March 761 -6

PASSADORA

TING

1976 Grand Prix Car Ronnie Peterson Winner Italian Grand Prix



JCKHAMS

Overview

• The Ex- Ronnie Peterson 1976 Italian Grand Prix Winning March 761

• Driven to Victory at the 1976 Italian Grand Prix by Ronnie Peterson, this would be March's last GP Victory. Starting eighth, Peterson was fourth by the end of the first lap and picked off Jacques Laffite's Ligier and the six-wheeled Tyrrells of Patrick Depailler and Jody Scheckter to lead after 11 laps. Depailler pressured him for more than 30 laps, until a misfire set in, and Ferrari's Clay Regazzoni and a resurgent Laffite mounted a late charge – but Peterson was this time on the right side of a tight Monza finish, winning by just over 2 seconds.

• Offered for sale from a prominent collection, the car has been maintained to the highest standards and is also eligible for the World's most iconic motorsport events such as Monaco Historic Grand Prix.

• Complete with great spares package and in excellent low mileage condition since rebuild this car is one of the most competitive cars for the Pre – Ground Effect class of Historic F1 racing, and has been raced at Monaco Historic GP on numerous occasions.

• An excellent opportunity to own a Ronnie Peterson race winning Grand Prix Car, restored by CGA Racing (now Front Row Racing).

Period Race History

March 761/6

The racing history of March 761/6 is shown below including any races in non-Formula 1 events. This contains all significant races at which this car appeared.

Race	Car	Driver	Result
German Grand Prix Nürburgring - 1 Aug 1976	March 761 [6] - Cosworth DFV V8	Ronnie Peterson	(Spare - not used in practice)
Austrian Grand Prix Österreichring - 15 Aug 1976	March 761 [6] - Cosworth DFV V8	Ronnie Peterson	6
Dutch Grand Prix Zandvoort - 29 Aug 1976	March 761 [6] - Cosworth DFV V8	Ronnie Peterson	Retired
Italian Grand Prix Monza - 12 Sep 1976	March 761 [6] - Cosworth DFV V8	Ronnie Peterson	1 😨
Canadian Grand Prix Mosport Park - 3 Oct 1976	March 761 [6] - Cosworth DFV V8	Ronnie Peterson	9
United States Grand Prix Watkins Glen - 10 Oct 1976	March 761 [6] - Cosworth DFV V8	Ronnie Peterson	Retired
Japan Grand Prix Fuji - 24 Oct 1976	March 761 [6] - Cosworth DFV V8	Ronnie Peterson	Retired



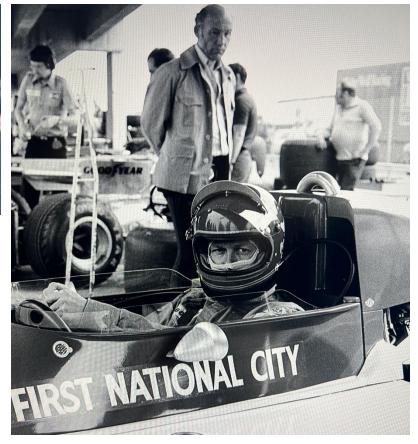














Photos 1976

Clockwise from Left – Ronnie celebrates Monza win with the First National Bank Girls, Peterson at the Swedish GP pit lane, Nurburgring Caurosel and Monza overhead (lower), Ronnie sat in 761-6 waiting to start.

Gran Premio d'Italia





ry, the crowd at Monza were as enthusiastic as ever, cheering the "home" Ferrari team (top, left) and tearing down the advertisemen better view (top, right). Ronnie Feterson sconed the work's March team's first "full-length" Grand Prix win and gava the First Nationa Ciry Bank their second 1975 victory (balow, left). Ronnie happily posed with the Citibank beauties (below, left).

Towards the end of three long days, the Talaim Grand Prix weekend seemed to talaim Grand Prix weekend seemed to the talaim Grand Prix tester it the context and controversy, and for 1₃ hours we had the talaim Grand Prix tester. It was an the talaim Grand Prix tester it the term his har worth the trouble. Heav worth the trouble. Heav worth the trouble. Heav worth the trouble.

