

Another easy Brazil F3 win for Fittipaldi; Hanson breaks neck in swimming accident

Wilson Fittipaldi was again the master of Brazil during last Sunday's F3 race at Interlagos in Sao Paulo, round two of the Torneo Championship. With Carlos Pace being delayed in heat 1 with a loose distributor wire on his Lotus-Holbay 59A, Wilson romped home to an easy win. In heat 2 the tall Brazilian became mixed up with a dicing group at the start, but he eventually pulled away from this to score an easy win on aggregate.

Most unfortunate of the F3 circus out in Brazil was poor Peter Hanson who earlier in the week broke his neck. Hanson dived into a lake to go swimming and hit his head on the shallow bottom. He will be in hospital for three weeks at least without being able to move, and the accident is likely to keep him out of racing for three months. Mike Beuttler, out in Brazil to recover from the after-effects of appendicitis, took over Peter's car for the race, although it is expected to be hired out to a local driver for the remaining race.

While Wilson was busy dominating heat 1, a hectic and very hairy dice developed for second place between Dave Walker's Gold Leaf Lotus 59A, Giovanni Salvati's Tecno-Nova and Luiz Bueno in Brendan McInerney's Chevron B15 after Claudio Francisci in the F2-chassised Tecno-Novamotor—second quickest in practice—had blown up. Eventually Salvati was second from Bueno and Walker. Torsten Palm in Gustav Dieden's Brabham-Nova BT28 was fifth from François Migault in the Team Chalets Sapal Tecno.

Barrie Maskell in the NERO Chevron B17 was forced to spin in heat 1 and he started from the back row of the grid in the second heat, but he worked his way up into the leading bunch behind Fittipaldi and engaged in a big dice between Walker, Salvati, Bueno, Pace and Fritz Jordan in the last name's rebuilt Lotus 59A. Then Salvati spun off, taking Bueno with him, and Pace blew up his engine, leaving Walker and Maskell to finish side by side in second and third places. Jordan was fourth and Palm just fifth despite a challenge by fellow Swedish BT28 driver Sten Gunnarsson.

Tony Trimmer in the second Gold Leaf Team Lotus 59A blew up his Holbay engine on the first lap of heat 2, while Beuttler in Hanson's Chevron, which was not at all to his liking, was 10th in heat 1 but spun off in the second part. Mike Keens in his Tecno had engine troubles, but was a steady 11th overall. David Purley, who had gone so well in the first race in his BT28, was delayed in heat 1 with a loose plug lead, but he had a dice with Jürg Dubler's Chevron B17 in heat 2 for eighth place. Australian Alan Jones dived his BT28 with Giancarlo Gagliardi's similar machine, but when Gagliardi spun under pressure, Jones's car suffered a holed radiator.

The overall result put Fittipaldi well out in front from Walker, Jordan, Palm, Migault and Gunnarsson, and now Wilson leads the championship with the maximum possible of 18 pts from Walker (10 pts), Bueno (6 pts) and Jordan (4 pts).

Stewart at Kyalami

During recent Goodyear tyre with the Tyrrell F1 car, Stewart set up a new unnc lap record at Kyalami. His of 1 m 18.8 s for the 2.54-track broke his own fastest (in practice for the GP last with the Tyrrell March 70 1 m 19.3 s. The current r stands to Jack Brabham and Surtees at 1 m 20.8 s, and Stewart has gone as quick a recent Goodyear/Tyrrell with the Dunlop-shod MS80 two years ago. Goo have flown over 400 tyre to Kyalami for the test gramme.

Europa Kits

The Lotus Europa has gain great reputation for its reable roadholding and han This mid-engined sports c now available in component saving over £400. Lotus stat the car can be built by two p in a weekend.

The kit is supplied with body completely trimmed an main installation tasks cons mounting the engine-gearbox and fitting the independent pension, front and rear. In form, the price ex-works is £

Siffert's F2s

Jo Siffert's team of Form Chevrolet B18Cs for himself fellow Swiss Xavier Perrot, has bought his own car. Siffert, will be returning the Bogota series and conta major European races. S will, of course, be heavily mitted in other areas, bu is expected to announce a team driver who will tak place for certain events.



Mixed Brazilian fortunes for Yorkshiremen Barrie Maskell (above) who drove a great race, and Peter Hanson (below) who was injured while diving into a lake.



Winner of the notorious Rallye Infernal, which was held in France recently, was this fearsome-looking Muschang cross-country vehicle.



