

F1 SWISS GP - BANK HOLIDAY RACING ROUND UP

AUTOSPORT

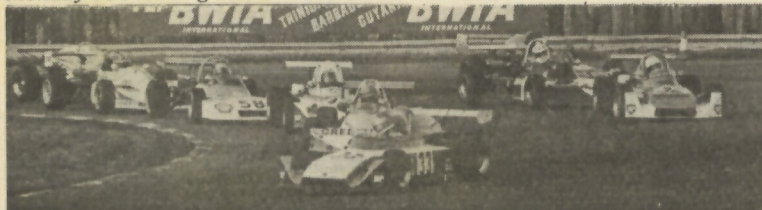
Sullivan heads F3 challenge at Silverstone



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Monday's F3 leading dice at Silverstone

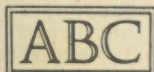


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AUTOSPORT, AUGUST 28, 1975

EDITORIAL

Good move

The RAC will shortly be publishing the regulations for next year's National Touring Car Championship which, unless pressure groups can get the decision reversed, will mean that the regulations will remain the same as this year but with a 3000cc engine limit. There will still be four classes, up to 1300cc, 1301-1600, 1601-2000 and 2001 to 3000cc.

A great deal of discussion has taken place during this season first of all regarding the upper engine capacity limit, which rules out the big American pony-cars, and secondly a switch to European Group 2 regulations to enable British competitors to compete abroad and vice versa.

Nobody will be surprised to hear that the big cars have been outlawed and only a few will be disappointed. They can be spectacular without doubt, but rarely has this been the case in this country. Two or three expensive cars have run away and hidden from the rest of the field and, frankly, it makes boring spectating.

The RAC race committee have decided that in their view (and it's one which we share) the cars in the smaller classes behind the Camros have been putting on some splendid racing, but it's gone almost unnoticed. By retaining the current regulations and banning the Camaros those battles and giant-killing acts will now be to the fore. That sort of racing will provide entertainment and that is what we are currently desperately short of.

As far as we can gather, the reason for not bowing to the British Manufacturers' pleas for switching to Group 2 was that the RAC Committee felt (and incidentally, their vote was almost unanimous) that there is in the up to 3-litre format a championship which they know will work. A switch to Group 2 might please the manufacturers but the new regulations may prove too expensive for the privateer and we'd be left with a slim field of works homologation specials. The promoters cannot afford, at this point in time, to be left with a still born baby.

The current regulations attract fairly low key manufacturers' involvement and at least offer the privateer some hope of success. Group 2 in the past has not. What it would provide next year is an easy opportunity to go abroad, but when teams are asking for less championship rounds in order to save money, are they really going to go abroad, which basically costs more money? The manufacturers' teams undoubtedly would go abroad—the reason they want G2 is so that they can pull in some of the European tuning and component supply business. But, while racing in this country is facing a tricky period, we must provide entertainment and keep the spectators happy; that must be the first priority.

There are valid arguments on both sides but we feel that, for the moment at least, the RAC's decision is the correct one. And, incidentally, the point about the whole matter which pleases most people — whatever the regulations — is at least they know now, in August, and can plan ahead.

our cover picture

Formula Three racing featured strongly at Silverstone last weekend and is the major supporting attraction at this Sunday's F2 meeting. Our picture shows Danny Sullivan's works Modus which is currently lying a very close second in the tremendously exciting BP championship.

Photo: David Winter

Max Mosley's GP stir— he appeals to the FIA

Max Mosley has done it again. You have to laugh, not that it's a joking matter, but it's the way this former barrister, and now head of the March Grand Prix team, goes about his business. His target this time is the Austrian Grand Prix organisers and the way they stopped the race a fortnight ago. Max, having thought the matter over, has worked out from the FIA "yellow book" that because of the way the race was ended, half points should not be awarded. Instead everyone should

part of the regs, it was stated that if the chequered flag was shown inadvertently, or on the wrong lap for instance, the race would be deemed as finished.

The Stewards therefore told the Clerk of the Course to stop the race when the rain became too heavy. He obliged by hanging out the chequered flag only. The event could not be restarted and, above all, by doing this, the event wasn't being stopped in theory by a force majeure. Half points only apply if a



Max Mosley (left) looks as if his claim about the Austrian GP has made Niki Lauda (right) the new World Champion.



receive their full quota.

How's he worked it out? Well, we'll attempt to explain.

Mosley told us on Tuesday morning that in the final regulations for the Grand Prix, issued by the organisers, in the event of a force majeure (ie a heavy rain storm or an earthquake), the race would be stopped by a crossed chequered and black flag. This would allow the event to be restarted as it had been only a temporary measure.

Mosley then said that in another

force majeure stops a race between 30% and 60% of the distance covered.

Now although the Austrians meant to halt the race because of a force majeure, the way in which it was carried out was, in accordance with the regulations, wrong. Mosley says he has a strong case and, having explained the situation to several other teams, particularly Ferrari, he has appealed to the FIA.

If the FIA uphold Mosley's appeal, then Niki Lauda is the new World Champion.

Henton is confirmed in Wheatcroft

Completing a neat Silverstone F2 threesome is Brian Henton who, it was confirmed last week, will be driving Tom Wheatcroft's own car at the weekend and not his regular AGV March-Ford. Henton will be taking over the car, designed by Mike Pilbeam, and currently being raced in Formula Atlantic this year by Richard Morgan.

The chassis has been fitted with extra fuel tanks to last the distance and will run a 2-litre Brian Hart-prepared Ford BDA engine as the BMW unit would have been far more complicated to fit.

● Jim Dilarmarter, general manager of the Vel's Parnelli Grand Prix intends to be at Silverstone this weekend. He admits that he's never spoken to young Eddie Cheever but it's an open secret that he's impressed by the young American or, even for that matter, his fellow American Modus partner Danny Sullivan.

American '76 F5000 dates announced

Seven dates for the North American Formula 5000 Championships series received initial approval from the Automobile Competition Committee of the US (ACCUS) at a meeting recently in Chicago.

Final approval for the dates will be made by the FIA at their mid-October meeting in Paris. All the F5000 races will carry full FIA status thus enabling graded drivers with FIA licenses to compete.

Cameron R. Argetsinger, SCCA's Executive Director said, "we hope to announce a full schedule of nine to 11 events by November 1."

The preliminary 1976 schedule for the US events is:

May 9, Pocono; July 11, Watkins Glen; July 25, Elkhart Lake; Aug 8, Mid-Ohio; Sept 5, Road Atlanta; Oct 3, Laguna Seca; Oct 24, Riverside.

● Formula Atlantic International have informed us that the existing 1975 regulations for their formula will remain the same for the next three years, up until 1978.

Stuck at Silverstone

A late choice for the Silverstone Formula 2 meeting this coming weekend is Hans-Joachim Stuck. The fiery German, who's shown much of his skill in a works March-BMW over the last couple of seasons, now gets another chance to show his metal.

Stuck, runner-up in last year's European F2 Championship, will drive a third works March-BMW 752 alongside Michel Leclerc and Patrick Tambay. The last time these three ran together in the same team was at

Hockenheim a couple of months back, the day the lanky German rejoined the March Grand Prix team.

With Austrian Grand Prix winner Vittorio Brambilla driving one of the Ron Dennis-run Scania March-BMWs (the Italian was scheduled to compete at Trois Rivières), March Engineering will have their full complement of works drivers participating at the Northants circuit this weekend, especially as there is an F3 race taking place as well.

...and Merzario

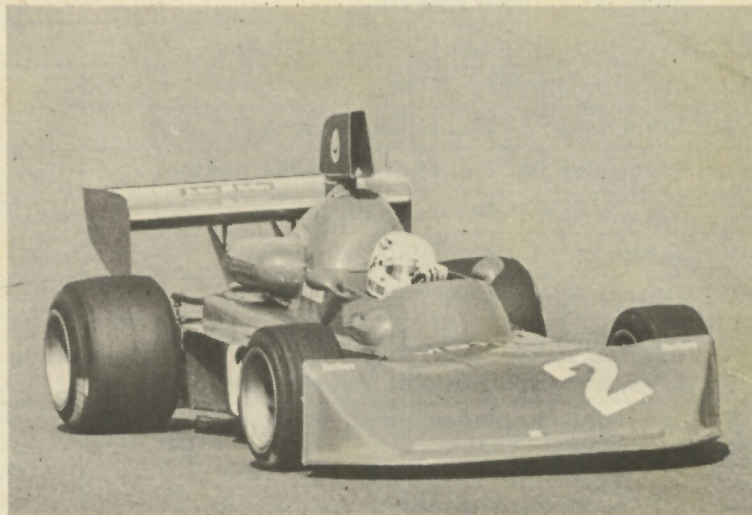
Besides Hans Stuck, another late entry for Silverstone and the European F2 Championship round which takes place there this coming weekend is none other than Arturo Merzario.

The diminutive Italian, who left the Frank Williams team earlier this year after a controversial disagreement, has been entered to drive the third works Osella-BMW

alongside fellow Italians Duilio Truffo and the promising Giorgio Francia current leader of the national Italian F2 series.

Merzario you may well remember first raced the Osella at Vallelunga at the end of last year and pronounced himself pleased with the car. Francia in particular has shown the potential of the neat chassis on occasions this year.

Arturo Merzario debuting the Osella F2 at Vallelunga last year



Petty...just

Despite David Pearson taking full advantage of a yellow caution period during the closing laps of last weekend's Champion Spark Plug 400 NASCAR race at Michigan, it was Richard Petty's familiar STP Dodge which managed to hang on by a scant 5ft to beat the Purolator Mercury in a typically close Nascar finish.

The race itself was stopped several times because of rain once for three hours, before getting underway again. Petty assumed control and looked like having a comfortable win but when Cale Yarborough and Dave Marcis spun their Chevrolet Chevelles with just 10 laps to go the yellow almost gave Pearson the chance he needed.

Yarborough and Marcis recovered to finish 3rd and 5th with Bobby Allison's AMC Matador splitting the pair of them.

An early race leader was AJ Foyt in his Gilmore Chevelle but the new USAC champion retired on lap 115 of the 200 lap race with a blown engine.

Holbert again

After the Peter Gregg/Hurley Haywood Porsche Carrera became badly delayed in the pits with suspension problems, victory and \$26,700 in last Sunday's six hour Camel IMSA GT race, held at Mid-Ohio, eventually went to the similar German car driven by Al Holbert and Elliott Forbes-Robinson.

Holbert occupied the pole slot, by virtue of having won the last IMSA race held at Mid-Ohio and he led the early laps. However the Gregg/Haywood car soon took over and held it for the next hour and a half before running into tyre problems. This later developed into serious suspension maladies and the car eventually dropped to 12th by the end.

Second, two laps behind the winning Carrera was another Porsche crewed by John Graves/Dave Helmick/John O'Steen with another RSR; that of Roberto Quintinela/John McClelland leading home Bob Sharp's 280Z Datsun.

New G1 regs for 1976

Last week the RAC's race committee agreed that next year's RAC Group One saloon car regulations should remain as they are now, apart from the all important limit of 3000 cc. This will naturally exclude all the big cars: Camaros, HemiCudas, etc. The classes though, will include an up to 1300 cc class. The full classes will now be up to 1300 cc, 1301 cc to 1600 cc, 1601 cc to 2000 cc and 2000 cc to 3000 cc.

The RAC were faced with various alternatives. To go Group 2, as in Europe next year, to remain exactly the same as this year, to impose a limit, either excluding big American cars, or at least regulating the engine size to 5.0 litres or 5.7, or to impose a 4-litre limit.

There are many interests, vested or otherwise, which influence competitors as to their desires and the various bodies on the Race Committee have both the attraction of the sport, the economics to the competitor and the fair deal to motor manufacturers to consider.

But despite these considerations, reaction from competitors was voluble. "It's progress to go Group 2" said Rob Potter, who oversees the preparation of Richard Lloyd's Simoniz Camaro which looks like being banned, "We've done Group One now, and it's time we moved forward into Europe and found some new people to race against under the Group 2 rules. The new regs are putting us out on a limb with the rest of Europe, when we should be looking for pastures new."

Stuart Graham was even more depressed: "I think I'll go back to bike racing", said the former motor



Stuart Graham - "back to bikes"

cycle and car TT winner, "you don't get any of this mucking about there".

More opposition, of a rather more silent nature, comes from both British Leyland and Ford. Both are known to be keen to go into Group 2 and indeed, Ralph Broad has done his homework sufficiently to know that they would be very much on a par with one another racing the Dolomite Sprint and RS1800 respectively. Indeed Ralph Broad already has printed specification and performance sheets on both cars and considers that they would be as cheap to run as a Group One Triumph Dolomite Sprints he's been running this year, with a basic initial cost from his factory floor of £8 to £10,000. Ford are unlikely to be in the position to run their RS1800 in Group One, although Ford's Stuart Turner has never been particularly keen on this category anyway.