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front" except in the vert. In practice he used both, and both gave him engine trouble. The 23 had a high-rev miking, while leaving tage on the rads too long in fridary's wet vestmer had cooked the 23. On Saturday, the latter car steaded up and over-heated a rear hub bearing. James Hunt was hiving his troubles too, for on James Junt was hiving his troubles too, for one his comparison at the Prabolica. He care has had his nonseptere at the Prabolica. He care has too

the didn't think much of his sing the last quarte

ice. He was a Jidn't get much placede. through. He beat Scheckter into fourth place imally by a tenth of a second. The World Champion's reveal was an in-lead over James Hunt-who had gone off the road disputing a corner with from Pryce. Both cors of the McLaren team, as well from the back of the grid after the tailian constance recipied that how he serve tailian constance recipied that how he serve tailian



Restormers when but is under typical previous and the second sec again on Pace's race chassis, extensive detail mods to mountings, discs and other fine details having given confidence that the fluid-boiling incident at Austria would not recur. This car also had a centra rivet wishhone rear supression as tried in centre-pivot wishbone rear suspension, as tried in Holland but retained this time, the need being a a further double change of direction on bach to the double Lesmo bends. The

Intention of both the new restrictions was to slow the cars at points where they had been going flat out into very fast but confined corners. Grande, which had been easily if finglingh flat, was now simply a curving acceleration path. The Lesmos

e effect of both restrictions was to aco aximately 9 seconds to lap times, reducing average speed from Leuda's 140-plus mph year to Laffite's 128.01 now. That, and alter uits a lot the pattern of the 3.6-mile circuit so



Still terribly scarred, World Champion Niki Lauda made a heroic come-back at Monza. He finished an excellent fourth

variation in the near geometry achievable no other even. The Taiost-sponseed Enrigh had its long-ourselfer from view supervision of the trans-while frequency is supervision of the vest-while frequency is the second second second of the state of the second se an ageing Williams, but practise. Lella Lombardi with a Brabham, but

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we need a lot of testing, 'said Ath Nees about the new car, 'It's basically right, but we need to be an experiment of the state of the state of the Vertorio Branchill's reason for showing up so badly at home was a misling engine which badly cut speed along the straights—stithough on initial acceleration out of corners the Beta March was notably quick. Mario Andretti's problem ilgewish plat to do with poor straightline speed.

Emersion hittipalai, but no matte the Copersucar had no grip, temperature we have seen was tyres were 210, 220 at Zan Wilson Fritipaldi dolefully. On the tenth row, the disp Jarier actually got his Shadow as quickly as Tom Pryce's DM ahead, Tom having had an off-

Tone verse, however, some drivers who did know vie it men either bases if the fair and the regs after all, or because they har and general didr. I events and had taken in the fact that some manihalit posts were digilaring crossed showing red fags. According to field various natures and moods, scheduler and back in lowth place. Regarators and be lifted aft, so did Reutemann, and everybody the dark and because natures with the dark of the dark and because natures by the dark of the dark of the because natures by the dark of the dark of the because natures by the dark of the dark of the because natures by the dark of the because nature scheduler was a scheduler because the scheduler by the dark of the dark of the because nature scheduler by the dark of the because nature scheduler by the because nature scheduler by the dark of the because nature scheduler by the because nature scheduler because nature scheduler by the back of the back of the because nature scheduler by the back of the b nship, Niki Lauda has it upon request! At this very moment, James Hunt was missing. His initially cautious-kooking run up from the back had taken thin us for as Tom Hyce, and Depinding into 12th place by the 10th lap. Two laps after that, lock next in his sight, James stumbled over the kehing at Chicane One and lost enough time for Tom to catch him up again. Round the Grande