Hobbs joins Penske team for USAC, G5/6, FA and TransAm

Despite an earlier announcement that he would be driving in the American Formula A Championship for Team Surtees for the third season running, David Hobbs looks like making a complete break from the Surtees Organisation with which he has been linked since 1966. For Hobbs has been signed by Roger Penske's team not only to share the team's Ferrari 512S at Daytona and Sebring with Mark Donohue, but also to drive a second Lola USAC car alongside Donohue at the Indy, Ontario and Pocono 500 USAC classics. He also hopes to be in a works-assisted Lola T192 for the Continental Championship Formula A series, and has possibilities of fixing himself up with a TransAm drive in a Penske Javelin.

David Hobbs — leaves Surtees



Wilson wins easily after Pace blows up

By SIMON TAYLOR

Putting to good use his extensive knowledge of his home circuit, Wilson Fittipaldi (Lotus-Novamotor 59A) won the opening round in the Brazilian F3 Torneio at Interlagos on January 10. The race was run in two heats and Wilson, who was also fastest in practice, won both, although in the first he crossed the finishing line almost side by side with Carlos Pace's Lotus 59A. Pace's engine blew on the first lap of the second heat, and it was Luis Bueno, driving a hired Chevron B15, who took second spot in the heat and on aggregate. Overall Dave Walker's Gold Leaf Lotus 59A was third from David Purley, who went very well in his Brabham BT28; next up were Giovanni Salvati's Tecno and Tony Trimmer in the other Gold Leaf Lotus. Following the race, the first of a three-event series at the Interlagos track, there was an ugly scene when Fritz Jordan, the Brazilian driver whose Lotus 59A had crashed into the steel barrier and been badly damaged, attacked Dave Walker in the pits.

Quite apart from the recent exploits in Europe of Brazilian drivers like Emerson Fittipaldi, Carlos Pace and Wilson Fittipaldi, few British motor racing enthusiasts need any reminder of the fact that South America is currently experiencing a tremendous motor racing renaissance, recalling the late 1940s and early 1950s when there were several Argentinians in the Formula 1 circus, or when both the World Championship of Drivers and the World Sports Car Championship had their opening rounds in Buenos Aires. Now Argentina has got back its championship sports car race and is likely to have a Championship Grand Prix before long; there are two Formula 2 races in a month's time in Columbia, in the north-west of South America, while Venezuela's ambitious new circuit near Caracas will probably be used for international Formula 2 racing before the year is out.

Meanwhile in Brazil several new circuits have just opened or are being built, while the magnificent 30-year-old Interlagos circuit, just outside Sao Paulo, has been extensively rebuilt and is now in frequent use. Last month it was the scene of a four-race sports car series, and now it is echoing to the sound of proper racing single-seaters for almost the first time since Farina, Fangio and Ascari raced their Alfa Romeo and Ferrari Grand Prix cars here 20 years ago.

The current F3 series—the Primeiro Torneio Brasileiro de Formula 3—is being organised and promoted by Antonio Scavone, who runs Scavone Promocoes e Empreendimentos and is also a director of TV-Globo, the largest of Brazil's several independent TV companies. Last year Scavone organised a four-race Formula Ford series at four different circuits up and down Brazil, but the vast size of the country—it is larger than the whole of Europe—brought considerable transportation problems, and one or two of the circuits used were not really ready for international single-seater racing. This year he has assembled 20 F3 drivers and cars—complying, of course, to the old 1000 cc formula—and is running three races all at Interlagos, with sponsorship from TV-Globo, who are covering each race for transmission the following day. Each race comprises two 10-lap heats—10 laps being quite a long way in humid, sticky heat with 4.8 miles and 18 corners to a lap—with the overall order decided on aggregate. Points are scored on a 9-6-4-3-2-1 basis in each race, the points being scored not by the driver but by the car concerned. Actual race organisation is in the hands of the local club, the Automovel Clube do Estado de Sao Paulo.