Group 2 would help British Leyland expand their Special Tuning business considerably with representation from Britain. But with next year's regs, they may have an overall winner, even though it is generally accepted that peak development has been reached, hence Broad's eagerness to go G2. But even with an overall winner, British Leyland's Simon Pearson expressed disquiet: "If there's one thing we don't want, it's a Dolomite Sprint dominated class of racing. It becomes as boring as a Camaro dominated race. In G2 we know that we may be beaten, but it'll be a good race and provide considerable entertainment." On the other hand, there could be many Dolomite Sprints at the front of a race, all battling together.

But the class that they'll have to beat is the 2000 cc to 3000 cc division. The possible protagonists are Opel, Ford and BMW. BMW in Germany are known to be interested in Group 2, but not Group One in this country. Opel's DOT concern see it as a great move, because partly Opel Germany



Tony Fall - wants the Camaros out

aren't prepared to go Group 2 and it would take up half of the competition programme in this country and cost between £20 and £25,000 to be fully competitive. At the same time Tony Fall is happy with the capital investment in one car that has basically been operational for three years. "I also agree with banning the big American cars because I don't see them as a cross section of the European Market," said Fall.

Ford on the other hand have taken no interest in the 2501 cc to 4000 cc class this year, although their Capri is a cheap way for the privateer to go racing on a fairly-tight budget.

Finally, in the small class, Toyota are the biggest movers and it certainly puts Samuri out on a limb. Toyota are known to take a tremendous interest in their racing in Europe, and next year's Group 2 programme is already being considered. Having proved their point this year with the 1.6 Celica, Samuri were formulating plans for next year's series with a brand new car, seen at Brands Hatch on Monday, with which they hoped to do Group 2.

But from the promoters' point of view, Camaro racing has been bad. They've seen good racing through the classes and are therefore keen to promote them. They see Group 2 as being too expensive at a time when Britain hasn't got much money and the strip of water to Europe would still see Britain isolated and on a limb. So they might as well cut their costs and still be on a limb.



Derek Bell - keeping busy

Bell in Rex Special

Derek Bell returns to the 2-litre sports car arena at Hockenheim this weekend when he drives the German-built Rex Special.

Bell, who this year has been very much part of Willi Kauhsen's World Championship winning Alfa team, drove a 2-litre sports car last year for the Osella Abarth team.

The Rex Special is indeed quite a competitive car which has gone well in recent outings driven by Freddy Kottulinsky and Harald Ertl. It is designed by an editorial member of the German *Auto Zeitung* magazine.

● The second (and final?) round of this year's European 2-litre sports car championship takes place at Hockenheim this weekend. All the regular British 2-litre contingent will be going to oppose Jorg Obermoser's "series" leading Toj-Modus.

Henton's off

Brian Henton has been released by John Player Team Lotus, or rather told that his services won't be required at Monza for the Italian Grand Prix. This fits Henton fine for Brian had a prior commitment to fly out to Japan to take part in one of their annual kamikaze sports car races around the Mount Fuji circuit.

Brian will be driving a March-BMW for the local March importer.

It is also expected that he will test the new F1 Ensign in the near future with a view to racing it in the States.

Penske to carry on

Although the majority of the Penske Racing team were attending Mark Donohue's funeral in Summit, New Jersey, on Monday we were in fact able to confirm reports from the States that the team would in fact be carrying on with their Formula 1 programme, despite Donohue's untimely death in Austria ten days ago.

Work is still going ahead, we are told, on the team's new car which was to have replaced the March crashed by Donohue at the Osterreicherung and Don Cox has flown over from the States to assist Geoff Ferris. This was because the team were naturally anxious to gain points in the Constructors Championship with a car of their own make.

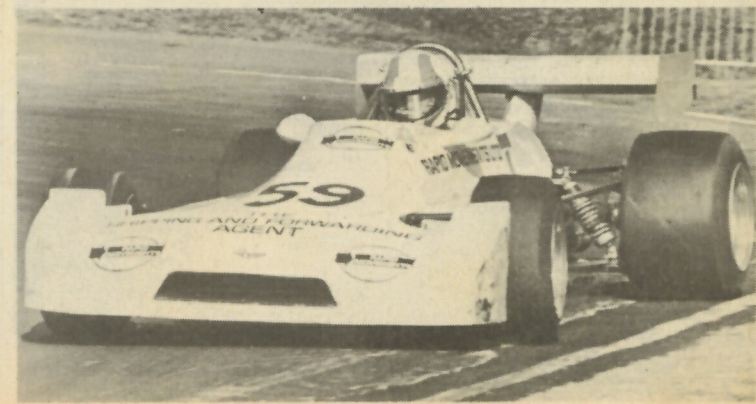
Our American informant reports that George Follmer was approached at the Mid-Ohio IMSA GT race where he was sharing a Chevrolet Monza with Mo Carter last Sunday by the Penske personal. Rumours suggested that Follmer, who last drove an F1 in 1973 for the UOP Shadow team, will take over the Penske Citibank Special for the American Grand Prix. Follmer, it will be remembered, stood in for Donohue when he broke his leg in testing shunt with the Can-Am Porsche a couple of years ago.

However when we spoke to team manager Heinz Hofer on Tuesday afternoon, he said he'd seen Follmer in the States but there was no talk of F1. Hofer said that the First National Citibank wanted the team to continue. They will miss the Italian GP however, where their new car was due to appear. A new team driver will be announced in "a week to ten days" and it won't necessarily be an American.

Canada is off

The Canadian Grand Prix is definitely off. Well, it certainly isn't going to happen with any impact. The organisers have predictably failed to come up with a worthwhile field of runners and an official statement as to the event's cancellation is expected this week.

Works F3 March driver Gunnar Nilsson acquitted himself well on his Formula Atlantic debut in the Rapid Movements' Chevron B29 at Mallory last weekend. He qualified second quickest and eventually finished 4th having lost the clutch early on.



Big F5000 controversy

Formula 5000 Europe issued a highly controversial press release last week stating what they wanted for the Formula next year. The release went as follows:

'The Formula 5000 Committee decided last night (it was last Wednesday-Ed) to implement new prize scales which give a reasonable yet moderate increase over the 1975 prize monies. The scales are designed to encourage top quality competitors to enter the Formula. The first prize for the winner of major events will now be £3,000 which lifts Formula 5000 into second place behind Formula 1 in the "winners' prize money" league. It is hoped that the new scales, which pay over £1,000 to the first four cars in the high prize money races and to the first three in the shorter events, will not only encourage more competitors but will also provide the promoters with much close racing with more competitive cars and with better opportunities for promotion.

'It is intended that in 1976 there will be fewer races for F5000 so that more time can be spent by the competitors in maintaining their cars to give more reliability. At the present time, F5000 Europe is negotiating with Organisers for events in Europe at Hockenheim, the Nurburgring, Zolder and Zandvoort, and also with Promocourse for a race to be held in France. Additionally the Association is in negotiations with the owners of the new circuit complex of Mallorca for a three race series outside the Championship during late June and July. The series is designed to give F5000 competitors a combined holiday with the opportunity of racing. In Britain the Association is in discussion with all the major circuit owners including MCD, who have strongly supported

F5000 ever since they introduced it to Europe in 1969.

'Discussions are also being held with Silverstone Circuits, Knockhill in Scotland, Thruxton BARC, and Mondello Park in Ireland.

'It is hoped that in 1976, F5000 will emerge as the major second line Formula to Formula 1 with competitors and cars of sufficient quality to provide excellent racing for promoters and spectators'.

The wording of the statement makes it seem as though F5000 will run to this basis or not at all. Would they negotiate around that figure: "No I don't think we would", said Peter Gaydon, secretary of the Association, on Monday.

Are organisers prepared to pay the asking price? 'No English promoter will pay that sort of money', said John Webb on Tuesday. He continued, 'I'm in an embarrassing position as I'm President of the Association. The statement was carried by one vote'.

Webb said that a new prize money scale had been submitted by the promoters and approved by the RAC but he was unable to say what it was because of the sponsors's contracts.

It is interesting to note that the statement says 'The Committee decided... to complement new prize scales... because the current championship is an MCD series registered with the RAC as the European F5000 championship and, as such, no Committee is able to 'implement' new prize scales. It was pointed out to us that to implement their own prize scale the Committee would have to find its own sponsor and own championship and negotiate for their own races.'

Basically we now have a direct confrontation between competitors and promoters and developments will be watched with interest.

L'avenir CSI for Whizzo

Autoextra, the private BMW dealers who helped prepare Tony Lanfranchi's G1 BMW 3.0 CSI Coupe in last year's British Touring Car Championship, are busy preparing a brand new CSI, to full Coupe de l'Avenir specification for Barrie Williams to drive in the forthcoming Access Tourist Trophy at Silverstone on October 5.

"Whizzo" told us at Mallory last weekend that he would do the full race distance himself in the BeeEm which, with the proposed British touring car regs still catering for G1 next year, means the car will no doubt be sold afterwards.

Besides his BMW ride, "Whizzo" is contemplating making a return to Escort racing sharing an old style Mexico in the Penthouse Challenge with a friend.

Dean's drama



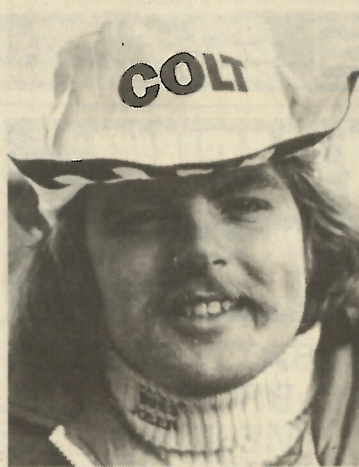
F5000 racing driver and Leeds garage proprietor Tony Dean was ordered to surrender his two passports and restrict his movements to within 30 miles of Leeds when he was allowed bail in the total sum of £27,000 at Castleford last week. This is in connection with Dean and several others being accused of a fraudulent attempt at evasion of the duty chargeable in relation to certain cigars when he returned from America recently.

● At the next round of the Interserie, scheduled for the Nurburgring on September 7, there are talks about four Willi Kaushen Alfa Romeo 33s being entered as well as turbo Alpines.

● There's a non-championship Formula Atlantic race scheduled to take place at the American Donnybrook race circuit on September 7 for a \$15,000 purse. All the leading runners are expected to attend.

Keijo's title

The European Super Vee circus moved to the Mainz airfield circuit in Germany last weekend for the final round of the Castrol GTX series. The race was full of high drama for the outcome rested between Keijo Rosberg's Kaimann and Mikko Kozarowitzky's ATS Lola. If Rosberg came second then both would tie for



Keijo Rosberg - controversial win.

the series. However a controversial last corner shunt saw Kozarowitzky taken to hospital with concussion and Rosberg came home the winner.

Second was Kennerth Persson's Kaimann ahead of Mike Arpiainen (Veemax), Helmut Bross (ATS Lola) and Peter Scharmann (ToJ/Modus).



Vern Schuppan - easy money.

Schuppan's Mirage wins

Vern Schuppan, despite an 11 minute class handicap, was an easy winner in the strange 250 mile American "handicap" sports car race that took place at Road Atlanta last Saturday. As we revealed last week, Schuppan was driving Harley Claxton's ex-works G5 Mirage GR7 and he won the event, worth \$18,100 to the winner, by two laps averaging 101.665 mph, amidst poor opposition.

Second was Dennis Aase (Porsche 908/2) ahead of Ludwig Heimrath's Porsche Carrera and Milt Headley's Chevrolet Corvette.

Schurti heads ATS Lola 1-2

The ATS Lolas of Manfred Schurti and Mikko Kozarowitzky dominated the proceedings at the Gold Cup Super Vee round which accompanied the Austrian GP a fortnight ago. Although Mika Arpiainen's VeeMax was on pole, the Finn suffered fuel feed problems and dropped to 6th by the end just ahead of Kennerth Persson's Bosch Kaimann.

Schurti got the verdict at the end but second place was enough to move Kozarowitzky into the lead of the series which he will defend at Silverstone this coming weekend.

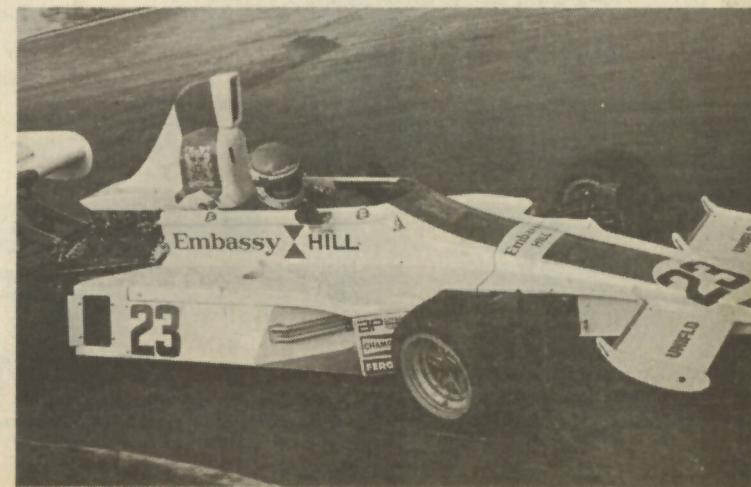
Third was Keijo Rosberg's Kai-

mann, a car not suited to fast tracks, ahead of Helmut Bross (ATS Lola).

