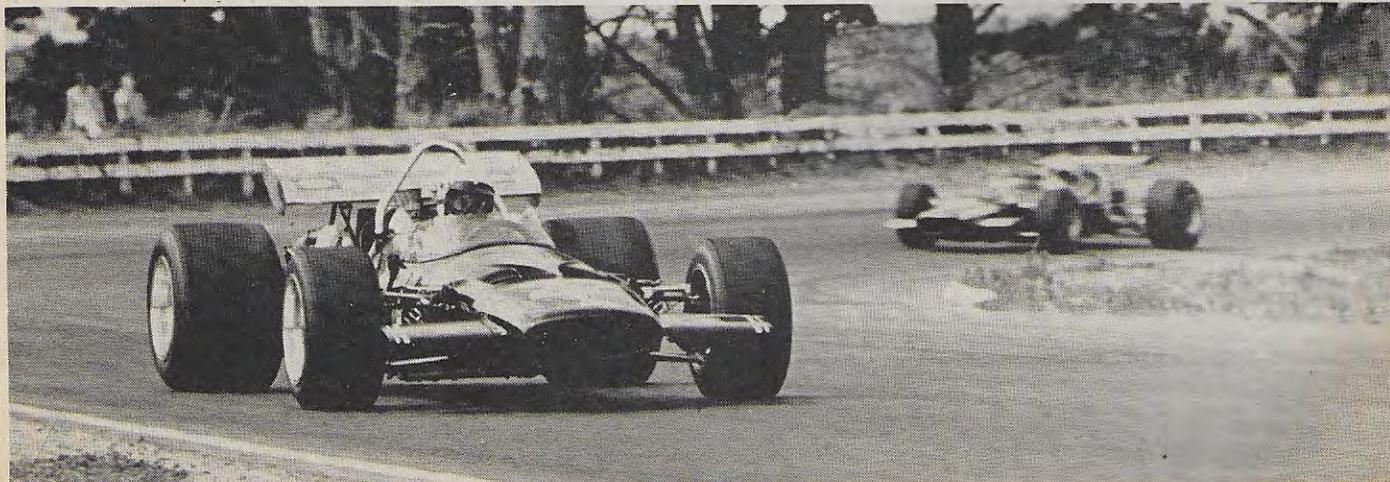
After some testing at Levin, where he unofficially broke the resident lap record, McRae dominated both practice sessions at Bay Park. Despite lack of power in the

high rev range and minor overheating, McRae did a 54.2 s and then the pole position time of 54.0 s—0.7 sec under the lap record held by American Ron Grable. Second best time of 55.2 s went to the Eisert-Chev, but a big-end bolt failed before practice was over, and the car could not be remedied in time for the race the next day.

Graeme Lawrence struck braking troubles and wasn't happy about the new wing positioning on the Ferrari. His qualifying time of 55.3 s was 1 sec slower than his best practice lap during the October Gold Star meeting. No other cars were within striking distance of the top trio. Bryan Faloon, driving the lightweight Rorstan Climax in place of his usual Brabham, did 58.0 s, and Frank Radisich recorded 58.6 s in the ex-Lawrence 1.6 F2 McLaren M4A FVA. Fastest National Formula car was the 1.6 Lotus 41B t/c of Ken Smith with an excellent lap of 58.8 s.

The small field lined up in perfect condi-

Continued on page 16



On the second lap, Graham McRae's new F5000 McLaren is already 100 yds ahead of the 2.4 Dino of Graeme Lawrence.



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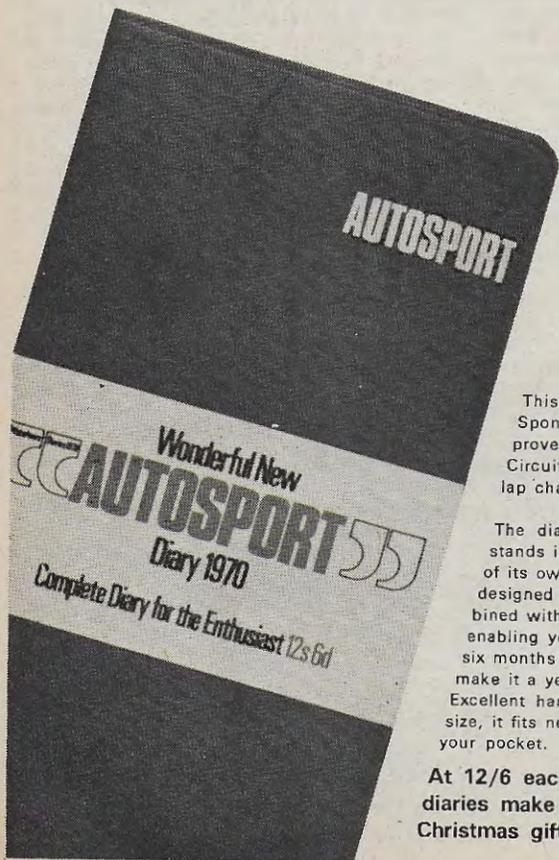
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tions for the rolling start, and after two laps the cars were in position for the action to begin. McRae immediately took a lead he was never to lose, with Lawrence's Ferrari hard on his hammer and Faloon in the Rorstan watching on in third place. After one lap McRae had already opened up a lead of 100 yards, and it seemed unlikely that Lawrence would be able to stay with the bigger machine.

On the second lap the order was the same: McRae (McLaren), Lawrence (Ferrari), Faloon (Rorstan), a dice between Radisich (McLaren) and Smith (Lotus 41B), Peter Hughes (1.6 Lotus 33 t/c) and Graham Watson (1.6 Brabham BT18). Four laps completed, and the two leaders were more than 5 secs clear of the field, and the leading McLaren ran 3 secs ahead of the Ferrari.

Little change in positions occurred during the 25-lap race. Lawrence continued to push the leader, who was never any more than 10 secs away, but couldn't get close enough to provide a spectacle. But McRae

was lucky to finish, for the engine ran roughly at high revs and stopped for a couple of seconds at Beach Bend after the main straight.

Radisich and Smith fought hard for lap after lap until Radisich was forced to retire his McLaren M4A with gear selection misdemeanours, leaving fourth place to the Smith Lotus. Faloon enjoyed a quiet race home to third, the Rorstan Climax sounding as crisp at the end as it was at the start. Similarly, the 1.6 Brabham BT21C of Graham Baker went steadily, and was rewarded with fifth. Sixth place went to the 1.6 Brabham BT18 of Graham Watson, after a race-long tussle with the Lotus 33 of Peter Hughes.

During the closing laps, Lawrence seemed to be making ground, but was held up by back markers and it soon became obvious that he wouldn't be able to overcome the deficiency. Lawrence broke the outright record in 54.2 s, but McRae answered by doing a 54.0 s (88.67 mph) tour. A delighted Graham McRae crossed the line to win first time out with a new car, and put himself in the lead for the

Gold Star Championship with 18 pts. Both Lawrence and Marwood have 17 pts, but it looks as though McRae will be a hard man to beat this season, particularly when the big McLaren is properly sorted.

Bay Park, November 16  
NZ Gold Star Championship—Round 3 25 laps

|    |             |                               |                         |
|----|-------------|-------------------------------|-------------------------|
| 1. | G. McRae    | (5.0 McLaren-Chevrolet M10A), | 22, m 51.6 s, 87.2 mph. |
| 2. | G. Lawrence | (2.4 Ferrari-Dino 246 V6),    | 22, m 58.7 s.           |
| 3. | B. Faloon   | (2.5 Rorstan-Climax 4),       | 24 laps.                |
| 4. | K. Smith    | (1.6 Lotus 41B t/c),          | 24 laps.                |
| 5. | G. Baker    | (1.6 Brabham BT21C),          | 23 laps.                |
| 6. | G. Watson   | (1.6 Brabham BT18),           | 23 laps.                |

Fastest lap: G. McRae, 54.0 s (record).

● Paul Fahey was unable to challenge the Ford Mustangs in the NZ Saloon Championship race after a practice accident in his FVA-engined Escort. The car wasn't handling, and hit a safety fence on the fast Rothmans Bend, damaging the front suspension so severely that it couldn't be rectified in time. Red Dawson took his third successive win in the championship race, with John Riley (Mustang) second. Gary Sprague's 1.6 Escort TC finished third, ahead of Rodger Anderson in his BMW 2002 Alpina.

## Correspondence

### Motor racing and the daily papers

**B**EING an employee of one of the largest provincial newspaper groups in this country and having followed motor racing for 20 years or so, I cannot but feel sympathetic towards Mr Slater's concern over the lack of coverage for motor sport in the Press (AUTOSPORT last week).

There is little doubt that sports editors have appeared reluctant to concede that motor racing has any substantial following. Too often, in the past, the criterion for publishing has been sensationalism which allows fact to give way to fantasy. This has not been the fault of the reporter necessarily, but of the editorial policy of the paper, particularly in the popular press.

Nevertheless newspapers are operating in a highly competitive field, where viability, in most cases, is related to advertising revenue which is in turn related to circulation. In consequence editors must be receptive to the views and opinions expressed by their readers.

May I suggest, therefore, that as with the campaign for greater TV coverage, readers write, in this case to the editors of their papers, seeking an increase in the space allotted to motor sport.

Perhaps the wind of change is already blowing through the columns of the national and daily press, for only last Friday the *Daily Telegraph* published three independent reports on the Grovewood Awards! No doubt a mistake on this occasion, but credit where credit is due. Over the last 12 months this publication has covered not only F1, F2 and the classic sports car races, but also the major F3 events in this country and the Tasman Series. Let's hope the others follow their lead.

OXFORD. NICK CARLING.  
[We agree—for factual coverage of international motor racing we have found the *Telegraph* best, followed by *The Times*—Ed.]

### Formula F100 carburation

**T**HE letter from Mr Rolt (AUTOSPORT, November 13) contains some factual errors. May I take this opportunity to make clear the position of the Ford Motor Company Limited on Formula F100?

Because of our previous experience in Formula Ford, we were asked to advise on the formation of the rules of Formula F100, and during these conversations the subject of one or two carburetters was raised. We took the stand that homologated engines from Group 1 was the right way to go in this formula and in the interest of the sport generally we wished to have no restriction on the number of carburetters. This was duly agreed by the meeting. We were even more surprised therefore than Mr Rolt to see the final outcome of the regulations. Before seeing Mr Rolt's letter I had already spoken to the RAC, who assured me that this was in fact a misprint from one of the early drafts. This was to be corrected in the next RAC Bulletin. I hardly think we can be blamed for this course of events.

Incidentally, to assist this formula, I have asked Ford Industrial Products Operation to consider providing 1300 GT engines through

its dealer network in the same way as engines for Formula Ford are sold. An announcement on the pricing of these units is expected in the near future.

We do feel that there is a place for this formula in the world of club racing, if for no other reason than that it allows new manufacturers to arrive on the scene. Some will probably stay for a short period of time, others may step forward to become manufacturers of note in the future.

I honestly believe that Formula Ford has done as much service in this way as it has to giving hundreds of thousands of race miles to a number of people who would not otherwise have been racing today.

BRENTWOOD, ESSEX.

HENRY TAYLOR.

Manager, Performance Plans, Ford Motor Co Ltd.

### Glassfibre Mini fronts

**G**OSSIP has it these days that glassfibre one-piece Mini front ends are to be banned for racing, and possibly all motor sport competitions, for 1970. This rumour possibly grew from a recent scrutineering incident irrelevant to the concept of the Mini front, and is officially denied.

Quote from a letter to me by Neil Eason Gibson, Race Promotions Manager, RAC: "These are not being banned; all that is intended is that during 1970 and the future, scrutineers will check very carefully the safety of the bonnets to ensure they cannot come off during an event."

In fact merely the same precautions as for all body panels, and nothing further; let's hope the facts of the matter spread around as quickly as the gossip.

ALCESTER, WARWICKS.

A. R. GUY.

### Jubilee Gloucester Trial

**T**HIS year the London MC will be staging its 50th Gloucester Trial—the Golden Jubilee of the series, and a feat believed to be unique for a British club event.

The first 'Gloucester' took place shortly after the club's formation in 1904, and it has continued as an annual fixture, broken only by the two wars. Unfortunately, the first of these periods of hostility resulted in the loss of valuable records, and the compilation of the event's history has been severely hampered as a consequence.

This early period of the event is a most important one, encompassing an era when motorcycles, three-wheelers and cars competed together at the very commencement of club competition in this country. Should any reader be in possession of records, reports, or news clippings concerning any Gloucester of pre-1918, I should be most grateful if they would contact me. Any documents would obviously be treated with great care, and returned after scrutiny.

The Golden Jubilee Gloucester Trial takes place on December 7, at Sapperton Valley, and the club is most interested to hear from any entrants from the early days in order that this important occasion may benefit as a result.

163a HOE ST.,  
LONDON E17.

JOHN LEWSEY,  
Press Officer,  
London Motor Club.

The editor is not bound to agree with opinions expressed by readers.



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starts at Llangollen Municipal Car Park

at 10 pm on

**SATURDAY 29th NOVEMBER**

**SPECTATORS WELCOME!**

(would you believe)

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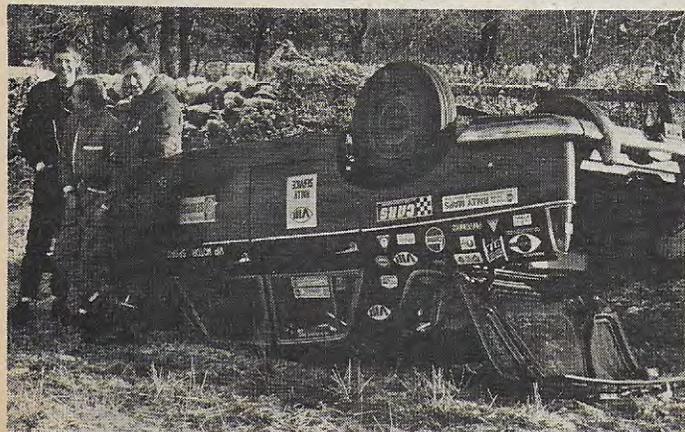
Llangollen is 180 miles from London, 70 miles from Birmingham, and 30 miles from Shrewsbury.

Programmes available at the start

Paula, the VIP girl, will flag the car away.



The VIP Rally Service Barge, as rolled on the RAC International Rally, will be in attendance.

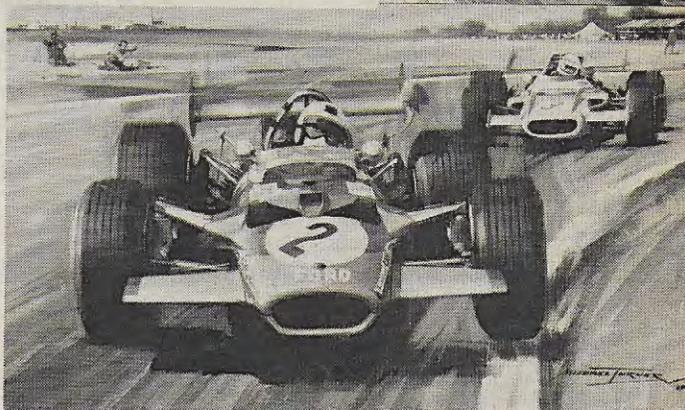
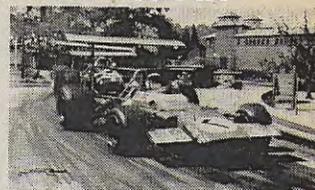


AUTOSPORT, NOVEMBER 27, 1969

# MICHAEL JURNER

## Motor Racing Christmas Cards

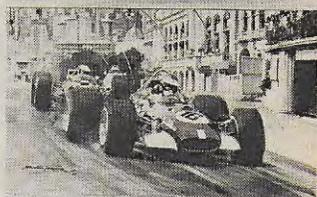
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McLaren and Hulme in the lead



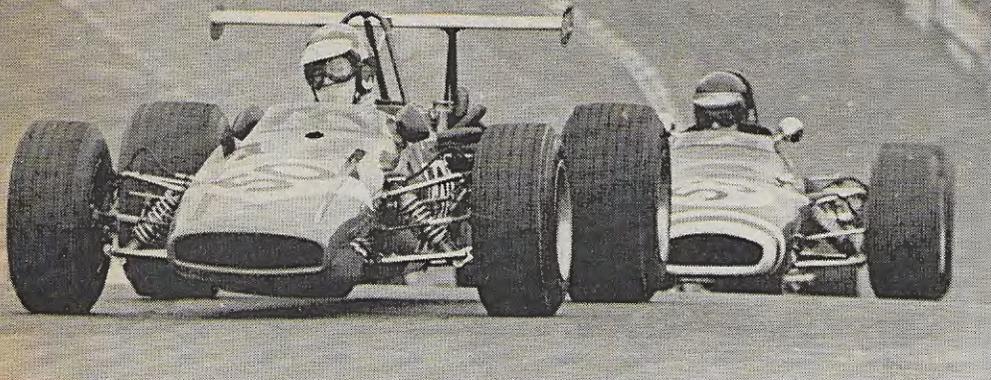
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Tony Lanfranchi takes the victorious twin-cam Royale up Pilgrims Rise ahead of Keith Jupp's F3 Brabham BT28.

## Deal is Brands libre champion

By ALAN HENRY

**R**AIN stayed away from Brands Hatch last Sunday for the Romford Enthusiasts CC meeting and a smooth six-race meeting was run. By taking second place to Tony Lanfranchi's Royale in the 15-lap libre event, Peter Deal (F3 Brabham BT18) put himself into unassailable lead in the Courage-Kent Messenger championship.

Formula Ford opened the proceedings and Vern Schuppan again secured pole position in the ex-MRS Macon-Scholar M7B, flanked on this occasion by the promising Reg James' Lotus 61 and front row regular Ray Allen in the MRS Royale. Schuppan made his usual tardy getaway and James surged ahead into Paddock from Allen, Tom Walkinshaw's Hawke-Barenco DL3 and the Macon. By the time they got to Kidney, Allen nipped past the Lotus to take position at the head of the field at the end of lap 1, only to spin two laps later at Clearways, dropping to 10th and letting James back into the lead. Walkinshaw held a brief second place but was displaced at half distance by Ed Patrick, who took his Merlyn Mk 11A quickly ahead to deal with James. Although he got alongside on one occasion James held on and won by less than half a length, the Merlyn driver being given the same time. Walkinshaw, plagued by low oil pressure, fell back into the clutches of Clive Santo's Merlyn Mk 11A, which went through to third on the last lap after the Hawke lost its oil pressure completely. Schuppan finished fifth having made up little ground on the leaders, ahead of 'Clarke Sturgess' Ginetta-Holbay G18 and Allen, while much favoured Sid Fox, who started from the back of the grid after a fraught practice with water in the carburettor of the Bond Mistrale-Piper, climbed to eighth before retiring on lap 6 with locking back brakes.

With Dave Brodie's Norman Abbott-ized 2.1 Escort TC on pole position for the first saloon event, a walkover win was expected, but a broken halfshaft dashed Brodie's chances on lap 3 when he was well ahead. Willie Kay's Escort TC was elevated to the lead inches ahead of Terry Harmer's quick 1.3 Cooper S, with Colin Hawker's 3-litre Escort V6 coming up to join them at half distance. Seldom more than a length behind the leading Escort,

Harmer's efforts to pass were finally hampered by a gaggle of backmarkers and the Mini was 1.2 secs adrift at the finish, with Hawker another 1.6 secs further back despite getting past Harmer for a brief moment at the end of lap 5. Mike Chittenden's 1650 Morris Minor was as fast as ever and fought a way past Gordon Mayers' bonnetless 1.3S and the Escort TC of Nick Whiting to fourth place, while Freddie Jacks went well in his ex-Crocker, ex-Superspeed 1760 Anglia from a lowly grid position to a final seventh.

For the penultimate round in the Formula 4 championship a small field assembled, the event of course being an Alec Bottoms/Vixen benefit. From pole position Keith Blaynee took his VB1 into the lead from the similar car of Geoff Friswell, while the later VB4s of Bob Jarvis and Julian May took up station behind. On lap 4 Jarvis took the Team Townley MC car through to second and a lap later passed Blaynee into the lead at Paddock. With May following past into second place on lap 8, the VB1s were third and fourth, but Blaynee countered strongly and found a way past May, on the last lap at Kidney, to get within 0.2 sec of Jarvis at the flag. Behind Friswell, Ron Parker finished a lonely fifth after his shadow Scott Williams had retired his VB1 on lap 7.

Although Brian Martin's self-built Martin GT was on pole for the sports-racing/prod sports event, Tony Goodwin was this week behind the wheel of his co-owned Chevron B6 in second place on the grid, with Sid Turner's 1500 Cosbay Lotus 7 on the outside. Martin and Goodwin took off towards Paddock side by side, rounding the hairpin together and finishing the first lap nose-to-tail, with Goodwin just ahead and the rest of the field already falling away. Turner was being harried by Colin Folwell's E-type and the ex-Chequered Flag, ex-Hamblin 4.7 Cobra of Shaun Jackson, while Melynn Coon's Lotus-BMC 7 headed the rest. Although a repeat of last week's battle was expected Goodwin had a definite edge on Martin and, although at the finish the margin was only 0.8 sec, the Chevron was never in danger. Novice Jackson handled the Cobra with great verve to take a lonely third place, while

Folwell thought the race was over on lap 9 and dropped from fourth to an irritated seventh, his clutch packing up as he crossed the line. John Bryning's 1.6 Lotus 7 profited by Folwell's mistake to take fourth ahead of Beric Ewin's 1.1 WRA Mk 2 and Malcolm Flanders' 1.0 Lotus 7 after Coon dropped from their company with a spin at Clearways.

Notable non-starters in the 15-lap Courage-Kent Messenger libre event included Thrupton sensation John Wilson in the F3 Shannon and Colin Crang, who totalled his F3 Brabham BT28 in private practice at Brands the previous day. To add to this Tony Trimmer had his Brabham-Lucas BT28 pushed off the centre of row 1 with a puncture, leaving Tony Lanfranchi in the YB11-shod Formula B Royale RP3 to stroke away from pole position to a faultless 27.6 secs victory. With Lanfranchi's lead never in doubt, it was second place on which attention was focused, Peter Deal's F3 Brabham-Lucas BT18 stirring around Keith Jupp's P & M BT28-Holbay, with Brendan McInerney keeping up well in his Chevron-Holbay B15. Deal was putting his experience at Brands to good advantage, and although Jupp kept popping ahead of the older car, he was repassed for good with two laps to go and was 0.2 sec behind Deal at the finish with McInerney a similar distance back, having been fourth all the way. Bill Dunne had luck on his side for once and the American brought his F3 Titan-Lucas Mk 3 home a steady fifth ahead of Ed Reeves in the Car Preparations Brabham BT21B and Fred Saunders in the 1.5 Austro Vee, who had caused a huge moment in the middle of the pack by spinning wildly on the bottom straight on the opening lap. Other non-appearances were put in by John Kendall, whose F3 Brabham-Holbay BT28 still doesn't run properly, Johnny Walker and the infamous Cooper-Chevrolet T90 of Chris Drake.

The small capacity saloon event was of course, the almost exclusive precinct of the Mini and, although Mike Odell slipped his 850 Imp on to the front row between the Cooper S and Geoff Stone and the fuel-injected similar car of Nick Crossley, he quickly faded from the leading bunch during the race. Crossley was first away and together with Stone, Jim Edwards and the MG Gnat of Wally Hall quickly moved away from Odell, who occupied a lonely fifth thereafter. On lap 3 Stone justified his pole position and went past to lead to the flag, with Edwards and Hall maintaining their positions hard on Crossley's heels to finish third and fourth, all four being covered by just over 1 sec as they crossed the line. Sixth place was the property of the other 850 Imp of John Calvert, ahead of Micki Vandervell's Cooper S.

**Formula Ford (10 laps):** 1, R. James (Lotus-Holbay 61), 9 m 32 s, 78.04 mph; 2, E. Patrick (Merlyn-Steele Mk 11A); 3, C. Santo (Merlyn-Steele Mk 11A). **Fastest lap:** R. Allen (Royale-RP RP2), 55.6 s, 80.29 mph.

**Saloons up to and over 1300 cc (10 laps):** 1, W. Kay (1.6 Ford Escort TC), 9 m 57.4 s (74.72 mph); 2, T. Harmer (1.3 Mini-Cooper S); 3, C. Hawker (3.0 Ford Escort V6). **Fastest lap:** D. Brodie (2.1 Ford Escort TC), 56.6 s, 78.87 mph. **Class winners:** Harmer and Kay.

**Formula 4 (10 laps):** 1, R. Jarvis (Vixen-Imp VB4), 9 m 23 s, 79.29 mph; 2, K. Blaynee (Vixen-Imp VB1); 3, J. May (Vixen-Imp VB4). **Fastest lap:** May, 54.6 s, 81.76 mph.

**Sports-racing cars up to and over 1150 cc and production sports cars up to and over 1150 cc (10 laps):** 1, A. Goodwin (2.0 Chevron-BMW B6), 9 m 14.2 s, 80.55 mph; 2, B. Martin (2.0 Martin-BMW); 3, S. Jackson (4.7 AC Cobra). **Fastest lap:** Goodwin, 53.6 s, 83.26 mph. **Class winners:** B. Ewin (1.1 WRA Mk 2), Goodwin, J. Nunn (1.1 Austin-Healey Sprite) and Jackson.

**Courage-Kent Messenger Formule Libre Championship (15 laps):** 1, A. Lanfranchi (1.6 Royale-Ford RP3 t/c), 12 m 54 s, 86.51 mph; 2, P. Deal (F3 Brabham-Lucas MAE BT18); 3, K. Jupp (F3 Brabham-Holbay BT28); 4, B. McInerney (F3 Chevron-Holbay B15); 5, W. Dunne (F3 Titan-Lucas Mk 3); 6, E. Reeves (F3 Brabham-Cosbay BT21B). **Fastest lap:** Lanfranchi, 50.4 s, 88.57 mph.

**Saloons up to 850 cc and 851 to 1000 cc (10 laps):** 1, G. Stone (1.0 Mini-Cooper S), 10 m 26.4 s, 71.27 mph; 2, N. Crossley (1.0 Mini Cooper S); 3, J. Edwards (1.0 Mini-Cooper S). **Fastest lap:** Stone, 1 m 1.2 s, 72.94 mph. **Class winners:** M. Odell (846 Hillman Imp) and Stone.