CIRCUIT

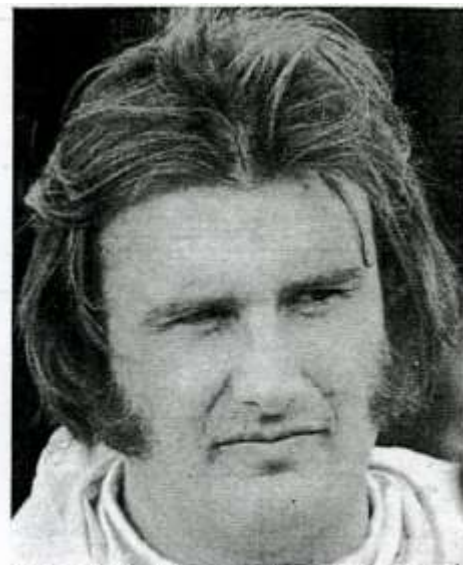
The Interlagos circuit lies in a hot, dusty basin coiling in and out among two lakes—hence its name. It is long—4.8 miles—and very tortuous, twisting back on itself up and down the basin, with a variety of corners, 18 of them in all, which range from first-gear hairpins to flat-out curves with steep Indianapolis-style banking. It reminds one of

a longer, faster Jarama, and the drivers seemed unanimous in declaring it difficult and exciting to drive on. The complete absence of landmarks or advertising boardings makes corner identification difficult until the driver knows the circuit really well—which showed instantly in the advantage shown in practice by Fittipaldi, Pace and Bueno, who of course know the circuit very well—and the surface is a bit bumpy. But the potential of the place is very great, and Formula 2 cars on this track—or even Formula 1s—would be quite something. However, safety amenities are so far limited to a few stretches of judiciously placed Armco, and marshals' posts are very few and far between.

For the Formula 3 boys it's a very difficult circuit to gear for: the outer section, including the two corners before the start, the two after and the very long back straight, are absolutely flat, so that very high speeds are reached and there is plenty of Hockenheim-type slipstreaming; but then comes the twisty central section, with fast and slow corners, and the sharpest of these prompted most drivers to opt for a high first gear. This in turn forced a compromise for the start line, which is slightly uphill. Another point remarked on by several drivers is that as groups of corners have to be taken in one combined operation, as it were, a mistake on one corner can slow things up for two or three further corners.

The circuit, rather astonishingly when one realises its ambitious complexity, was built in 1942. It is owned by the City of Sao Paulo, who allow it to be used free by promoters and organising clubs and then take a percentage of the gate money—which of course reduces the financial risk for the promoters and clubs. In 1967 it underwent radical restoration and resurfacing, with new covered pits, large open concrete grandstands and other amenities, and although these are not

Carlos Pace: diced with Wilson until engine blew up.



Wilson Fittipaldi: easy win on home ground.

yet up to the standard of the better-equipped European circuits, work is still going on apace. One can certainly see, if development continues, that it could be a suitable venue for major races in the not too distant future.

The popularity of motor racing in South America, and especially in Brazil, has of course been enormously boosted by the international successes recently of Brazilian drivers. Emerson Fittipaldi Fan Club T-shirts (made in England) are worn everywhere, and races in which Brazilian drivers compete, from Buenos Aires to Crystal Palace, get enormous coverage in knowledgeable detail in all the Brazilian daily papers.

ENTRY

Of the 20 entries for the series, six are Brazilian. Heading the entry is the GP Racing-entered Lotus-Holbay 59A of Carlos Pace, the car he used during his successful Forward Trust Championship-winning 1970 European season. Also entered by GP Racing in a similar 59A-Holbay is Fritz Jordan, who graduated from Formula Ford during last season and is now starting to show real speed. Favourite for outright victory and the crowd's big favourite is Wilson Fittipaldi, his Team Bardahl/Varga Lotus 59A now using a Novamotor engine and as immaculate as ever with polished gearbox and extensive chrome plating. In Brendan McInerney's Chevron-Holbay B15, which has been hired for the series, is Luis Bueno, who many Brazilian enthusiasts feel is well into the Fittipaldi class. Bueno himself feels that he is now too old to go back to Europe and try to make the big time—he is 32—and is contenting himself with Brazilian racing. Finally come two youngsters who earned their spurs in British Formula Ford racing last season, Jose Ferreira and Ronaldo Rossi. Backed by a Brazilian whisky firm, Royal Label, they have bought two successful Brabham BT28s: Ferreira has Mike Beuttler's car, with Lucas mill, and Rossi Gerry Birrell's, with Holbay power. Both cars are entered by Rowland Racing Engines, as Deny Rowland rebuilt their engines before the cars were shipped out for the series.