Britain's John Morrison had a troubled practice with his Supernova, but worked up to seventh following a push start. However the organisers subsequently black flagged him and although he pitted, he failed to understand their meaning and returned to the fore, suffering a heavy fine for his troubles.

Morrison's sister car was driven into 10th place on this occasion by Prince Leopold von Bayern, a nephew of our very own Royal Family.

Tony Brise demonstrated one of the F1 Embassy Hills at Mallory Park last Sunday. The outright circuit record of 41.4s wasn't approached however.





Jean-Pierre Jarier - Ligier F1?

Jarier on the move?

Musical chairs among the Grand Prix drivers is about to happen and on quite a grand scale we're led to believe.

The big question mark still hangs over the future of Jody Scheckter and our reports of late about a possible move have, according to reports, kept both Jody and Ken Tyrrell smiling. However, stories persist that Scheckter will leave to join the UOP Shadow team. As for Jean-Pierre Jarier, his comments after retiring from leading last Sunday's Swiss Grand Prix couldn't have strengthened what must be regarded as weakening relations and Jarier has to be bound for the Ligier team with their potent Matra V12 engines.

However, we have heard that the Gitanes-backed team only have enough finance at present to run one car and that, they say, is for Jean-Pierre Beltoise. Jarier would run in a second car but only if they built one.

● Mike Young's win at Snetterton last Monday in his Wallspan Modus clinched him the British FSV title.

● Jean-Pierre Beltoise, a crusader of motor racing circuit safety, is expected to attend the "around the houses" Trois Riveires Formula Atlantic race at the end of this week, but only as a guest of the circuit officials.

Schenken's Interserie

Tim Schenken scored his first ever Interserie victory last Sunday when he totally dominated the fourth round of the championship held at Zandvoort. Driving the Georg Loos-entered Gelo Porsche 917-10 turbo, Schenken had a trouble free time both in practice and the race, and was never seriously challenged at all.

The race was organised by the German ADAC who "hired" the Dutch circuit. As usual the event was split into its various classes with quite a large British 2-litre contingent taking part.

Schenken led away at the start and he soon began to open up a lead which had extended to 9s at the end of the 30 lap event. The Australian also set the fastest race lap at 1m 23.6s (182.0 kph). A comfortable second throughout was the Martini Porsche 908/3 turbo of reigning champion Herbie Muller, this car now having an enlarged turbo unit which enabled him to see off the Willi Kaushen entered Alfes.

The Italian machines weren't to enjoy the success they had had the week previously for although Derek Bell drove a storming race, his 33TT12 was handling badly and he

spun out of third place and only just failed to wrest it back from Ernst Kraus (Porsche 917-10) at the flag. Fifth and completing the big division was Reinhold Joest's Porsche 908/3 turbo.

The second Alfa was being driven on this occasion by Porsche Carrera driver Hartwig Bertrams. However, he too was suffering from an unpredictable car like Bell, only Bertrams spun a total of three times and finished well down.

The 2-litre division saw a stern battle between Ian Grob's KGV Chevron B31 and Martin Raymond's similar Fisons car. They finished 6th and 7th respectively ahead of Jorg Obermoser's "below par" ToJ which could only manage 10th behind Jurgen Barth's Porsche 908/3 and Hoffman's ex-Kelleners 8-litre McLaren M8F.

John Blanckney (Chevron B21) went well to finish 12th while Brian Joscelyne in the Chandler/Ibec Lola T294 followed home Pete Smith's Chevron B23. An unfortunate non-starter was Robin Smith who had the misfortune to crash his Chevron B23 on the warm-up lap.

Muller's second place now moves him back into the lead of the series.

Nelleman's F3 win in doubt

Jac Nelleman delivered a surprise defeat at Denmark's Jyllandsring last weekend to not only Swede Conny Andersson in his Rotel March 753 but also the Perkins brothers, Larry and Terry, in their Ron Tauranac designed Ralts. However, his victory is still in some doubt.

Nelleman, driving a works tended GRD, won the first heat of the Wrangler GP on Saturday from Andersson, Larry Perkins, Porky Thyling and Rupert Keegan, but was later penalised 10s for allegedly "chopping" Andersson.

On Sunday, Nelleman won by an even greater margin of over six seconds with Thyling second from Larry P. Andersson and Terry P. This naturally gave Nelleman victory, apart from that 10 second penalty which both GRD and Nelleman have protested against. The result of the protest will be known this week, but provisional results saw Andersson

first, then Nelleman, Larry Perkins, Thyling, Anders Oluffson and Terry Perkins. Nelleman also took a new lap record during his first heat.

The GRD 375 will be staying in Scandinavia for either Nelleman or Ingvar Carlsson to drive at Knutsdorp this weekend. "We're giving Silverstone a miss" said Warner on Sunday night, "and staying on the short and curly tracks".

● A secondary Brabham Grand Prix team, sponsored by Embassy for John Watson and Tony Brise, is one nice combination that has been speculated for next year.

● The Phoenix Park circuit, venue of the big non-championship race this weekend, has been modified slightly and has now lost the slow Ratra hairpin. This has now become a sweeping right hander but, in the interest of safety, the Irish MRC have installed a chicane before it. A real touch of the Irish!

Doug's works GRD

While GRD await the arrival of a Toyota Novamotor engine for their works F3 car for Japanese driver Shaw Hyami, former FF ace Doug Bassett, who has found life a struggle as a privateer in F3 this year, will drive the car using a Neil Brown prepared twin cam engine.

GRD's Mike Warner said on Monday, "We could have put an established name in the car but that would have defeated the object of the exercise we're looking for a young charger for next year and I think Doug may have the qualities."

Bassett's first outing in the car will beat the Polydor Records race at Brands Hatch on September 7.



Eddie Cheever - F3 sensation.

BP F3 close

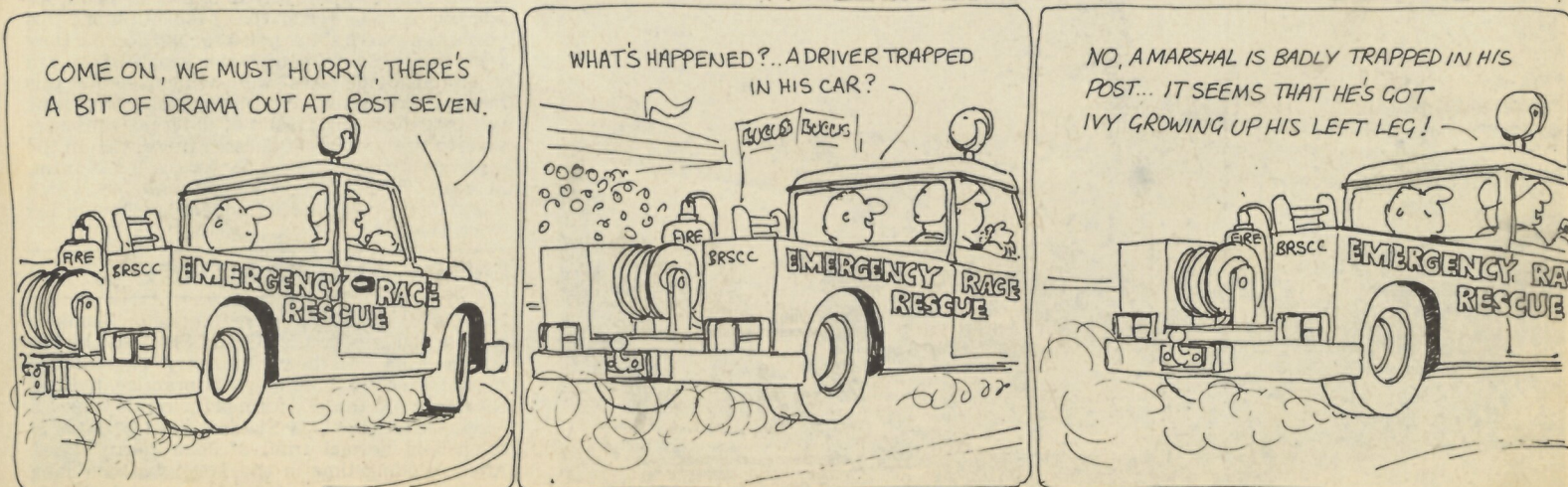
Formula 3 racing was at its very best at Silverstone last Monday when the 14th round of the BP Super Visco Championship produced a superb dice for the lead involving no less than five cars. Four of these just happened to be the first four in the closely fought championship but they were eclipsed by the young 18 year old American Eddie Cheever in his works supervised Modus M1.

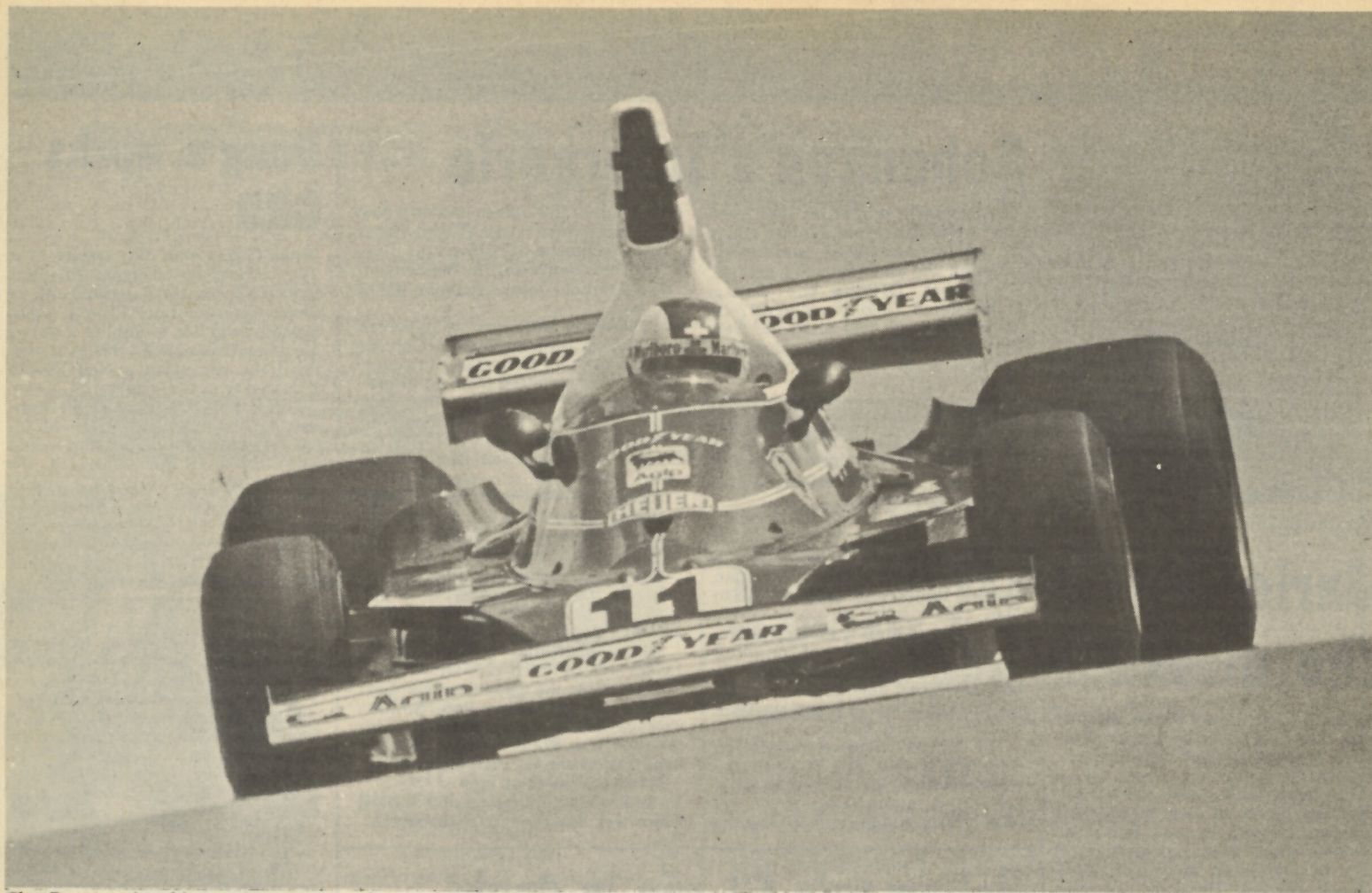
With just four rounds of the BP series left, the next round which is at Silverstone this coming weekend, the current positions are:

1, Gunnar Nilsson, 56 points; 2, Danny Sullivan, 48; 3, Patrick Neve, 46; 4, Alex Ribeiro, 34; 5, Ingo Hoffman, 23; 6, Richard Hawkins, 14, etc.

