

December 3 1970

713 retained the space frame chassis while the 712 has new monocoque, made of 18 and 16 gauge L72 aluminium alloy panelled over the drivers legs for further rigidity. Body shape identical. The monocoque ends behind the cockpit, and there is a subframe of round tubes carrying the familiar Cosworth FVA and FT200 gearbox; but the effect is not that dissimilar from using the engine as a stressed member, for it is bolted solid to the subframe and supplies additional rigidity itself. The whole rear subframe unbolts from the monocoque very rapidly for maintenance and engine changes, and the torsional stiffness is very high.

Apart from the parallel lower link rear suspension permitted by the FT200 gearbox - and the fact that inboard brakes will be optional, and standard on works cars, the suspension is broadly similar to the F3. The F2 was fitted with 10 ins front rims and 14 ins rear. There are three bag tanks in the F2, two on either side of the monocoque and one behind the driver. The prototype was fully winged, with wide fins on the nose and a big rear aerofoil. The prototype F2 had slightly longer wheelbase than F3.

Pictures show an alternative front wishbone pick up arrangement, fully rose jointed top and bottom on additional bracketry mounted on the front bulkhead.

28 January 71 - 1971 Formula 2 Rounds

European Trophy (Formula 2)

April 4	German Trophy,	Hockenheim
April 12	European Trophy,	Thruxton
May 2	Eifelrennen,	Germany
May 15	Jarama	Spain
May 31	European Trophy	Crystal Palace
June 27	Rouen	France
August 8	Mantorp park	Sweden
August 22	Enna	Sicily
September 12	Tulln-Langenlebar	Austria
September 26	Albi	France
October 10	Vallelunga	Sicily

Other Formula 2a

February 4	Bogota	Columbia
February 7	Bogota	Columbia
March 14	Mallory Park	England
April 25	Pau	France
May 20	Zolder	Belgium
June 13	Hockenheim	Germany
June 20	Monza	Italy
July 11	Osterreichring	Austria
July 11	Mondello Park	Eire
July 18	Diepholz	germany
July 25	Imola	Italy
August 15	Karlkoga	Sweden
August 29	Salzburgring	Austria
September 5	Zolder	Belgium
September 12	Phoenix Park	Eire
October 3	Hockenheim	Germany
October 24	Munich-Neubiberg	Germany

November 20 AShkelon

Israel

February 4

Bogota preview. Frank Williams- two 712 for debut. Henri Pescarolo and Derek Bell

Huge entry for March mallory Park.

FW 712 for Bell, Pescarolo

Mike Beuttler(Clarke-Mordaunt 712) fully works supported car

James Hunt (Rose Bearings 712)

Tom Walkinshaw (Ecurie Ecosse 712)

Ronnie Peterson (March Engineering/John Coombs 712)

Nikki Lauda 712

BOGOTA Report -- 4th

712M - 2 Bell;

712M- 4 Pescarolo both brand new cars. Engines crankcase pressurised and

both cars broken chassis repaired at factory between 4th and 7th!!

BOGOTA Report--7th

712 chassis repaired. Both had cracked at point where monocoque joins front bulkhead.Pescarolo car had fitted aluminium braces to top and bottom. Bell car remained without to assess mods.Bells car fractured the right lower rear subframe.

March 11

New French march Team

Backed by Meubles Arnould furniture firm and Shell, it comprises two March 712's for Jean-Pierre Jassaud and Jean-Pierre Jarrier. Both cars will be run from the March works at Bicester, and will be called "Shell-Arnolds",

Mallory Preview

FW 712's for Pescarolo, Bell.Plus Beuttler and NIKI LAUDA sponsored by an Austrian Bank.Walkinshaw and new car for Miss Hannelore Werner courtesy of Eifelland.

March 18

Mallory report

Bell 712M-2

Wener 712M-3 very new

Pescarolo 712M-4

Beuttler 712M-5 very new

Lauda 712M-6 very new FVA engine retired in both heats

Peterson 712M-7

Walkinshaw 712M-8 very new

April 1

Hockenheim preview

Enties for Peterson, Beuttler, Lauda, Werner and BrunoFrey. Dieter Quester Basche-built BMW powered March

April 6

John Cannon orders new 712

Hockenheim report

New works car for Peterson (after shunt at Mallory) still bears chassis number 7

Lauda's car is chassis number 9

Beuttlers car is chassis number 5 All these three looked after by Pete Briggs, March F2 racing Manager

Werner car is (Eifelland) No 3, unwisely running with a wing and Xavier Perot No6

Pictures show most cars without wings, front or rear

April 15

Thruxton (April 12) - March have now built 14 F2 chassis, John Cannon with one. New was the French Shell Arnold team for Jean-Pierre Jassaud and Jean-Pierre Jarier, which along with Ronnie Peterson's works/SMOG car, Mike Beuttlers Clarke/Mordaunt/Guthrie machine and Niki Lauda's First Austrian Bank-backed entry are being looked after by the works. First mention of **BDA engines in the Tecno's**.