Heading the British contingent are the two Gold Leaf Team Lotus 59A-Holbays for Dave Walker and new Lotus recruit Tony Trimmer, with Peter Warr on hand to run the team. Barrie Maskell has his NERO Chevron-Holbay B17, and Peter Hanson his Chevron-Novamotor B17, running on the latest low-profile Dunlops; for dry weather everyone else is on R125-pattern Firestones in either B11 or B17 mix, Fittipaldi, Pace and the Gold Leaf cars having low-profile B17s. To look after Firestone interests—and also to teach the local Firestone people the art of sticking little needles into hot racing tyres—the enterprising organisers flew out Brentford technician Roy Forster. Mike Keens has a Lucas-powered Tecno. Australian Alan "son of



Dave Walker: third place and a kick in the face.

Stan Jones his ex-McCully Brabham-Holbay BT28, and David Purley the Lec Refrigeration BT28-Lucas.

Italian representation is strong, with the works Tecno of Claudio Francisci and Giovanni Salvati's Tecno. Francisci's car is a wide radiator Formula 2 chassis—actually the chassis Cevert crashed at Imola—with Tecno-modified engine, while the ever-courageous Salvati is in his usual Novamotor-powered car. Giancarlo Gagliardi has his Jolly Club-entered Brabham-Novamotor BT28, while from France comes François Migault's Team Sapal Chalets Tecno-Novamotor. Swiss Jürg Dubler is in his Chevron-Novamotor B17, while Sweden is represented by the Brabhams of Torsten Palm (BT28-Novamotor) and Sten Gunnarsson (BT28-Lucas). Finally Mike Beuttler is nominated as reserve driver for the series, although as his recent appendix operation means that he is not allowed to drive for some weeks he is quite happy with his role of spectator—and AUTOSPORT photographer!

PRACTICE

Most of the drivers got their first look at the Interlagos circuit on Friday in an unofficial session, but timed practice was in two sessions on Saturday. It rained briefly during sessions, but the intense heat soon dried the track. Wilson Fittipaldi wasted no time in demonstrating his superior knowledge of the track—he drove Carlos Avallone's ex-Crocker Lola T70 Mk 3B in the four-race Interlagos sports car series last month—and was fastest in both sessions, turning in 3 m 3.6 s and then a 3 m 2.1 s. Of course F3s haven't raced here before, but the present lap record stands to Emerson Fittipaldi's Lola T210 in 3 m 53.3 s, a remarkable average (bearing in mind the nature of the circuit) of 102.78 mph. Second fastest in both sessions, not surprisingly, was Pace, who finally got down to 3 m 3.4 s, followed by Bueno in the Chevron at 3 m 4.2 s. Jürg Dubler and the impressive ten Gunnarsson both managed 3 m 5.6 s, while Trimmer did a 3 m 6.4 s. Next quickest was David Purley, whose 3 m 6.6 s was achieved in the first session and for some time was third quickest overall; 0.1 sec slower was Migault's Tecno, while Palm did 7.3 and Jordan a 7.9.

Barrie Maskell's troubles started with his fire extinguisher going off in his face, and then his oil pressure vanished for no apparent reason after he had got down to 3 m 8.2 s. He changed the engine, and fitted an extra oil cooler to try to keep the temperature down. Francisci gave braking troubles; his reason for managing no better than 3 m 8.4 s with the works Tecno, while Dave Walker did an 8.5 in the first session despite misfire and then missed the second session while they tried to trace the trouble. The distributor shaft was found to be bent, but after it had been changed the misfire persisted,

and a couple of pushrods were found to be bent.

Ferreira broke a valve spring and missed the second session, so he and his team-mate Rossi were together on the sixth row with times of 3 m 11.0 s and 3 m 11.9 s. Next came Jones (3 m 13.9 s), whose car was jumping out of gear at awkward moments, Gagliardi (3 m 15 s) and Peter Hanson (3 m 16.5 s); Peter had an elusive but persistent misfire which they eventually decided must be a bent distributor shaft. At the back were Mike Keens (3 m 17.4 s), whose engine got very hot for no apparent reason and blew a head gasket, and Salvati (3 m 32.2 s). The Italian lived up to his reputation on Friday by rushing out onto the circuit, which he had never seen before, and driving furiously right from the start, locking wheels and getting crossed up everywhere. After the session, scorning his tow car and trailer, he drove his Tecno the 10 miles or so back into Sao Paulo on the road in gathering darkness at high speed, putting the fear of God into the natives, who themselves drive their Volkswagens (virtually everybody in Brazil drives a locally-built Volkswagen) as if they were Salvati at the back of the leading group on the last corner of the last lap of a Monza F3 race. On Saturday the good Giovanni went out in the second session on the still wet track and after some hectic laps went straight on into a steel barrier and tore a front corner off the Tecno. His mechanics worked all night straightening the chassis and welding in new pickup points, and the car was just readied in time for the race—although some of the others felt a bit nervous with a determined Salvati behind them on the back row of the grid!