* tom to catch num up again. Nound the grande-the Lesmos, they tore almost together, and were trually side-by-side, Pryce on the inside or left, it hey neared Chicane Two. The two cars didn't trually touch, but Hunt's went flying straight on to the sand. "Well, it was my fault in a way, but I don't see hy hey hold to disport the notes such me like that he lifted off, so did Reuten who said he lifted off went o 100 doing so. Because not e A cluster of cars com Stommelen, Fittpadd and La the Parabolics and took in th pdf velocities and took in th pdf velocities and took in the forward as his brother une showed a jack under the ca that. Well, why are you he stopping the race. They are why he had to dispute the place with me like that, he blocked me out," said Hunt (using perhaps stronger language). "If he's saying I put him off, he's mistaken," emined Prove (his actual phraseoleux a bit more

"He had the line, he was just ve went in, I wasn't going to hit issed his braking point, went too carried on hardly with any pause, but

first corner and emerged unscathed Another lap, and the leaders had all iven closer together, and the rain slightly denser. Behind, Stuck and losed together in dispute of ninth io actually got by as they flashed by going into the first chicane Hansx. he March driver, half a car's length behind, med the JPS so that its left rear wheel went ping up over the March's right front. The two n confusedly off together onto the sand and Scheckter, who were lineware and a solution of the attract and a solution of the solution of the solution of the solutions. On the 32nd log at the Vialone chicane, Patrick actually forced his way by Ronnie into the lead actually forced his way by Ronnie into the lead actually forced his way to control doing it that the solution of the solution of

te sorno and, with rain low if still lightly, Laffite icheckter by overtaking , despite the flag. the flags. At the end of was cut on the road in vas holding out a pair of acques, Jody, zoom-zoom-zoomous set of signals? Some

Div nat start: Soy Bowards (Hesketh-Ford), tm 45-79s, withdraw, Enurs Marsaria (Williams-Ford), tm 47-31s, withdraw, Dm Ssupascher (Tweel-Ford), tm 55-22s, did not qualify.

stopping the race. They are not stopping the race you get back out there, and at once. Or words to that effect in Portuguese... Ertl said that he prepared to turn off into the pits but when he saw there really wasn't much activity in the pits, and that there were cars dwindling down the straight in front of him, he put his foot down again and went around another lap to see what the others were going to do. After another lap the official with the flags, be-coming another lap the official with the flags, be-coming another lap the official with the flags, be-

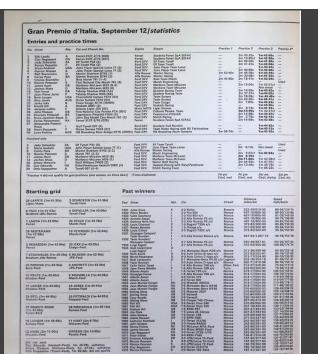
After another top the official with the flags, be-out them is the model of the result. Overeal his flags and creek task into his official, at the flash task of creek task into his official, at the flash reserve glassical at the sky, which was classified the sky should be the sky which was classified to the sky should be the sky should be the scheme task of the sky should be the sky should be the sky should be the mean classified by the should be the sky should be the mean classified by the should be the should be the mean classified by the should be the should be the mean classified by the should be the shoul

Since the first drop of rain, Peterson had been in excellent debut at Zandvort, ip Shadow DNB was driven nace by Tom Pryce. Tabatip ranufactured by Villiger, the mous Swiss cigars, whose first seen on the works everybody else. One wrong guess, and he would be in a slide, while the men in sight behind ob-

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Results and retirements

Points



The Tard crists" in the helicity of the term of te

Fuel play at Monza: British drivers hit



<text><text><text><text><text><text><text><text> e stage John Watson was to be ellowed to from his regular grid place because his team filed an appeal; then that wasn't allowed. he, and both the

supremacy of their national Ferrai team had better watch out... The start was funny, too. A number of drivers were cupple out, and this included Lauda who said he was siming in neutral looking for the Oloses bacard when the green light flashed. Thus the cantal array of 13 rows dissold in milling exactly in each other who of the ological in milling ave only their Saturday times could still count their Friday and their grid positions.

ocking for the Parabolics and Lauda was well all-wave th flashed. Thus, sloth, olved in milling The crowd, with their banners and hr-east anarchic went absolutely mad. Should 1 g from the very Late first chicage. Rennie Peter