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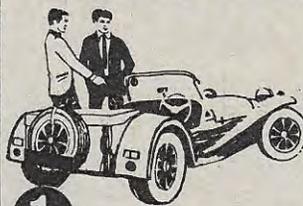
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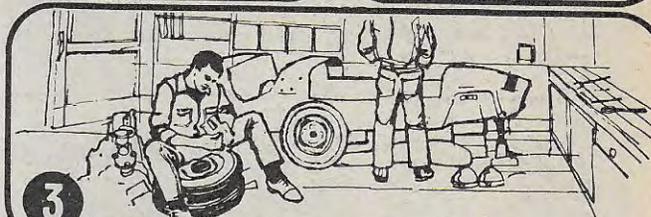
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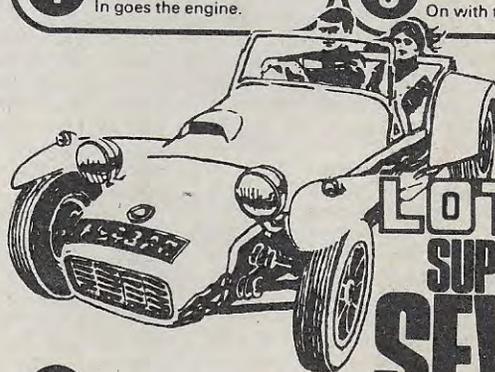
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# RALLY RECORD

"It was very, very cold up there, and we sat in the car for about four hours before rescue came."

## John Davenport on the RAC Rally



**B**EFORE the start, I said that the 1969 RAC Rally was going to be quite a good fight, and it turned out just that way, though the conditions rather left the "engine away from the driving wheels" type of car out of the top honours. In my report, on pages 22-29, I mention the impressive performance of the three Datsuns, but the Triumphs too went well despite minor bothers associated with the clutch and overdrive. For the BLMH team the RAC was a proving ground for the World Cup, and it was interesting to note that faults showed up in the heat of battle which had not been found at Bagshot during extensive trials. Just one day after the rally finished, Tony Nash and Brian Culcheth left for the summer of South America to commence a run over the World Cup route in a Triumph supplied by the local agents, while the rest of the team will join them out there next year.

### The cold white wastes

While two people at least are basking in hot sun and forgetting the cold white wastes of the northern sections on the RAC, some of the rest of us are still having nightmares about it. Sandro Munari and I were unfortunate enough to get marooned on the middle of Craik when our drive-shaft went, and we waited in the car for about four hours before rescue came in the form of a tractor from a nearby farm. We did have some entertainment, as when Colin Malkin/Keith Wood spun their Lancia on our corner, and then Nigel Hollier went off slightly and had to be retrieved with the aid of Bob East's Cortina Lotus. It was very, very cold up there and we sat in the car, Munari writing out all the reasons why he would like to give up rallying, and me thinking that if the British weather is always going to be like this on the RAC, then the organisers must send a course car through every half hour to rescue those marooned on the stage before they die of exposure.

To give Jack Kemsley and his boys their due, the snow was taken in their stride, if you will pardon the metaphor; very few stages had to be cancelled, and few results were late in getting through to headquarters. All thanks are due to Graham Robson and Peter Harwood, who operated as travelling time collectors and covered the main controls, phoning back the times gathered from the competitors' own time sheets, for this service meant that the Press could have up-to-date results at least a dozen times on the rally. Talking about times, the best thing about the rally this year was the accuracy of the time-keeping, as a survey of the leading competitors revealed that there was only one stage where the times were 5 secs out, and all the others were spot-on.

That is indeed something to be proud of, but a more reliable way of computing the current positions from those accurate times must be found, and also some way of disseminating the information to the

drivers. After we retired, I went round with Cesare Fiorio, whose practice it was to phone in to London every few hours to get the current positions, and I must say that we got some weird results: Kallstrom's lead varied from nine minutes down to one with only a gap of two stages between. Part of the answer is probably to copy the Swedish Rally and have two people independently running totals on each driver from the stage times supplied, and checking with one another to produce a current positions sheet for each special stage. Certainly the drivers need as much up-to-date and accurate information as possible, for I am sure that Waldegaard's first little catastrophe on Hafren I can be attributed partly to the fact that he thought, incorrectly, that Kallstrom was very close behind him.

Probably you will think after reading that last paragraph that I am knocking the RAC Rally, which is not strictly true. What I am seeking is a perfect British rally so that I don't get told by all those foreign drivers that I meet, "Well, you should see how we do that in our country." The Swedish Rally is particularly efficient, and I get that held up as an example more than most. I was told one little story during the rally about Swedish efficiency by Jean-Paul Albertigney, who runs a Lancia garage in Grenoble with his father and was at one time a Jaguar apprentice with Andrew Whyte. Apparently his garage also sells Volvos, and his father recently spent a few days at the Volvo factory in Sweden. He came back overflowing with Gallic horror: apparently the factory, mechanics and tools were not only spotlessly clean, but the workers clocked in ahead of time and never took more than half an hour for lunch. Sweden, it would seem, was no paradise for someone brought up on the French way of working.

### 1970 contracts

Perhaps the most interesting thing about this year's RAC Rally was the last-minute changes and contracts arranged for 1970. We may think that some of the Formula 1 boys have left it a bit late this year, but that had nothing on what was going on around the airport hotels last Thursday and Friday. To start at the beginning, one of the first people that I saw on Thursday was Vic Elford, whose coiffure now rivals that of Wee Jackie. He told me that next year, apart from driving racing cars for Colin Crabbe, he will also be doing the Monte with David Stone in a Toyota. This was a bit of a surprise, but apparently ties in with his recent testing deal with Toyota on their Group 7 cars. The car he will drive will have an 1850 cc four cylinder twin-cam engine and a new body slightly bigger than the Corolla but smaller than the six-cylinder saloon.

From his result on the RAC, it was obvious that Tony FaH would not be out of work next year, and straight away Lancia offered him a car for the Monte

Carlo, which he accepted. At the same time, however, Henry Liddon had been approached by Fords with an offer to work for them throughout the year, an offer which included driving with Timo Makinen on the Monte and the World Cup, as Paul Easter would not be going to Fords as planned. For the rest of the time he would be allowed to freelance with Tony, who will probably drive an Escort TC on rallies like the Swedish, where he won a free entry by virtue of his position on the RAC. It does mean that he is without a co-driver for the Monte unless Mike Wood can be persuaded to join Lancia. For the next episode of this enthralling tale, the scene changes to a palace in Burnley where, amidst the splendour of an all-Italian decor, Mike Wood counts his piles of Fiat shares.

Rumour had it that Tom Trana would drive for BMW next year, but the only man who knows nothing about it appears to be Tom himself. It looks as if he will stay with the Saab team, who will also include Hakan Lindberg and Carl Orrenius, though for some of the internationals Saab may only send two team cars. The question was raised whether Ove Andersson might join Saab, but there are no indications at the moment that that might happen. In any case, if the RAC Rally is anything to go by, it looks as if losing Andersson is not the best deal Fords might have done for 1970, and I shall be very surprised if no one provides him with a car to go rallying.

Rauno Aaltonen is another man without a contract at the moment, and again his performance both on the RAC and in Corsica would indicate that he is still among the top drivers in Europe. I would not be surprised to see him driving for Alpine Renault on the Monte, joining fellow Finn Jorma Lusenius in a team which normally deals exclusively in French drivers. I believe that he will drive a Ford Germany car in the East African Safari, and perhaps do some racing for them as well. Jean-François Piot and another as yet unnamed driver will keep the Ford flag flying while the regular team drivers are away contesting the World Cup, and he is definitely doing the Austrian Alpine and Acropolis for them. He also has the responsibility of running the Ford France team, and has now sold his Alpine Renault agency in Paris and is converting to a Ford decor. His team manager will be Jean-Paul Behra, who drove with him on the Coupe des Alpes and Tour de France this year. They will run three cars, an Escort and two Capris, which will be driven in all the French championship events by two male drivers and one ladies' team.

So there you have the indications of what to expect among the factory teams next year, but things change so fast that, come the second event of 1970, musical chairs may be in full swing and you may not find any of the foregoing names in the teams that I have put them.

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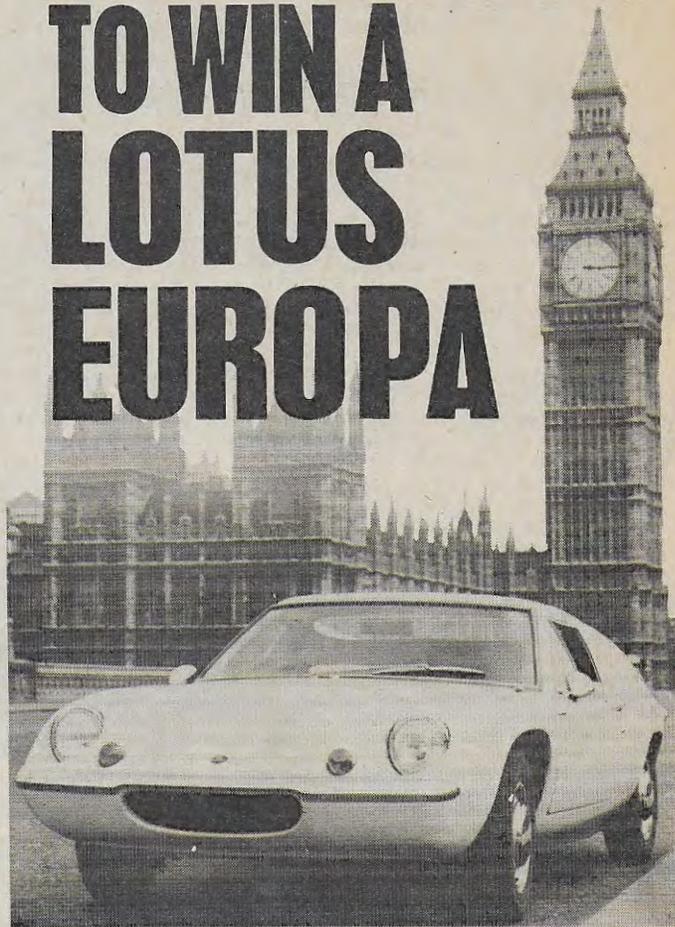
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RAC Rally:

## European champion wins

Harry Kallstrom/Gunnar Haggbom give Lancia victory in the snow

By JOHN DAVENPORT



The winning 1600 Lancia Fulvia hangs out its tail as Kallstrom tackles a right-hander on the 25th special stage at Castle O'er.

**T**HE last European Rally Champion was Rauno Aaltonen, who won the RAC Rally at the end of 1965 after he had already clinched the title. It is a pleasant coincidence that the new champion, Harry Kallstrom, should have come to the RAC Rally certain of his title by virtue of the fact that his rival Gilbert Staepelaere did not start, and then go on to win the event most convincingly. This was the sixth time that he had driven in the RAC Rally, the first time being in 1963 when he finished second in a Volkswagen with the same man who was co-driving for him on this occasion, Gunnar Haggbom.

Although the win was most deserved—throughout the event Kallstrom was far and away the most consistent driver—for 75 per cent of the way he had to be content with second place behind fellow-countrymen Bjorn Waldegaard/Lars Helmer, who had taken the lead when the rally came into snowy conditions on the first night. Their Porsche 911 was to leave the road twice in Wales, and after a multiplicity of troubles they fell back to finish in 12th place. The only other men to threaten the eventual winner were Carl Orrenius/David Stone in a works Saab, and Kallstrom's own team-mate Tony Fall in a Lancia. Hakan Lindberg/Bo Reinicke were easily the fastest Saab crew, and but for an unfortunate sortie on the first night would have proved a very serious challenge indeed. As it was, their times were fast enough to pull them back from something like 20th place to 12th at Blackpool and fifth at the finish.

The feature of this year's event which is most likely to stick in people's minds is the snowy weather experienced right from North Yorkshire through Scotland and down to the first stages in North Wales. Though not as bad perhaps as the blizzard that fell in 1965, the fact that temperatures were lower meant more ice and much less traction. This badly hampered the Ford Escorts, who lost Hannu Mikkola/Mike Wood in a spectacular accident early in the rally, and the two survivors from the works team, Ove Andersson/Gunnar Palm and Roger Clark/Jim Porter, had to soldier on and hope that conditions would ultimately change. They did, and towards the end of the rally both these drivers gave a fine display of fast motoring to pull back several places and take fourth and sixth positions.

Perhaps the needle match of the rally was between the two teams of Datsun and Triumph, who seemed to have very equally matched cars in the 1600SSS and the 2.5 PI. Best individual result from the two teams was that of Rauno Aaltonen/Tony Ambrose, who brought their Datsun in a very commendable eighth. Andrew Cowan/Brian Coyle were the best of the Triumphs in 11th position, but Paddy Hopkirk/Tony Nash had clutch trouble in the closing stages, and this probably cost BLMH the team prize.

Best of the British private owners were John Sprinzel/Roy Fidler (Datsun 1600SSS) who finished 13th—a significant placing in view of Sprinzel's ill luck in breaking his wrist trying the car before the rally—while 14th was the Escort TC of Jimmy Bullough/Don Barrow, which had been waging its own battle with the similar cars of the Cooper brothers, John Bloxham/Richard Harper, Barry Lee/Peter Warren, Chris Sclater/Martin Holmes and Alan Allard/Tom Fisk, all of whom occupied places in the first 25.

**A**S a report appeared in last week's AUTOSPORT covering the route up to the night halt at Blackpool on Monday evening, perhaps just a general recapitulation will suffice for the opening stages of the rally. Early retirements included last year's winner Simo Lampinen, who was again driving a works Saab V4 with Arne Hertz. On the very first stage at Silverstone his head gasket was found to be leaking, and he continued by dint of refilling with water until Yorkshire, where the Saab mechanics changed the two gaskets on the V4 engine. However the accumulated delays caused him to run into the Flask Inn control over the half-hour maximum, and he was excluded. Timo Makinen/Paul Easter in a works 1600 Lancia Fulvia were no more fortunate, for they hit a large dog which they thought had only damaged the lights. Unbeknown to them both the oil cooler and the radiator had been punctured by the small HF badge on the front of the car, and their engine seized on the long stage at Dalby South. On the following stage, at Dalby North, Hannu Mikkola/Mike Wood left the road in spectacular fashion, and in order to recover their Escort TC in the morning two trees had to be felled. At the same point young Per Eklund went off the road in his Saab V4 and spent 15 minutes getting it back on again.

Arthur Brick and John Preddy retired their Cortina GT after limping off Staindale with a broken gearbox, while Peter Hall/John Billet were already down on time with their Triumph 2.5 as they had spent some time in a ditch after pulking

over for another competitor. Poor Bruce Wilkinson/Rod Mclachlan (Ford Escort TC) retired in Scotland as the result of a similar piece of generosity when letting the Cooper brothers past in their Supersport Escort TC.

The two lads from Northern Ireland, Robert McBurney/Adrian Boyd, were going well initially with their BMW 2002 TI and found it especially tractable in the snow. However the suspension was not really sorted out for such rough going, and a trailing arm came adrift at the rear on Tarssett. This they fixed readily enough, but unfortunately the drive shaft pulled out and spilled its needle roller bearings all over the forest floor, so they bound up the resulting space with black tape and promptly drove all the way to Stranraer with just black tape for rear wheel bearings. Local man Eric Jackson was out on the same stage when the differential locked solid in his Escort TC, while the man from the army, Freddie Preston, with the other John Rhodes navigating for him in a factory prepared Datsun 1600SSS, was out on Pickering after hitting a tree. He thus missed the coffee and hot dogs provided by the York MC at the end of the stage who in their turn had some impromptu central heating when Mike Jackson arrived at the end of the stage with his Escort TC in flames. Things got worse when neither of the first two fire extinguishers used happened to work! Final casualty of the dark first night were Paul Appleby/David Shields (Escort TC), who rolled on the first stage to have snow, which was Hamsterley Forest.

Just as dawn was breaking, the competitors were passing the border from England to Scotland, and it was a white and cold country that they found themselves entering. Some were not destined to go far, for Sandro Munari stopped on Craik with a broken drive coupling in his works Lancia, while on the previous stage the Saabs of Stig Blomqvist and Per Eklund were both stuck off the road. Blomqvist was the first off, but when he ran back to warn his friend he gave him such a fright that Eklund went off trying to miss him! They both got out eventually and Blomqvist actually did a few more stages, but the cars were too damaged to continue far without major service, and the excursions had made them too late to get to the subsequent control within their lateness. The lateness was in fact extended, but too late for competitors to hear about it and continue. Hakan Lindberg/Bo Reinicke had also been off the road for 17 minutes with their Saab V4 in Pkashetts, where they had tried to persuade other competitors to stop by playing possum in the snow, but no one had been fooled for long and they had to wait for spectators to come in sufficient quantity to lift them out.

It was also a bad morning for Escorts, for Nigel Rockley/Clive Plummer broke a drive shaft in Twiglees and were out of time trying to fix it, while Nigel Hollier/Paul Whiting broke their axle case in two some five miles before Moffat, the next time control, and the service crew did not get to them in time to fix it. Bob Bean/Paul Stephens had been an earlier retirement on Dalby South when the top of a strut on Mr Bean's immaculate new machine had pulled out. Another privately entered Escort TC, that of Toney Cox/Norman Salt, lasted the second day only to go out at Bennan with a broken gearbox.

The Scottish forests were almost without exception snow-covered, and Bjorn Waldegaard in the Porsche had a hey-day setting fastest time after fastest time. Kallstrom had been delayed with two suc-



Carl Orrenius sets up his Saab V4 for a corner on Castle O'er on his way to second place with David Stone.



Bjorn Waldegaard/Lars Helmer led for much of the rally with their Porsche 911, but they left the road on two occasions and eventually finished twelfth.



The Ove Andersson/Gunnar Palm Escort TC, here on one of the North Wales stages, Clocaenog 2, was the best-placed Ford in fourth place.

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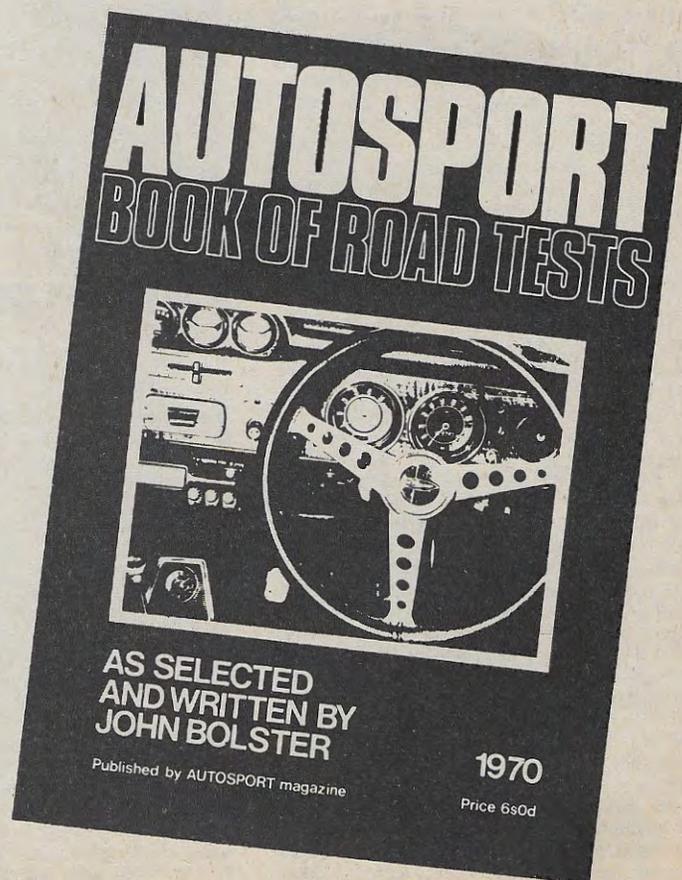
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Tony Fall/Henry Liddon pressing on in their Lancia at Fermyn Wood on their way to a superb third placing.



First of the manufacturers team prize-winning Datsuns was the Rauno Aaltonen/Tony Ambrose car.



The BL Triumphs were second in the team contest: this is Paddy Hopkirk/Tony Nash at Castle O'er.

cessive punctures caused by the same stone, but nevertheless it was he who was in closest attendance, with Tony Fall (Lancia Fulvia 1600) and Carl Orrenius/David Stone (Saab V4) as the next most consistent drivers. Despite the snow, Scotland passed with little incident as, apart from the top crews, most people were taking it easy to keep it on the island. However one regrettable aspect of northern parts seems to be the police, who were unspeakably rude to several of the service crews both at Peebles and again at the Forth Bridge service area. They met their match in the Lancia boys, who gave back as good as they got—in Italian of course.

The final part of the first two days came in the Lake District, where one might have expected better conditions, but Dodd Wood was closed and in Greystoke and Grisedale deep snow caused havoc. Lindberg's Saab seemed best suited

to the conditions and he made fastest time on both, including a fantastic 9 m 15 s on Greystokes. This kind of driving had enabled him to pull up after his earlier mishap to 12th overall by the time results were calculated at Blackpool.

**Positions at Blackpool**

- 1, Bjorn Waldegaard/Lars Helmer (Porsche 911), 289 m 7 s;
- 2, Harry Kallstrom/Gunnar Haggbom (Lancia Fulvia 1600), 294 m 19 s;
- 3, Carl Orrenius/David Stone (Saab V4), 295 m 28 s;
- 4, Tom Trana/Solve Andreason (Saab V4), 301 m 26 s;
- 5, Tony Fall/Henry Liddon (Lancia Fulvia 1600), 301 m 45 s;
- 6, Ove Andersson/Gunnar Palm (Ford Escort TC), 305 m 25 s;
- 7, Rauno Aaltonen/Tony Ambrose (Datsun 1600 SSS), 306 m 7 s;
- 8, Lars Jonsson/B. Eliasson (Saab V4), 310 m 8 s;
- 9, Jerry Larsson/Lars Lundblad (Porsche 911S), 310 m 35 s;
- 10, Roger Clark/Jim Porter (Ford Escort TC), 310 m 43 s;
- 11, Andrew Cowan/Brian Coyle (Triumph 2.5 PI), 311 m 27 s;
- 12, Hakan Lindberg/Bo Reinicke (Saab V4), 311 m 56 s.

The restart was on Tuesday morning, and the sun and warmer weather greeted the crews as they headed down the motorway for Oulton Park and Wales. John Bloxham/Richard Harper had previously

suffered from a split petrol tank in their Escort TC, and now on the M6 they had to have the lot out again as someone had sold them petrol containing a certain amount of water. Also stopping going out of Blackpool was Roger Clark, who took on a new gearbox in his works Escort TC as it had been jamming in gear on the last few stages. Harry Kallstrom also took service immediately after the restart to finish the job of changing his front spring, which had got a bit too low for comfort. The Peugeot 504 driven by Bert Shangland/Frank Rutter also had a new petrol pump fitted after a stone had hit the old one during Grisedale and stopped it.

The test at Oulton Park was similar to that at Silverstone, being something of a glorified driving test, but at least it gave the works Escorts of Andersson and Clark a chance to show their paces again. It was back into the snow at Clocaenog Forest



After Waldegaard's delays, the 911S of Jerry Larssen/Lars Lundblad, here sideways on Castle O'er, was the best-placed Porsche.



The Jack Simonian/Gerry Phillips Datsun, here on Clocaenog 3, displays damage after rolling two stages earlier.



Brian Coyle shields his eyes from the sun as Andrew Cowan all but gets their 2.5 PI bogged down on Greystokes.

and on with some special snow tyres made by Goodyear for the Fords, so that they did not lag so far behind as previously, but unfortunately a planned rendezvous for changing back onto normal tyres should the snow not be present on the next few stages—as it turned out, this was the last snow on the rally—went wrong, and they lost more time through having snow tyres where Ultragrips would have been preferable. The fact that it was the last of the snow was ironic for Danny Margulies/Rod Palmer, who went off on Clocaenog 3 and bent the front of the Lotus Cortina too much to continue.

On the first stage at Coed-y-Brenin, David Sutton/Stuart Johnson (Escort TC) jumped off the road and, though the car was not seriously damaged, it was impossible to replace on the road for some hours. Then on Pantperthog Tony Fall had a similar occurrence, except that he did

not go right off the road but just broke a front wishbone on the Lancia. Fortunately it was just before the end of the test, and he got it to Machynlleth to have it welded by the service crew. It did break again later, however, and the next time he got it welded it was with two spanners from the tool kit on either side of it which lasted all the way to the Severn Bridge where the entire wishbone was changed. The control at Machynlleth saw quite a lot of activity for both Hakan Lindberg (Saab) and Paddy Hopkirk (Triumph) had gearboxes changed.

During the first stages in Wales Kallstrom had been catching Waldegaard, and it was this information that reached the Porsche driver at the control, though he did not know that he had widened the gap again considerably on the last three stages. Be that as it may, on the first stage after the control, Hafren 1, he went off the

road and spent 24 minutes getting back on, and six stages later he was off again though for a shorter length of time. From then on Kallstrom had only to worry whether Orrenius could catch him, and this seemed unlikely barring accidents. The action now began to concentrate round fourth and fifth places, for Lindberg was ever rising and he, plus the two Ford drivers, seemed set to displace Tom Trana/Solve Andreasson (Saab V4) and maybe even catch the flying Fall. This struggle gave a great deal of interest to the closing stages and caused other smaller struggles to be overlooked. For instance, Malcolm Gibbs/Randall Morgan had been soldiering on with the 1300 Lancia of the Jolly Club in a class led by Bob Freeborough with his 1275 Cooper S, and at Speech House they moved up to lead the class when the Mini's pinion came free and it stopped



Nurburgring 84 hours. Lancia 1st.  
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1st Harry Kallstrom/Gunnar Haggbom  
1969 European Rally Champions

3rd Tony Fall/Henry Liddon  
In the Lancia Fulvia Coupe Rallye 1.6 HF

*Subject to official confirmation.*



permanently. Another class winner was the Skoda 1000 of Mike Hinde, which had been going very consistently despite having split the top of its radiator on a yump quite early on, which meant constant stops for water. The 1600 cc Jolly Club Lancia of Colin Malkin/Keith Wood retired just after Myherin with a broken driveshaft coupling while the British Escort battle was finally resolved in favour of Jim Bullough/Don Barrow after Chris Sclater had been off for 5 m 30 s in Myherin and had a steering rack bracket break in Ser-ridge. Jock Russell/Peter Valentine drove well in a venerable Porsche 911 despite having no windscreen wipers in Wales, while John Heppenstall/Hywel Thomas (Escort TC) lost their clutch in Bristol but got through to the end by starting in first gear every time.