712M-2	Derek Bell	FVA
712M-4	Pescarolo	FVA
712M-5	Mike Beuttler	FVA
712M-6	Perrot	FVA
712M-7	Peterson	FVA
712M-8	Walkinshaw	FVA
712M-9	Lauda	FVA
712M-10	Jarrier	FVA
712M-11	Jassaud	FVA
712M-15	Cannon	FVA

Jarier 10th in second heat after hitting a hare and bending a front wing, retired.

April 22

March-Eifelland to run a BMW powered car, probably at Eifelrennen on May 2

70 lap race at Pau, only 16 cars allowed

Beltoise to drive either Beuttler or Lauda car. Other marches for Peterson, Jassaud.

Jarier (reserve for Shell/Arnold), Jean Max (Williams/Motul team).

41 F2 entries for Eifelrennen.

April 29

Pau: March engineering entered Petersons Smog car, and were also looking after Shell/Arnold cars of Jassaud and Jarier. Williams entered one car for Jean Max.

Last minute entry for Beltoise who used lauda's car (with advertising removed. Jarier got a drive as fastest reserve. Peterson retired with a suspect gearbox case crack.

Jarier 5th.

May 6

Nurburgring

Chassis No	2	(Pescarolo)
	3	Werner
	4	(Bell)
	5	Beuttler
	6	Perrot
	7	Peterson
	8	Walkinshaw
	9	Lauda
	10	Jassaud
	11	(Jarier entry refused)

12	
13	
14	Dieter Quester BMW
15	Cannon

Jassaud retired with brake failure.

May13

Carlos Pace orders a 712
 Entries for Jarama: Marches for Peterson, Jassaud, Jarier, Bettler, Walkinshaw, Lauda, Canon, Soler-Roig, Link and Werner
 Hunt to drive the works development F2 which Dave Morgan is using in F Atlantic.

May 20

Three more 712's sold: Wilson Fittipaldi, Tino Brambilla and Vittorio Brambilla
 Jarama: 712's for: Peterson with works car "works" drivers Lauda and Beuttler;
 Shell/Arnold cars for Jassaud and Jarier; Walkinshaw and Cannon; Dieter Quester 712-14
 BMW 253 bhp; Werner.
 Jassaud second fastest in practice and 5th in race .

May27

NIL

3 June

James Hunt was due to drive a 712 at CV Crystal Palace.
 There were 15 712's, four new cars;- to Swiss privateer Freddy Link, to Wilson Fittipaldi and two for the Italian Scuderia Ala d'Oro for Tino Brambilla and Giovanni Salvati.
 Bicester's F2 production up to 20 when Carlos Pace's car is delivered.
 Crystal Palace
 Starters for sure:- Ronnie Peterson, Niki Lauda, John Cannon, Jen-Pierre Jassaud, Wilson Fittipaldi, Pescarolo, Derek Bell, Dieter Quester, Eifelland (BMW).
 Carlos Pace was in Derek Bell's car. Werner practised but crashed into the crashed Hill.
 Starters 712-2 Bell

712-3	Werner
712-4	Pescarolo
712-5	Beuttler
712-7	Peterson
712-8	Walkinshaw
712-9	Lauda
712-10	Jarier fastest second heat
712-11	Jassaud
712-14	Quester BMW
712-15	Cannon
712-17	W Fittipaldi
712-18	Brambilla

Jarier retired with failed fuel pump

June 10

F2 Vallelunga:- Marches Fittipaldi, Cannon, Jassaud, Jarier, Brambilla, Salvati, Quester

Jun 17

Monza:- Entries for Pace, Max, Salvati, Brambilla, Picchi, Jassaud, Jarier, Lauda, Walkinshaw, Cannon, Fittipaldi, Wener, Quester, Link.

Vallelunga

Fittipaldi's car was running "with the wing farther back in order not to increase the effect without having it at a more forward and rev-devouring angle".

Marches for	Fittipaldi
	Pace
	Quester
	Cannon
	de Adamich
	Picchi
	Brambilla
	Walkinshaw
	Link
	Salvati

24 June

Entries for Rouen:- Marches for

Christian Ethuin, Max, Peterson, Fittipaldi, Quester, Pace, Jassaud, Jarier, Brambilla, Cannon, Lauda.

MONZA: Cars for Jassaud, Quester, rebuilt after Rome shunt, Werner, Lauda representing the factory, Tino Brambilla, Vittorio Brambilla, Picchi, Cannon, Link, Perrot, Fittipaldi, Walkinshaw, Bell, Max, Pace.

Jassaud pole position. Finished 5th.

1 July

James Hunt to drive F2. Factory has bought a FVA but the prototype chassis he was to have driven has been sold.