CATCHPOLE

By Barry Foley





Clay Regazzoni on his way to an extremely popular "home" win and his fourth ever F1 victory for Ferrari.

SWISS GRAND PRIX/DIJON

Impervious Clay on 'home' ground

By PETE LYONS

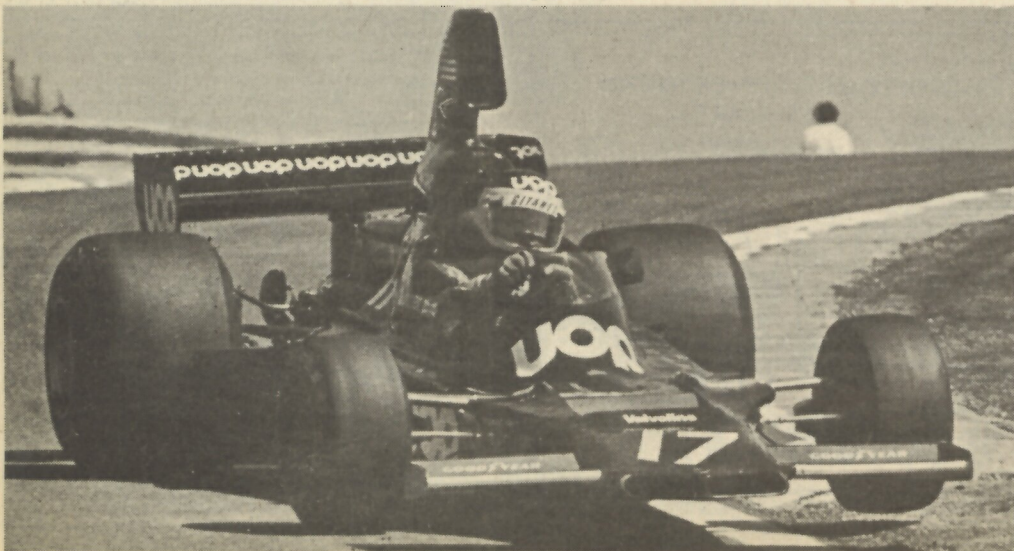
Photos by JEFF HUTCHINSON

When the short little race was over and done with, the general sentiment was that the "right" man had won, but that was about all that anyone could say about the "Swiss" GP. Neither of the two really quick cars lasted the distance: Jean Pierre Jarier's UOP Shadow started from pole and was leading by a margin of 10.5 seconds at half distance when its transmission failed, Emerson Fittipaldi's Texaco Marlboro McLaren failed it's clutch at the startline.

With them out of the way, Clay Regazzoni had merely to drive on from his third best grid position to the finish. One hour and one and a half minutes later, his Ferrari took him to victory in the non-championship "Grand Prix" of his homeland — which was held in France some two hours by road from the nearest corner of Switzerland. Fittingly, it was a Frenchman who gave him the hardest struggle: Patrick Depailler bringing rousing cheers from the mostly French crowd as he strove mightily to keep his Elf Tyrrell Ford within 8.5s by the end.

For the rest, although there were some very determined driving performances — and a very good reliability record — put up by other entrants, it can't be put down in history as a very exciting race. It was quite obviously little more than a rather low-key demonstration of Formula One racing, what it demonstrated was mainly how good *real* Grand Prix racing is by comparison . . .

Jean-Pierre Jarier appeared to have the race in the bag until the transmission broke.



Although holding the Grand Prix of Switzerland as a non-championship event on a hired circuit in a foreign country seems at first glance to be an idea as full of holes as an Emmentaler cheese, one has to pity the poor Swiss for their government's meddlesome attitude about motor sport and admire their enterprise in finding ways to race none the less.

Motor racing in Switzerland is in fact alive and healthy, and is to be found on many Sundays of the year taking place only a few hours drive away from the major Swiss population centres. Dijon-Prenois in France is not far away from Geneva and Lausanne, and it's nice countryside with good food too, so it wasn't a bad idea to have an F1 race there and call it the Swiss GP, why not? So it wasn't a big event, so it was supported only with average enthusiasm, so the crowd wasn't enormous and so there didn't seem to be very much money being made — a lot of people did come and apparently had a nice time.

The tiny little 2.044 mile Burgundy circuit remained unaltered from its condition of the year before, when it was used for the French GP (whatever happened to the argument of the organizers that they needed to have a GP and then build the long-planned extension to the circuit?) A direct comparison of times for 1974 and 1975 showed nobody going anything like as quick, for pole then (Lauda, Ferrari) had been 58.79s and this year's times were about half a second down if they were that close. Of course last year was an era when "qualifying tyres" were being used. For this meeting Goodyear were offering but one basic tyre, not their usual blend of different constructions to suit a different chassis; there was on the same basic construction a harder (called 28 front, 31 rear) "backup" compound available which Austrian victor Brambilla ended up choosing (35 front, 41 rear).

ENTRY AND PRACTICE

Marlboro, based in Switzerland, took a sponsor's interest in the "Grand Prix" and had to do somewhat with the invited entry. This totalled 16, and after the three hours of practice, held on Saturday only, the grid formed up in this way:

On pole was the UOP Shadow-Ford DN5-1A, in completely normal trim, of Jean-Pierre Jarier. After spending time in the first, two-hour long practice session on a ratio change, and already having gone third quickest, J-PJ found the car

handling very much to his liking and just before the scheduled end of the final hour went out on light tanks to take the pole. This he accomplished at 59.25 seconds (195.141 kmh=121.182 mph) while running in close company with Emerson Fittipaldi, then he stopped.

Fittipaldi, who had been quickest in the morning at 59.65s, kept on going, and for some reason the practice went on for several more minutes. However the best the Texaco Marlboro man could do was second on the grid, by two hundredths of a second. He too reported that his car was handling perfectly, and went out of his way to say what a fabulous job of work his crew had done for him in getting it ready. It was a brand new car, McLaren M23 number 10 (although it carried a chassis plate reading "/8") and had been built in its entirety since the German GP. "They start with *nothing*, they have 18 guys working, and they do it in one week and a half. It's working perfectly. I'm very pleased."

(His pleasure might have been heightened by the thought that, since the new one worked so well, there was no need to press into service his own "old" M23, which he has just purchased for the Fittipaldi collection in Brazil!)

Shadows and McLarens were two teams who had two entries. Tom Pryce in UOP Shadow-Ford DN5-2A was, mysteriously, just not getting the same handling results as his teammate Jarier. It started the Saturday understeering, and oversteering both; the team tuned out the first complaint but the oversteer, severe and difficult to manage, persisted all weekend. In addition to that, Tom lost a while during the first session when his clutch release bearing failed, and he was also troubled throughout the day by a spongy brake pedal feel that persisted through bleeding operations. He ended up just over a second slower than the front row, on the fourth.

Jochen Mass, driving Texaco Marlboro McLaren M23/6, ended practice on the second row, three quarters of a second off his teammate's pace. Bothered by a misfire, Jochen was also much less satisfied with his car's handling, saying it was just as hard a job to drive the car as it looked like from the outside. For several laps he and Fittipaldi drove around in close company, first one leading and then the other, and the contrast in the amount of work the two were doing in the corners was dramatic. The primary reason for running together, though, was to try and give each other a tow along the Dijon-Prenois straight. This didn't seem to work very well.

Qualifying third was the only current Swiss F1 driver of stature, Clay Regazzoni with the chassis

numbered 021 of the 312T series. With the limelight on him he could be expected to go as hard as he could, and he did go hard enough to have a flat-spotting spin during the morning session. He was second quickest then by 0.11s to Fittipaldi. In the afternoon everyone had their ears cocked for the sound of the only non-Ford engine on the circuit, expecting a stirring last-minute battle – but the sound lasted only six laps. Something broke in the *transversale* transmission and Regga was sidelined for the rest of the day.

The ever-observant Heuer men with their portable speed trap were set up halfway along the pits road and were able to show anyone who was interested just how fast all the cars were travelling at that particular point. They got the Ferrari fastest of all, at 266 kph on one lap and 264 consistently, which is about 165 mph. The quickest speed seen for a Ford Cosworth car was 264 kph for Stommelen's Hill, then 263 for Fittipaldi's McLaren and 261 for three cars: Depailler's Tyrrell, Hunt's new Hesketh, and Pace's Brabham. (These were the morning speeds. In the afternoon a crosswind dropped, and the readings picked up by about 10 kph for everyone). Obviously this was not terminal velocity, and as it was taken only just after the easing of a steep uphill climb after a notoriously difficult bend it was hard to know just what the speed differentials meant. There seemed to be only a little correlation with lap seeds as a whole. But it did seem to indicate that there was nothing wrong with the Ferrari engine.

Fifth quickest at 59.99s was Patrick Depailler with his normal Elf Tyrrell 007/4 (he had /5 as a spare but never used it). Patrick was visually the hardest-working man at Dijon, for the blue car was constantly out of shape everywhere, slow corners or fast corners. He agreed with a grin that "you have to drive the car" and went on to explain that the problem was a strong power understeer. "It goes into the corners all right, but at the exit it is not so good. But I am going to try something for tomorrow..."

Alongside him, close in time but not quite breaking the magic minute, was John Watson in his normal Matchbox Surtees TS16-05-3. He had it overgeared initially, but even when that was put right he found that "this is a difficult circuit to get the car balanced. He too was throwing it around with spectacular verve.

The Carlos in the Martini Brabham was Pace, this being the spare chassis BT44B/3. He too found it difficult to get the handling balanced, but a greater worry to him was his engine going off late

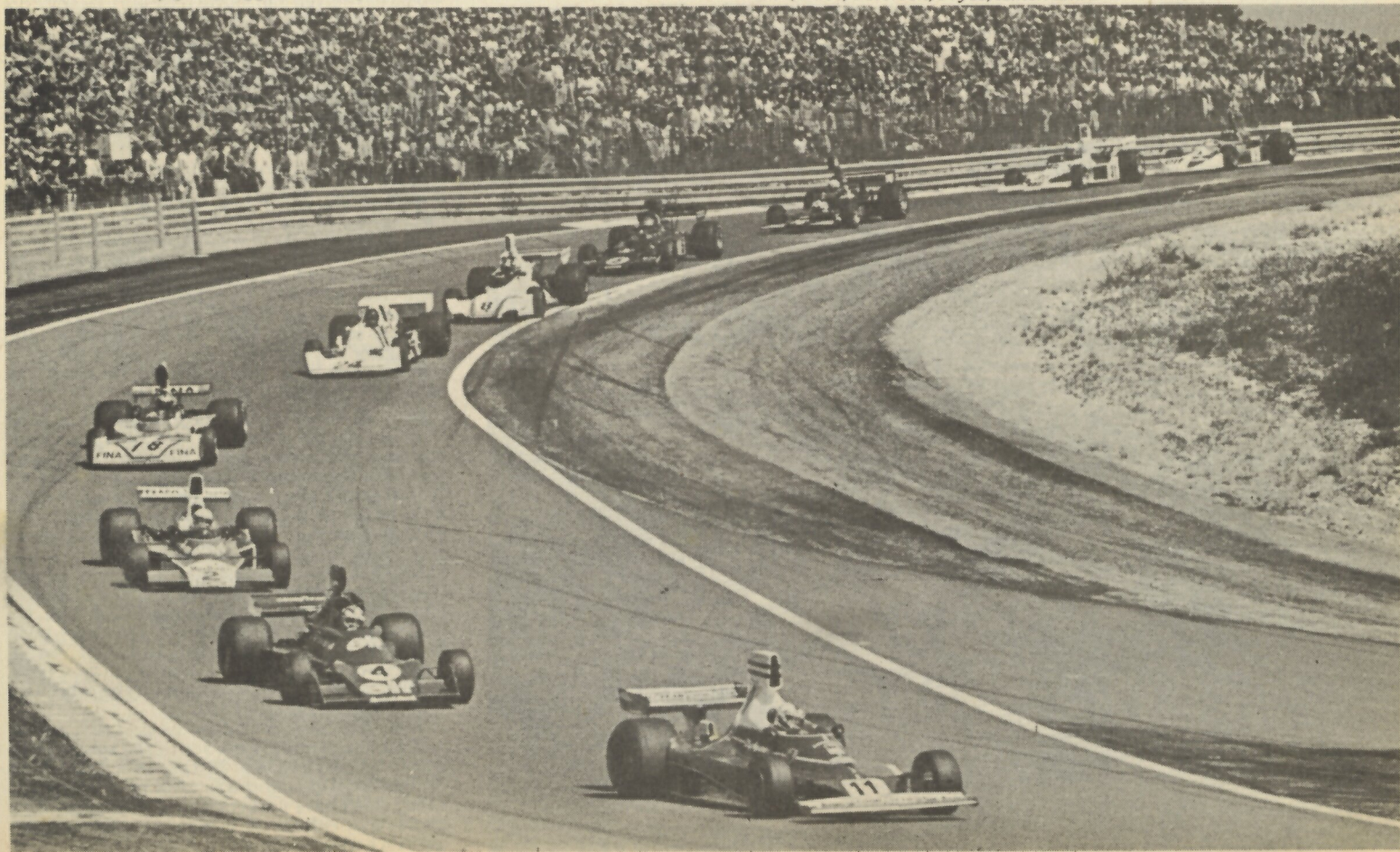
in the day. "It's missing over seven" he reported – which means it was misfiring all through the useable rev range! He could be seen viewing his fourth row grid place (60.13s, a morning time, which at that point had been sixth best) with a troubled face. Suspecting valve trouble, his team gave him a new DFV for the race.