Fittipaldi 3:2.1	Dubler 3:5.6	Pace 3:3.4	Gunnarsson 3:5.6	Bueno 3:4.2
Trimmer 3:6.4	Palm 3:7.3	Purley 3:6.6	Jordan 3:7.9	Migault 3:6.7
Maskell 3:8.2	Ferreira 3:11.0	Francisci 3:8.4	Rossi 3:11.9	Walker 3:8.5
Jones 3:13.9	Keens 3:17.4	Gagliardi 3:15.0	Salvati 3:32.2	Hanson 3:16.5

HEAT 1

As well as being the height of summer in Brazil, January is also the rainy season. The weather is very hot—between 90 and 100 deg F—and extremely humid, and when it does rain it usually rains pretty hard, accompanied by thunder and lightning, and then passes over pretty quickly. But even the Brazilians themselves were astonished by the storm which swamped the circuit a couple of hours before the first F3 heat was due to start. It had been a brilliantly hot, sunny morning; then with bewildering suddenness the sky went black, there were peals of thunder and forked flashes of lightning, and hot, sticky rain began to fall with unimagineable ferocity.

It rained for 15 minutes, during which time about 2 inches of water must have fallen:

François Migault: unlucky last-lap engine trouble.



apart from the cars themselves, which in the covered pit garages were about the only things unexposed, everything and everybody was utterly soaked. Rivers of thick red mud rushed across the track, equipment floated away, rain water coursed through the organisers' duplicating machine and turned everything a delicate shade of carbon paper blue. Ruined clothes clung transparently to the attractive girls who work in race control, hot dog stalls collapsed, spectators' cars sank to their axles in the car parks. The military police who are brought in to control the proceedings, guns in holsters and bullets in belts, stood pathetically to attention through it all trying to maintain their dignity. Then suddenly it was all over, the sun was out again, and the motley collection of GT and sports cars got ready for their race.

But when the F3s came out an hour later the track was still quite damp, and several drivers opted for wet tyres, although some had panic changes back to dries on the grid, and several drivers had their wings removed at the last minute. Finally only Gunnarsson (deep-channel Firestones), Francisci (R106 Firestones) and Ferreira (SP-pattern Dunlops) were on wet-weather wear.

The crowd was certainly smaller than the 20,000 hoped for by the organisers. Various estimates put it between 8,000 and 12,000, apparently partly because the average Brazilian is now on holiday on the beaches at Santos, 40 miles away, and partly because there has been so much racing at Interlagos recently with the sports cars series last month. But the crowd that was there was certainly enthusiastic, cheering and whistling without a pause before, during and after the race.

Pace, perhaps not using quite so high a bottom gear as Fittipaldi, made the best start from the middle of the front row, and was still leading as the field strung out through the twists of the inner section, but with Wilson right up his gearbox. Bueno was third from Gunnarsson, Migault, Trimmer, Walker, Jordan, Purley, Dubler, Francisci, Rossi, Ferreira and Salvati, who had already passed six cars. Gagliardi had a spin on the first corner of the race that required brakes, while Maskell's throttle linkage came adrift and he had to stop and get out to screw it together again. Poor Hanson was already at the back of the field, his car still misfiring.

By lap 2 Wilson was in the lead, and he and Pace began to draw away. Bueno was still third from Migault and Gunnarsson, while in the group for sixth place Jordan was splitting the two Gold Leaf cars and Purley was hanging on. Salvati had made up two more places: Jones' car was handling oddly, and he came in a lap later to find a rear tyre going flat and retired. In a repeat of its behaviour in practice on the other engine, Maskell's oil pressure disappeared and he shut off hastily opposite the pits.