The West Country saw several people in trouble, not the least of which was the spectator at Porlock who fell off a wall and broke his leg. The resulting delay while an ambulance was sent up lasted

almost 45 minutes. Paddy Hopkirk was held up for 20 minutes at the start of Brendon 1 getting his clutch to work, and then had to drive the last stages with it permanently engaged. Barry Lee/Peter Warren had been in trouble in Wales when they had chopped a brake pipe and driven the Escort on the handbrake for 50 miles, but at Porlock both the rear springs were broken and it was 5 mph for the dauntless rallycross driver, who eventually got them changed before the very last stage. Poor Waldegaard was in suspension trouble as well with a rear arm breaking away and no shock absorber left on that side. In addition he had a puncture in Speech House and was looking most disappointed with the way things had turned out, though in some ways he must be considered lucky to finish at all with a car which had been campaigned all season in the Swedish championships by both him and Ake Andersson.

So the rally ran out, with the Escorts of Clark and Andersson dominating the last stages and pulling up to take good

places at the finish. Remarkable too was the reliability of the Datsuns, for though Aaltonen had broken a wishbone he admitted it was only because he hit a large rock, and with any other car it would have been the end of his rally. At one point the Halda cable had broken, and they were astonished to discover that a complete duplicate system was already built in ready to replace it. Their team-mates Jack Simonian/Gerry Phillips had rolled once and naturally the East African driver was hardly at home on all that snow, but the cars had given no trouble at all.

The RAC Rally was thus a triumph for Lancia, who despite strikes in Turin and a take-over by the big Fiat combine have shown that their cars can take on the biggest opposition and win. Just how much difference all that snow made is difficult to estimate, but the stage times speak for themselves. Anyway, Kallstrom was a popular winner and it is to be hoped that this is not the zenith of "Sputnik's" orbit.

### SPECIAL STAGE TIMES

SS1, Silverstone (4 m 0 s): 1, Clark (Escort) 6 m 18 s; 2, R. Cooper (Escort) 6 m 22 s; 3, Munari (Lancia) 6 m 24 s; 4, Andersson (Escort), P. Cooper (Cooper 5) and B. Lee (Escort) 6 m 28 s.

SS2, Fernyn (4 m 0 s): 1, Munari, Orrenius (Saab) and Blomqvist (Saab) 4 m 34 s; 4, Andersson and Larsson (Porsche) 4 m 35 s; 6, Makinen (Lancia) and Lee 4 m 37 s.

SS3, Fulbeck (4 m 0 s): 1, Mikkola (Escort) 5 m 19 s; 2, Bloxham (Escort) 5 m 25 s; 3, Orrenius 5 m 26 s; 4, Clark and Bean (Escort) 5 m 27 s; 6, Waldegaard (Porsche) and Blomqvist 5 m 28 s.

SS4, Boltby (5 m 0 s): 1, Waldegaard and Kallstrom (Lancia) 5 m 41 s; 3, Mikkola 5 m 42 s; 4, Orrenius and Fall (Lancia) 5 m 45 s; 6, Munari 5 m 46 s.

SS5, Kilburn (2 m 30 s): 1, Fall, Kallstrom, Orrenius and Lindberg (Saab) 3 m 4 s; 5, Munari 3 m 5 s; 6, Makinen, Mikkola and Eklund (Saab) 3 m 7 s.

SS6, Cropton (11 m 0 s): 1, Kallstrom 11 m 33 s; 2, Waldegaard 11 m 35 s; 3, Lindberg 11 m 48 s; 4, Munari 11 m 53 s; 5, Fall 11 m 58 s; 6, Orrenius 12 m 2 s. (Time for Mikkola not available here.)

SS7, Pickering (8 m 0 s): 1, Waldegaard, 8 m 8 s; 2, Mikkola, 8 m 11 s; 3, Kallstrom, 8 m 13 s; 4, Fall, 8 m 16 s; 5, Munari, 8 m 19 s; 6, Makinen, Andersson and Lindberg, 8 m 23 s.

SS8, Dalby South (20 m 0 s): 1, Kallstrom, 20 m 16 s; 2, Andersson, 20 m 23 s; 3, Waldegaard, 20 m 26 s; 4, Munari, 20 m 36 s; 5, Orrenius, 20 m 41 s; 6, Lindberg, 20 m 53 s. (Time for Mikkola not available here.)

SS9, Dalby North (5 m 0 s): 1, Waldegaard, 5 m 11 s; 2, Munari, 5 m 12 s; 3, Kallstrom, 5 m 14 s; 4, Fall, 5 m 18 s; 5, Clark, 5 m 21 s; 6, Andersson and Lindberg, 5 m 23 s.

SS10, Staindale (8 m 0 s): 1, Kallstrom, 8 m 58 s; 2, Munari, 9 m 0 s; 3, Waldegaard and Fall, 9 m 2 s; 5, Lindberg, 9 m 10 s; 6, Andersson and Larsson, 9 m 13 s.

SS11, Wykeham North (2 m 30 s): 1, Andersson, 3 m 4 s; 2, Kallstrom, 3 m 5 s; 3, Munari, 3 m 6 s; 4, Waldegaard, 3 m 7 s; 5, Fall, Orrenius and Bloxham, 3 m 10 s.

SS12, Wykeham South (6 m 0 s): 1, Fall and Andersson 6 m 0 s; 3, Kallstrom, Lindberg and Orrenius 6 m 2 s; 6, Clark 6 m 3 s.

SS13, Ingleby (3 m 0 s): 1, Waldegaard 3 m 14 s; 2, Andersson 3 m 18 s; 3, Munari, Fall and Kallstrom 3 m 20 s.

SS14, Hamsterley (7 m 0 s): 1, Waldegaard 7 m 10 s; 2, Fall 7 m 20 s; 3, Kallstrom 7 m 31 s; 4, Orrenius and Blomqvist 7 m 36 s; 6, Trana (Saab) 7 m 39 s.

SS15, Shepherdfield (8 m 0 s): 1, Waldegaard 9 m 20 s; 2, Blomqvist 9 m 29 s; 3, Lindberg 9 m 40 s; 4, Kallstrom; 5, Orrenius 9 m 47 s; 6, Eklund 9 m 49 s.

SS16, Wark (9 m 0 s) (Times not counted in results): 1, Waldegaard 11 m 25 s; 2, Blomqvist 11 m 26 s; 3, Orrenius 11 m 33 s; 4, Kallstrom 11 m 35 s; 5, Lindberg 11 m 37 s; 6, Eklund 11 m 47 s.

SS17, Chirdon (3 m 0 s): 1, Waldegaard 3 m 36 s; 2, Orrenius 3 m 38 s; 3, Fall 3 m 47 s; 4, Blomqvist 3 m 48 s; 5, Lindberg 3 m 54 s; 6, Munari and Trana 3 m 57 s.

SS18, Tarssett (9 m 0 s): 1, Waldegaard 10 m 29 s; 2, Blomqvist 10 m 46 s; 3, Kallstrom 10 m 54 s; 4, Lindberg 11 m 0 s; 5, Eklund 11 m 1 s; 6, Trana 11 m 6 s.

SS19, Plashetts (5 m 0 s): 1, Waldegaard 4 m 58 s; 2, Fall 5 m 4 s; 3, Munari 5 m 10 s; 4, Cowan (Triumph) 5 m 11 s; 5, Blomqvist, 5 m 16 s; 6, Kallstrom 5 m 17 s.

SS20, Cowanburn (3 m 0 s): 1, Waldegaard 3 m 23 s; 2, Fall 3 m 28 s; 3, Lindberg 3 m 30 s; 4, Munari and Blomqvist 3 m 31 s; 6, Kallstrom 3 m 33 s.

SS21, Bewshaugh (7 m 0 s): 1, Waldegaard 8 m 41 s; 2, Kallstrom 8 m 46 s; 3, Lindberg and Blomqvist 8 m 53 s; 5, Munari 9 m 2 s; 6, Orrenius 9 m 8 s.

SS22, Deadwater (5 m 0 s): 1, Waldegaard 6 m 42 s; 2, Lindberg 6 m 52 s; 3, Kallstrom and Eklund 6 m 54 s; 5, Munari, Jonsson (Saab) and Blomqvist 6 m 58 s.

SS23, Wauchope (5 m 0 s): 1, Waldegaard 5 m 13 s; 2, Kallstrom, Trana and Orrenius 5 m 23 s; 5, Jonsson 5 m 25 s; 6, Munari 5 m 28 s.

SS24, Craik (7 m 0 s): 1, Waldegaard 8 m 55 s; 2, Kallstrom, 9 m 16 s; 3, Trana, 9 m 22 s; 4, Fall, 9 m 24 s; 5, Orrenius 9 m 40 s; 6, Jonsson 9 m 54 s.

SS25, Castle O'er (4 m 0 s): 1, Malkin (Lancia) 5 m 8 s; 2, Andersson 5 m 9 s; 3, Bloxham 5 m 15 s; 4, Fidler (Datsun) 5 m 17 s; 5, Bullough (Escort) 5 m 18 s; 6, Clark 5 m 21 s. (Times suspect.)

SS26, Twiggles (8 m 0 s): 1, Waldegaard 8 m 18 s; 2, Kallstrom 8 m 21 s; 3, Lindberg 8 m 27 s; 4, Trana and Orrenius 8 m 30 s; 6, Aaltonen (Datsun) 8 m 36 s.

SS27, Cardona (7 m 0 s): 1, Lindberg 7 m 52 s; 2, Waldegaard 7 m 57 s; 3, Kallstrom 8 m 1 s; 4, Orrenius 8 m 3 s; 5, Trana 8 m 4 s; 6, Jonsson 8 m 8 s.

SS28, Gientress (7 m 0 s): 1, Kallstrom 7 m 3 s; 2, Waldegaard 7 m 6 s; 3, Larsson 7 m 9 s; 4, Andersson 7 m 14 s; 5, Lindberg 7 m 17 s; 6, Orrenius 7 m 18 s.

SS29, Devilla (5 m 0 s): Andersson and Cowan clean; 3, Fall and Kallstrom 5 m 5 s; 5, Clark and Lindberg 5 m 8 s.

SS30, Loch Achray (8 m 0 s): 1, Waldegaard 9 m 44 s; 2, Kallstrom 9 m 55 s; 3, Jonsson 9 m 59 s; 4, Fall 10 m 3 s; 5, Orrenius 10 m 4 s; 6, Lindberg 10 m 5 s.

SS31, Ardgarten (4 m 0 s): 1, Waldegaard 4 m 37 s; 2, Andersson 4 m 46 s; 3, Kallstrom 4 m 51 s; 4, Fall 4 m 52 s; 5, Lindberg and Cowan 4 m 53 s.

SS32, Glendarvel (3 m 0 s): 1, Waldegaard Fall and Kallstrom 4 m 12 s; 4, Orrenius 4 m 14 s; 5, Andersson 4 m 15 s; 6, Trana and Hopkirk (Triumph) 4 m 20 s.

SS33, Tighnabruach (3 m 0 s): 1, Andersson 3 m 42 s; 2, Kallstrom 3 m 43 s; 3, Waldegaard 3 m 47 s; 4, Fall 3 m 48 s; 5, Aaltonen, Orrenius and Lindberg 3 m 49 s.

SS34, Benmore (3 m 0 s): 1, Kallstrom 3 m 44 s; 2, Andersson 3 m 51 s; 3, Orrenius and Kallstrom 3 m 52 s; 5, Lindberg and Waldegaard 3 m 54 s.

SS35, Loch Eck (3 m 0 s): 1, Kallstrom 3 m 38 s; 2, Jonsson 3 m 40 s; 3, Lindberg, Waldegaard and Fall 3 m 43 s; 6, Orrenius 3 m 44 s.

SS36, Glentool (10 m 0 s): 1, Waldegaard 14 m 15 s; 2, Trana 14 m 16 s; 3, Jonsson 14 m 26 s; 4, Kallstrom 14 m 31 s; 5, Lindberg 14 m 35 s; 6, Orrenius 14 m 39 s.

SS37, Kirroughtree (2 m 0 s): 1, Orrenius 3 m 1 s; 2, Kallstrom 3 m 2 s; 3, Fall 3 m 3 s; 4, Lindberg 3 m 4 s; 5, Andersson 3 m 6 s; 6, Aaltonen, Waldegaard and Jonsson 3 m 10 s.

SS38, Bennan (9 m 0 s): 1, Fall 10 m 35 s; 2, Lindberg 10 m 36 s; 3, Jonsson 10 m 42 s; 4, Kallstrom 10 m 46 s; 5, Waldegaard 10 m 47 s; 6, Orrenius 10 m 49 s.

SS39, AE One (6 m 0 s): 1, Orrenius 9 m 4 s; 2, Lindberg 9 m 8 s; 3, Waldegaard and Kallstrom 9 m 14 s; 5, Clark 9 m 20 s; 6, Cowan 9 m 24 s.

SS40, AE Two (6 m 0 s): 1, Kallstrom 6 m 32 s; 2, Orrenius 6 m 45 s; 3, Andersson 6 m 47 s; 4, Waldegaard 6 m 49 s; 5, Fall 7 m 0 s; 6, Jonsson 7 m 5 s.

SS41, Newcastleton (6 m 30 s): 1, Fall 7 m 54 s; 2, Waldegaard 7 m 56 s; 3, Orrenius 8 m 0 s; 4, Lindberg 8 m 1 s; 5, Kallstrom 8 m 6 s; 6, Jonsson 8 m 16 s.

SS42, Dodd Wood: Blocked with snow and cancelled.

SS43, Greystocks (7 m 0 s): 1, Lindberg 9 m 15 s; 2, Andersson 10 m 31 s; 3, Aaltonen and Larsson 10 m 34 s; 5, Trana 10 m 54 s; 6, Clark 11 m 6 s.

SS44, Grisedale (9 m 30 s): 1, Lindberg 12 m 0 s; 2, Kallstrom 12 m 10 s; 3, Jonsson 12 m 12 s; 4, Orrenius 12 m 21 s; 5, Waldegaard 12 m 25 s; 6, Aaltonen 12 m 48 s.

SS45, Oulton Park (2 m 30 s): 1, Andersson and Clark 3 m 3 s; 3, Larsson 3 m 4 s; 4, Waldegaard 3 m 5 s; 5, Kallstrom 3 m 7 s; 6, Fall 3 m 8 s.

SS46, Clocaenog One (5 m 0 s): 1, Orrenius 5 m 33 s; 2, Larsson 5 m 37 s; 3, Kallstrom 5 m 44 s; 4, Lee 5 m 46 s; 5, Clark 5 m 53 s; 6, Fall 5 m 55 s.

SS47, Clocaenog Two: Blocked by snow and cancelled.

SS48, Clocaenog Three (5 m 0 s): 1, Orrenius, Lindberg and Larsson 5 m 48 s; 4, Kallstrom 5 m 55 s; 5, Fall 6 m 2 s; 6, Clark 6 m 6 s.

SS49, Clocaenog Four (3 m 0 s): 1, Lindberg and Larsson 3 m 20 s; 3, Orrenius 3 m 23 s; 4, Jonsson 3 m 24 s; 5, Kallstrom 3 m 26 s; 6, Bullough 3 m 27 s.

SS50, Gwydyr: 1, Larsson 8 m 1 s; 2, Malkin 8 m 4 s; 3, Waldegaard 8 m 7 s; 4, Clark and Kallstrom 8 m 11 s; 6, Orrenius and Jonsson 8 m 15 s. (New target time not known.)

SS51, Coed-Y-Brenin One (5 m 0 s): 1, Waldegaard 6 m 21 s; 2, Lindberg 6 m 43 s; 3, Andersson 6 m 46 s; 4, Kallstrom and Trana 6 m 49 s; 6, Clark 6 m 54 s.

SS52, Coed-Y-Brenin Two (4 m 0 s): Clark, Waldegaard, Kallstrom, Andersson, Lindberg, all clean; 6, Trana 4 m 2 s.

SS53, Dyfnant (9 m 0 s): 1, Waldegaard 9 m 10 s; 2, Lindberg 9 m 13 s; 3, Kallstrom 9 m 20 s; 4, Larsson 9 m 23 s; 5, Fall and Jonsson 9 m 30 s.

SS54, Dovey (10 m 0 s): 1, Waldegaard and Larsson 11 m 39 s; 3, Lindberg 11 m 42 s; 4, Clark and Kallstrom 11 m 43 s; 6, Fall 11 m 46 s.

SS55, Pantperthog (12 m 0 s): 1, Waldegaard 13 m 32 s; 2, Lindberg 13 m 41 s; 3, Larsson 13 m 45 s; 4, Kallstrom 13 m 50 s; 5, Clark 13 m 51 s; 6, Orrenius 13 m 57 s.

SS56, Hafren One (4 m 0 s): 1, Andersson 6 m 6 s; 2, Kallstrom 6 m 15 s; 3, Lindberg 6 m 20 s; 4, Orrenius 6 m 22 s; 5, Clark 6 m 26 s; 6, Larsson 6 m 30 s.

SS57, Hafren Two (8 m 0 s): 1, Kallstrom 8 m 20 s; 2, Clark 8 m 26 s; 3, Waldegaard 8 m 27 s; 4, Lindberg 8 m 34 s; 5, Andersson 8 m 42 s; 6, Larsson 8 m 46 s.

SS58, Sarnau (2 m 0 s): 1, Andersson 2 m 1 s; 2, Kallstrom 2 m 3 s; 3, Orrenius 2 m 4 s; 4, Waldegaard 2 m 5 s; 5, Clark 2 m 6 s; 6, Lindberg 2 m 7 s.

SS59, Radnor (7 m 0 s): Clark, Waldegaard, Fall, Kallstrom, Orrenius, Andersson, Lindberg, Jonsson all clean.

SS60, Myherin (4 m 30 s): 1, Kallstrom 5 m 13 s; 2, Orrenius 5 m 23 s; 3, Lindberg 5 m 25 s; 4, Clark 5 m 26 s; 5, Fall, 5 m 27 s; 6, Waldegaard 5 m 28 s.

SS61, Rhedol (3 m 0 s): 1, Andersson and SS62, Reddings (5 m 0 s): 1, Kallstrom and Waldegaard 5 m 35 s; 3, Andersson 5 m 36 s; 4, Clark 5 m 37 s; 5, Lindberg 5 m 40 s; 6, Larsson 5 m 49 s.

SS66, Serridge (9 m 0 s): 1, Lindberg 9 m 38 s; 2, Fidler 9 m 47 s; 3, Aaltonen 9 m 54 s; 4, Kallstrom and Andersson 9 m 55 s; 6, Clark 9 m 57 s.

SS67, Speech House (11 m 0 s): 1, Lindberg 11 m 50 s; 2, Clark 11 m 52 s; 3, Kallstrom 11 m 58 s; 4, Andersson 11 m 59 s; 5, Larsson 12 m 0 s; 6, Orrenius 12 m 4 s.

SS68, Russells. Stage cancelled during event.

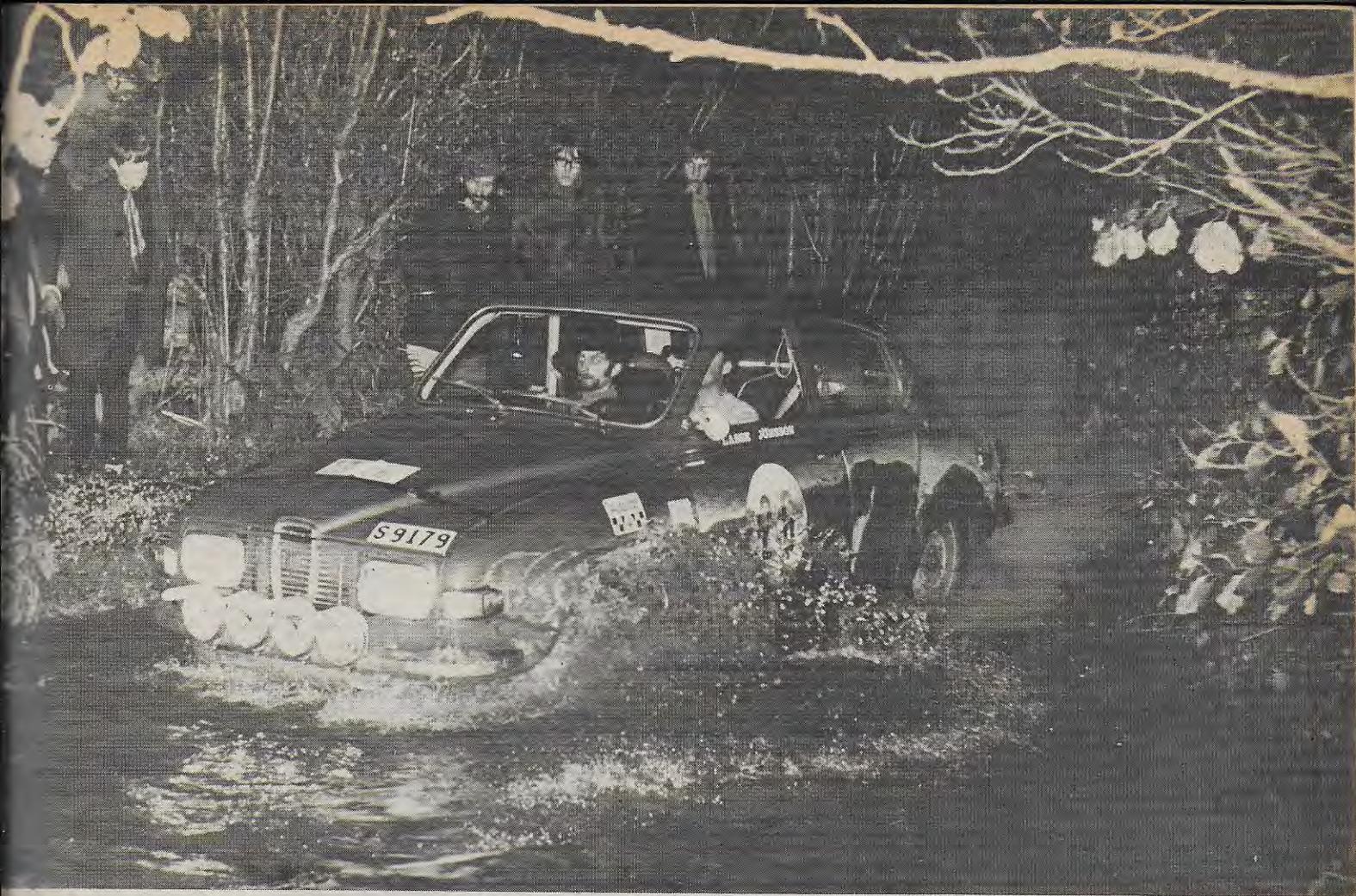
SS69, Quanton (8 m 30 s): 1, Clark 9 m 12 s; 2, Lindberg 9 m 24 s; 3, Andersson 9 m 25 s; 4, Kallstrom 9 m 33 s; 5, Aaltonen 9 m 37 s; 6, Orrenius 9 m 38 s.

SS70, Brendon One (9 m 0 s): 1, Clark 9 m 24 s; 2, Lindberg 9 m 29 s; 3, Andersson 9 m 35 s; 4, Larsson 9 m 44 s; 5, Aaltonen 9 m 51 s; 6, Orrenius 9 m 56 s.

SS71, Porlock (3 m 30 s): 1, Clark 4 m 28 s; 2, Andersson 4 m 34 s; 3, Kallstrom 4 m 42 s; 4, R. Cooper 4 m 45 s; 5, Cowan, Lindberg and Larsson 4 m 49 s.

SS72, Brendon Two (2 m 0 s): 1, Andersson 2 m 41 s; 2, Clark 2 m 43 s; 3, Larsson 2 m 46 s; 4, Kallstrom 2 m 51 s; 5, Aaltonen 2 m 53 s; 6, Orrenius 2 m 55 s.

SS73, King Alfred's Tower (3 m 0 s): 1, Andersson 3 m 18 s; 2, Clark 3 m 19 s; 3, Lindberg 3 m 25 s; 4, Larsson 3 m 28 s; 5, Jonsson 3 m 29 s; 6, Orrenius 3 m 30 s.



Saabs filled four of the first 10 places: this is the Lasse Jonsson/Bo Eliasson V4 seen crossing the ford just before the start of the Radnor special stage (above). The first non-works British crew home, Jimmy Bullough/Don Barrow in their Escort TC, on the very snowy Greystokes stage (below).