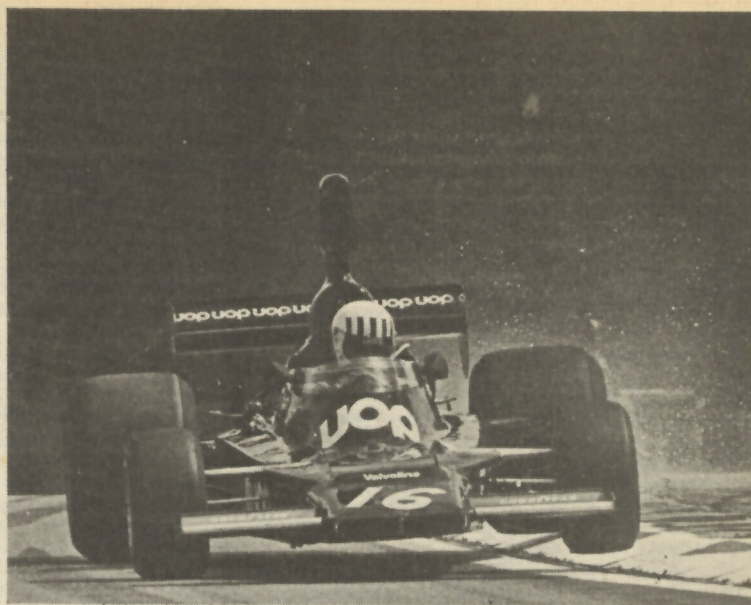
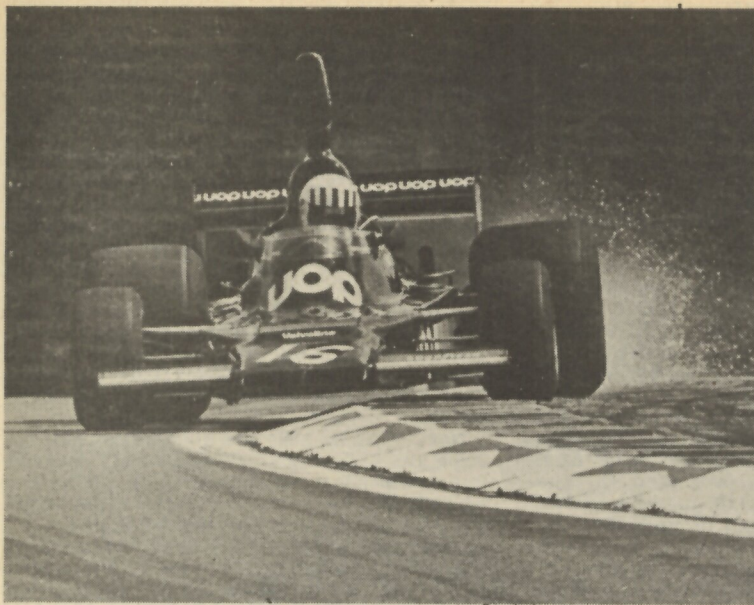
Heading the second half of the grid with the HB Alarms Ensign N175 was Chris Amon. His car had been modified since Austria with stiffer rear springs, which had cured a "falling over" problem at the back and transferred the centre of attention now to the front suspension. "Chrissy is just what I've needed all this time!" enthused Mo Nunn. "We're really making progress." Although the car was slow in the straight line, it seemed to be as quick as anything and quicker than most in the twisty half of the circuit, and his 60.32s put Amon right in the middle of the decently quick midfield bunch.

Next to him by 0.09s was Ronnie Peterson, still using JPS 72/9 in its "old fashioned" Austrian form – which is to say almost exactly the form in which it won the French GP at this same circuit last year. "It's 1.4 seconds slower than last year," noted the lad placidly. "The only thing I can think that would be different is the tyres..." He went on to describe what a handful the chassis was: "As you turn into the corner it begins to oversteer and finally you have to back off the throttle before you spin. Then you put on the power again, and it starts to understeer. You can finally kill it with more power, but then it starts to oversteer again in a big way..." Late in practice Nigel Bennett, running the team this weekend, decided that the worst problem was that the rear suspension was bottoming in certain of the circuit's dips, and changes were made for the next day. (The 72 recorded 259 kph in the morning through the speed trap).

The new C-model Hesketh was, as the only new car in the paddock, the centre of attention all weekend. Glad of the opportunity to try the machine under race conditions without the pressures of a GP, the team found that it did some things well but other things less well – "The things it does less well are tending to overshadow the others at the moment, though!" said James Hunt. The main problem seemed to be in the front suspension: "It's a bit rude when you want it to change direction quickly," and the understeer in sweeping bends was easy to see. Yet the speed up the straight by the time the trap was reached was good, showing the slimline aerodynamics – including the slimline engine airbox layout – was working as hoped. The car was adjusted as best as

With Jarier already gone Regga leads Depailler, Mass, brilliant starters Watson and Hunt, Pace, Peterson, Pryce, Amon and Brambilla.





Tom Pryce uses all the road and more; the water spray is from puddles held in cement "discouragement" piles.

could be for the race, and the fertile mind of The Doctor ("I don't think we should call this motor racing, I think we should call it something like 'Mechanical Forrestry' — seeing the wood for the trees!") set about planning alterations for the next event.

Hunt had one nasty drama in the morning practice, when as he put on the brakes for the turn at the end of the straight the retaining plate on the right front brake caliper came off and both pads flew out. Luckily the outside of the bend was wide and clear.

Qualifying 12th was the Austrian sensation Vittorio Brambilla using the same March 751 — whatever actual chassis it is. This time there was more about the car to create a puzzle than the chassis plate, though: the colour scheme was funny, too. "Oh, the Lavazza man is here and he wants us to make him happy," said one of the mechanics with a wry smile. So the orange-coloured back half of the Beta March was wearing a white nosepiece. Like several others, the driver was less than happy with his chassis this time; saying it was understeering, although the speed up the straight was a reasonable 259.

Frank Williams was the third entrant to have a pair of cars, and they were exactly the Austrian combination. Jacques Laffite put the newer car onto 13th grid spot, not having any particular troubles to report. The Swiss Jo Vonlanthen was nearly two seconds and two places farther back in the older model car.

Rolf Stommelen was continuing his progress back toward fitness, looking cheerful enough although his Embassy Hill GH-3 just couldn't be made quick through the corners. Despite going

second quickest at 264 up the rise by the pits the overall lap time was 14th best, at 62s exactly.

Specially invited to participate although not members of the FICA, the Citizen Maki team turned up with their so far unsuccessful F101C-002 and this time Tony Trimmer managed to qualify it to race. Reversion to the original rear suspension geometry — enabled by fitting stronger radius rod brackets — had improved the handling and the driver thought it was going quite well. "It has stopped doing that 'lashing out' it was doing in Austria." His best lap was 64.29s toward the end, but he had not started to really try yet; he was just working up to an all-out attempt when a metering unit rod broke and stopped the car.

So the 16 who came would all race. It was a thin-enough looking grid, although in fact most of the accustomed GP stars were on hand. That there was quite a spread in lap times didn't seem to promise a particularly exciting race, although the two men on the front row were extremely closely matched and by not practicing in the second session the third man left room to hope he could join them at the start. There could, well be race-morning improvements made in certain cars, too.

It was interesting to taste the atmosphere of this quite unimportant little exhibition meeting, and try to learn more about Grands Prix by comparison. Nobody seemed particularly interested; not that they weren't all trying to do their best, but there wasn't an Edge. In one or two cases, there seemed to be a mood of, "Oh, if it were a GP we'd go ahead and give him a new one." In several teams, too, there seemed to be reason to think that a second day of practice would have moved their

driver well up the grid. Some teams seem to be quick starters, and get into the low times early, while others seem to need a night's sleep. (It would be interesting to do a statistical study of any relationship between first day times and race results.) Maybe it is as some F1 regulars have been saying, a GP meeting is too long and there is more practice than is really needed; but maybe everyone needs a third day to build up the tension.

The weather during Saturday had been distinctly the end of summer, cool and breezy, with threatening clouds building up late in the day and in fact dropping spots of rain after the last session. But the night remained dry and Sunday was a clear, cloudless sunny day — although not much warmer. A breeze across the straight from the left kept most people in jackets through the morning warm-up and on to the 1 pm start.

In that warm-up all entrants but two Williams drivers and the March driver flogged around trying to settle their cars. As it was in atmosphere if not in fact the "missing second day" of qualifying, it was interesting to see that Regazzoni was timed quickest at 59.6s (quicker than his grid time, though not by enough to have altered his position) and Pace was second at 59.8s (which would have given him fourth position). Despite his fresh engine Moco was still worried about a misfire, at high revs this time. At the end of the session he came up the pit lane with the engine silent and men pushing, but it wasn't a disaster, merely a purposeful running-out-of-fuel to be sure of the consumption. As this was a short, 123-mile race there would be no need of carrying a full fuel load.

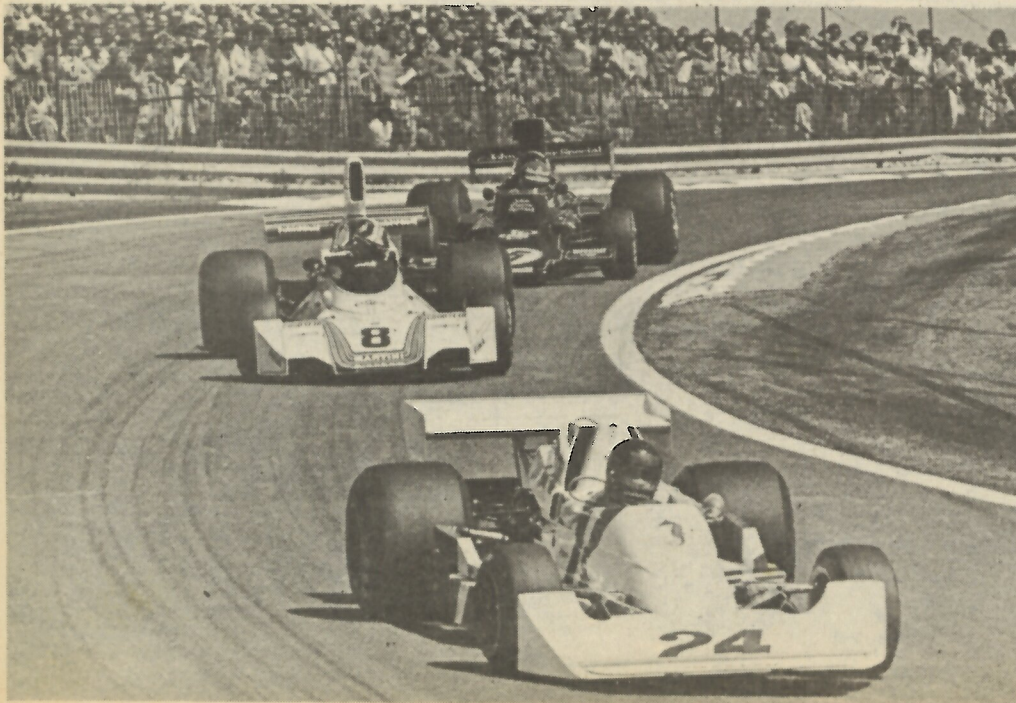
Pryce was having trouble, a problem in the oil system giving fluctuating readings, while Trimmer nearly had a disaster when the Maki broke a front wheel hub. As in Austria the wheel actually stayed on the car and the driver stopped on the roadside without incident, and both front hubs were changed to new items before the race.

Otherwise along the pit road some overnight changes seemed to have given improvements. Depailler's car had been retuned with different anti-roll bars and the handling, reported the smiling Frenchman, was much better.

Juan Manuel Fangio was the star of a little commemorative ceremony involving a 250F Maserati and several other historic racing and road cars, the theme of which was a flashback to the last genuine Swiss GP in 1954. That was held at Bern, on the Bremgarten circuit, and Martini were good enough to produce a little fact sheet about that event for comparison with today's racing. Fangio had been driving a Mercedes then, and he won the race, which was of 280.5 miles distance — it took him 3h 00 45.5s, averaging 99.206 mph. He had started from the middle of the three-wide front row at 2m 39.7s; Froilan Gonzales "on" a Ferrari was on pole two tenths of a second quicker while Stirling Moss was on the other side with a Maserati at 2m 41.4s.