On lap 3 Migault made a brave effort to get inside Bueno on a tight left-hander and the two cars touched. The Tecno spun and lost a place, but Bueno sorted out the ensuing moment; all this allowed Walker and Jordan to close up, so there was now a five-car group wheel-to-wheel for third place, darting in and out of slipstreams along the fast back stretch—good traditional 1-litre F3 stuff. Trimmer, not happy with the handling of his Lotus which kept getting very crossed up, had dropped behind this group and was coming under pressure from Purley; then came Dubler all on his own, Salvati, who had passed but not disposed of Francisci, Palm and Rossi. Ferreira's engine had gone rather sick and he dropped back, while Keens and Gagliardi brought up the tail of the field. Hanson now had a leaking petrol tank to add to his troubles, giving him very painful petrol burns, and he came in and retired.

It was now spotting with rain again, just enough to make the track more slippery. Fittipaldi and Pace were still screaming round nose to tail, but although Pace did get ahead for a lap he was obviously waiting for a final effort at the line. The determined Jordan had got to the front of the frantic third-place

group, but half a lap later Walker was in front and as the road got wetter the Gold Leaf car shook off its pursuers and even closed on the two leaders a little, although not enough to get within striking distance. Gunnarsson's engine had gone sick and he fell back, to retire a couple of laps from the end with unidentified valve gear maladies, while Bueno was less happy in the wet than he had been in the dry and had lost some ground. The deteriorating conditions also helped the very on-form Purley past Trimmer, while the hairy Salvati/Francisci Tecno dice was closing on Dubler. They caught him on lap 8, and the Swiss began to fall back into the clutches of Torsten Palm.

As the race ran out Walker, now going extremely well, got within about 100 yds of the two leading Brazilians, but it wasn't close enough. Meanwhile the crowd was going wild with excitement to see which one of their heroes was going to win. As they swept round the banking of the final corner Pace darted out of Wilson's slipstream, and they were wheel to wheel and almost touching as they tore for the line. But Pace couldn't quite make it: Fittipaldi's nose was less than a foot ahead. Walker came in an impressive third; Migault broke away from the group too and was fourth well clear of Jordan, Purley and Trimmer. Bueno was eighth, while Salvati won his battle for ninth with Francisci, and Palm passed Dubler to claim 11th. Rossi, regretting having changed back to dry tyres on the grid, dropped to 14th behind his misfiring but wet-tyred team-mate Ferreira, and Keens and Gagliardi brought up the rear. Walker said afterwards that he had got his misfire back again, although as the track got wetter it mattered less: after the race his mechanics found two broken valve springs.

HEAT 2

For the second heat Hanson, Maskell and Gunnarsson were missing. Just to be different, Dubler put on deep channel wet Firestones as the sky was still cloudy, although everyone else was on dry tyres. The field lined up in 3-2-3 formation in the finishing order of the previous heat, and once again Pace made the best start, although the best of all was made by Jordan, who was under way long before the flag fell. But Wilson was soon in the lead: Pace was right behind him as before, but not for long, for before the first lap was completed Pace's engine went bang in the biggest possible way, with a big hole in the block, and Wilson was away. Once on his own he settled down to a superbly smooth drive and another win.

Meanwhile behind him it was all happening. Bueno, on a hectic first lap, had passed Walker, Migault and Jordan and put the two-year-old Chevron in second place; Migault was third from Trimmer, while Walker was down in fifth place having clipped a guard rail and had a bit of a moment as a result. This affected the handling and he thought he had got a puncture, although after the race they could find nothing wrong; anyway, he was no longer taking the banked sweep after the start line flat.

Migault pulled away and got up with second man Bueno for a while, so the big group—seven cars in all—was fighting for fourth place. Suddenly Salvati was leading this group, having elbowed his way up from about 10th place, with Trimmer, Purley, Walker, Jordan, Palm and Francisci all on top of each other behind him. Now came the controversial incident which had unpleasant consequences after the race: Jordan, who was right in the middle of this pack, had a huge accident on the flat-out banked curve before the start, piling into the steel barrier, tearing two wheels off and wrecking his car. Jordan emerged unhurt, but literally quivering with anger.

After four laps Wilson Fittipaldi's lead was 4 clear seconds; Migault had lost contact with the impressive Bueno, while Salvati had shaken off his pursuers a little. Walker was now fourth ahead of Trimmer, whose car was still handling badly, followed by Purley, Palm and Francisci. Gagliardi had passed Dubler,

whose wet tyres had proved a bad choice as the track was now almost completely dry. Rossi was leading Ferreira, whose nose cone had blown off on the first lap: Ferreira's misfire was still with him, and after a spin on lap 5 he called it a day. Jones, who very nearly tangled with Ferreira's spin, was now ahead only of Keens, whose car was overheating again: he had a pitstop for a quick looksee, but could find nothing obviously wrong and pressed on.