**RAC International Rally of Great Britain**  
November 15 to 19

**European Rally Championship, Drivers, final round**

- 1, Harry Kallstrom/Gunnar Haggbom (1.6 Lancia Fulvia HF), 479.17 pens;
- 2, Carl Orrenius/David Stone (1.5 Saab V4), 483.32;
- 3, Tony Fall/Henry Liddon (1.6 Lancia Fulvia HF), 494.36;
- 4, Ove Anderson/Gunnar Palm (1.6 Ford Escort TC), 494.46;
- 5, Hakan Lindberg/Bo Reinicke (1.5 Saab V4), 494.32;
- 6, Roger Clark/Jim Porter (1.6 Ford Escort TC), 497.04;
- 7, Tom Trana/Solve Andreason (1.5 Saab V4), 497.34;
- 8, Rauno Aaltonen/Tony Ambrose (1.6 Datsun 1600 SSS), 498.28;
- 9, Jerry Larsson/Lars Lundblad (2.0 Porsche 911S), 498.57;
- 10, Lasse Jonsson/Bo Eliasson (1.5 Saab V4), 501.21;
- 11, Andrew Cowan/Brian Coyle (2.5 Triumph 2.5 PI), 509.46;
- 12, Bjorn Waldegaard/Lars Helmer (2.0 Porsche 911), 511.57;
- 13, Roy Fidler/John Sprinzel (1.6 Datsun 1600 SSS), 522.21;
- 14, Jimmy Bullough/Don Barrow (1.6 Ford Escort TC), 529.06;
- 15, Paddy Hopkirk/Tony Nash (2.5 Triumph 2.5 PI), 530.05;
- 16, John Bloxham/Richard Harner (1.6 Ford Escort TC), 535.37;
- 17, Brian Culcheth/Johnstone Syer (2.5 Triumph 2.5 PI), 536.29;
- 18, Rod Cooper/Ian Cooper (1.6 Ford Escort TC), 540.55;
- 19, Jack Simonian/Gerry Phillips (1.6 Datsun 1600 SSS), 547.44;
- 20, Barry Lee/Peter Warren (1.6 Ford Escort TC), 550.22;
- 21, Chris Sclater/Martin Holmes (1.6 Ford Escort TC), 557.28;
- 22, Alan Allard/Tom Fisk (1.6 Ford Escort TC), 560.28;
- 23, Bert Shankland/Frank Rutter (1.8 Peugeot 504), 562.19;
- 24, A. R. Cowkes/P. O'Gorman (1.6 Ford-Lotus Cortina), 567.22;
- 25, Jock Russell/Peter Valentine (2.0 Porsche 911S), 570.11;
- 26, John Heppenstall/Hywel Thomas (1.6 Ford Escort TC), 571.13;
- 27, John Booth/Graham Booth (1.6 Ford Escort TC), 571.17;
- 28, Mike Gibbs/Randall Morgan (1.3 Lancia Fulvia Rallye), 575.34;
- 29, R. E. Platt/C. Strachen (1.5 Ford Cortina GT), 593.13;
- 30, K. Millburn (1.0 Ford-Lotus Cortina), 593.42.

152 starters, 69 finishers.

**Class winners:** M. Sutcliffe/J. Clegg (843 Fiat 850), 623.26; Mike Hinde/Norman Davies (1.1 Skoda 110), 598.43; Gibbs/Morgan; Orrenius/Stone; Waldegaard/Helmer; Cowan/Coyle; and Kallstrom/Haggbom.

**Lombank Manufacturers Team Trophy:** Nissan-Datsun (Aaltonen/Ambrose, Fidler/Sprinzel and Simonian/Phillips), 1568.33; 2, British Leyland (Cowan/Coyle, Hopkirk/Nash and Culcheth/Syer), 1576.20; 3, Ford (Bullough/Barrow, Bloxham/Harner and Lee/Warren), 1615.05.

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# The Groewood Award winners— what has happened to them?

By JUSTIN HALER



This year's award winners—left to right James Hunt, Tony Trimmer and Mike Walker—as seen through the pen of cartoonist Don Grant.

At a London function last Thursday Bruce McLaren presented this year's Groewood Awards to the three drivers considered to be the most promising in the opinion of this year's Guild of Motoring Writers panel, which comprised Philip Turner (*Motor*), Mike Cotton (*Motoring News*) and Alan Brinton (*Motor Racing*), with Courtenay Edwards (chairman of the GMW) announcing the winners.

This year's first place award of £500 was presented to Mike Walker for his performances in Formula 5000 with the Alan McKechnie Lola T142. Second place and a £300 cheque went to James Hunt for his Formula Ford drive earlier in the year with a Merlyn Mk 11A and for his more recent F3 races with the Motor Racing Enterprises F3 Brabham BT21. The third winner, who got a £200 cheque, was Tony Trimmer, who was so successful in Formula Ford with the Frank Williams Titan and who has shown up well with the RCI Brabham BT28.

Last Thursday's Groewood Awards presentation gave a clear sign of just how important the awards—given annually to the most promising drivers from Britain or the Commonwealth—have become in their seven years of existence, for there was a large number of motor racing celebrities on hand to watch the young stars get their prizes. There were Grand Prix drivers, entrants, engine and chassis constructors, organisers—in fact, the list of those present really did read like a *Who's Who* of Motor Racing. With these sort of people taking note and all the attendant publicity and prestige, the Groewood Awards have become an integral part of the motor sporting year. Now that seven sets of awards have been presented it seems apt to look back and see what percentage have achieved subsequent success, and to what degree.

PERHAPS the most significant statistic of all is the fact that, of the 21 drivers who have received Groewood Awards in the seven years, seven, or a third of the total, have driven Formula 1 cars, albeit with varying degrees of success. Richard Attwood, the top award winner in 1963, became involved with BRM in 1964 and took in a non-championship ride, as well

as doing development on the 670P 4wd F1 BRM. In 1965 he drove a Lotus-BRM 25 for the Reg Parnell team; his next appearance in F1 was as a substitute for an indisposed Pedro Rodriguez in the 1967 Canadian GP in a works Cooper-Maserati T81, where he came tenth. Then at the beginning of 1968 he landed a works BRM drive after Mike Spence's untimely death by putting up a

fantastic drive to second place in the Monaco GP. Although he was later dropped from the BRM team, this year he stood in for the injured Jochen Rindt at Monaco in a Gold Leaf Lotus 49, and finished fourth.

Chris Irwin, the third place winner in 1964, was the next to make F1. He put in some superb performances that year with an F3 Merlyn Mk 7, with which he was about the only person to come near to Jackie Stewart's Cooper T72. He progressed through F3 to become one of the Formula 3 kings in a Chequered Flag Brabham, his performances in 1966 earning him an F1 drive for the British GP in the third works Brabham with 2.7 Climax power, with which he earned a very worthy seventh place. BRM picked him, and the other promising top British driver Piers Courage, the premier award winner in 1965, to drive in the 1967 Tasman Series.

Irwin's drives in the Tasman series were much steadier and more polished than those of Courage, and thus he became a regular member of the BRM and Parnell-BRM teams' strength for 1967, performing well with what was by and large inferior machinery. Then in 1968, just as he was poised to become a real star, he had his very unfortunate accident with the Alan Mann Ford P68, which ended both his chances of driving the second works F1



Richard Attwood



Tony Hegbourne



Brian Hart



Roger Mac



Bo Pittard



Chris Irwin



Piers Courage



John Miles

Honda for John Surtees and his racing career.

Courage, who had been Irwin's big rival in F3 racing, had a stormy F2 season in 1967 with John Coombs' McLaren M4A, and was rather being written off as too hairy before the 1968 Tasman series. There he drove the McLaren magnificently, put himself back on the map and reappeared as one of the really promising young stars. For 1968 he drove the rather uncompetitive Parnell BRM P126 V12, and, of course, his 1969 drives with Frank Williams' Brabham BT26 have established him as one of the top GP drivers. In fact, Courage really has been the most successful of all the Grovewood winners.

The third prize winner in 1965 was John Miles, who had a fantastic run of club racing wins with a 1650 cc Ford-engined Diva. He went on to score a similar number of wins with a Lotus Elan, also in Willment colours, in 1966, and for 1967 he joined Lotus as a Formula 3 41 and GT 47 driver. That year he had some success, but in 1968 he had a really good season with both the F3 41X and the 47. He declined to drive F3 for this year, and concentrated on the GT 62, with the occasional F2 race, but then he got his big chance with the Gold Leaf F1 4wd and 63. Next year he will be the Lotus Number 2 F1 driver.

The name of Jack Oliver is often men-

tioned in the same breath as that of John Miles, for they both began their serious careers with Lotus, Oliver's after his 1965 Elan drives, which got him into an F3 41 (after briefly flirting with a Brabham F3) in 1966—which earned him that year's second award. Then for 1967 he got the third works Lotus F2 drive in the Components 41B, getting his F1 break after Jim Clark's death in 1968. He became the regular GLTL Number 2 that year, and then this year went on to BRM.

Third to Oliver that year was Brian Redman, who unlike the majority of the award winners (just about 85 per cent) avoided doing any FJ/F3 and made his name first with a lightweight Jaguar E-type and then with some skilful and polished racing with a Lola-Chevrolet T70. Redman's sponsor David Bridges backed him in the new F2 of 1967, and his successes with the Bridges Lola T100 earmarked him as one of the most promising newcomers. Thus for 1968 he was offered a works Cooper-BRM T86B F1 drive, and also had offers from Ferrari (for whom he drove in F2) and others. His performances were most encouraging until his Cooper accident at Spa, which put him out of action for the rest of the year. However, the Porsche drives of this season with Siffert have put Redman right back on the map, and no one will be very surprised if he gets an F1 drive this season in addition to his JW-

Gulf-Porsche sports car seat.

The other man from the awards list to have driven in F1 is Derek Bell, who was runner-up to Alan Rollinson in 1967. Bell's performances with the FIRST F3 Brabham BT21 that year encouraged him to move up the ladder, and with the backing of his stepfather Bernard Hender he bought an F2 Brabham BT23C. His early performances of the year soon put Ferrari on his trail and he got a works F2 drive with SEFAC, which also included three F1 appearances, all resulting in retirements. Then he did the Tasman series as team-mate to Chris Amon with a 2.4 V6 Dino, and looked all set to act as number 2 to Amon for this year. However, Ferraris at both F1 and F2 levels were generally uncompetitive, and things looked bleak for Bell (save for a lone McLaren 4wd F1 drive) until recently, when it was announced that he would be driving Tom Wheatcroft's ex-works Brabham BT26 in the Tasman series, and possibly in F1 next year.

Although Tony Dean's F1 experience is limited to an old 3-litre BRM P261 which yielded an "F1 class win" in the Madrid GP, the little Yorkshireman, second to Courage ahead of Miles in 1965, has a record of success in sports-car racing which is almost unequalled. Dean drove F3s briefly, but after his 1966 Brabham BT8 drives he concentrated on sports cars. In 1967 his Porsche Carrera 6 was immensely successful; the Ferrari Dino 206S which followed was equally competitive, and this year Tony has been doing wonders with a Porsche 908 in the CanAm series, prior to moving on to a 917 for next year.

In similar fashion to Dean Chris Craft, second in the 1968 awards, is beginning to turn away from his image of a saloon racer, established in his Orange Box Anglia days, to that of a highly professional sports car driver, particularly after his

THE GROVEWOOD AWARD WINNERS

| £500 |                 | £300           |  | £200         |  |
|------|-----------------|----------------|--|--------------|--|
| 1963 | Richard Attwood | Tony Hegbourne |  | Brian Hart   |  |
| 1964 | Roger Mac       | Boley Pittard  |  | Chris Irwin  |  |
| 1965 | Piers Courage   | Tony Dean      |  | John Miles   |  |
| 1966 | Chris Lambert   | Jack Oliver    |  | Brian Redman |  |
| 1967 | Alan Rollinson  | Derek Bell     |  | Peter Gaydon |  |
| 1968 | Tim Schenken    | Chris Craft    |  | Roger Enever |  |
| 1969 | Mike Walker     | James Hunt     |  | Tony Trimmer |  |



Chris Lambert



Jack Oliver



Brian Redman



Alan Rollinson



Derek Bell



Peter Gaydon



Tim Schenken



Chris Craft

performances this year with the Tech-speed Lola-Chevrolet T70 Mk 3 and the de Cadenet Porsche 908, which followed his equally impressive 1968 Chevron-BMW B8 drives. Craft's potential, which is being channelled largely into Formula 5000 next year with the Broadspeed Leda, is still to be fulfilled, but doubtless it will be.

This year's first place winner, **Mike Walker**, is another who will be channelling his energies into F5000 next year. Walker came up through F3, primarily with Brabhams, dabbled in F2 in 1968, and then got the McKechnie Lola T142 for this year. His driving in the past two years certainly makes him deserving of an award, although one doubts whether one could honestly judge them on the strength of F5000 this season, which has been distinctly lacking in reliable competition. Walker, with a new McKechnie McLaren M10B for next year's better supported Formula 5000, could well achieve his ambition of making F1.

One driver who is certainly likely to get into Formula 1 is 1968's premier place winner **Tim Schenken**, the first non-English driver to get the prize. Schenken's fabulous run of Formula Ford victories and subsequent performances in Formula 3 with Sports Motors Chevron B9, Titan Mk 3 and this year the works Brabham BT28, mean that he is ideally placed for an F1 drive in the near future. If his F2 season goes well with the Sports Motors Brabham, then there is every likelihood of the Australian becoming a GP star.

**Alan Rollinson** will be endeavouring to fulfil his promise as the premier 1967 award winner next season both in F2, with the Irish Racing Cars Brabham BT30, and in F5000 with the Doug Hardwick Lola T190. Rollinson, with a wealth of Brabham F3 driving experience behind him even prior to his award, won his title after a season of victory after victory with an F3 Brabham and disappointment after

disappointment with an F2 McLaren. The demoralising performances of the McLaren, and a subsequent poor season in 1968 with an F3 Chevron, certainly retarded his development, and it was only a great run of F3 victories earlier this year which put him back on the map and got him F2 and F5000 drives, in both of which he excelled.

Although he has subsequently proved very successful in the engine building side of motor racing **Brian Hart** greatly justified his third place award in 1963 gained with rapid performances in the Cosworth development Lotus 20 in 1962 and then in the FJ Cosworth-powered 22 in 1963. He went on to gain several successes in works-supported Lotus F2s, and has subsequently proved a fast and reliable F2 driver.

It is too soon to comment at any length of the awards to **Tony Trimmer** and **James Hunt**, both rapid and determined drivers who graduated from Formula Ford to F3, although **Roger Enever**, who won the third place in 1968, seems to have had a quiet year after his many successes with club racing MG Midgets and in BMC works cars, and it may well be significant that his lack of real progress is combined with the fact that he has done virtually no single-seater racing. It would be interesting to see how he would go if he did.

**Peter Gaydon** had a superb year in 1967, when he won his third place Grovewood for some very impressive drives in a Brabham BT18 F3 car. However his fortunes receded somewhat during 1968, probably in the main due to a bad choice of car, and this year, back with a fully competitive machine, he did not shine in F3, but always put in a safe, steady and fast drive; like Brian Hart, he could develop into a good F2 pilot.

Three of the remaining four winners were all killed tragically before they had reached their peak. **Chris Lambert**, who won first prize in 1965, promised most of

all of these. His incredibly rapid rise to prominence in Formula 3 during 1966 made him the obvious choice for the award, and although in 1967 and 1968 in Formula 2 he was dogged by lack of finance and equipment, he looked all set to get his big break just before his fatal accident.

Another driver who promised so much was **Roger Mac**, who at the age of 19 astounded all with some superb driving of an E-type Jaguar during 1964. He continued to shine in 1965 with F3 Brabhams after the first place award of 1964, but two accidents, both of them serious, prompted him to give up motor racing.

The final two drivers in the list, the second-placed winners of 1963 and 1964, were **Tony Hegbourne** and **Bo Pittard**; both displayed immense promise. Hegbourne started to make his name in 1962 with a Lola Mk 1 sports-racing car, which earned him a Normand Lotus 23 sports car drive for the following year. Pittard made his mark in his first year of racing by winning a vast number of races with a big Anglia and, ironically, Hegbourne, after an unsuccessful season with Normand F2 Coopers, became Pittard's team-mate in the 1965 Walker-Day Racing Team, which was fielding a pair of Alfa-Romeo GTZs in long distance GT events. Hegbourne was killed in a horrific accident at Spa with one of the Alfas, while Pittard, after some good races with the Alfa, went to join his friend Chris Craft to do some Italian F3 racing for 1966. At Monza his Lola T60 F3 caught fire, and he was killed.

The fact that such a good percentage of the award winners have made Formula 1 surprises many people, for there was a time when it was said that a Grovewood Award was a natural jinx. But looking at the careers of most of the winners, this hardly seems to have been the case, and no doubt the awards will continue to be highly esteemed.



Roger Enever



Mike Walker



James Hunt



Tony Trimmer

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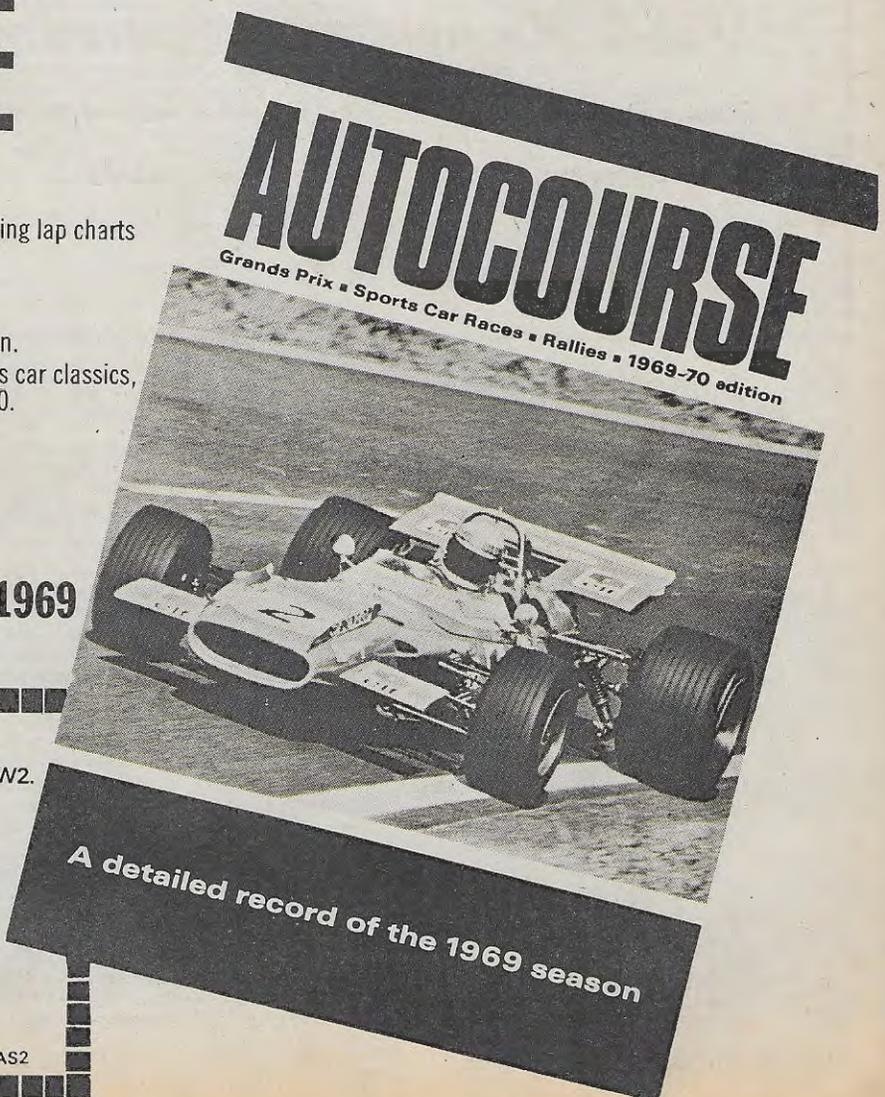
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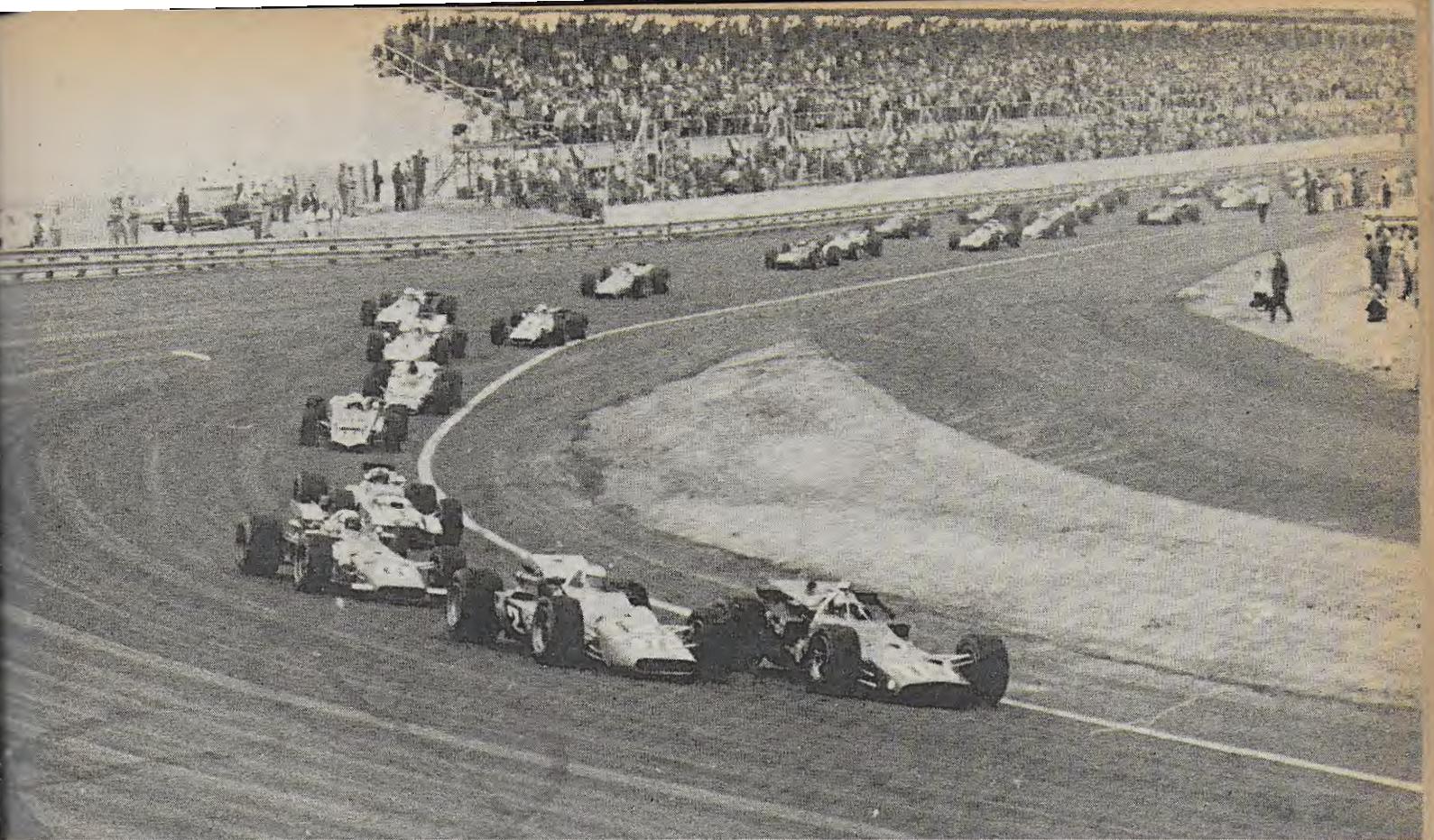
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Al Unser, Mario Andretti, AJ Foyt and Bobby Unser head the field at the start.

## USAC Phoenix to Al Unser

Wet Bobby Ball Memorial 200 to Unser Lola — Andretti  
and Bobby Unser crash — Foyt retires

Story and pictures by PETE LYONS

**I**N a race plagued with yellow caution lights and then interrupted by rain, Al Unser scored his fifth USAC win of the year in the Bobby Ball Memorial 200 at Phoenix International Raceway, Arizona, on November 15/16. A. J. Foyt retired after damaging his suspension through tangling with a back-marker, and Bobby Unser and Mario Andretti were both put out by a multiple accident on the damp surface when the rain started, which prompted the race's postponement. Second behind Unser's Lola, which has been converted back to two-wheel drive for USAC oval work, was the Laycock-Offy of Lloyd Ruby, with Wally Dallenbach's Eagle-Offy third.

**T**HIS year's USAC racing has gone its own way, with 22 Championship Trail races run on 19 dates and one to go. It will all add up to a total of 3800 racing miles, run mainly on asphalt oval tracks, but with five dirt-surfaced ovals and five road courses included. On the system which awards points according to the length of the race, Mario Andretti had won his third National Championship by the 16th event, and has scored seven outright wins. He won at least once on each of the three types of track. The other bright star was Al Unser, who scored his fifth victory at Phoenix. Art Pollard, Gordon Johncock and Dan Gurney have each accounted for two wins, and single victories have gone to George Follmer, Bobby Unser, Peter Revson, and A. J. Foyt. On points Bobby Unser is lying second overall with 2225 to Andretti's 4425; after Phoenix Al Unser is third,

close on brother Bobby's tail.

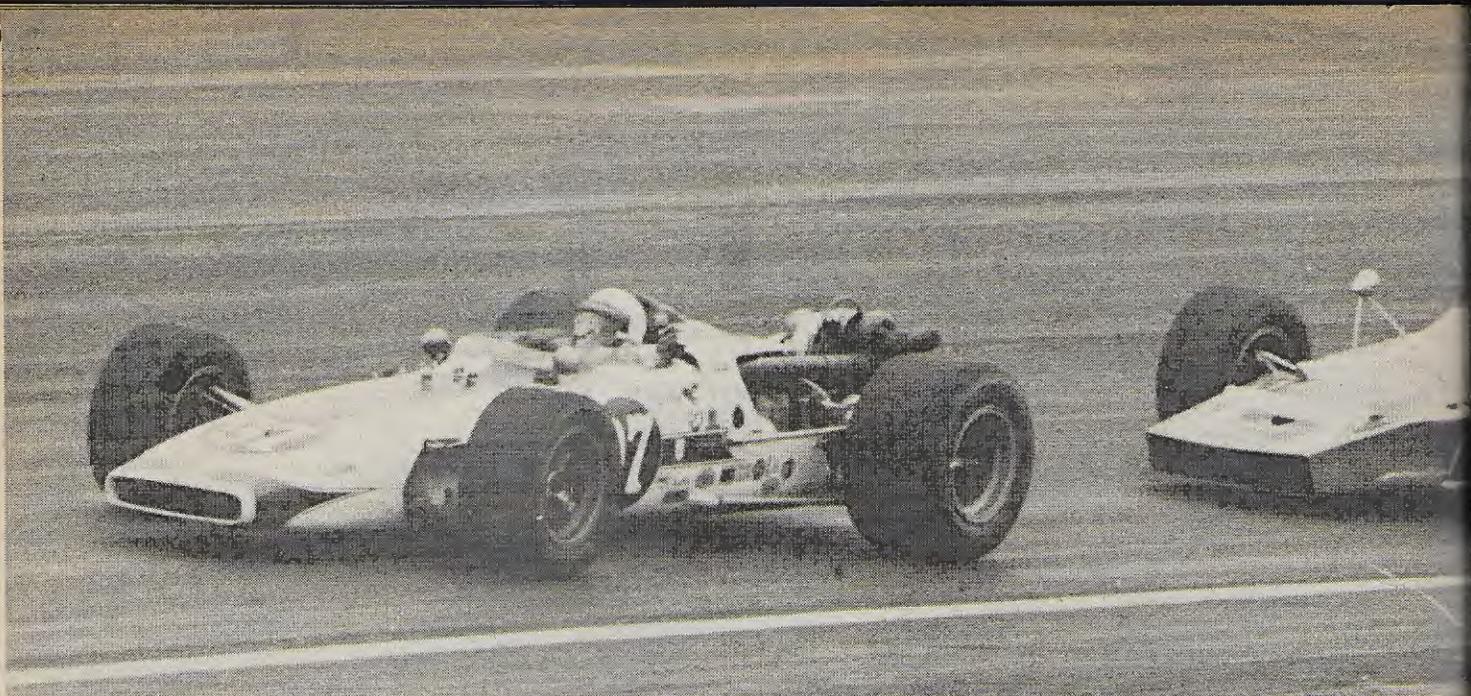
Phoenix International Raceway, in what is supposed to be the sunny Southwest, enjoys two Championship dates per year. PIR is fairly standard in that it is an asphalt-surfaced one-mile banked oval, but it has the enlivening virtue of being asymmetrical. The western end, so-called Turns 1 and 2, is the more steeply banked. The Turns 3/4 end is shallower, and both encompass a shorter than 180 degree arc. The missing degrees of the 360 are made up in the infamous "dogleg," a kink in the middle of the bank straight.