There had been 16 cars on the grid that day as well (although one did not start), the spread from first to last being 40.9s or 25.6 per cent. The spread on the 1975 Dijon grid was 5.04s or 8.5 per cent. (They didn't have pocket electronic calculators in those days, either!) So maybe the "illegitimate" 1975 race wasn't such a dull show after all. . . .

The new Hesketh ran reliably if not too quickly; Pace and Peterson follow.



RACE

A trio of stalwart Swiss mountain men played a long, poignant herald on Alpenhorns (such a long way from the nearest Alp) and then the cars were pushed to the grid. The air temperature was no longer cool but mild — the warmest it had been all weekend. All machines started up properly and the drivers took them round one warm-up lap in loose grid formation — Jarier from pole taking the opportunity to do a smoking practice start although most other drivers treated the cold machinery more gently.

He did it again at the start, and got away well with Regazzoni following as a bright red shadow from the spot behind. On the left, Fittipaldi wasn't getting away as smartly, and in fact that side of the grid seemed to lag with him. So up at the first corner it was Jarier, Regazzoni and Depailler filing into the off-camber right-hander, and these positions consolidated so that at the end of the first short lap it was the Shadow driving up over the hill brow followed by the Ferrari and the Tyrrell, Mass's McLaren next from Watson, Hunt, Pace, Peterson, Pryce and Amon. Eleventh after a little gap was Brambilla by inches from Laffite, then Trimmer. Already lagging badly was Fittipaldi in 15th place, only a bit ahead of Vonlanthen whose Williams was already sounding rough and flat with one cylinder not firing.

Emerson's trouble was a slipping clutch. He tried to nurse it for a couple of laps, and after falling to dead last he moved up ahead of Vonlanthen by the end of the fourth lap and Trimmer on the fifth. But the clutch wouldn't take it, and as he went by for the sixth time the engine was revving almost freely and the McLaren never was seen again.

Thus the pole man was free and clear, and Jarier was making the most of it. By the end of the second lap he had three seconds advantage on Regazzoni and he continued to build it up steadily. It was 4.2s on the fifth lap, 4.4s on the sixth as Fittipaldi disappeared, and by the tenth the Shadow was a comfortable five seconds plus ahead of the Ferrari. So the race might as well have been stopped there and then, for all it was going to prove. Or so it seemed. It wasn't much more than a procession, except for a couple of drivers who were still sorting themselves out.

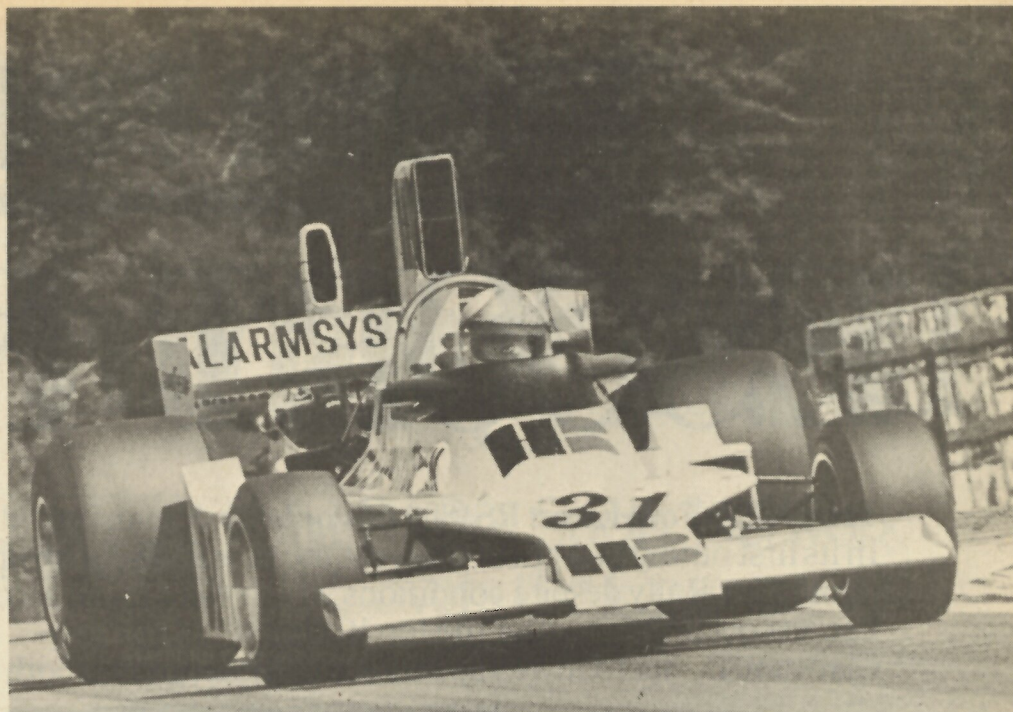
Regga was certainly the second fastest man out there now, and was slowly but surely pulling away from Depailler. Patrick was having more to worry about now from behind, where Mass was trying his best to attack. Watson was still holding fifth by the tenth lap, and was not being overmuch troubled by Pace who was now sixth. Hunt had succumbed to three men in as many laps when he just couldn't stay ahead of them in the corners. Peterson was beginning to press Pace now, and going into the first corner of the 18th lap the Brabham got into a multiple spin across the road to both verges in the midst of traffic and dropped to 10th place. Peterson now advanced on Watson, and took Surtees for fifth place on the 21st lap. Pace was meanwhile regrouping himself, and presently closed up on the dice that had formed between Hunt and Amon. It was a close-knit trio of white cars for a few laps, but the Brabham soon slipped through and pulled away ahead with eighth place.

No — seventh! Jarier was at this same moment not there any more.

The rainbow-Shadow had been coming round and round being driven very hard, bumping over kerbs and sliding across the road with wheels wagging; it was not the hardest it could go because Jarier had already long before, on the seventh lap, done the best lap of the race (60.44s) but it was hard. It cannot be described as a clockwork performance but J-PJ was in fact still adding to its clockwork advantage over the Ferrari and on the 30th lap, half distance, it was about 9s and on the 33rd lap it had grown to 10.4s.

But that was the last lap he did. The heavily stressed transmission abruptly failed, apparently (pending a tear down) the shaft that takes the drive from the clutch into the box itself shearing off. (The very severely disappointed driver went onto the French radio later and said some harsh things about the ability of his team to prepare racing cars, which the team manager thought were uncalled for, especially in reference to a proprietary part which comes ready-assembled as part of something else.)

So now Clay Regazzoni was going to win, and win he did, driving the shiny red Ferrari with deliberate calm into the pages of Swiss motor racing history. His only trouble had been getting one of his tyres, changed at the last minute before



Chris Amon went really well in the Ensign and gave the team some real encouragement.

the start, scrubbed into proper shape; then he was away. Although in the closing stages the mostly French crowd (obviously) were loudly cheering the visibly heroic efforts of Depailler, who had shaken off Mass and was trying to close on Regga and doing the second best lap of the race at 60.79s, the Ferrari still was unflustered 8.35s ahead at the end. The McLaren was a further seven seconds behind for third.

Driving into fourth was Peterson, whose performance had been stirring even after "I let off after about 25 laps to bring my tyre temperatures back." Watson had been passed by only this one driver all day, and his run brought a smile to the faces of all the Surtees people — but not the faces of one or two other people, who quickly sprinted away a couple of his tyres, which had developed rings of blister-holes.

Twelve laps from the end Pace found a way by Pryce, to put himself back into sixth place by the finish; he too had a ring of holes in the middle of a front tyre tread. Pryce's troubles had included overheated front tyres as well, which they had somehow managed to do even though the car was oversteering mightily (Did you have any bad moments? "Yeah — lots of them!"), but what really held him back was the brakes still being spongy as in practice. Still he hung on, and the dice of the race was the closing struggle between Watson, Pace and Pryce as they came in a bunch down to the line but 1.01s apart, Pace thrusting out to try to overtake the Surtees under braking for the corner at the end of the straight but not managing to, and Pryce looking as if he wished he could try it too.

These were the only ones still unlapped by Regazzoni. Hunt held off Amon's advances all the way; at one point the Ensign had lost several seconds to the Hesketh in traffic but within a few laps had caught back up again. Chris found it was,

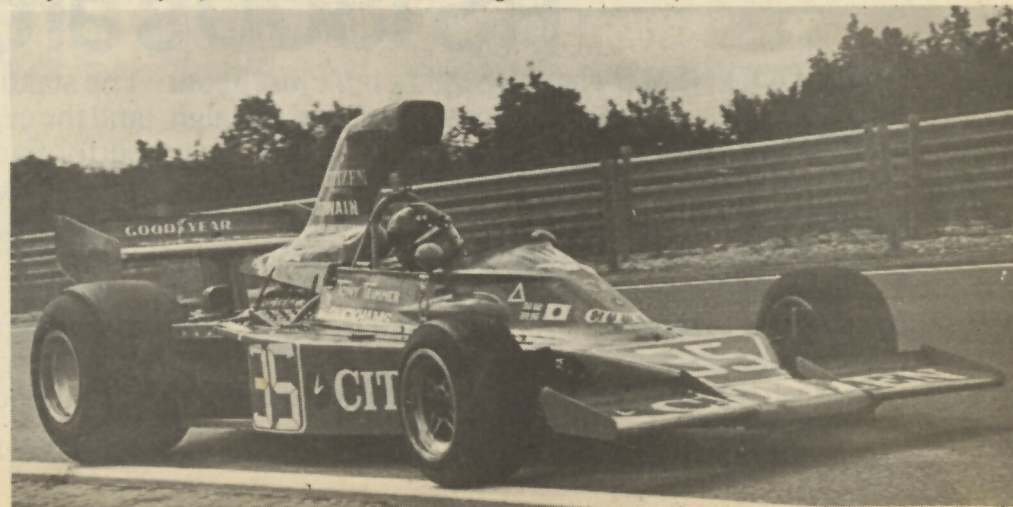
in fact, one of the quickest chassis round the back of the circuit, but didn't have enough speed up the straight; Hunt's experience was exactly opposite, but already ahead, it was the better combination for staying ahead and he was still just in front at the finish. Both machines had, encouragingly, run without trouble.

Laffite came tenth, having only after a mighty struggle gotten by Brambilla after half distance. Until then nothing the Williams driver could do was to any purpose against the March, which was handling evilly but too was quick up the hill. At one point Jacques was pushing up so close behind Vittorio in the corners that, were Frank to get one more sponsor and add one more sticker to the nose, there would have been contact! Finally he did manage to "push by on the inside" and left the other behind, back behind the winner by another lap in fact, and "Back to the Planet of the Apes" said someone unkindly. . . .

This was a race of very good mechanical reliability. Stommelen, the car still slow in the corners, finished without any particular dramas which is just what he wants at this stage of his comeback, while Trimmer brought the Maki to the finish of its first race at long last with no mechanical bothers bar a loose plug lead which was fixed in a pit stop. In fact as there were but two retirements there were two pits stops, and Vonlanthen after his stop kept running on seven all the way and was 14th, nine laps down. So there was a Swiss driver at the front and the back. . . .

Back in 1954 Fangio had finished about 47 seconds ahead of Gonzales, and there were no other cars on the same lap; out of the 15 starters there were eight classified finishers. So although the heroic days of the big works teams racing for national glory on the fearsome Bremgarten circuit are gone, and cannot ever come back, perhaps the 1975 Swiss GP at Dijon in France wasn't quite such a pale shadow at that. . . .

Tony Trimmer qualified the Maki at last and brought it home to the finish.





Alan Jones scored a tremendous and popular victory with the Thursdays/RAM March.

BRANDS HATCH

Thursdays' bank holiday

By IAN PHILLIPS

Photos by GERRY STREAM

To coin a phrase, 'It couldn't have happened to a nicer bunch of fellas'. That was the feeling felt by the majority of the big crowd of people at Brands Hatch on Monday when Alan Jones scored a tremendous victory in the 11th round of the Shellsport F5000 championship for the Thursdays/RAM team. This team, run by John Macdonald and Mick Ralph, have been a real credit to this generally rather scruffy Formula, setting a whole new standard and since they invested in their Ford V6 powered March 751 success has always looked to be around the corner. Now they've had it and thoroughly deserved it was too.

Taking no credit away from Jones, who set up a new outright record in the closing minutes, the joint driver of the day award belonged to Tony Brise. The Embassy F1 driver underlined his outstanding class with a faultless first time out F5000 drive in the Theodore racing Lola. Once the meeting had been switched to the short circuit (of which more anon) he never really looked like being beaten. He took pole position, the lead of the race after a handful of laps and then streaked away. A punctured rear tyre eventually slowed his pace but still he came home a worthy second, the only other driver to complete the full 60 laps.

Guy Edwards and Keith Holland were next up while Ian Ashley fought obvious pain from his injured foot to come home a very courageous fifth and actually increase his championship lead.