Circuit data

Romin Presson Clay Regazoni Jacques Laffia Model Schecker Patrick Desailer Vistako Brandisa John Witten Lafos Resemann Jacky Istx John Witten Buert Lunger Emersen Prilokol Buert Lunger Emersen Prilokol Henri Preserio Alessandro Peseni-Alessandro Peseni-Alessandro Peseni-Alessandro Peseni-Alessandro Peseni-Stosandro Peseni-Jacky Science Jack March-Ford Fernai Ligite-Matos Fernai Tymtil-Ford March-Ford Shadow-Ford Pennai Ensign-Ford Pennai-Ford Surtees-Ford Surtees-Ford Heshath-Ford Surtees-Ford
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 Ch Lap chart TST LAP ORDER

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t. On the third lap Laffite fell back behind

On the third spications and these places as well, so Ronnie was see having slipped by his new team-rhad closed up the gap and made front of the race. Reslip it was ter with each other, for with Reute Brambills. Louds and Andretti. for a new nospice to replace to up and let its fins sag. Gurnar back. Poor Pace had dropped out s

Poor Pace had dropped or and Perkins had a big blow pits as well. Then Peterson, him, made a rush onto Sche

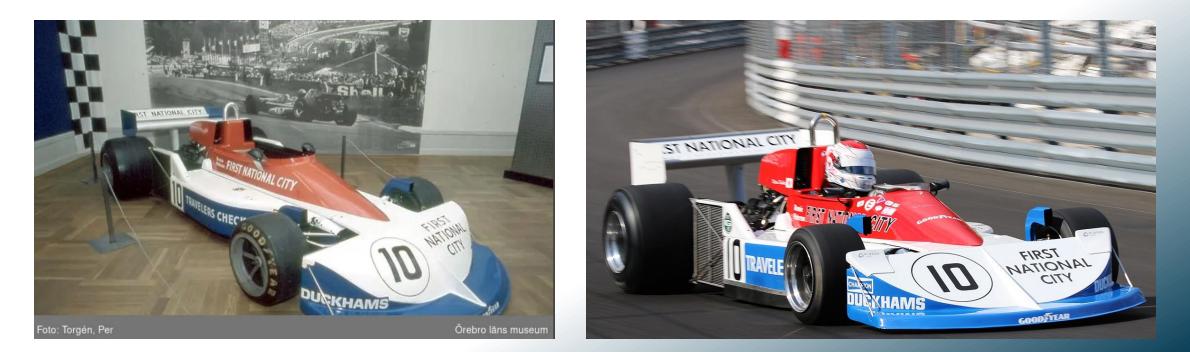
Starting the lap after that, De





761-6 History

- March 761-6 was sold to Steffan Svenby Ronnie's manager who kept the car in the Ronnie Peterson Musuem in Sweden until around 2008.
- The car was sold to its current owner through David Clark at Taylor and Crawley. The current owner commissioned the recommissioning of the car for racing and has raced the car at Monaco Historic GP in 2010,2014 and 2018 as well as the Masters Historic Racing



March 761 Mileage Matrix and Spare Parts

- 761-6 was rebuilt by CGA Racing (Front Row Racing) and last run in 2020.
- The short stroke DFV engine was rebuilt by Langford Performance and has only 215kms since rebuilt and shakedown.
- The car requires new fuel cell and crack test to race
- The car is taxes paid in the UK

March 761-06 Spares List 4 x noses - various conditions and specs 2 x rear wing 2 x sets wheels (one with new tyres) 4 x radiator 2 x front rim 2 x ARB Various front and rear suspension parts 6 x brake discs 2 x brake pad – box 2 x nose frames 2 x front uprights Gearbox rebuild components Fuel cells -expired Seat belts - expired Old chassis panels 1 x CWP – used 1 x clutch assy – used 1 x Drive hub – used Various old rebuild parts and fasteners