More of the lap distance is in turns than straight at PIR, and for this track many of the drivers fit their elastic head-holders, bungee cords running from left shoulder to helmet. Al Unser held the lap record before this race at 28.36 secs in a 4wd Lola with turbocharged Ford engine. Recently the track had been resurfaced, but Unser

thought it was not a success as the new cover was rougher and the strips laid down by the asphalt machine overlapped carelessly, so cars wanted to dart around too much. Nonetheless in tyre testing before race day, with his Lola converted to 2wd, he got down to approximately 27.8 secs. Lloyd Ruby—they call this "Ruby Raceway" locally—equalled this time, and Andretti was 0.1 sec slower.

Al, describing a lap, mentioned first a sudden dip in the first turn just as the line nears the clipping point. The boundary between Turns 1 and 2 is more than psychological, for here is where most of the drivers "diamond it," letting the car go a few feet high and then forcing it back down to the clipping point in Turn 2. None of them can describe exactly what they do at the transition point; it doesn't seem to involve any gross control movements, and is something they learnt years before on their first dirt tracks. All through this area Unser is keeping some foot pressure on the throttle to keep the turbocharger boost up; at about the second clipping point he starts feeding in some real power.

Out high on the back straight he tries to "straight-line" the kink as much as possible. He reckons to be reaching 160 mph here, at full throttle, but it is a very tricky section. The car's 700 plus horsepower wants to throw it sideways and the surface dips abruptly down and up. It dips down again right away in the breaking area for Turn 3, so that if the "dogleg" has not gone well things can be very exciting here. Again the double-apex line, followed by the problem of feeding in all the power that the tyres will allow coming off Turn 4. The main straight has no tricks, but it is over very quickly and on a clear day the westering sun is full in the eyes. If the driver lets the car drift up out of the "groove" at any point he is in trouble, for the surface is always covered with gravel, and the entire speedway is lined with heavy steel.



Lee Kunzman's Shrike-Offy leads Joe Leonard's 4wd Parnelli-Ford. Leonard finished fifth, four laps behind the winner, while Kunzman was

Al has won road races and enjoys them very much, and points out that his first driving was up the 12-mile dirt road on Pikes Peak; but racing on ovals he finds "more demanding. You have to be smoother, you have to be more accurate on your pattern. You can't make up a mistake the way you can on a road course." He looks at each lap of a race as something new, for the surface is always changing, the tyres wearing, the fuel load shifting, the traffic different.

#### Technical variety

One of the things about USAC is the technical variety, and in the Phoenix entry were represented most of the various options: the 2.65-litre supercharged Ford V8s and Offenhauser 4s, Navarro's 3.3-litre blown Rambler 6, 5.25-litre pushrod V8s, and just one example of the engine that used to rule the roost, the 4.2-litre four-cam Ford. Most chassis, of course, were rear-engined monocoques fertilised by Formula 1, but there will always be people to try their "straight-up" dirt cars, and Quinn Epperly brought his de Dion neo-roadster. Of the 54 entries trying for 26 starting positions, the turbo Fords and Offies were the successful engines, of the non-conventional cars and only Epperly's, driven by Bruce Walkup, made it on to the grid. The Rambler was crashed before the race by its inexperienced driver; perhaps the claimed 1800 ft/lbs of torque had something to do with that! Another disappointing day was put in by John Cannon, who accepted a drive in a Vollstedt turbo/Ford to see what oval racing was all about; in this his first day at it, he found that "I can't keep my foot off the brakes" and failed to qualify by 0.1 sec.

Although Indianapolis takes these people a month, they usually get through the other races in one day. At PIR they set off for first practice, at 8.30 am, and at 11.30 they start running off their individual qualifying laps. Gary Bettenhausen qualified sixth, at 28.87. His car was, in effect, the factory Gerhardt with turbo/Offy and a pure "door wedge" body shape. Lloyd Ruby's car was a similar shape but was made by Laycock; with the same engine he qualified at 28.61. On the right side of the second row was A. J. Foyt, a turbo/Ford pushing his Indy Coyote round at 28.49. Current Champion Bobby Unser was using his accustomed short

track car, an old Eagle of the original cylindrical shape with a turbo/Offy. He really extended himself on his two flying laps to do 28.41, the car wiggling viciously under braking and the tyres occasionally making loud shrilling noises in the turns.

Andretti was using a car similar to his Indy-winning Hawk, but that actual machine had been shunted later in the season. A duplicate had been originally built as a road-racer, and in the balance of the season has had to do double duty. To convert to oval specification there is no change to suspension geometry or brakes, but the brake pedal is swapped with the clutch, and a manifold pressure gauge added to the instruments for the turbo/Ford engine. Mario took it round at 28.17. Al Unser's turbo/Ford Lola started life as a 4wd machine, but after Indy the drive to the front wheels was removed as the car behaves better on short tracks without it, and anyway the rules forbid it next year. The dull blue car is chunky and festooned with gimcracks, but it is effective and Al put up the electrifying time of 27.67, 130 and a few fractions mph, to win the pole.

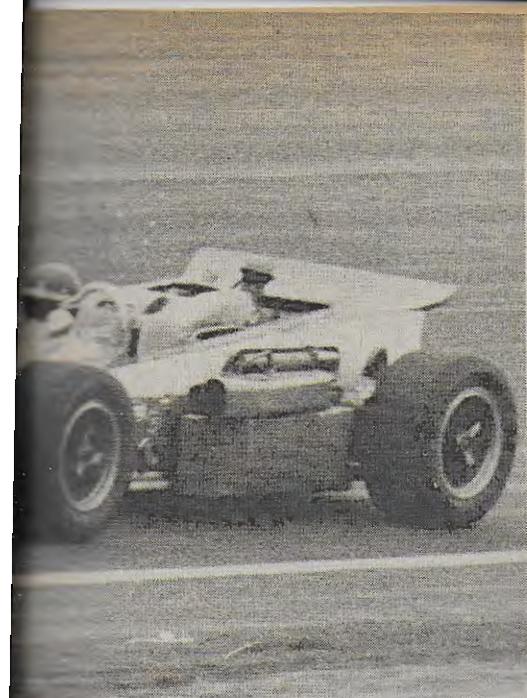
All this was happening on Saturday to cater for a television hookup, and for that reason the start was to be at precisely 2.34 pm. As that time approached the Arizona skies were uncharacteristically gloomy, but it dampened no one's enthusiasm as the starters moved off and formed up for several parade laps—literally that, for the drivers and the crowd wave wildly at each other; it's an integral part of the USAC scene. When the starter finally let them loose to race Unser held his advantage into the first turn and on around the lap, hounded by Andretti and Foyt who had beaten Bob Unser. The Offy-powered car could not quite keep up with the three Fords as they set off in a close line, and soon Bobby was not so much hanging on to them as trying to keep at the head of a pack involving Ruby, Bettenhausen, Johncock and a blur of others. This early in the race they were scarcely into their 75-gallon fuel tankage and their cars looked ponderous and nearly bottomed on the bankings. Over the ripples they bounced and weaved, and if someone went wide up a banking he usually lost a place or two while he scrambled for control in the "marbles." After 20 laps Johncock went much too high in Turn 2, spun and thumped the steel. He was out of the car



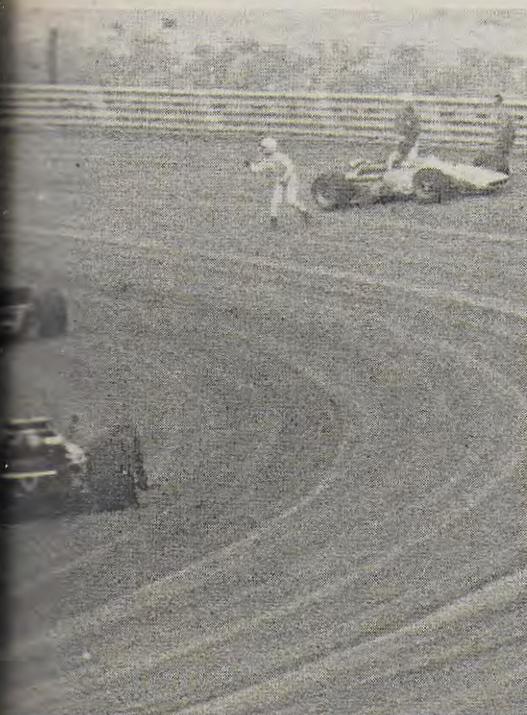
Al Unser takes his winning Lola-Ford T152 (15



Gordon Johncock shakes his fist at Gary Bettenhausen's Gerhardt, which had spun.



Steve Krisiloff's Gerhardt on his way to victory.



who is in the leading group as they pass John-

immediately and, as the pack came round again, slowing in response to the flashing yellow lights, he stepped forward and shook his fist at Bettenhausen. Then he climbed back in and, with a push start, continued the race and went on to finish, although well down.

That was the first yellow, with the cars all bunched up again in a line like obedient ducklings behind the mother pace car. Once free, the leading trio, now in the order Al, AJ and Mario, set off again. For some miles they had a clear track, but eventually they had to come round into traffic. On lap 33 they disappeared into one particularly thick bunch of naked wheels: Unser came out of it, so did Andretti, but they were slowing and looking in their mirrors at Foyt who was spinning in company with another car. During this yellow AJ pitted to have tyres changed, but when he went out again the car was still handling oddly and so he retired. The survivors were restarted, but had hardly got going when one of the backmarkers lost a wheel. This was cleared up quickly enough, but within moments someone else lost a wheel. Thus on the 60th lap of the 200 laps they were into the race's fourth yellow. Even for USAC this was getting ridiculous.

Under each caution period the pack closed up tight again, wiping out hard-won leads, bunching up fast cars with slow and unquestionably affecting each driver mentally. When the green was once again displayed the leader was still Al Unser, with Andretti right behind, chased by Bob Unser and Bettenhausen. This time these did not string out, for the dull sky began to drop the first sprinkles of rain. It all came on very gradually, and the drivers were aware of it sooner than the officials. The merest hint of moisture affects a speedway tyre, and drivers began making twirly motions to the starter as they zipped under his flying bridge. The track still did not look wet, but drivers said later that the tyres were beginning to throw up rooster tails. Then a chain reaction occurred. Bettenhausen passed Unser into third place and then Andretti went wide in the first turn, letting them both pass him. A second later a rookie driver in his first Championship race lost control coming out of Turn 2, and his spin carried him into Bobby's left side. The Eagle was pushed right into the path of Andretti and the two slid helplessly towards the outside of the dogleg. Unser hit the barrier with a tremendous shock, which bent the heavy rail back a full yard and totally destroyed the car, but the driver escaped with nothing worse than a sore knee. Andretti's car was not damaged beyond a broken upright and bent radiator, and he was unscathed. A fourth car was involved, Larry Dickson's, but it was not damaged at all—until it was literally run over by a crash truck on its way to the crash!

#### Red flag

The red flag went out, about five laps too late, in most people's opinion. USAC types just will not race on ovals in the rain; they refuse even to consider it, and the tyre engineers have never been asked to make rain tyres for them. This seems strange, for they will race on dirt, but to be fair, the power curves of the hottest engines are all wrong for slick surfaces.

Everybody waited around for a while in hopes of a restart, and they even ran a few dozen official vehicles around to dry the track as much as possible, but the rain continued and late in the afternoon the restart was scheduled for the next afternoon, Sunday.

In this sort of postponement situation USAC rules now permit anything to be done to the cars with the single exception of adding oil. In fact Andretti's machine could have been repaired and restarted, but the rules also require a crashed car to be thoroughly magnafluxed and there was neither time nor incentive for this. The delay did ensure Al Unser's win, however, for the mechanics were able to fix his clutch withdrawal mechanism; had they not the Lola could not have restarted after the planned midrace fuel stop. Although only 18 cars were left running after the shunt, 21 came to the line under bright sunshine the next day to be restarted in single file, full of fuel, in the order they had held on the track at the end of the 83rd lap. The track had been washed clean by the rains and gave a bit more grip and a lot more tyre wear.

After a few laps under the yellow to get the drivers settled, Unser, Bettenhausen and Ruby went free of the pack, with Wally Dallenbach moving his Eagle up to chase them. After heartbreakingly few laps Gary Bettenhausen's Offy gave a puff of smoke and went silent, a piston broken—this is one of the turbocharged engine's weak links. He had won this race the previous year, and that he had put his frankly impressive chassis so well up in this race speaks very well of him. This left Unser being harried by Ruby, though the Lola seemed to be able to hold a 2-sec lead at will.

#### Wheel fell off

Will is only part of oval racing, however, which was proved by the right front wheel of Pollard's car falling off and rolling freely half a mile round the track. The race hadn't come to the half distance yet! In this sixth yellow of the race Ruby closed right up on Unser, and when the green was given on the 101st lap he stayed right with him. As they lined up for the first turn Ruby tried diving under Unser but found himself baukked by a backmarker, so he smoothly went higher, which forced Unser up out of the groove and back into second place for the first time in this race.

For several laps the yellow wedge held the lead, and then coming up on more traffic going into the kink Ruby had to back off to go under a slow car; at the same time Unser was going at full throttle round the outside, so the two found themselves side by side and Ruby gave way at Turn 3. Now Unser pulled everything out and, helped by an incident-free balance of the race, gained more than half a lap on Ruby by the end. His car was handling smoothly and the engine blaring faultlessly, but Ruby's chassis was handling erratically and was obviously giving the veteran Texan a hard time. After the race, before the tyre technicians spirited them away, one could see his right-hand tyres were nearly in rags.

Bobby Ball Memorial 200,  
USAC championship round, Phoenix International  
Raceway, Phoenix, Arizona, November 16.

- 1, Al Unser (Lola-Ford T152 turbo/c), 1 h 48 m 59 s, 110.009 mph;
- 2, Lloyd Ruby (Laycock-Offenhauser turbo/c), 200 laps;
- 3, Wally Dallenbach (Eagle-Offenhauser turbo/c), 199;
- 4, Johnny Rutherford (Eagle-Offenhauser turbo/c), 198;
- 5, Joe Leonard (Parnelli-Ford turbo/c 4wd), 196;
- 6, Billy Vukovich (Brabham-Offenhauser turbo/c), 195;
- 7, Jim Malloy (Lotus-Plymouth 56), 193;
- 8, Bruce Walkup (Maxson-Offenhauser), 193;
- 9, Jim McElreath (Gerhardt-Offenhauser turbo/c), 188;
- 10, Gordon Johncock (Gerhardt-Offenhauser turbo/c), 188;
- 11, Bud Tingstad (Gerhardt-Offenhauser turbo/c), 182;
- 12, Lee Kunzman (Shrike-Offenhauser turbo/c), 182;
- 13, Steve Krisiloff (Gerhardt-Ford), 179;
- 14, Jigger Sirius (Finley-Ford), 153;
- 15, Jimmy Simpson (Gilbert-Chevrolet), 152;
- 16, Bill Putterbaugh (Gerhardt-Offenhauser), 137.

## club news



Rallycross/Autocross

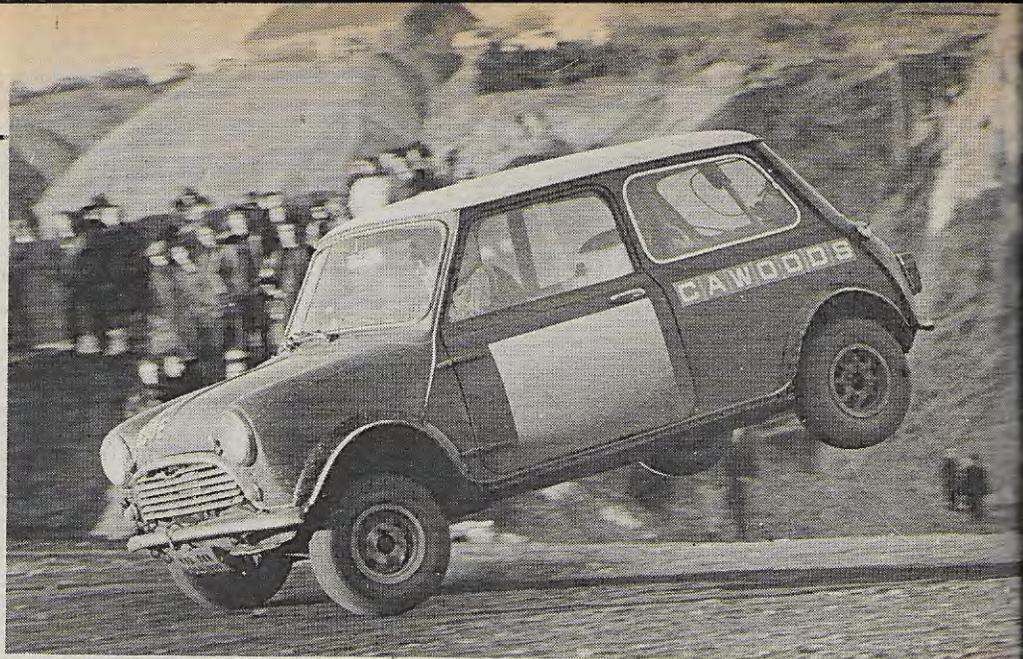
## Ulster slalom to White

TO replace their Ulster championship Night Owl's Rally, cancelled because of the present troubled state of the province, the Ulster AC organised a slalom last Saturday. The rather tight 3/4-mile course was laid out on the flat floor of Miskelly's Quarry at Ballygowan, and on a bitterly cold but bright day competitors had to contend with icy, muddy puddles and there was one very spectacular "yump" where the fastest cars nearly went into orbit.

During practice many people took the wrong route but most had the course taped by the time the competition proper started. The up to 900 cc FWD saloon class went to R. Parsons' raucous Mini with a second run time of 1 m 19.2 s, with John Wilson's more standard sounding model 1.6 secs slower. As usual the over 900 class contained a large variety of fast Minis and comparative newcomers like Tom Lawther and Dermot Boyd put in some spectacular runs in the 1:14 bracket. However, as always it was the McCartney brothers and Ronnie White who really set the pace. White showed once again that he is currently on top form and set what was to be BTM with a second run in 1:10.0 in his 1310 Cooper S. After leading the field on the first run with 1:12.2 (but also incurring a marker penalty) Dessie McCartney was second with 1:10.8, but brother Ronnie with his comparatively heavy rally car had to be content with third in class with 1:13.4.

In the rear-engined classes Ken Shields had a very good time of 1:15.0 in the same VW 1500 he used in the recent Ken Wharton autotests; Bob Curran in a venerable 1600-engined Beetle also went well. G. R. Baird's ex-works 998 Imp won its class, and in the front-engined RWD saloon class Hill Scott got his Escort TC really flying and with a spectacular 1:13.4 shared BTM on the first runs with Ronnie McCartney. However, he could not improve enough at his second attempt and with 1:12.2 had to be content with a class win ahead of Neville Johnston's Toyota Corona and Drexel Gillespie's Escort GT.

One of the surprises of the day was the good time of Billy Morrison in a rather unwieldy and woolly sounding MGC, which won the sports car class by 0.4 sec from Roger Cree's Sprite which, like Shields' VW, had been in the victorious Ulster Wharton test team. There were only two contestants in the ladies' class, but they both put up very respectable times in their Imps, Isobel Thompson getting the better of Christine Nemeč by 1 sec with 1:22.0. After David Stewart retired his



Ronnie McCartney gets the rear end of his 1293 Cooper S well off the ground in a vain attempt to get into the BTM money at Ballygowan.

ex-McCartney Ulster Autocross Championship winning Scoop in practice, Kevin McDonnell was left on his own in the specials class, and his MiniSprint spluttered round on two cylinders on the first run but, despite trailing his exhaust, got a much better run the second time.

ESLER CRAWFORD.

BTM: R. White (1.31 Mini-Cooper S), 1 m 10.0 s; D. McCartney (1.3 Mini-Cooper S), 1 m 10.8 s; W. H. Scott (1.6 Ford Escort TC), 1 m 12.2 s.  
Class winners: R. L. Parsons (848 Mini), 1 m 19.2 s; White, G. R. Baird (1.0 Hillman Imp), 1 m 18.0 s; W. K. Shields (VW 1500), 1 m 15.0 s; Scott, W. T. Morrison (3.0 MGC), 1 m 17.4 s; K. McDonnell (1.3 MiniSprint), 1 m 15.2 s.

● Another chance to see some of the works RAC Rally cars in action offers itself this Saturday (November 29) when the Kentish Border CC and the Cadwell C&KC run the second Players No 6/Weekend rallycross at the superb new Cadwell Park circuit in Lincolnshire. Heading an excellent entry is the RAC-winning Lancia Fulvia 1600, which will be in the hands of Tony Fall; Andrew Cowan will have one of the Triumph 2.5 PIs, and John Sprinzel one of the team prize-winning Datsun 1600 SSSs. The Boreham line-up is very impressive, with four works Escort TCs for Timo Makinen, Hannu Mikkola, Roger Clark and Barry Lee; Stan Clark, Rod Chapman, John Heppenstall, Peter Warren, Pip Carrotte and Roy Edwards will be in their similar Fords. The two British Leyland Johns Rhodes and Handley will be in their usual Minis, and among 27 more Cooper Ss are those of leading privateers Jeff Williamson, Gerry Braithwaite, Norman Harvey, Brian Chatfield, Stuart Brown, George Jackson, Tim Baker, and rallyists Phil Cooper and Bob Freeborough. Peter Harper (Imp) and Dutch champion Hans Kok (NSU TT) will be upholding rear-engine RWD honours, and Jim Wicks will have his Anglia and John Taylor his Volvo. First runs at 1 p.m.

● Several changes will probably be made in the regs for their clubmen's autocross championship as a result of a member's autocross survey recently carried out by the BTRDA. Some definite alterations have already been decided: the popular 850 front-wheel-drive class has been retained, but a 20 thou rebore will be allowed, making the capacity limit 865 cc; and, to fall into line with the RAC and most of the regional championships, the old 851 to 1100 FWD class has been changed to 851 to 1-litre.



Other events

● The final round of the Castrol/MN rally championship is the Oxford University MC's Targa Rusticana on December 6/7, which will be held in Wales on maps 139, 140, 141 and 152. The 200-mile route is non-damaging and clerk of the course is as usual John Brown; the prize fund totals £100. Secretary of the rally is Chris Baron, 114 Cromwell Way, Kidlington.

● By finishing second on the Edwin Instone Memorial Rally on November 15/16, Edward Christian/Michael Kennish (Escort GT) clinched the 1969 Manx Rally Championship. The rally, the penultimate round in the championship, was won by the Cooper S of Doug Baird/John Dods-worth.

● The Falken Racing F1 Cooper-Maserati T86, in the hands of John Markey, invaded the Silverstone Sprint Championship last Saturday and set BTM at the Nottingham SCC's meeting; second BTM was put up by Ken Wilson's Lotus 30. Before the event Andy Belcher (Sprite), John Abbott (U2 Mk 8) and Ian Richardson (5.4 Cobra) were tying for the championship lead having won their classes at the previous three meetings, and they repeated the performance and now share joint first place with 12 pts each. The other class winners were Steve Muir (Mini-Cooper), Geoff Gilkes (Oselli Mini), Anthony Kopiczek (1293 Cooper S), Peter Shelton (Cortina GT), Bob Shellard (MGB) and John Anstice-Brown (Rejo Mk 6). Report next week.

● The results of the BARC SE Centre's sprint-race meeting at Lydden on November 16 were not as published last week, as there were three BTM awards, the winners of which were ineligible for class awards. The BTM men were Don Faller and Colin Rogers in 1-litre Minis and Don Gilham (1.3 Mini); class awards go to A. Mercer (Stiletto) and B. Rodemark (S).



## Focus on FORMULA FORD

**E**VEN though the original idea was good and the subsequent machinery cheap, exciting and closely matched, it must have been a source of surprise to the motor racing schools—Motor Racing Stables and the Jim Russell International Racing Drivers' School—to watch Formula Ford progress from its very early beginnings as a substitute for pupils for the expensive Formula 3 to a thriving international racing formula, producing drivers of the best calibre and racing of the most competitive nature. The Formula has already made drivers into stars, and, just like Formula Junior did in its early days, produced a new breed of car constructors.