It wasn't a bad F5000 race at all, it was a shame it had to be on the Club circuit though, as this discourages overtaking manoeuvres and promotes incidents with back markers of which there were quite a number, although luckily they didn't have any serious consequences.

ENTRY AND PRACTICE

It was without doubt the best quality entry for an F5000 race seen this year which arrived in the paddock on the bright and sunny Monday morning, the addition of Tony Brise in Sid Taylor's Lola and the return of Keith Holland in John Turner's Lola adding enough depth to the small field to make it look good. Everyone was looking forward to a big Ford v Chevrolet battle over the Grand Prix circuit. But sadly it was not to be.

A number of teams had taken advantage of a

pointed the finger of blame at Peter Gethin, Guy Edwards and Teddy Pilette for driving over the kerbs on Saturday to which, not surprisingly, he got a few choice words in reply from Gethin. Epstein reported back saying that it was purely a matter of the surface breaking up; a repeat, in fact, of a problem experienced at the 2-litre sports car meeting and the last bike meeting. On both occasions the contractors had been able to make suitable temporary repairs but this time a full day's work on Sunday had not rendered the track suitable for pounding F5000 tyres and hot weather. There was no alternative but to switch to the Club circuit for the whole meeting and re-run practice.

There was considerable disappointment among the F5000 contingent who were really looking forward to getting away from 'noddy' circuits. One who was particularly disappointed was Alan Jones, as he'd got pole up to that point, but later on he welcomed the extra session.

When the F5000s finally got around to practising at 2.30 (the racing should have started at 2.15) one man just looked really quick — Tony Brise. Although he found the car rather strange, 'it doesn't feel like a racing car but it's competitive so I suppose it must be all right. Anyway it's easy money, by trying that hard I'd only get on the fourth row of a Formula 1 grid', he just flew round ending up with a 44.0s, just .2s outside the record. He had no real problems other than a slight gear selection difficulty towards the end. The reason, incidentally, for Tony accepting this one-off drive was his quest for more Tarmac championship points.

Next up, just .1s slower, was current on-form man Teddy Pilette looking for his third successive win in the VDS Lola T400. He wasn't complaining about anything except a bout of 'flu contracted at Thruxton 'but I think I forget about it in the race'.

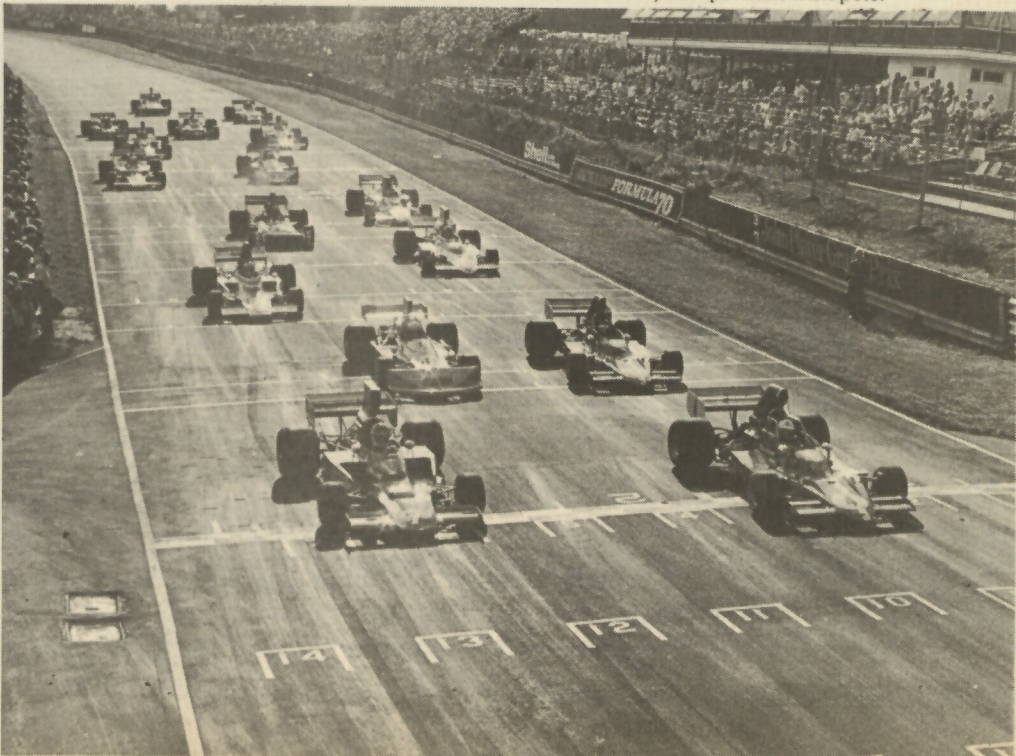
Alan Jones was next up in the Thursdays/RAM March on 44.5s. He was probably a little quicker than that but it didn't really matter as the major story of their session the discovery of a leaking oil union which would have given them a short race had they not gone out this time. It was encouraging to note the trade interest in this neat outfit: Martin Walters, March development engineer, Wayne Eckersley, who built the car, Ford's Stuart Turner and Mike Hall from Cosworth as well as other interested parties like John Surtees and Brian Hart.

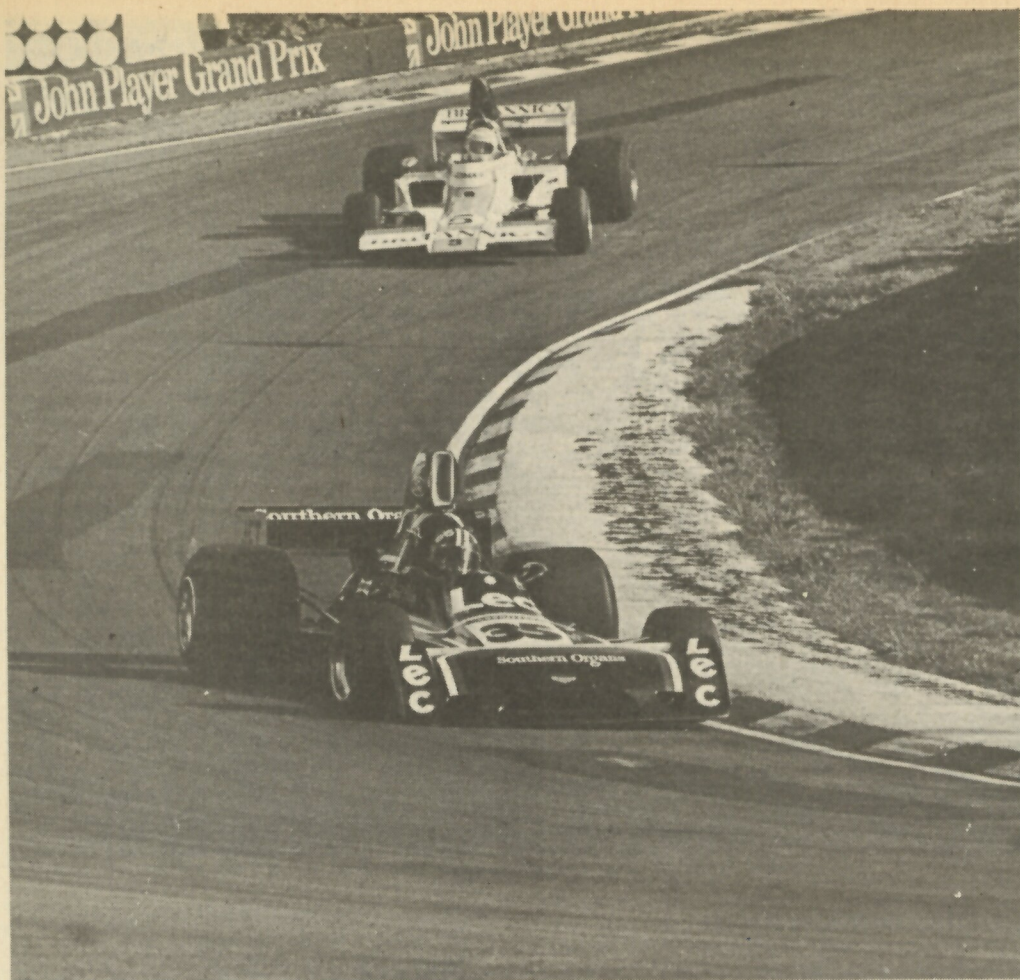
Next up was Peter Gethin in the second VDS car on 44.6s having only managed a handful of laps before the brakes gave trouble. This added to his disappointment at not using the long circuit, 'I came here today just knowing I was going to win that'. Guy Edwards was a further .2s down complaining of handling troubles which were eventually traced to a cracked crossmember — this was repaired courtesy of McKechnie Racing. In fact the latter's car, the Durex Lola T400 driven by Richard Scott, was another .1s slower. An electrical problem, probably with the master switch, only allowed the car ten laps at a time

free day's testing on Saturday. Times for the likes of Alan Jones, Peter Gethin, Teddy Pilette and Guy Edwards were all in the middle to low 1m 24s bracket with the Ford engine appearing to have the edge. This was confirmed on Monday, although mysteriously the times were a good two seconds off the pace. Why, we wondered? The answer soon became clear as the drivers came in for early pit stops! 'The track's breaking up'. 'It's like driving on marbles'.

Soon it got too bad and practice was stopped. Jackie Epstein, Don Truman and the RAC Steward went to inspect the surface as John Webb

First time — first place — Tony Brise quickly established the level of competition with pole.





David Purley leads Guy Edwards before his Chevron expired with engine failure.

before it cut out and when Scottie did boot it he found it a bit of a handful; 'there's a terrible vibration which must be a chassis fault and it makes it impossible to really go hard'.

Two cars shared the next best time of 45.0s, David Purley's Lec Chevron and Ian Ashley in the Oaten Racing Lola. Purley seemed to be sailing along nicely with no water hose problems or anything similar when suddenly a rear radius rod chassis mounting point broke off. It looked to be touch and go whether they'd make the grid but the hour long break saw a new point hastily tacked on. Poor Ian Ashley was really regretting the switch to the short circuit as it's incessant demand on clutch and brake pedals was giving his broken feet a very tough time. Despite pleas from the team for him not to drive the plucky Ashley took up his place on the grid.

Keith Holland's was a welcome face back in the Formula, having a one-off ride in John Turner's ex-Lombardi Lola T330. Although it was his first race since November last year Keith put in his usual gritty performance and came up with a very respectable 45.3s. Tom Walkinshaw was the last of the truly competitive runners in the Hermetite March V6. One or two detail changes were featured on the car which is still going through the sorting process and, unfortunately, Tom opted for the wrong gears for practice and found himself a little further back than was anticipated.

The rest of the runners lined up in the order Brian McGuire (Lola T332/46.1s), Trevor Twaites (Lola T330/47.2s), Mick Hill (March/48.2s), Brian Robinson (McLaren/49.1s) and Dennis Leech (Chevron/50.4s).

RACE

After the customary three warming up laps the 15 snarling machines sat breathing fire on the grid for a few seconds before the Union Jack dropped and the pack was unleashed in a cloud of tyre smoke and sliding manoeuvres. The start on this circuit is vitally important — there are so few places to overtake. Pilette was determined not to miss out, so much so that he anticipated the flag somewhat and easily had the advantage along the top straight and into Paddock. Brise was darting about looking for a way through but had to settle for second while Jones had to move sharply to avoid a major bang with Edwards. However they all got round safely.

At the end of the lap it was Pilette from Brise and

Jones, this trio already some way ahead of Purley, Edwards, Gethin, Scott, Ashley, Holland, Walkinshaw, Twaites, Robinson, Hill, McGuire, Featherstone and Leech.

Rapidly the race broke up into bunches of two and three cars following each other closely although with a few attempts at overtaking. The action though was where it should be, at the front. Pilette's lead did not look secure as he had both the young stars breathing heavily down his neck. The V6 of Jones definitely seemed at a small disadvantage here though, the straights not being long enough for it to really chime in; but it was oh, so nimble, through Kidney and into Clearways that it more than made up for this. Nose to tail they ran and superb viewing it made too. These men were trying really hard. Both Jones and Brise looked quicker than Pilette but he wasn't going to surrender his lead. If Brise was free from Jones' attentions he'd attack the Lola, first this way then the next.

One time on the inside out of Clearways — no go; next time the outside and the next time — still no go. At most he could only get the front wheel level with the Belgian's rears. Next time he move a little earlier. The menacing nosecone ventured up the inside early round Clearways, you could almost hear the mental battle between the two.

"Should I move over and chop him? Well just a little yes."

"He's not really going to move over on me... is he?"

The right foot goes even harder onto the floor... 'No he's bloody well not going to'. Brise's head seemed to tilt just a little further to the right and he appeared to ease himself a little further forward in the cockpit. His front wheels edged up further. Pilette could see them by his shoulder now as they passed the start and finish line. He could still hold on but it would be tight. There was this confident young man beginning to enjoy himself with his first taste of the big V8s and he wanted that lead badly. He got it too.