Purley and Francisci had now disposed of the unhappy Trimmer and were up with Walker again, so that when Walker's also oddly handling car had another moment they both went past; but in the final two laps Walker fought back again. The chequered flag came out and the crowd cheered with renewed vigour as Wilson Fittipaldi scored a comfortable win, while Bueno came home to similar applause just 8 secs behind. But poor François Migault was robbed of his third place when the red and yellow Tecno went horribly sick on the last lap, and he only just managed to struggle home at a crawl in 13th place. So Salvati was third and Walker kept Francisci and Purley at bay to take fourth spot. Tony Trimmer almost lost seventh place to Palm, but not quite, and Gagliardi was under similar pressure from Rossi for ninth. Dubler fell further back and lost another place to Jones two laps from the end.

The race over, the drivers brought their cars back to their pit garages. Waiting quietly in the crowd by the Gold Leaf pit was Fritz Jordan: Dave Walker got out of his car, took off his crash helmet and bent down to put it on the floor—and Jordan launched himself out of the throng and took a flying kick at Walker's face. As the astonished Walker tottered against the wall, his hands over his face, Jordan went in with his fists. Everyone was so surprised that a second or two passed before Jordan, fists flailing and legs kicking, was pulled off Walker by half a dozen people.

It was a very distasteful scene. Walker said that he knew nothing about Jordan's accident and didn't even know it had happened: team manager Peter Warr went straight to the organisers and said that if Jordan didn't publicly apologise to Walker he would withdraw the works Lotuses from the rest of the series: the organisers summoned everybody for an inquiry on the Tuesday after the race; and there the matter rested.

On aggregate Wilson Fittipaldi was of course the winner, garnering 9 pts towards the overall championship, while Bueno, despite his eighth place in the first heat, was sufficiently far ahead in the second one to be placed second. Dave Walker was third, while David Purley, with two sixth places, was a delighted fourth ahead of Salvati, Trimmer, Francisci and Palm. The Brazilian National Anthem was played at length over the loudspeakers, everybody made rather sheepish jokes about Fritz Jordan for Champion—Bantamweight Champion—and the racing cars were put away until next weekend's fun and games.

Grande Premio da Cidade de São Paulo, Interlagos, January

- Torneio Brasileiro de Formula 3, round 1
1. Wilson Fittipaldi (Lotus-Novamotor 59A), 1 h 5 m 44.6 s
 2. Luiz Bueno (Chevron-Holbay B15), 1 h 5 m 44.6 s
 3. Dave Walker (Lotus-Holbay 59A), 1 h 5 m 46.4 s
 4. David Purley (Brabham-Lucas BT28), 1 h 6 m 8.4 s
 5. Giovanni Salvati (Tecno-Novamotor 70), 1 h 6 m 23.6 s
 6. Tony Trimmer (Lotus-Holbay 59A), 1 h 6 m 30.6 s
 7. Claudio Francisci (Tecno-Tecno 30/F2), 1 h 6 m 30.6 s
 8. Torsten Palm (Brabham-Novamotor BT28), 1 h 6 m 30.6 s
 9. François Migault (Tecno-Novamotor 70), 1 h 6 m 30.6 s
 10. Jürg Dubler (Chevron-Novamotor B17), 1 h 6 m 30.6 s
 11. Ronaldo Rossi (Brabham-Holbay BT28), 1 h 6 m 30.6 s
 12. Giancarlo Gagliardi (Brabham-Novamotor BT28), 1 h 6 m 30.6 s
 13. Mike Keens (Tecno-Lucas 59), 1 h 6 m 30.6 s
 14. José Ferreira (Brabham-Lucas BT28), 1 h 6 m 30.6 s
 15. Rossi, 1 h 6 m 30.6 s
 16. Gagliardi, 1 h 6 m 30.6 s
- Fastest lap: Fittipaldi, heat 2, lap 5, 3 m 4.9 s (established F3 lap record).
- Heat 1: 1. Fittipaldi, 33 m 43.9 s; 2. Carlos Pace (Lotus-Holbay 59A); 3. Walker; 4. Migault; 5. Fritz Jordan (Lotus-Holbay 59A); 6. Purley; 7. Trimmer; 8. Bueno; 9. Salvati; 10. Francisci; 11. Palm; 12. Dubler; 13. José Ferreira (Brabham-Lucas BT28); 14. Rossi; 15. Keens; 16. Gagliardi.
- Retirements: Peter Hanson (Chevron-Novamotor B17), lap 7, leaking petrol tank; Sten Gunnarsson (Brabham-Lucas BT28), lap 7, engine; Barrie Maskell (Chevron-Holbay B17), lap 4, oil pressure; Alan Jones (Brabham-Holbay BT28), lap 3, puncture.
- Heat 2: 1. Fittipaldi, 31 m 20.5 s; 2. Bueno; 3. Salvati; 4. Walker; 5. Francisci; 6. Purley; 7. Trimmer; 8. Palm; 9. Gagliardi; 10. Rossi; 11. Jones; 12. Dubler; 13. Migault; 14. Keens.
- Retirements: Ferreira, lap 5, misfiring; Jordan, lap 3, accident; Pace, lap 1, blown engine.