**F**ORMULA FORD began in 1967, not as a public formula, but in the racing schools where Formula 3 cars were proving too expensive. The school operators were looking for an alternative, and they came up with the very sound idea of putting 1500 cc Ford Cortina engines into F3 chassis (Lotus 31s etc). The Ford Motor Company were naturally in favour of the idea, and gradually through the year the idea of promoting this as a new, low-cost formula grew up. Then, Motor Circuit Developments, the BRSCC, FoMoCo and certain others got together and drew up some rules for a single-seater formula, using Cortina engines and road tyres, the entire unit costing under £1000. Motor Racing Stables followed up with an agreement with Lotus, who revamped the F3 Type 31 and offered it for sale as the 51 FF. Then the formula was launched. Soon the Russell school did a similar deal with Alexis Cars, which resulted in the Russell-Alexis, and the formula was well under way, receiving a great deal of attention, not just in the motoring press, but in the national papers.

Despite some of the hairy antics of the road tyre shod machines, and some resultant criticism, Formula Ford was really serious by the time that the 1968 season had arrived, and many manufacturers were seeing the formula as their chance really to make good. Merlyn came out with the Mk 11 and, when Tim Schenken started to win all the races, they began to rise from a small constructor to one of the largest. Formula Ford started to spread abroad, with more and more cars rolling off the assembly line.

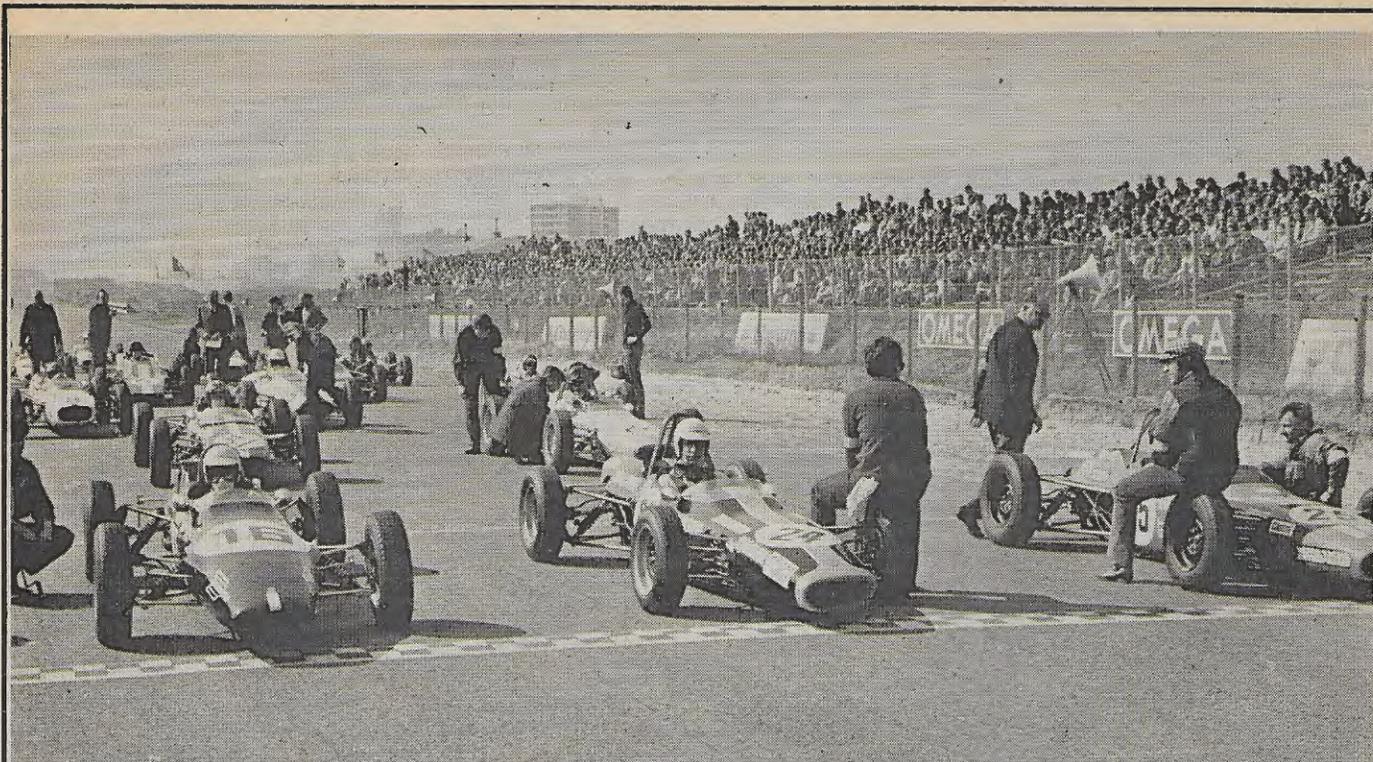
As 1968 progressed the formula began to diversify, with so many cars in existence that British championship races often had to be run in two heats, and there were still ample cars to run concurrent races at smaller club events and at continental meetings. America adopted the formula midway through the year, its only variations being that they decided to allow small section racing tyres and slightly different engine modifications, while the continentals were also taking to FF.

Thus by 1969 Formula Ford had become big business. A European championship

was run, in addition to the assorted British ones, which varied from a national title to little regional championships, while the established manufacturers still continued to churn out cars, and new makes seemed to arrive almost weekly. By the time that the formula had grown this big, it had rather gone beyond the intentions of its originators and, not unnaturally with so much prestige and money at stake, there began to be points of controversy, such as the engine regulations, which were being flaunted, sometimes knowingly, sometimes innocently. However, FF got itself through these, and as the word spread farther afield, so more parts of the world began to take it up. Predictably the £1000 limit had long been impractical, and although it was changed to £1000 for rolling chassis and gearbox alone, this rule has now been dropped, and the formula will probably progress in the way that both Formula Junior and F3 did before it.

The future of Formula Ford is now assured, and indeed the formula is still growing. With ever widening markets, more money and more prestige to battle over, the future looks rosy for these relatively low cost single-seaters.

In the following feature article, *AUTOSPORT* provides a comprehensive buyer's guide for the selection of cars, information on the major engine tuners and some other useful information for those involved with or interested in FF.



## The birth and growth of FF International

**A**LTHOUGH many of the originators of Formula Ford were well aware of its potential for spreading on the continent, few could have realised how rapid that growth would be. In 1968 when the formula got going properly in England, Formula Vee was thriving on the continent and FF hardly looked as if it was set to take over right away. But things happen rapidly in FoMoCo circles and, in June, Ford approached Nick Brittan, hitherto the British Formula Vee man, and asked him if he could get together a bunch of about 20 FFs for a race at Zolder in conjunction with a Cortina promotion exercise. Brittan, somewhat to his surprise, got the party together and they went over, raced there, and impressed the Belgians so much that Ford Belgium asked them to go to Spa for the GP and run as a supporting event. So it grew—quickly. The Swedes were next—and suddenly Formula Ford racing had become an indisputable fact of the international racing calendar.

Here, at last, the continental organisers seemed to have their prayers answered. In FFs, they had racing cars which looked like racing cars (even if they did not sound like them), close racing and perhaps above all, an inexpensive grid, which by virtue of its party nature involved negotiations with only one individual as opposed to a collection of teams.

In fact, a real problem could have arisen in the organisation, or lack of it, in FF internationals. The Zolder trip had all been a bit of a laugh; the following few events went off well, but now, with FF racing rising in popularity, there were all the problems of visas, channel crossings, entries, starting money and the like to be faced. Thus Formula Ford International

was formed. Brittan realised that FF was getting big, so he decided to get the whole thing on a professional basis. He set up FFI as a register of FF drivers wanting to compete abroad, each paying 5 gns for membership. From these members are made up the continental FF circus, Brittan's "performing chorus girls." This all happened at the start of 1969, by which time both he and the organisers were really getting at the situation.

FFI's role is twofold. Brittan negotiates a lump starting money fee for a grid of a given number of cars; for each of the competitors in FFI who go on each trip comes an RAC visa (official insurance policy to race abroad), a boat ticket for car, trailer, driver and mechanic from Dover to Ostend (which Brittan says is the ideal location for almost any trip), hotel bookings and a detailed set of instructions of what to take, do and so on. Initially, there were the usual moans that one man should not be able to set up a monopoly and be able to control continental FF, but soon the cries quietened down as most of the 85 members found how far their membership went (and any doubters should go and ask one of the F3 circus how they pay for a similar service).

In its first year, FFI handled no fewer than 14 races and processed about £20,000 on behalf of competitors, most of which went into their pockets. The idea behind continental FF racing is for a competitor to be able to go racing abroad and spend only what he would spend if he was racing at home that weekend, and this almost always works out. Brittan is emphatic on this point, and says that FF generally is not a professional's formula. However, just

glancing ahead in 1970, now that the Italians, Belgians, Austrians and some others have really taken to FF, there will be some real money in this class of racing. For already 37 races are planned abroad next year, eight of them to qualify for a European championship, similar to this year's but with far greater prize money. Details of this are expected in the New Year, and quite a few eyebrows will be raised when they are revealed.

The incredible expansion of the FF calendar took Brittan almost as much by surprise as anyone else, and mid-season he took on FF Titan driver Tony Dron to help in the administrative affairs, which with so many races and drivers to cater for, was really becoming a 24-hour-a-day job. Next year with 37 races, FFI expect to be handling £50,000 for their members, and for those contemplating doing some FF racing abroad in 1970, the time to get your application forms in is now.

### 1970 INTERNATIONAL FORMULA FORD CALENDAR

|             |                                       |
|-------------|---------------------------------------|
| March 30    | Zandvoort; Monza.                     |
| April 5     | Coxyde; Osterreichring.               |
| 12          | Hockenheim; Vallelunga; Salzburgring. |
| 19          | Vallelunga.                           |
| May 3       | Vienna.                               |
| 10          | Zolder; Monza.                        |
| 17          | Vallelunga.                           |
| 24          | Zolder; Monza.                        |
| 28          | Monza.                                |
| 31          | Chimay.                               |
| June 7      | Monza; Zolder.                        |
| 21          | Monza; Zolder.                        |
| 28          | Anderstorp.                           |
| July 5      | Monza; Zandvoort.                     |
| 12          | Salzburgring.                         |
| August 2    | Salzburgring.                         |
| 16          | Osterreichring.                       |
| 23          | <b>Les Rangiers.</b>                  |
| 30          | Salzburgring.                         |
| September 6 | Vallelunga; Zolder.                   |
| 13          | Vallelunga; Tulln-Langenlebern.       |
| 20          | Vallelunga.                           |
| October 4   | Vallelunga.                           |
| 18          | Vallelunga; <b>Brands Hatch.</b>      |

European championship qualifying rounds in bold type

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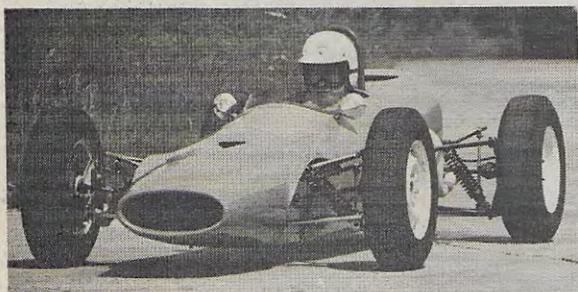
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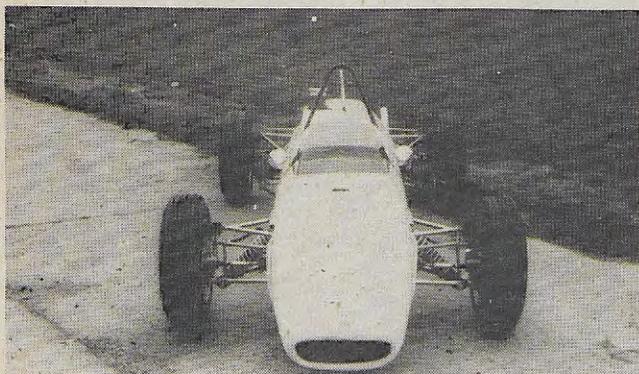
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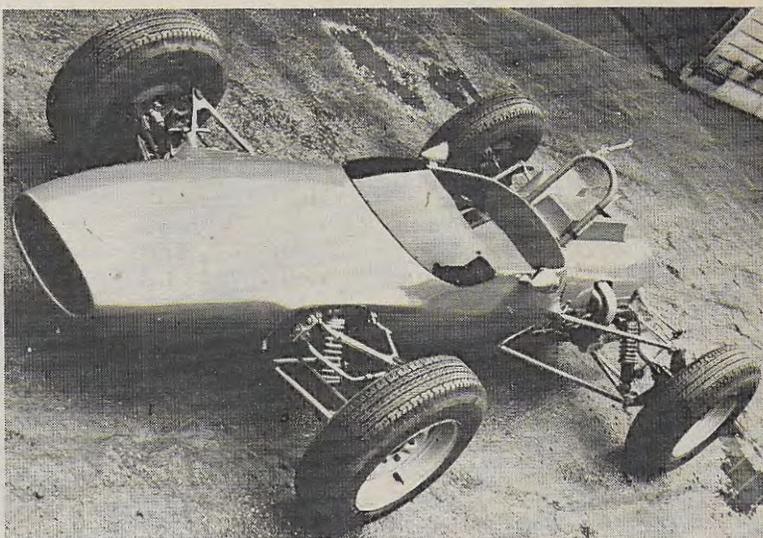
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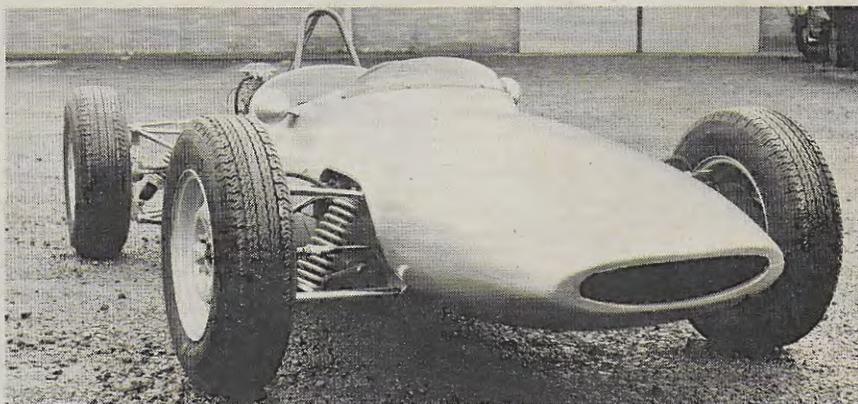
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Weight: 930 lbs.

Price of rolling chassis with Hewland gearbox: £1,000.

Optional extras: Seatbelts.

Manufacturer: BPG Engineering Co Ltd, Highmeres Rd, Leicester, LE4 7LZ.



# BEATTIE

Type no: P6000 FF.

Wheelbase: 7 ft 6 ins.

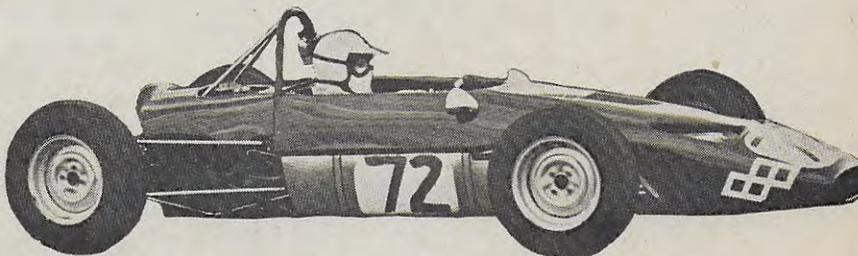
Track, front and rear: 53 ins and 54 ins.

Weight: 883 lbs.

Rolling chassis with Hewland gearbox: £1,195.

Optional extras: none.

Manufacturer: Beattie Cars International, Hanworth Air Park, Feltham, Middx.





## CROSSLÉ

Type no : 16F.

Wheelbase : 7 ft 6 ins.

Track, front and rear :  $51\frac{1}{4}$  ins and  $53\frac{3}{4}$  ins.

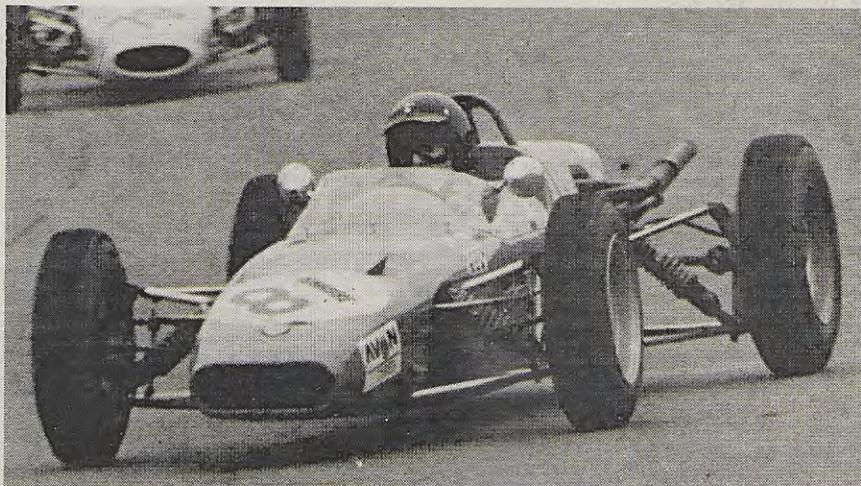
Weight : 885 lbs.

Price of rolling chassis with Hewland gearbox : £1,175.

Optional extras : Seatbelt.

Manufacturer : The Crosslé Car Co Ltd,  
Rory's Wood, Knocknagoney, Holywood,  
Co Down, Northern Ireland.

London distributors : 135a, Lavender Hill,  
London SW1.



39-22-1

## DRW

Type no : 8F.

Wheelbase : 7 ft 6 ins.

Track, front and rear : 52 ins and 53 ins.

Weight : 890 lbs.

Price of rolling chassis with Hewland gearbox : £1,120.

Optional extras : Seat belt; chromium-plated suspension; wing mirrors.

Manufacturer : DRW Developments, 3  
Hampstead Lane, London N16.



## DULON

Type no : LD9.

Wheelbase : 7 ft 6 ins.

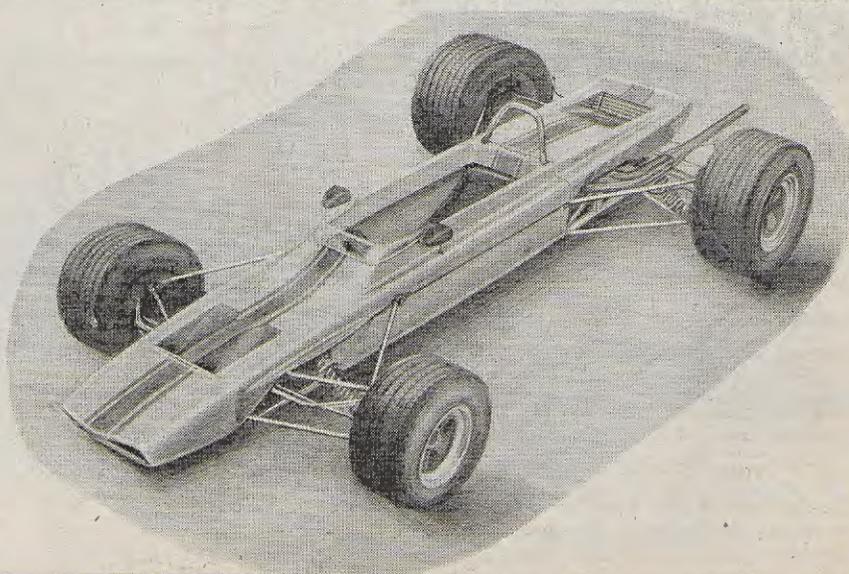
Track, front and rear : 57 ins and 59 ins.

Weight : 891 lbs.

Price of rolling chassis with Hewland gearbox : £1,085.

Optional extras : none.

Manufacturer : Maxperenco Products Ltd,  
Lower Broadway, Didcot, Berks.





## ELDEN

Type no : PH-6.

Wheelbase : 6 ft 10 ins.

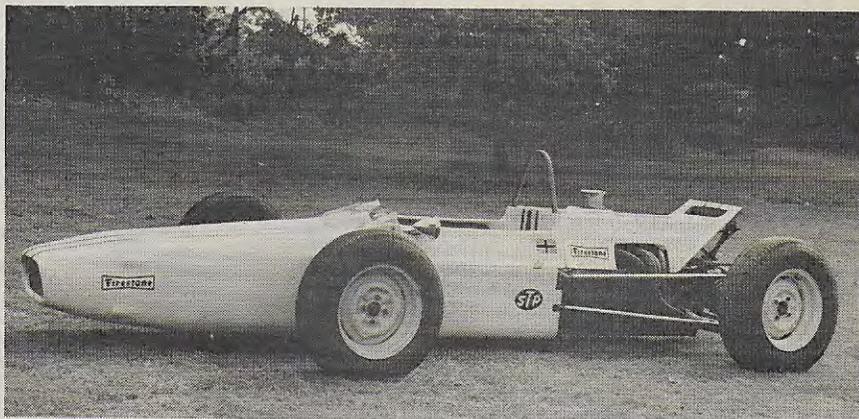
Track, front and rear : 53 ins and 55 ins.

Weight : 887 lbs.

Rolling chassis complete with Hewland gearbox : £1,000.

Optional extras : Seatbelts ; electric fuel pump.

Manufacturer : Elden Motor Co Ltd,  
66 Choumert Rd, London SE15.



## GINETTA

Type no : G18.

Wheelbase : 7 ft 6 ins.

Track, front and rear : 49 ins and 50 ins.

Weight : 880 lbs.

Price of rolling chassis with Hewland gearbox : £985.

Optional extras : none.

Manufacturer : Ginetta Cars Ltd, West End Works, Witham, Essex.



## HAWKE

Type no : DL2.

Wheelbase : 7 ft 6 ins.

Track, front and rear : 52 ins and 52½ ins.

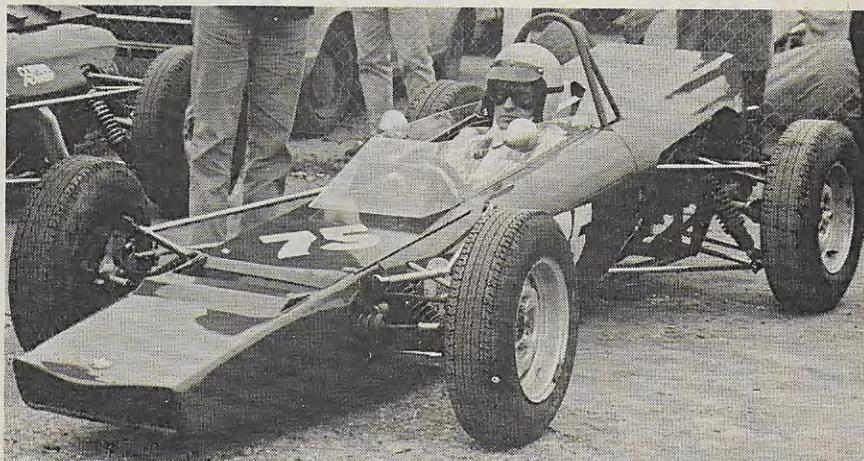
Weight : 890 lbs.

Price of rolling chassis with gearbox :  
£1,000.

Price of car complete with Lazenby engine :  
£1,285.

Optional extras : Seatbelts ; tachometer.

Manufacturer : David Lazenby & Co Ltd,  
rear of 146 High St, Waltham Cross,  
Herts.



39-22-2



## LOLA

Type no: T200.

Wheelbase: 7 ft 4 ins.

Track, front and rear: 54 ins.

Weight: 885 lbs.

Price of rolling chassis fitted with a Chris Steele engine: not fixed at time of publication.

Optional extras: none.

Manufacturer: Lola Cars Ltd, 839 Yeoville Rd, Trading Estate, Slough, Bucks.



## LOTUS

Type no: 61.

Wheelbase: 7 ft 6 ins.

Track, front and rear: 51½ ins.

Weight: 882 lbs.

Price of rolling chassis less gearbox: £999.

Price of car complete with Holbay engine and Hewland gearbox: £1,499.

Optional extras: Armstrong adjustable dampers with adjustable spring platforms and springs to suit; chrome-plated suspension parts; seatbelts; car cover.

Manufacturer: Lotus Racing Sales, Lotus Cars (Sales) Ltd, Norwich. NOR 92W.



39-22-3

## MACON

Type no: MR7B.

Wheelbase: 7 ft 6 ins.

Track, front and rear: 53½ and 55½ ins.

Weight: 881 lbs.

Price of rolling chassis with Hewland gearbox: £1,125.

Optional extras: none.

Manufacturer: Macon Racing Cars, rear of 96-98 Pinner Rd, Harrow, Middlesex.



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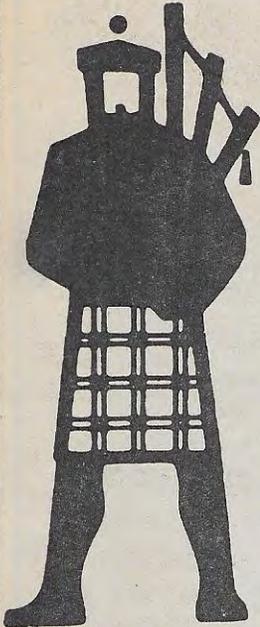
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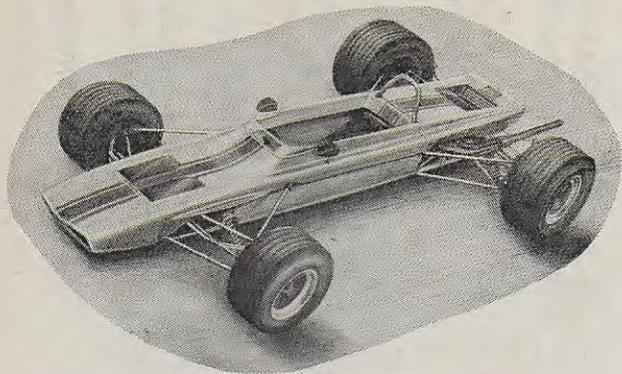
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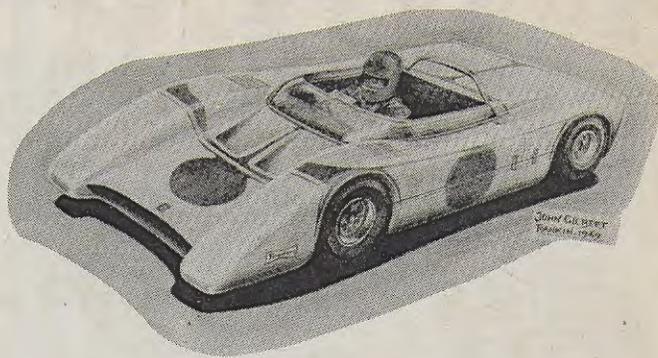
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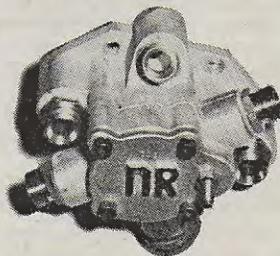
Lower Broadway, Didcot, Berks. (Tel.: Didcot 4564).