ROUEN

Entries 1	V Brambilla	
(3)	Werner	
4	Max	
5	Beuttler	
7	Peterson	
9	Jarier	
10	Lauda	brand new chassis rebuilt in four days after Howden Ganleys incident at Thruxton, painted orange engine from Brian Hart
11	Jassaud	
14	Quester	
15	Cannon	
20	Pace	
21	t Brambilla	

Lauda did not to practice because Jarier had blown engine as his car had not arrived.

LAUDA 4th FVA

Brian Hart developed 2litre aluminium BDA unveiled

29 July

IMOLA

Entries for

1	vBrambilla	
2	Naddeo	car rebuilt after Rouen
20	Pace	
	Werner	
	Quester	
	T Brambilla	
	Salvati	
	Perrot	
	Fittipaldi	

12 August

Mantorp Park Entries

7	Peterson	first appearance with inboard brakes, rear wing mounted further back
	Beuttler	
	Lauda	
	Jassaud	
	Jarrier	
	Fittipaldi	
	Quester	
	Werner	
	Bell	
	Pace	
21	Gunnarson	
	Cannon	
	Link	

Lauda fifth fastest

LAUDA 13th

19 August nil

26 August

New 722 featured

Kinekullering Sweden

six Marches	Peterson	rear mounted wing
	Lauda	(works backed)
	Gunnarson	(works backed)
	Fittipaldi	
	Pace	rear mounted wing
	Cannon	

Lauda 5th fastest in practice

LAUDA 7TH HEAT 1, 7TH HEAT 2 6TH OVERALL

2 September

7 October

Vallelunga Trailer for event

Hockenheim F2 race did not have majority of March entries after Albi previous weekend. Lauda did not run, Jassaud did but presumably in his usual car.

Atlantic race at Silverstone mentions a number of BDA engine cars.

14 October

Vallelunga October 10th

Entries Peterson

Lauda

Beuttler

Jassaud

Jarier

Cannon

Quester

Gagliardi

Salvati

Brambilla (private)

Pescarolo

Bell

Pace

Link

Lauda spun and damaged slightly the monocoque and nose. Changed discs and calipers to eliminate recurring vibration (from Albi)

LAUDA 7th

21 October

Vallelunga October 17th

Entries Regazzoni driving Jassaud's car

Beuttler "peterson" tweaks-airbox, nose

Jarier

Pace

Cannon

Link

Gagliardi

Salvati

V. Brambilla

W. Fittipaldi NO ENTRY for Lauda

28 October

Lauda reported as not to be going to Brazil

4 November

Brief report of Brazil F2 race. Win for Fittipaldi

1972 F2 cars reviewed. uses BDA engine

11 November

Interlagos

Entries

Peterson

fitted with inboard rear brakes, Koni shocks

Beuttler

Bueno driving Lauda's car now with new monocoque 712-11
all three cars fitted with March-designed plate rather than
Hewland
Pescarolo
Pace driving Bell's chassis 712-2
Fittipaldi
Jarier
Salvati

Advert for Marches F2 complete except engine: £3625

18 November

Lauda gets backing for F1 and F2 Marches to the tune of £38,000 Brazilian F2 series at Porto Alegre last Sunday. Salvati killed. Result: Reuteman, Emerson, Pace, Wilson, Westbury, Hill, Schenken, Jarier. No chassis number recorded.

Interlagos Brazil.

Entries for Pace's car - the Derek Bell chassis, lower front wishbones, skids to the bell housing to prevent ring gear from falling off. Rear wings moved back a further 6 ins so that they can be set in a flatter plane.

No chassis numbers.

25 November

Dieter Quester has sold his March F2 chassis to Freddy Link
Race report of Port Alegre.

2 December

Cordoba. No chassis numbers Lauda not present.

9 December

Review of Brazil rounds no chassis numbers

16 December F2 Review

By mid season the highest chassis number was 712M-21 although several chassis replacements at least 30 models built. An early modification was skid plates around the starter ring to stop it falling off when hitting bumps. Peterson's car was fitted with (1972) mods eg inboard rear brakes and other detailed changes.

Engines- Cosworth FVA took 21 of the 25 races with the Techno BDA three and BMW once. The BMW producing 245 bhp the most powerful. The Techno BDA was more powerful than the FVA because of the belt driven camshafts. The BDA will be the most common engine for 1972. The FVA was introduced with the 1600 formula in 1967 revving to 9000rpm gradually developed to do 10,000rpm with less reliability. Most engine blow-ups put down to over revving. Good output was 235 bhp.

Transmission- Hewland FT200 standard wear for all cars. Only problem was the limited slip wearing out.

Wings - few new mods but very small rear wings were tried for the fast circuits. Air boxes also appeared.

March - only one official works car - Peterson. March prepared cars for rent-a-drive men: Beuttler, Lauda, Jarier, Jassaud

