

# March 761 -6

1976 Grand Prix Car

Ronnie Peterson

Winner Italian Grand Prix



# Overview

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

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- 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
<b>German Grand Prix</b> Nürburgring - 1 Aug 1976	March 761 [6] - Cosworth DFV V8	Ronnie Peterson	(Spare - not used in practice)
<b>Austrian Grand Prix</b> Österreichring - 15 Aug 1976	March 761 [6] - Cosworth DFV V8	Ronnie Peterson	6
<b>Dutch Grand Prix</b> Zandvoort - 29 Aug 1976	March 761 [6] - Cosworth DFV V8	Ronnie Peterson	Retired
<b>Italian Grand Prix</b> Monza - 12 Sep 1976	March 761 [6] - Cosworth DFV V8	Ronnie Peterson	1 🏆
<b>Canadian Grand Prix</b> Mosport Park - 3 Oct 1976	March 761 [6] - Cosworth DFV V8	Ronnie Peterson	9
<b>United States Grand Prix</b> Watkins Glen - 10 Oct 1976	March 761 [6] - Cosworth DFV V8	Ronnie Peterson	Retired
<b>Japan Grand Prix</b> 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.

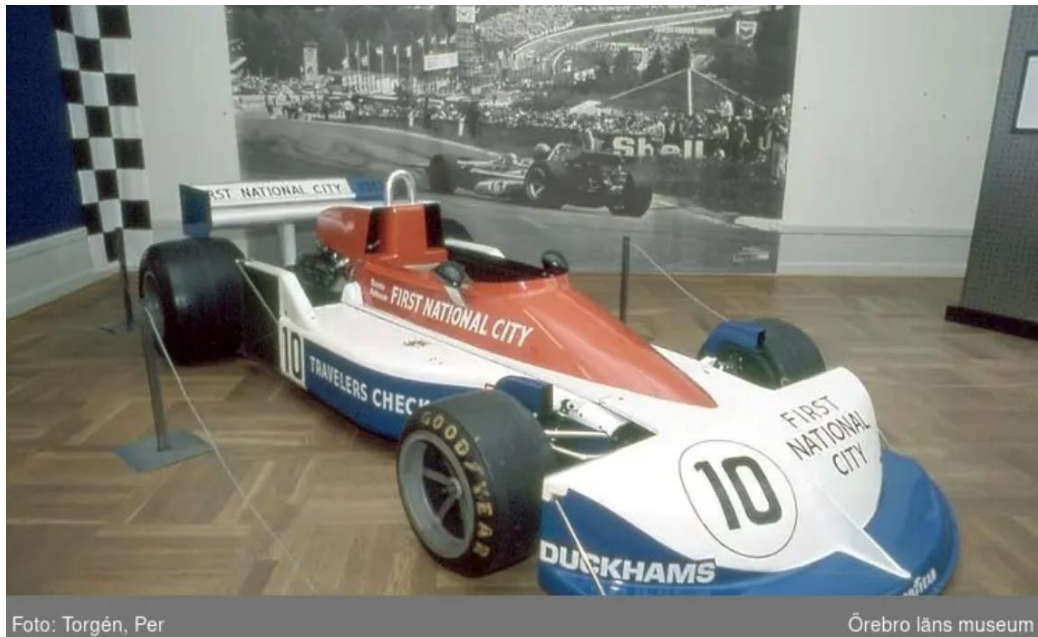






# 761-6 History

- March 761-6 was sold to Steffan Svenby – Ronnie's manager who kept the car in the Ronnie Peterson Museum 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

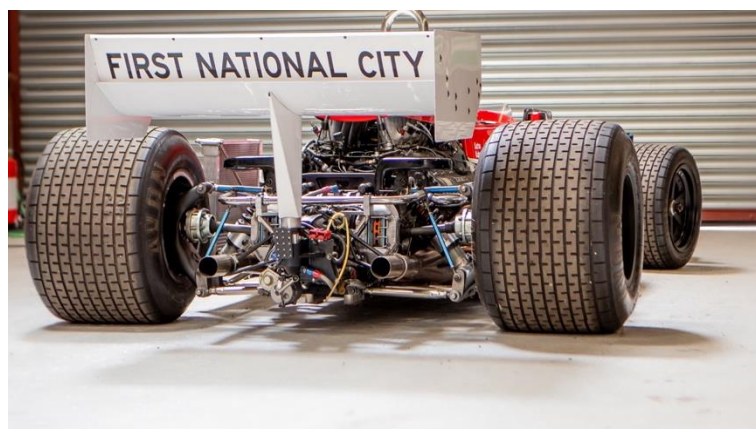
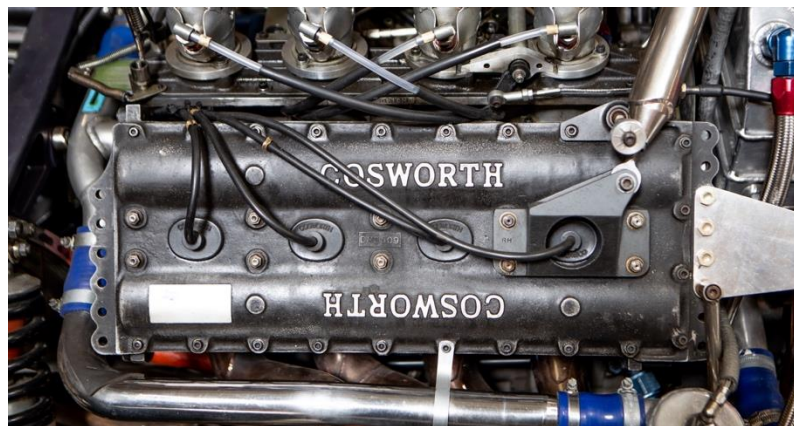
March 761-06	2021			
Item	Expiry			
HTP -	Dec-25			
Fuel Tank - 810753595, 810753596	Apr-21			
Seat Belts	Dec-26			
Crack Test	Sep-21			
Extinguisher - 65795	Jul-20			
Transponder Subscription				