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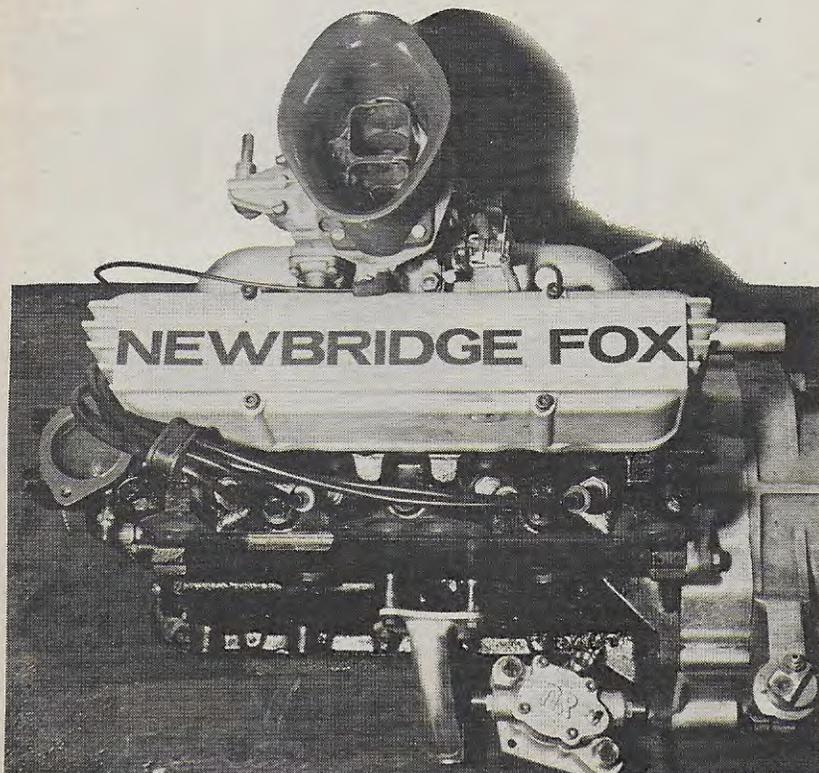
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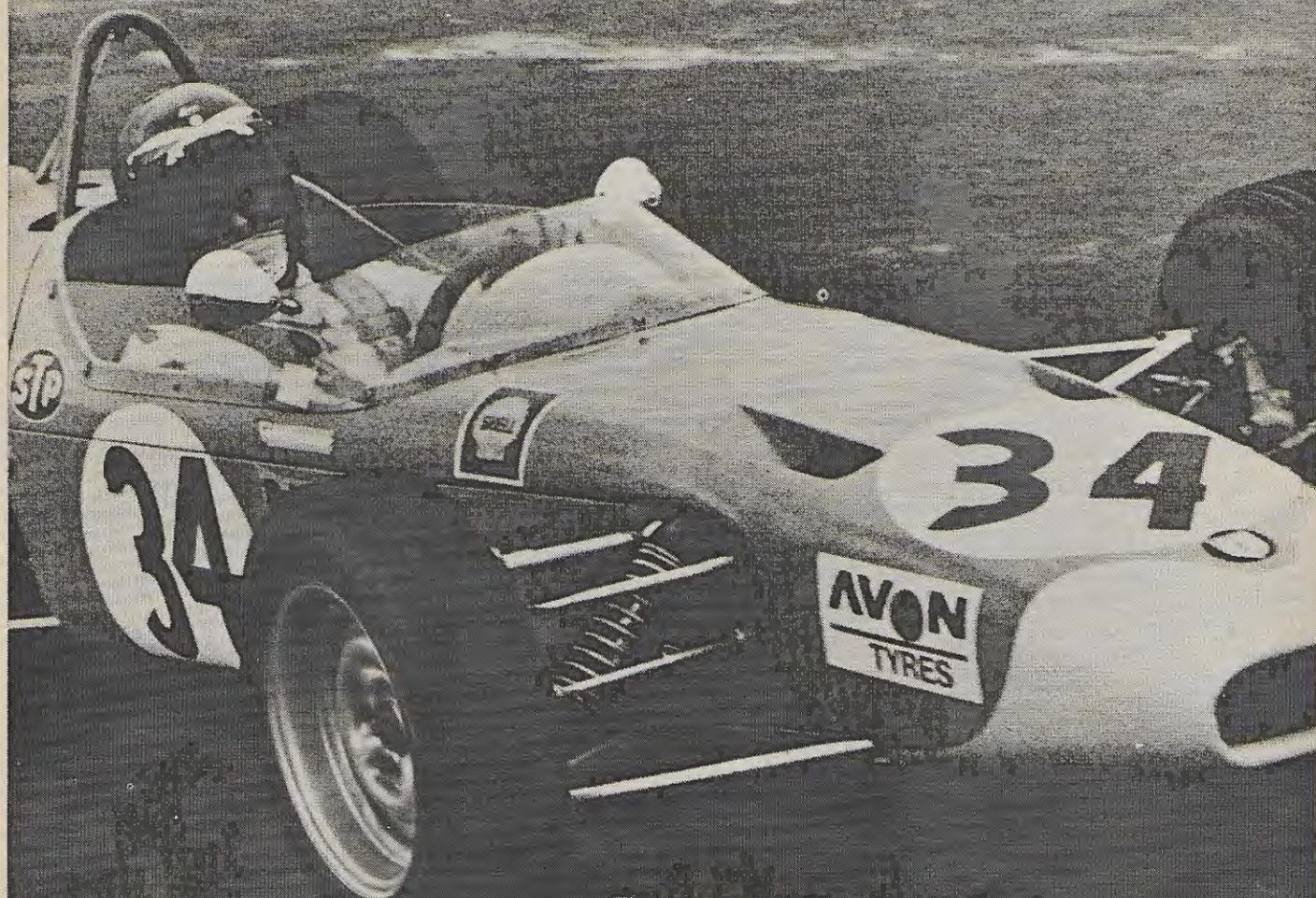
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## MARCH

Type no : 708.

Wheelbase : 7 ft 5½ ins.

Track, front and rear : 56 ins.

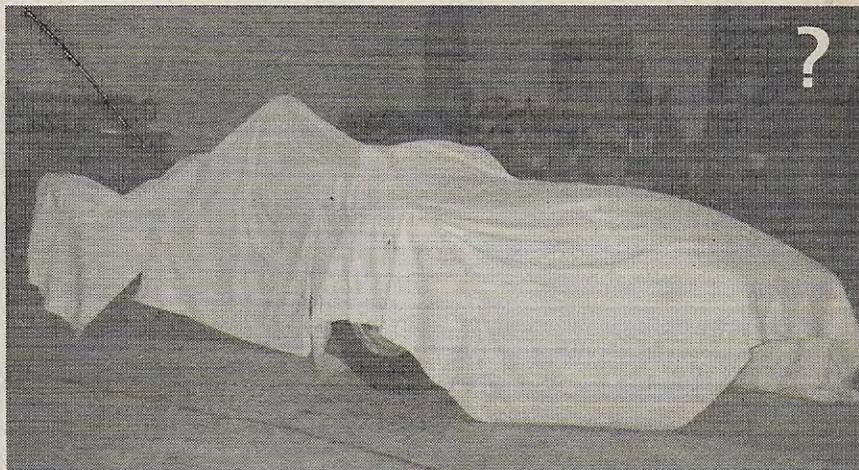
Weight : 881 lbs.

Price of rolling chassis with Hewland gear-box : £1,160.

Price of complete car with Brian Hart engine : £1,485.

Optional extras : None.

Manufacturer : March Engineering Ltd, Murdock Rd, Launton Rd Industrial Estate, Bicester, Oxfordshire.



## MERLYN

Type no : Mk 17.

Wheelbase : 7 ft 6 ins.

Track, front and rear : 52 ins and 54 ins.

Price of rolling chassis with Hewland gear-box : £1,000.

Price complete with Chris Steele engine : £1,312.

Optional extras : none.

Manufacturer : Colchester Racing Developments Ltd, Little Bentley, Colchester, Essex.



## MISTRALE

Type no : none.

Wheelbase : 7 ft 9 ins.

Track, front and rear : 52 ins and 49½ ins.

Weight : 885 lbs.

Price of rolling chassis with Hewland gear-box : £1,000.

Optional extras : Seatbelts ; upholstered seat.

Manufacturer : Pringett Racing Ltd, Stanstead Rd, Eastbourne, Sussex.



39-22-5



## NIKE

Type no: Mk 6.

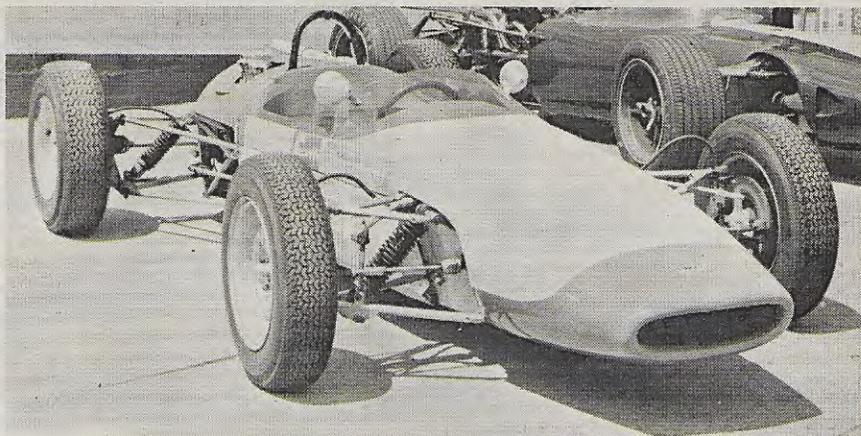
Wheelbase: 7 ft 6 ins.

Track, front and rear: 54 ins.

Price of rolling chassis with Hewland gearbox: £1,000.

Optional extras: None.

Manufacturer: Nicholls Engineering & Development Ltd, 35 Meddon St, Bideford, Devonshire.



## OSCAR

Type no: FF.

Wheelbase: 7 ft 7½ ins.

Track, front and rear: 53 ins and 55 ins.

Weight: 895 lbs.

Price of rolling chassis with Hewland gearbox: £1,075.

Optional extras: Seatbelt.

Manufacturer: Oscar Engineering Co Ltd, 66 Warren Rd, Banstead, Surrey.



## PALLISER

Type no: WDF2.

Wheelbase: 7 ft 7 ins.

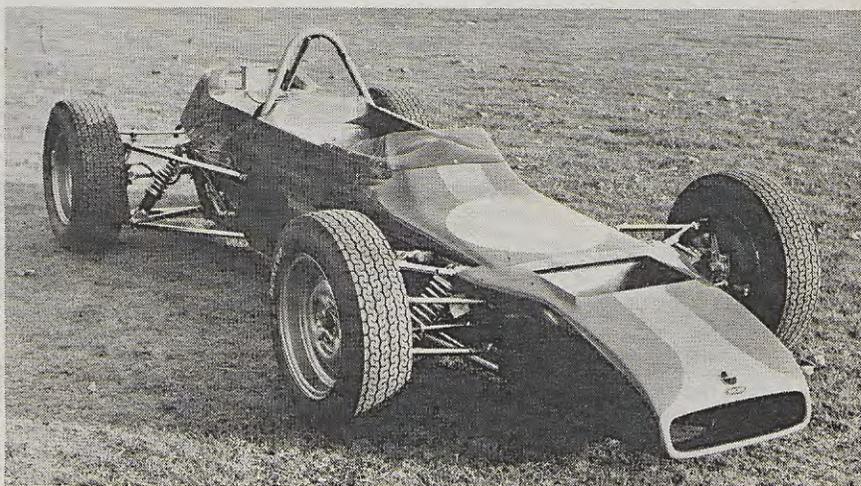
Track, front and rear: 53 ins and 54 ins.

Weight: 889 lbs.

Price of rolling chassis with Hewland gearbox: £1,185.

Optional extras: Seat belts; electric fuel pump.

Manufacturer: Palliser Racing Design, 65 North St, Clapham, London, SW4.



39-22-4



# ROYALE

Type no: FF Mk 2.

Wheelbase: 7 ft 9 ins.

Track, front and rear: 53½ ins and 53 ins.

Weight: 885 lbs.

Price of rolling chassis with Hewland gearbox: £1,050.

Price of car complete with Racing Preparations engine: £1,350.

Optional extras: Seatbelt.

Manufacturer: Racing Preparations Ltd,  
Royale Works, Victoria Road, Park  
Royal, London NW10.



39-22-6

# TITAN

Type no: Mk 5.

Wheelbase: 7 ft 7½ ins.

Track, front and rear: 54½ ins.

Weight: 900 lbs.

Price of rolling chassis with Hewland gearbox: £1,000.

Price complete with Lucas engine: £1,365.

Optional extras: Seat belts.

Manufacturer: C. Lucas Engineering Ltd,  
Windover Rd, Huntingdon Trading  
Estate, Huntingdon.



39-22-7

# U2

Type no: Mk 9.

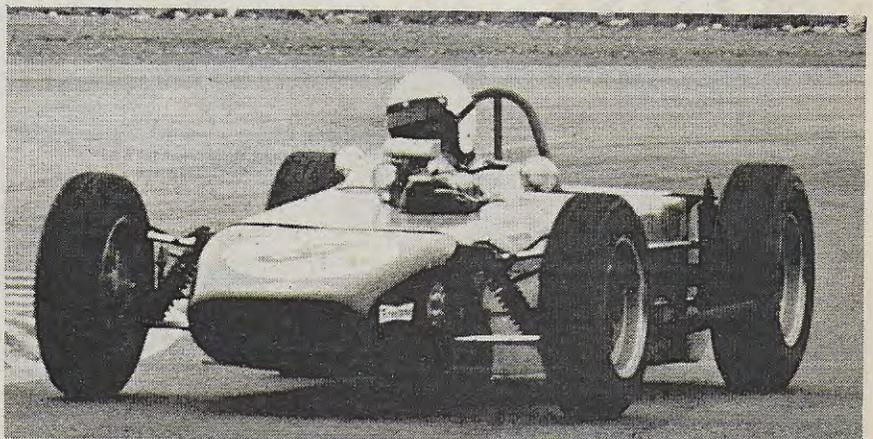
Wheelbase: 6 ft 11 ins.

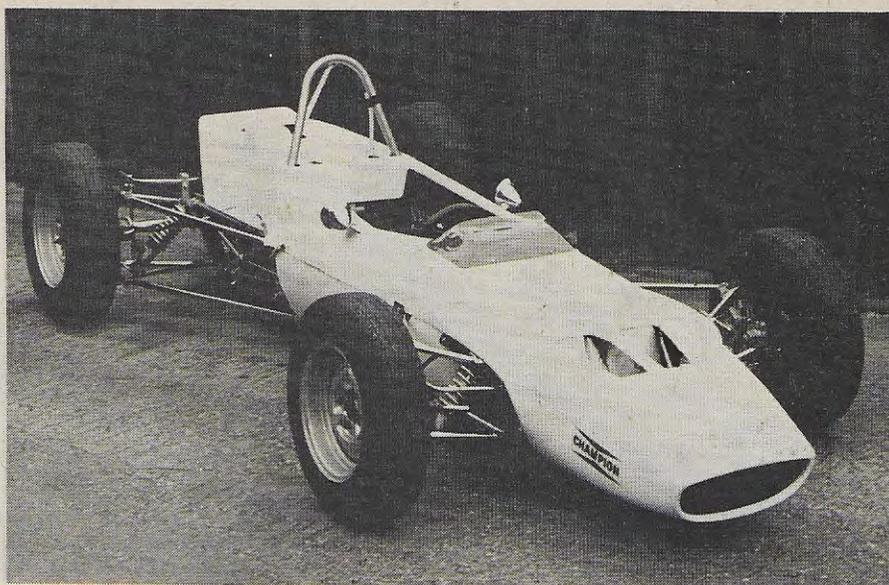
Track, front and rear: 52½ ins and 50½ ins.

Price of kit including Ford V4 gearbox: £560.

Price of complete car with Racing Preparations or BRM engine and close-ratio gearbox: £950.

Manufacturer: A.M.R. Mallock, Mill  
Cottage, The Grove, Roade, Northamp-  
ton, NN7 2PB.





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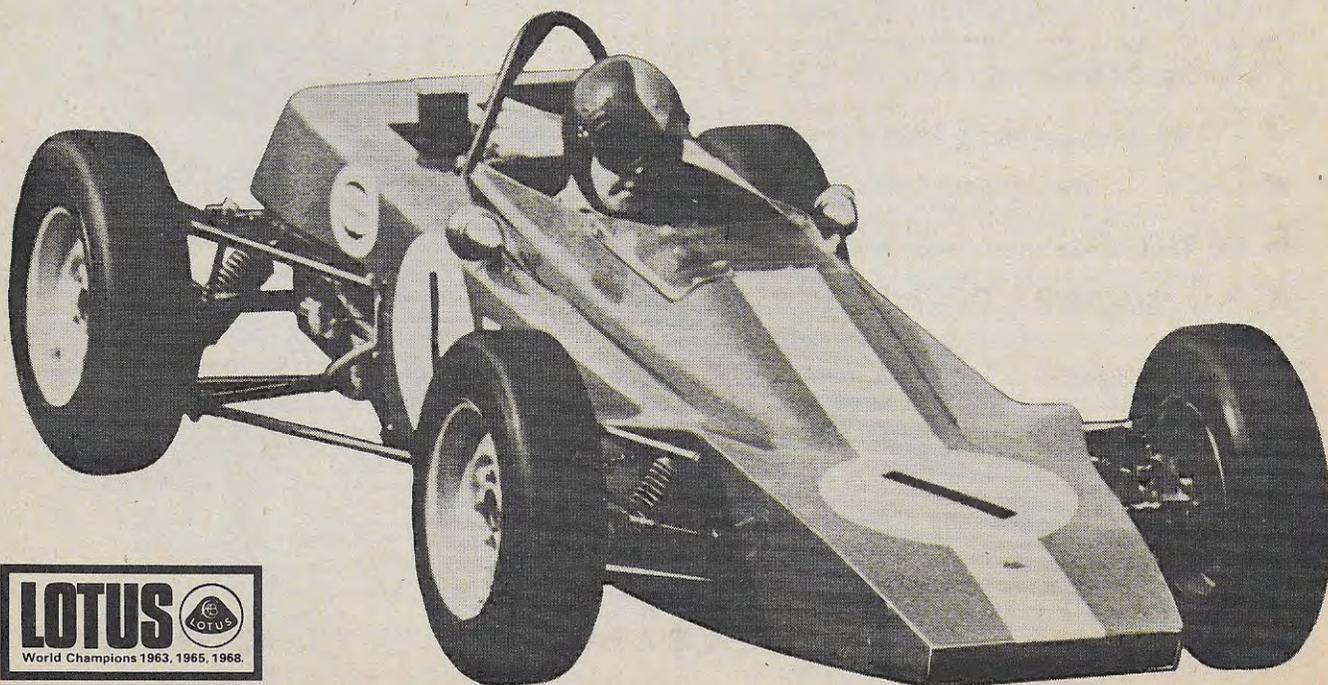
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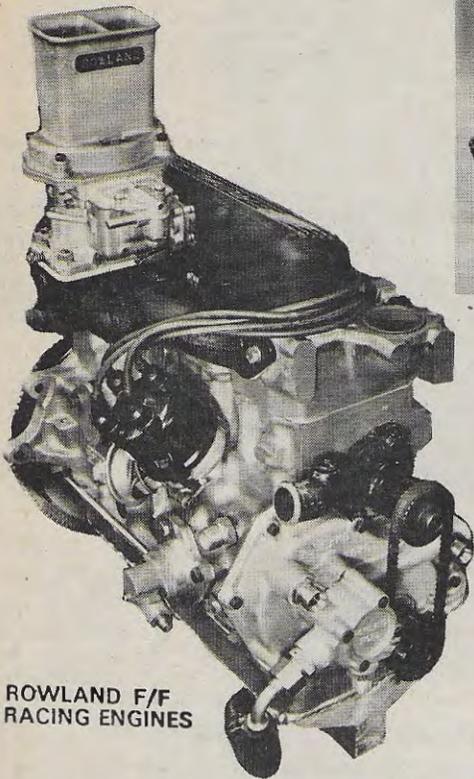
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**Lotus Racing Sales,  
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Norfolk, NOR 92W.**

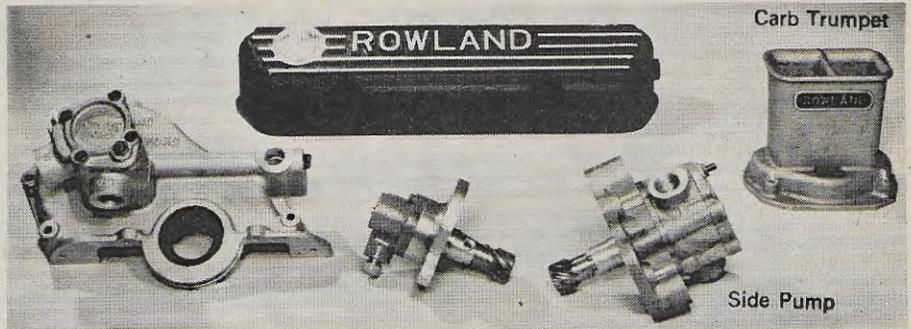


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## : The engine tuners

**B**EFORE they started manufacturing Titan racing cars, **C. LUCAS ENGINEERING Ltd** were already well known, first for their F3 team and then for their downdraught F3 engines. Naturally enough, when CLE started to produce FF Titans they went into the engine field, and their Lucas FF engines can be bought separately from the Titan FF cars. Race proven by several cars, although in the main by Tony Trimmer's extremely successful Titan, their engine basically features aluminium rocker cover and carburettor trumpet, dry sumping, modified tachometer drive and F3 clutch, plus all the usual machining, balancing, stripping, rebuilding and so on. Dynamometer tested and run in, the engine sells for £340. Engines with a less exacting specification can be built to order, but CLE usually find that the customer asks for the best version. *C. Lucas Engineering Ltd, Windover Road, Huntingdon Trading Estate, Huntingdon. Tel: Huntingdon 2371.*

With Tim Schenken winning just about everything in Formula Ford with his Merlyn in 1968, the name of Chris Steele quickly rose to prominence, and it was his tuning business which rapidly got its fine reputation for FF engine tuning. This year **CS ENGINEERING Ltd** have continued to shine, notably with Steele-engined Merlyn Mk 11As triumphing in the FF constructors' championship. Steele's engines feature the usual amount of stripping, machining, having clearances corrected and so on, as well as special valvesprings, their own dry sump system, alloy rocker cover and carburettor trumpet. Like the Lucas mills, they came brake-tested and run-in, and guaranteed as legal for £270. *C. S. Engineering Ltd, Oast House Way, Cray Avenue, Kent. Tel: Orpington 23686.*

**GOWRING's of Reading** are primarily known as a very large firm of Ford Main Dealers, but in the past year they have set up an extensive FF engine building facility under the auspices of their Industrial Engines division. Their present engine was largely developed earlier in the season when they ran a Merlyn Mk 11A for James Hunt with some success. They are fortunate as a large firm to have a Heenen & Froude dynamometer and two rolling roads, and they have sold quite large numbers of their engines to America and a few in England. The race-prepared unit includes all the usual tweaks including gas-flowing, stripping, "blue-printing" and dry-sumping. The engines cost £260 each. *Gowring's of Reading Ltd, 160 Basingstoke Road, Reading, Berks. Tel: Reading 82771.*

There were some eyebrows raised when Sid Fox's Mistrale appeared this year mid-season fitted with an engine proudly displaying the monogram "BRM," but with their recent announcement that they will be marketing FF and twin-cam engines seriously, one can be sure that plenty more will be seen of Owen Organisation units which are being marketed jointly by **MIKE SPENCE Ltd** and **BRM**. Featuring the usual modifications, these dry sump engines are manufactured particularly with appearance in mind and to that end they come finished in BRM green and orange with a special rocker cover and carburettor ram pipe. One of the unusual modifications which they feature is a German-made tooth-belt-drive. Mike Spence Ltd briefly ran their own Lotus '61 with BRM-tuned engine for Ian Ashley, but recently Ian Taylor has been using one in his rapid Dulon. The engines cost £315. *Mike Spence Developments Ltd, Reform Road, Maidenhead, Berks. Tel: Maidenhead 30277.*

Deny Rowland used to race a Merlyn Mk 11 in 1968 with limited success, but in the past season he has become much better known as the tuner of the engines which have propelled his Merlyn Mk 11A, which has been driven to many successes by both Emerson Fittipaldi and Colin Vandervell. Now **ROWLAND RACING ENGINES Ltd** offer two racing FF units. One is the all-in model, which costs a total of £340 and comes complete ready to accept an F3 clutch, with balanced conrods which are interchangeable, a Rowland-manufactured front-mounted oil pump, aluminium rocker cover and carburettor trumpet and so on. The other £240 engine is similar but does not include 30 thou pistons, has a normal side-mounted oil pump and standard rocker cover, etc. *Rowland Racing Engines, 28A Broadway Court, Wimbledon, London SW19. Tel: 01-946 3810.*

In addition to manufacturing Royale FF cars, **RACING PREPARATIONS Ltd** also sell FF engines separately, and there are many of their units successfully powering FFs in America and also in the Royales of Ray Allen and Kevin Glynn. The RP unit includes the usual 30 thou pistons, dry sumping, mechanical tachometer drive, carburettor ram stack and modifications to the very latest FF regulations. It sells for £315. *Racing Preparations, Royale Works, Victoria Road, Park Royal, London NW10. Tel: 01-965 3533.*

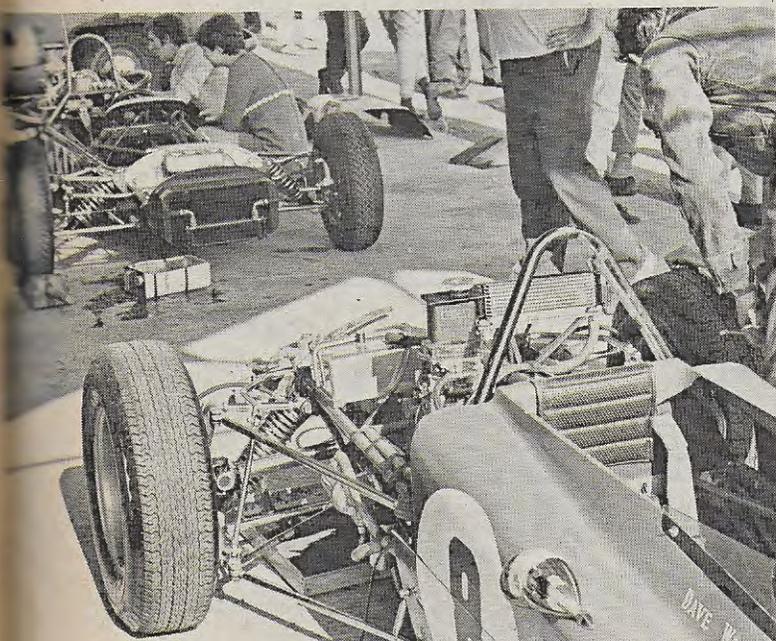
Gerry Birrell won this year's European Formula Ford championship with a Crosslé 16F, powered by a **BRIAN HART**-tuned engine, and so next season Hart engines are bound to be a force to be reckoned with, particularly as they will be fitted to the March FF cars under a similar agreement that Merlyn have with Chris Steele. Hart, known much more both as a driver, an ex-Cosworth engineer and the leading FVA F2 engine rebuilder, offers an FF engine with the usual amount of work, which is, like the majority of others, fully run-in and brake tested, for £310. *Brian Hart, 4 South Place, Temple Fields, Harlow, Essex. Tel: Harlow 32897.*

Besides these major engine tuners, there are several other concerns whose products frequently appear in race-winning cars. **HOLBAY RACING ENGINES**, who have achieved much and devoted most of their efforts in the past to F3, turned their hand to FF this year in a marketing agreement with Lotus, by which the Lotus 61 is Molbay-powered. Some of these Holbay-engined 61s have proved winners, notably the cars of David Walker and Claude Bourgoignie. Holbay engines have also appeared in other chassis from time to time. They sell for £325 retail. *Holbay Racing Engines, Martlesham Aerodrome, Woodbridge, Suffolk. Tel: Kesgrave 3000.*

**SCHOLAR** is the name of another brand of FF engine which has proved successful, notably in the hands of Vern Schuppan's Macon M7B; these units are tuned by two stock car racing brothers in premises at Martlesham Aerodrome, Suffolk, near Holbay's premises. The remainder of the more meritorious engines come from one-off builders or self tuners, although the **LAZENBY** engines tuned by David Lazenby's firm for his Hawke DL2 have also shown up well, and the Waltham Cross firm supply a wide variety of engine tuning components.