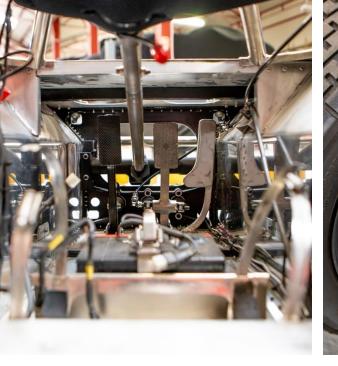
761-6 Life Matrix

March 761-06	2021			
ltem	Expiry			
HTP -	Dec-25			
Fuel Tank - 810753595, 810753596	Apr-21			
Seat Belts	Dec-26			
Crack Test	Sep-21			
Extinguisher - 65795	Jul-20			
Transponder Subscription				
Service Part	Life Since Service (%)	Life Since Service (km)	Max Service Intervals (km)	Last Serviced
Engine	11.1%	215	1930	Car Build
Clutch	14.4%	130	900	Winter 19/20
Differential/Gbox Bearings	5.4%	130	2400	Winter 19/20
LF Wheel Bearing	10.8%	130	1200	Winter 19/20
RF Wheel Bearing	10.8%	130	1200	Winter 19/20
LR Wheel Bearing	10.8%	130	1200	Winter 19/20
RR Wheel Bearing	10.8%	130	1200	Winter 19/20
RICV	10.8%	130	1200	Winter 19/20
RO CV	10.8%	130	1200	Winter 19/20
LICV	10.8%	130	1200	Winter 19/20
LO CV	10.8%	130	1200	Winter 19/20
Starter Motor	8.9%	215	2400	Unknown
Dampers	8.9%	215	2400	Unknown
Calipers	5.4%	130	2400	Winter 19/20
Engine Oil	10.8%	130	1200	Winter 19/20
Replace Part	Life Since Replaced (%)	Life Since Replaced (km)	Max Part Life (km)	Last Replaced
LF Disc	12.3%	130	1050	Winter 19/20
RF Disc	12.3%	130	1050	Winter 19/20
LR Disc	12.3%	130	1050	Winter 19/20
RR Disc	12.3%	130	1050	Winter 19/20
Drive Shaft L	3.2%	130	4020	Winter 19/20
Drive Shaft R	3.2%	130	4020	Winter 19/20
RI CV	3.2%	130	4020	Winter 19/20
RO CV	3.2%	130	4020	Winter 19/20
LI CV	3.2%	130	4020	Winter 19/20
LO CV	3.2%	130	4020	Winter 19/20
Fr Suspension Fasteners	6.4%	130	2010	Winter 19/20
Rr Suspension Fasteners	6.4%	130	2010	Winter 19/20
	10.7%	215	2010	Unknown





Current Photos













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he date of the inspection, the car appe	ate of authenticity, nor does it in anyway verify the history of ared to be eligible to compete in FIA-sanctioned events for h f the chassis number. The items shown below as "asserted	istoric vehicles. Neither the FIA nor the ASN certifies or		

uing ASN: OTORSPORT UK	Form Number: GB12944	Category: Single-Seater Racing Car

Period: HR - 1972 to 1976 valid to 31.12.2025 FIA Class: F1/4

The angled of this document was completed in accordance with Agencia YT to the International Sporting Coats, the cars taking part in Introduc comparison. This and the cargo after original form manine the property of the FA word, if regional with a new form, must be returned to the assung ASN which holds the original. Jointy the word in word to comb to all the documentation of the HTP. APPLICANT'S ASSERTIONS: Make at

Make assener MARCH	Manufacturer asserted: MARCH		
Model asserted: 761	Date of original manufacture asserted: 1976		
Vehicle chassis / VIN n* asserted: 761-6			
Year of specification: 1976	FIA identity nº: 38022		
Engine type: V8 DOHC	Engine capacity: 2993 cm ³	correcte	





Each case of this form, as well as the scient of each shotspraph, must been the stamp of the issuing ASN. We, the Monoreport UK, have theread the information given on this form and confirm that to the best of our knowledge and belief, the car complex with the port specification of the made ang good represented.







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James Hanson Tel: +44 (0)7768 800773 Email: james@speedmastercars.com