SUPPORTING RACES

Complementing the F3 events were two rather amusing sports car races, which presented

a motley collection of machinery to British eyes. Chief challenger in Brazil is a Ford GT40 with full Westlake engine driven by one Sydney Cardoso, who has quite a job keeping ahead of two Royale FF100 cars with pushrod 1600 cc engines and racing tyres which are driven by Sergio Mattos, the star of the local Formula Vee racing drivers' school, and Lian Duarte: Duarte is a promising driver who came to Europe with the other Brazilians at the beginning of 1970 but had to return to Brazil shortly afterwards when his father died. He is hoping to do a European F3 season this year.

In the same team as the Royales is a little sports car called the Bino, which can lay claim to being Brazil's most successful locally built racing machine. It was the sole product of a small racing department which was set up inside the old Willys-Renault factory, and was built about four years ago. It uses a 1440 cc Renault Alpine engine, and in its time has won lots of races; Bueno and Pace used it to be Brazilian Racing Champions in 1967 and 1968. The owner of the Bino and the Royales is the rich industrialist who brought out the Lola T210 used by Emerson Fittipaldi in the recent sports car series, and the Bino's driver, Tite Catapini, will be driving the T210 once the car's importation has been declared legal. Because this had not happened in time for the recent sports car series, it had to be entered for Emerson as a works-owned car; it takes a long time to import anything in Brazil, and import duty is charged at 200 per cent, which makes this Lola an £18,000 car!

The Lola T70 Mk 3B which Wilson Fittipaldi drove in the sports car series is the ex-Terry Croker car which now belongs to Carlos Avallone, who will be remembered in Formula 5000 racing in England in 1969 with a Lola T142. Avallone has got permission from Lola to build the T142 in modified form under licence in Brazil to avoid import duty: the modifications will be pretty radical, for the chassis will be widened to make it a two-seater sports car and it will use a Lola T163 CanAm bodysheet and a locally built 5.2-litre Dodge V8 engine!

Most of the other entries in the race, apart from Luiz Correa's quite nicely prepared Porsche 910 Spyder, are Volkswagen-based, for the VW is built in vast numbers in Brazil and is by far the most popular car. A pretty Brazilian coupé kit car is the Puma, which uses the VW platform and mechanics, and there were several of these in the race, as well as one or two less aesthetically pleasing home-built VW specials. There are also some straight VW saloons that are raced, both Beetles and the bigger 1600 saloons; many of them have drastically modified engines, in some cases bored and stroked to over 2 litres.

The first of the two sports car races prefaced the first F3 event and came immediately after the heavy rain storm, so the track was still very wet. This meant that the GT40 took some time to shake off the attentions of the little Royales and the Bino, while a local hero called Silvio Montenegro was doing amazing things with a big-engined VW 1600 on the slippery track and leading all sorts of faster machinery, including the 910 Porsche and Avallone's Lola. The GT40 caused some excitement by stopping out on the circuit for no apparent reason and restarting in fourth place, but it managed to retake the lead from Duarte's Royale on the last lap. Avallone got the Lola up to third place before going backwards up an earth bank and almost rolling it, while a very glamorous young lady from Paraguay called Graziella Fernandes drove her Alfa Romeo GTA with gay abandon and spun at least once, getting stuck in the mud by the side of the track and needing a chivalrous push from a marshal.

The 910, which eventually came through to third place in the first heat after Avallone's retirement, won the second race, leading the GT40 until the big car stopped with a puncture. Avallone's Lola, muddy and battered but comparatively unbowed, was second from Duarte in the Royale.