George Henrotte, who ran the Gemini Formula Junior team in 1963, tells us that, after a long absence from Formula Ford, his **PIPER** name will be reappearing in the engine tuning line. Piper built an FF car in 1967 which was driven successfully by Graham Tomlins and, now that they have new premises (ex-AAR), they will be supplying FF engines. Among their new customers is the *marque* Mistrale and its associated DJ Bond-Team Pringett team, for whom Sid Fox drives. *Piper, Wooton Rd, Kingsnorth, Ashford, Kent. Tel: 0233-24681.*

The name **RACETUNE** has become familiar to some people through Keith Wilson's driving of an FF Brabham BT15, and this London-based firm offer complete FF engines at £285. *Racetune, 1 Narth Rd, Southall, Middx. Tel: 01-574 3711.*



As in Formula 3, the Formula Ford engines are only allowed a certain degree of tuning and a single carburettor; thus competition is very close both on and off the track between the many engine tuning concerns.

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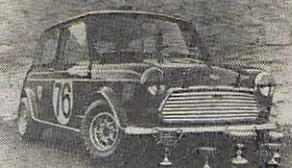
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£645 M.G.A. F.H.C., Mk. II, Nov., 1961. Old English white with red interior, 1 owner, 19,000 miles, w/w, spots, etc.

£565 Honda 5800 F.H.C. 1967. "F" reg. White, black trim, fitted sun roof and radio.

£495 Triumph Vitesse Convertible, 1966. White with black interior.

£485 Ford Cortina GT, 4-door, 1965. White, with black trim.

£295 G.S.M. Delta, 1964, fitted Ford engine, in white with black trim.

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MGB GT, 1967. Immaculate grampian grey, o/drive, w/wheels, new Xas, many extras. £875. Tel: Theydon Bois 2107/3617 (Essex). (48)

1967 MGB GT. Mineral blue, black trim, wire wheels, overdrive, Webasto roof, oil cooler, stereo tape recorder, as new. £850. Part exchange and H.P. Tel: York 26510. (49)

MGA 1600 FHC 1960. Taxed, M.O.T., radio v.g.o. £230 o.n.o. Tunbridge Wells 32619 day. (48)

MGB, 1964. Wire wheels, Motolita. New hood and tonneau, pb radio, heater, etc. Come for a look and make an offer. Tel: 01-449 0638 (Barnet). (49)

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970 cc COOPER 'S' in superb original condition, seldom used (35,000), MoT Oct. '70. Taxed February. First with £365. Tel: Maidstone 53911. (48)

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1,180 miles only, less engine unit, front seats and brake servo.  
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 Tel: 01-445 7540/01-444 0716. (48)

COOPER S 1293 cc Group III conv. Lightweight, streamlined, lowered. Fibreglass doors, boot and complete front. 4 1/2in wheels. Dunlop R7s. Latest block, crank, 639 cam. Janspeed head trim slip comp brakes, tapered roller bearings. 45 DCOE webber. Roll-over bar, capable 120 mph. £445 ono. Tel: 01-995 2936 evenings. (48)

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BASIL ROY LTD, main London distributors—Official spare parts stockists. Service and repair. Sales enquiries for overseas visitors or purchasers invited. 181 Gt Portland Street, W1. Tel: 01-LANgham 7733. (TC)

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PORSCHE CARS GREAT BRITAIN LTD invite prospective purchasers to test drive the latest 915, 911 and 912 models. Illustrated literature on request. Falcon Works, London Road, Isleworth, Middx. Tel: ISLeworth 1011. (TC)

FOUR 7 in steel wheels, with Dunlop racings to fit 911. £70. FLA 5730. (48)

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### RACING CARS

WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)

### 1969 TECNO

AS DRIVEN BY PETER GAYDON  
 LUCAS ENGINE

10in and 12in rims fitted YB11's. F2 magnesium uprights. Twin Bendix fuel pumps. Stripped, refurbished and repainted.

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Contact: GRAHAM OWEN,

13 Hillside Way, Weston Favell, Northampton.  
 Tel: Northampton 44522 (home),  
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**LOTUS 7 IRS.** Ex-David Wragg 1969 car, mags, etc. Immaculate condition.

**LOTUS 7 Cosworth.** Built 1968. My own car. Mint condition ..... **£650**

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**JAGUAR,** 1959, 3.4. Wire wheels.

**HUMBER HAWK,** 1961. Good tow car.

**ANGLIA,** 1963. Taxed, MoT.

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**FULL RACE 1760 cc.** Down-draught engine by George 'WRA.' Whitehead, ultra-close Lotus box, lowered and adjustable coil sprung suspension. Many platings this season. Almost won "Ford Sport" day Mallory. That's my Anglia! £700 ono. Engine having Works overhaul now. Tel: Lichfield 3212. (48)  
**FORMULA 2 COOPER CLIMAX,** 1957. Works team car. Famous and successful car in far East. Completely rebuilt and restored to original. C/W trailer, spare cogs. Owner going abroad. Beautiful car, still competitive on hills and eventually historic. £1,400 ono. Tel: Blaber, Cooden (Sussex) 3780. evenings. (49)  
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**HIGHLY SUCCESSFUL Autocross Mini.** Not usual grotty shell but absolutely immaculate 1293 Riley Elf. Built last season, 99% new parts. Full race motor. 649. Ultra-light steel flywheel. 45D COE. Works exhaust. CR/SC gearbox. New Powerlok diff. 5 in mags. Absolutely faultless. Engine stripped for inspection. £565 or £600 to include trailer. Symonspeed, Torquay. Tel: day 25647. Evenings 26596. (48)

## WORCESTERSHIRE RACING ASSOCIATION OFFER FOR SALE

Chevron GT '86. Fitted latest big valve BMW engine, long range tanks. Highly successful Group 4 car. £2,000 ono.

Ginetta G16. Four events only since new. Ideal for 1970 Group 6 Racing, Formule Libre or Hill Climbing. Would take V8 engine for Hill Climbing! Price, less engine and gearbox £1,000. A saving of over £600 off the price of a new G16. Will consider part exchange.

BMW Alpina engine, 1991 cc. Dry sump. Never raced since complete overhaul. £550 ono.

Hewland FT 200 gearbox. Complete £450 ono.

Tel: David Mead, Dudley 53042; Michael Jefferson, Solihull 2493 or John Bamford, Chaddesley Corbett 208 evenings. (48)

**LAWRENCE TUNE** offer their Mk 4 Titan F/F, complete and ready to race, for £900. Also Thames Trader transporter for £200. Tel: 01-748 0232, Jan Churchill. (48)

**PEARLESS SAH** tuned; sun roof; overdrive; w/w; red; slight damage; £130 repaired, £250 ono. 01-262 0263 any time. (48)

**CHAPMAN** Buick 5-litre V8 Special; standing quarter around 13 secs; 'E' Jag all-synchro; De Dion; Koni 22s; Borrani; new Cinis; Elan screen, hood; Kenlow. £250 spent on road conversion. £375 ono. 01-262 0263 any time. (48)

**LOTUS 7 CLUBMANS,** ex-Robert Glass/Peter Wardle. Fully sorted. Adjustable suspension (twin trailing arm rear, Panhard rod), 5.1:1 diff (BMC), complete less engine and gearbox. Includes trailer. Tel: for details OPE 366559 weekends, OCA 363157 business. Robert Glass. (48)

**ALEXANDER 1275S** Group 5, 8 Port headed Mini for sale. Rebuilt ready to race. £600 ono. Contact Hillier, Tel: Haddenham 520 (Bucks). (48)

**ELVA BMW GT,** 2-litre and must be the best in England with full race Nerus engine as new, Hewland box, Goodyear tyres. This car is just back from works and is in perfect condition. Full details Tel: 01-205 9782 night, 01-953 6411 day. £1,000. No offers at all. (48)

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Ex East Anglian Racing Cars twin cam Anglia. Fitted 1600 cc twin cam, fitted almost new Goodyears on 7J rims. Immaculate, locked diff, fully sorted, £500 ono. "The Cottage," Gt. Braxted Hall, Great Braxted, Witham, Essex. Tel: Wickham Bishops 569 (evenings). (48)

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his immaculate ex-"Bob Brown" trans-American

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Full GP II car to 1970 spec. Complete with host of spares. Engine just had complete overhaul. Ready to race and win. This car won its class at the Sebring 12-hour race in Florida driven by Bob Brown. Serious offers to:

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Ginetta G16a Climax  
now fully sorted. A competitive 2-litre group 6 car. Mk III, 2-litre Climax reliable 195 bhp FT 200 gearbox. Host of spares including 8 spare wheels and tyres hardly used, value £600. Also 4-wheel trailer.  
Offers around £2,250.  
Hungry Hall, Witham, Essex.  
Tel: Silver End 3305. (51)

**FULL RACE COSWORTH** twin cam Anglia. Immaculate condition, 1594 cc, 158 bhp, dry sump. Recent overhaul, new crank, suspension fully sorted by Luton Motor Company. 7½Js. Low profile. Dunlops. Ready to race. £650 ono with trailer. Full details from Andrew Le-Prevost. Tel: Axbridge 419 (Somerset) (48)  
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Due to purchase of 2 new cars, the ex-team Lotus 48 Formula 11s, in first-class condition, complete with FT 200s, at the unbelievable price of £1,595 each less engines only. Vast stock of spares.  
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Set Dunlop wet tyres.

Rolling chassis. £1,200 ono, or with 692 Holbay.

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The overhaul has just been completed and the test sheet and all bills are available. OFFERS invited. Please telephone:

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Chevron B15/R69 Holbay

Mk 8 Hewland, YB 11s on 10 and 12s. Delivered in July this car is literally as new and has never been shunted. £2,125.

68 Holbay. £475

Both engines unboxed since works rebuild.

Cosworth short block, less crankshaft, £200.

970 Dunlops mounted Chevron 8 and 10. £160.

Numerous spares: YB11s over and under exhaust systems, 3 watch lap timing board, Varleys, etc.

Bedford Diesel 2-car transporter

Good condition throughout, sleeping accommodation for 3. Fridge, cooker, hot and cold water. Blaupunkt-radio, electric lighting, etc. £525.

All items ono.

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IMMACULATE CHEVRON BMW

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offers

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**ALL LOTUS** high performance racing cars. Lotus Components Ltd., Norwich, Norfolk, NOR 92W. Tel: Wymonham 3411. (48)  
**F5000 COOPER TR8B**. Absolutely new less engine and box. Ultra light weight monocoque 12 and 15 rims. £1,400 ono. Tel: Gerrards Cross 86230. (48)  
**LOTUS 20/22** rolling chassis complete with G/box. Ideal F/Ford, Mono, etc. P/E considered. W.H.Y. ? Offers and details Tel: 01-274 8655. (48)  
**ATTRACTIVE** Brabham BT6/9, Ford 1500 cc, Dry sump engine, twin Webers, £750 ono. Details: Aspinwall, Shefford 516 (evening), Silsoe 421 (day). (48)

**ABARTH 1600 07. LHD. 1967.** Abarth 1591 cc twin cam with 6-speed Colotti-Francis box. Spare wheels tyres, box, etc. £1,100. I will exchange and pay cash for more expensive car. Tel: Chris St Quintin 01-788 8052 at home. (48)

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**MAGNIFICENT LOTUS 23B GT**, BT21 suspension 2 sets 10 inch, 12 inch, with brand new YB11. New Hewland, less engine. £675 no offers. Dronfield 3157. (48)

**HAWKSPEED OFFER** their full race MGB fitted 8 1/2 x 13 inch rims. This car is a winner in the right hands 97 bhp at wheels, finished to your colour with trailer. £550 o.n.o. Tel: Vange 3039 days, Southend o/s 47509 evenings. Dave. (48)

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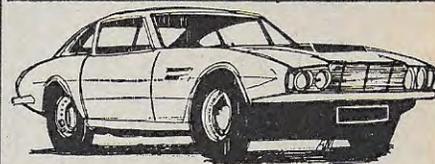
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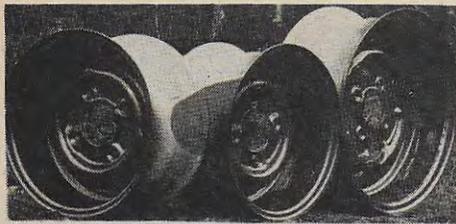
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| 1600 crossflow GT. Brand new, having been run for only a few hours, complete with all essential ancillaries, including clutch, carbs, etc. 1300 crossflow GT. Brand new. Comprising of complete engine unit, manifolds, oil pump, distributor, carb, water pump, clutch assembly, etc. Brand new.....                                                                                                                                                                                       | £105 |
| 1070S engine on Francis Knight 5-speed gearbox. The complete unit has just been substantially overhauled by Alexander Engineering and comprising of 649 cam, lightened and polished rocker gear and con rods, new +60 pistons, lightened push rods, full race head, lightened steel flywheel with competition diaphragm clutch, brand new 5-speed steel gears with new Mk 3 limited slip diff. All essential ancillaries, complete for £215, or will split. Engine at £145. Gearbox at..... | £75  |
| MK I 3.4 Jaguar engine. £120 just spent on bottom end overhaul. Complete with all ancillaries including a perfect overdrive and gearbox. To clear.....                                                                                                                                                                                                                                                                                                                                      | £75  |
| FORD V6 2.5 litre engine, complete with all ancillaries and just reconditioned by us.....                                                                                                                                                                                                                                                                                                                                                                                                   | £50  |
| ENQUIRIES invited for 850 cc Mini engine with Gold Seal gearbox, which is at present being overhauled by us.                                                                                                                                                                                                                                                                                                                                                                                | £75  |

### MODIFIED CYLINDER HEADS

|                                                                                              |  |
|----------------------------------------------------------------------------------------------|--|
| RTC Stage II 1275 Cooper S head. £26 on exchange for old head.                               |  |
| RTC Stage II Cooper head. £22. Exchange.                                                     |  |
| RTC Stage II Mini head. £22. Exchange.                                                       |  |
| RTC Stage II MGIB head. £26. Exchange.                                                       |  |
| RTC Stage II Ford 1000 cc head. £20. Exchange.                                               |  |
| All with polished inlets, enlarged combustion chambers, skimmed gas flowed with h/d springs. |  |

### COOPER S SPARES

|                                                                                                                                                                                                |          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| Lightened steel flywheel, clutch plate and diaphragm assemblies, brand new at.....                                                                                                             | £15 0 0  |
| 1275 cranks, cross drilled, nitride with big ends down 10 thou. Brand new.....                                                                                                                 | £22 0 0  |
| Large impeller water pumps, new.....                                                                                                                                                           | £2 15 0  |
| 5 IODE Cooper S oil pumps, new.....                                                                                                                                                            | £2 15 0  |
| Cooper S remote control assemblies, new.....                                                                                                                                                   | £9 10 0  |
| AEG 649 camshafts, new.....                                                                                                                                                                    | £10 0 0  |
| AEG 510 camshafts, new.....                                                                                                                                                                    | £9 0 0   |
| S rocker gear, complete assembly.....                                                                                                                                                          | £7 0 0   |
| Duplex twin row timing gear and chain.....                                                                                                                                                     | £5 10 0  |
| Steel back primary gears.....                                                                                                                                                                  | £5 0 0   |
| 1275 S con rods, per set.....                                                                                                                                                                  | £10 0 0  |
| 1275 S dished pistons, per set.....                                                                                                                                                            | £9 10 0  |
| 1275 S flat top pistons, per set.....                                                                                                                                                          | £10 10 0 |
| Long centre branch competition exhaust manifolds.....                                                                                                                                          | £12 10 0 |
| 4 1/2 J Dunlop reverse rims.....                                                                                                                                                               | £3 7 6   |
| 1275 S disc brake assemblies, comprising of 1 pair drive shafts, discs with dry flanges, calipers with pads, hubs with bearings, radius and steering arms. This unit is completely unused..... | £40 0 0  |
| Cooper S distributors, unused.....                                                                                                                                                             | £5 10 0  |
| 1275 S calipers, unused.....                                                                                                                                                                   | £5 0 0   |
| Cooper S radiator.....                                                                                                                                                                         | £5 10 0  |

### GEARBOXES

|                                                    |         |
|----------------------------------------------------|---------|
| 850 cc Gold Seal gearbox. Excellent condition..... | £15 0 0 |
| 2000E gearbox, brand new.....                      | £35 0 0 |
| Mk I Cortina close ratio gearbox.....              | £19 0 0 |
| 105E gearbox.....                                  | £5 0 0  |
| Morris 1000/A35 gearbox, perfect.....              | £7 10 0 |

### SPARES

|                                                                   |          |
|-------------------------------------------------------------------|----------|
| Ford 997 balanced crankshaft, new.....                            | £9 0 0   |
| Cooper 998 oil pumps, 5 IODE.....                                 | £2 10 0  |
| 5 1/2 Mk 3 Sprite rims, each.....                                 | £4 19 6  |
| 5 1/2 J Herald/Spritefire rims, each.....                         | £3 17 6  |
| 1275 Sprite block, new.....                                       | £22 0 0  |
| Brand new 45 Weber (1000 cc).....                                 | £28 10 0 |
| Brand new 45 Weber (1300 cc).....                                 | £28 10 0 |
| Brand new 28/36 carbs. Each.....                                  | £13 0 0  |
| Twin 125 Stromberg carbs. Set up for Viva.....                    | £14 0 0  |
| 13 row oil coolers, new, each.....                                | £7 10 0  |
| Mini drive shafts, new, each.....                                 | £7 0 0   |
| Full race Mini exhaust manifold, LCB.....                         | £12 0 0  |
| Arden Mini wheel spacers, 3/4 in, a pair.....                     | £1 10 0  |
| Stage II Vauxhall Cresta cylinder head for 1964/65/66 models..... | £10 0 0  |
| Inlet manifolds for 28/36 Weber for Mini.....                     | £6 0 0   |
| Inlet manifold for 28/36 Weber for Hillman Hunter.....            | £7 0 0   |
| Inlet manifold for 28/36 Weber for Ford 1500.....                 | £7 0 0   |
| Inlet manifold for 28/36 Weber for crossflow.....                 | £9 10 0  |
| Inlet manifolds for 40 Webers for Ford, pair.....                 | £10 0 0  |
| Champion racing plugs in stock: N57R, N60Y, N60R, N62R, each..... | 6 6      |
| 2600M x 15 racing tyres, 1 mm worn, pair.....                     | £10 0 0  |
| Lotus Cortina split propshaft.....                                | £7 0 0   |
| Sperex flameproof paints, various colours.....                    | £1 10 0  |

### LOTUS SPARES

|                                                                                                   |                              |
|---------------------------------------------------------------------------------------------------|------------------------------|
| Lotus twin cam head, complete.....                                                                | £70 0 0                      |
| Lotus twin cam head, bare.....                                                                    | £40 0 0                      |
| Lotus 4-stud crankshaft, perfect.....                                                             | £14 0 0                      |
| Lotus 6, stud crankshaft, perfect.....                                                            | £14 0 0                      |
| The following list of Lotus spares is a small cross-section of items available direct from stock. |                              |
| Lotus oil filters.                                                                                | Lotus pistons.               |
| Lotus bumpers.                                                                                    | Lotus flywheels.             |
| Lotus bonnets.                                                                                    | Lotus brake discs (rear).    |
| Lotus gearbox mountings.                                                                          | Lotus brake pads.            |
| Lotus tee pieces.                                                                                 | Lotus brake master cylinder. |
| Lotus front dampers.                                                                              | Lotus distributors.          |
| Lotus rear wishbones.                                                                             | Lotus rotor arms.            |
| Lotus timing chains.                                                                              | Lotus clutch assemblies.     |
| Lotus inlet valves.                                                                               | Lotus speedo cables.         |
| Lotus exhaust valves.                                                                             | Lotus accelerator cables.    |
| Lotus valve springs.                                                                              | Lotus silencer assemblies.   |
| Lotus cam followers.                                                                              | Lotus rota-flex couplings.   |
| Lotus gasket sets (all sizes).                                                                    | Lotus wheel trims.           |
| Lotus valve guides.                                                                               | Lotus chrome k/o wheels.     |
| Lotus petrol pumps.                                                                               | Lotus leaf spring units.     |

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# THE TIME MACHINE FOR THE MAN AT THE WHEEL

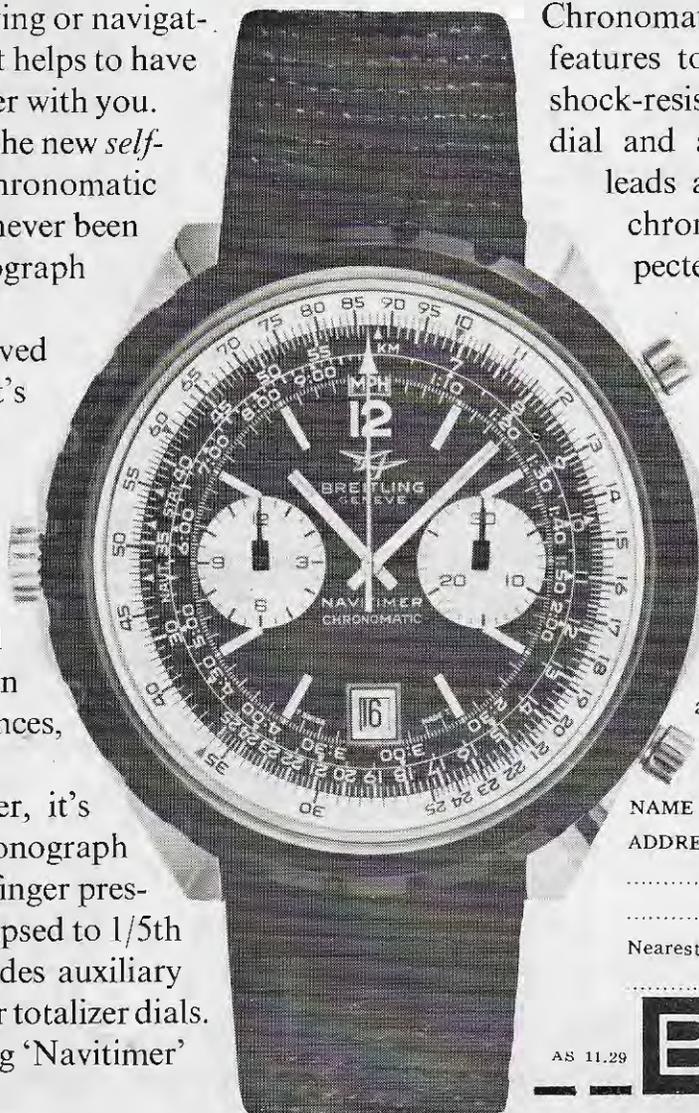
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The good-looking 'Navitimer'

Chronomatic has other important rally features too. It's waterproof, tough, shock-resistant, and has a luminous dial and a calendar. No wonder it leads a whole range of Breitling chronographs—used and respected among sportsmen, scientists, and men of action the world over. There are over 40 Breitling chronographs. Prices from £27.10.0 to £93.0.0.



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