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
RI CV	10.8%	130	1200	Winter 19/20
RO CV	10.8%	130	1200	Winter 19/20
LI CV	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
Master Cylinders	10.7%	215	2010	Unknown

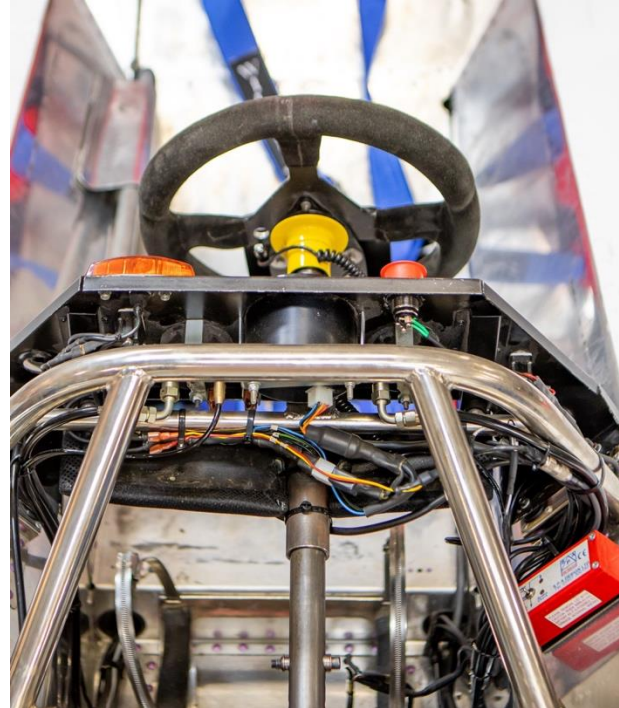
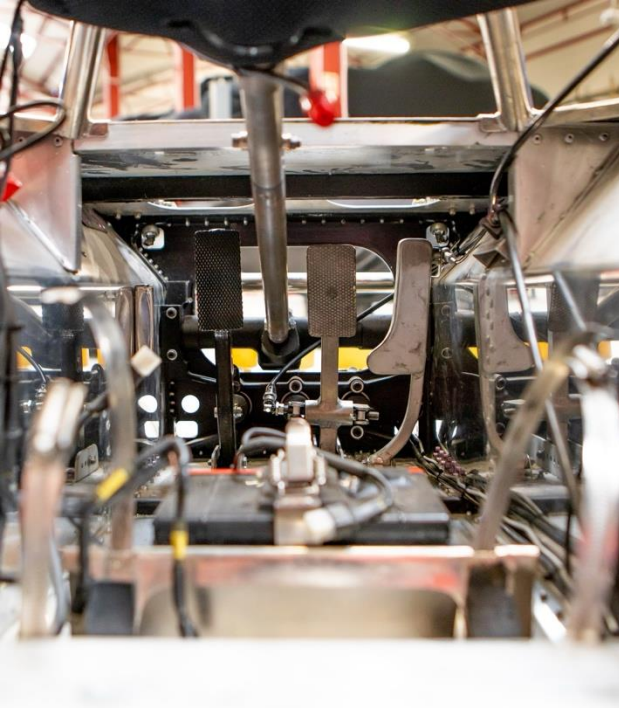




# Current Photos

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Racing dot entries:	

**HISTORIC TECHNICAL PASSPORT – VALID IN: RACING & H-CRIMB &**

This Technical Passport is not a certificate of authenticity, nor does it in any way verify the history of the car or its constituent parts. It merely confirms that at the date of the inspection, the car appeared to be eligible to compete in FIA-sanctioned events for historic vehicles. Neither the FIA nor the ASN certifies or takes responsibility for the accuracy of the chassis number. The items shown below as "asserted" are those claimed by the owner based upon his best available knowledge.

Issuing ASN: **MOTORSPORT UK** Form Number: **GB12944** Category: **Single-Seater Racing Car**

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

The original of this document was completed in accordance with Appendix "C" to the International Sporting Code, for cars taking part in historic competitions. This certified copy of the original form remains the property of the FIA and, if replaced with a new form, must be returned to the issuing ASN which holds the original. During the whole event the car must conform to all the regulations of the FIA.

APPLICANT'S ASSERTIONS:	
Make asserted: <b>MARCH</b>	Manufacturer asserted: <b>MARCH</b>
Model asserted: <b>761</b>	Date of original manufacture asserted: <b>1976</b>
Vehicle chassis / VIN as asserted: <b>761-6</b>	
Year of specification: <b>1976</b>	FIA identity n°: <b>384022</b>
Engine type: <b>V6 DOHC</b>	Engine capacity: <b>2993 cm³</b> corrected: <b>cm³</b>
FIA homologation form number (if applicable):	Number of relevant valid pages of homologation form:

Each page of this form, as well as the edge of each photograph, must bear the stamp of the issuing ASN.

We, the Motorsport UK, have checked the information given on this form and confirm that to the best of our knowledge and belief, the car complies with the period specification of the make and model represented.

Date: **11/12/2020** (only issued 61/04/2015)

Name and status of signatory:  
**JOHN RYAN**, Technical Director  
 For and on behalf of  
**MOTORSPORT UK**

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