As they crested the rise just before Paddock, Brise could see his bit of road and he took it. At the same time, lap nine this was, they lapped Featherstone for the first of seven times and Brise left him just where he wanted him, between himself and Pilette and Jones as they went round Druids. He was gone.

The more back markers they came across the wider the gap became and Pilette was able to use the same ploy to leave Jones slightly, for the time

being at least.

Behind them a high speed train of Purley, Edwards, Gethin and Scott followed although there seemed to be little possibility of any overtaking. A little further back too Ashley just kept in front of Holland and Walkinshaw. The latter had to drop back every now and again though to let the temperature gauges unwind themselves.

It was thought this would be a gruelling race but by lap 20 only one car had retired, McGuire with handling problems. Gethin pitted shortly afterwards though after a frightening moment. He'd got the T400 well wound up and sitting right behind Purley and Edwards he pulled out on one occasion and the effect of the air ramming the car turned strong understeer into such violent oversteer that Peter was convinced something had broken and he peeled off to investigate. Nothing was found and he rejoined a few laps later. His team mate though, Pilette, was in trouble. Sparks had been flying out of the Lola's belly on occasions and its handling was becoming more and more evil. Jones began to put the pressure on once more. He didn't have to work out any manoeuvres though as Teddy cruised into the pits with a broken rear link. Jones was second now but some way behind Tony Brise — it didn't seem Monday today would belong to Thursdays. But we were wrong. Brise had problems and Jones was driving extremely well. The Lola had a broken seat so that Tony had to avoid leaning back hard and fouling an engine pulley — that wasn't really a problem though. The old beast was handling strangely, and had been doing so for some time but Brise was equal to that initially. He'd got a puncture and she was wallowing and lurching and this was tricky in the traffic. As all lap charts went into confusion as the commentator announced, ficticiously, that Jones had spun and dropped way down it was noticed that in fact he was making clear progress towards Brise. Slowly to begin with it seemed, then noticeably more so. This was going to be a cracker. With 15 laps to go Jones had Brise lined. He was still someway behind but he had him in his sights and with fairly typical Australian bloody mindedness, that he was going to get him... the lap times started to tumble and the record was suddenly in danger. The ram was bounding like a lamb through the traffic, the whale in front was wallowing. It seemed unfair in a way but it suddenly became one helluva motor race. With seven laps to go the gap was just one second three laps it was nothing at all and the third, fourth and fifth placed men were lined up to be lapped. Would Jones bide his time and pick a nice clear piece of road to go by? No, he wanted that lead. The two cars went charging into Paddock side by side. There wasn't enough room really. In fact they touched wheels. That bounced Brise a little wide and Jones was through. It wasn't that simple. It was a brave and bold manoeuvre — one that had the spectators cheering like mad, it was a great sight.

Just to prove his point Jones used the final four laps to lower the outright record. Brise never gave up either and made sure that he too had lapped everyone else on the circuit. It was a good result for both men and they both got the ovation they deserved.

What happened behind didn't really seem to matter, in fact it was mediocre in comparison. Purley dropped out from a good third place after first a spin on some oil and then a loss of oil pressure finally brought about retirement. Walkinshaw had suffered the same fate while seventh. Scott dropped out too when his electrics died once more and some of the back markers went out with the usual variety of oil leaks.

Of those that were left Edwards brought the Britannica car home third, handling terribly with both crossmembers broken, but still comfortably ahead of Holland, who had passed Ashley on lap 40. Ian, despite being in great pain, plugged on gamely though and was still only 4.5s behind at the end. Gethin motored quickly after his stop and took sixth, five laps down. The last classified finisher was Leech, who had made his name by getting in the way of both Jones and Brise at very inopportune moments.

SHELLSPORT EUROPEAN F5000 CHAMPIONSHIP Round 11, Brands Hatch August 25 60 laps, 100 miles

1. Alan Jones (3.4 March-Ford/Swindon 75AV6), 44m 49.1s, 99.60 mph.
2. Tony Brise (5.0 Lola-Chevrolet/Whitehurst T332 V8), 45m 00.4s.
3. Guy Edwards (5.0 Lola-Chevrolet/Fewkes T332 V8), 59 laps.
4. Keith Holland (5.0 Lola-Chevrolet/Whitehurst T330 V8) 59.
5. Ian Ashley (5.0 Lola-Chevrolet/Fewkes T330 V8), 59.
6. Peter Gethin (5.0 Lola-Chevrolet/Morand T400 V8), 55.
7. Dennis Leech (5.0 Chevron-Chevrolet B24), 54. No other classified finishers.

Fastest lap: Jones, 43.7s, 102.15 mph (outright circuit record).



Robertson holds off Lanfranchi's listing DJM car during the early stages of their Radio One dice which excluded Lanfranchi for "ungentlemanly conduct".

RAC/SO BRITISH TOURING CAR CHAMPIONSHIP

Rouse holds a slim lead

By BOB CONSTANDUROS

Andy Rouse took over the lead of the British Touring car championship on Monday at Brands Hatch with a fine win in the 2-litre class, as the championship draws to a close. Former leader Stuart Graham's recent ill-luck forced him to pull out from the lead of his 24-lap race when an oil pipe came off the power steering. Rouse's day was not without drama however. After a practice ding, which eliminated Barrie Williams' Mazda, the Triumph Dolomite Sprint needed a major panel beating session. But it all came right for the second race on the short circuit and Rouse won comfortably from Brian Muir and Roger Bell, also in Dolomite Sprints. Second to Rouse now is Win Percy, just two points behind, after another shattering class win in the Samuri prepared Toyota Celica. Vince Woodman took his second win running in the championship with his 7.4 Camaro, comfortably beating Richard Lloyd, who was running Vince's 5.7 engine and thus content with second place to the West Countryman. Opel scored a convincing 1-2-3 in the 2.5 to 4.0 class, with John Handley leading all the way, although Shaun Jackson and Peter Hanson took it in turn to challenge the Dealer Opel Team Commodore.

ENTRY AND PRACTICE

By the time the Southern Organs British Touring Car championship contending cars came out to practice, it has already been decided to use the short circuit, as the long circuit was breaking up. The larger two classes, over 4000cc and 2501cc to 4000cc would race first, and thus they practised first. With some cars there were various problems as different axle ratios would be used for short and Grand Prix circuits, so the switch was upsetting for some. Certainly not for Stuart Graham, for the Nantwich driver was fairly easily the quickest and thus on pole position with 54.9s in his 7.4 Chevrolet Camaro. However, Stuart lost his power steering during practice and did few laps, borrowing a new unit from Vince Woodman for the race.

Woodman's Esso Uniflo sponsored 7.4 example was beside Graham's on 55.3s, but Vince needed a change of axle ratio for the race.

Completing the front row on 56.4s, 1.1s slower than Woodman was John Handley in the first of the smaller cars, Handley having a problem-free practice for this time. On the second row was Richard Lloyd in the Simoniz Racing Camaro, this time with 5.7 litre of power as his 7.4 engine wasn't ready, so the team had borrowed Woodman's unit. Lloyd was happy with his 56.6s, although the oil breather pipe came off and he didn't do many laps. Beside him was Alistair Cowin's 7.4 Camaro on 56.7s, another to have been caught out by the circuit switch and unable to change the axle.

Shaun Jackson was in the Hammonds Sauce Opel Commodore on row 3, also with the wrong differential for the circuit, but at least second in class with a 57s, although some disputed this time. Nigel Stovin-Bradford in another 5.7 Camaro was

on 57.1, beside, the meat in the Opel sandwich which was completed by Peter Hanson's Marshall Wingfield Commodore, with which Hanson was unhappy. "At the bottom of the Paddock, it's understeering so much that it feels as though I'm going on to Maidstone", said the former Formula 3 driver.

Sharing his time of 57.2s was Brian Pepper in another 5.7 Camaro, and just 0.1s slower was Chris Craft in Gordon Spice's usual Wisharts Capri. Behind Jon Fletcher's Camaro on 57.5s were the two Capris of Bill Gubelmann (Wisharts) and John Hine (ex-Adlards) on 57.9s before John Olding, Stuart Rolt and Bob Ridgard. Jodie Carr elected to non-start his Capri and Tony Shaw didn't turn up in the Camaro.

The smaller cars came out directly after their larger relations, and an unfortunate contretemps eliminated one of the front row men. Andy Rouse and Barrie Williams were circulating their Triumph Dolomite Sprint and Mazda respectively and in close company when Rouse was pressured into a rare spin at the top of Paddock. Williams tried to go round the back of the Sprint, but it was going backwards at the time and the two collided and ended up in the Armco. Rouse's car was quite badly bent, but Williams' with fairly bitza bodywork anyway was definitely a non-runner. Some hard work by Ralph Broad and his boys saw Rouse on the front row on 56.1s, good enough for the front row in a combined race. Williams too had set a 56.1s so we had been set for an excellent race but unfortunately the middle row position was vacant. On the outside, in a time that even the Samuri team found hard to believe, was Win Percy's Toyota Celica on 56.5s (quicker than Richard Lloyd, Alistair Cowin etc) and the team were eager for another class win.

On the same time on row two was Alan

Wilkinson in the Allen of Romford RS2000 with Piper power, while alongside him was the Triumph Dolomite Sprint of Brian Muir, the Shellsport version on 56.9s. Heading row three was Roger Bell's similar car, entered, like Rouse's by Leyland ST, on 57.4s with Tom Walkinshaw's London Sports Car Centre RS2000 beside him. Walkinshaw's handling had been changed mid-week which made him somewhat unhappy for his 57.6. But it was 0.8s quicker than Rob Saunders' Sprint beside him.

Martin Thomas was next in his Sprint again, before Brian Cutting in the second Samuri Celica on 59.4s, trouble free like Percy's. David Vizard and Stan Clark came next in their Hillman Avenger and Alfa Romeo Junior GT respectively before Maggie Anderson made her first appearance in the championship in her Renault 17TS. Bill Sydenham completed the grid in his Lotus Cortina. As expected, neither of the Halesfield cars turned up, and nor did Tony Dron in the second of the Penthouse Alfas as his engine was being rebuilt.

RACES

Some post practice worries occurred when it was said that the RAC Touring car round would only have 15 laps, but this did not constitute a championship round because it was too short and thus points could not be scored. But before everyone loaded up and went home, the race distance was lengthened to 24 laps. After six, the first two classes went out and from pole, Stuart Graham took the Brut Camaro into the inside line at Paddock to lead the first lap with Woodman, Stovin-Bradford and Lloyd following before Handley.

Graham pulled away slightly from Woodman on that lap, while Lloyd was already trying to find a way past Stovin-Bradford and found a way going into Paddock on lap two. Handley was demoted on lap three by both Cowin and Pepper as the three leaders slowly opened up gaps from one another. Handley was slowly reeled in by his other class contenders during those first five laps, so that he had Hanson, Hine and Jackson following him. With Graham looking fairly safe out in front, smoke suddenly started pouring from the Camaro's front as he came up to complete his sixth lap. An oil pipe to the power steering had come adrift and he slowly pitted, leaving Woodman to lead home to the flag. A lap later Cowin took Stovin-Bradford leaving Pepper to deal with him. Handley was tagging onto the end of this bunch but just before lap ten, Pepper was making his move to pass when Stovin-Bradford nudged him off. The Camaro was quite badly damaged but a subsequent protest was thrown out because of insufficient evidence although

many drivers were unhappy with Stovin-Bradford but Pepper and he were reportedly friends afterwards.

Thus Handley was elevated to fourth behind Woodman, Lloyd and Cowin. But once again, the other two Opels were towing themselves up to him and by lap 16, he had Hanson right up his tail. But Stuart Rolt, who'd pitted, became involved in the tussle, despite being a lap behind and briefly put off Hanson at Paddock, so that then Jackson came up on Handley to have a go too. But for the next 4 laps, he made no impression and as Woodman won by 3.2s from Lloyd, and Cowin was another 31.2s behind, Handley just beat Jackson by 0.4s for fourth. Hanson was another second down in sixth overall with Chris Craft next up.

Win Percy seemed to make fractionally the better start in the next race for the smaller class cars, but as the next two rows amalgamated themselves into four abreast, Andy Rouse came out first with Roger Bell closely followed by Wilkinson's RS2000, Walkinshaw and then Percy. Wilkinson kept up the pressure on Bell, getting by a lap later, while Muir got by Percy and slowly closed up on the two RS2000s and the Dolomite Sprint of Bell, for already Rouse had a few seconds in hand over them.

But Wilkinson was trying hard for class honours and this got the better of him on lap five when he spun out of Bottom Bend, and then crossed the track backwards in front of Bell and Walkinshaw who somehow kept their boots in and missed the RS2000. So it was Rouse from Bell, now being challenged by Walkinshaw and Muir slowly getting in touch. Percy was next, miles clear of the small class battle which was led initially by Vizard until he pulled off and then Stan Clark came up to challenge Brian Cutting's Toyota.

By lap nine, Muir had made his move to get by Walkinshaw and was challenging Bell. A lap later, the two of them went right round Clearways side by side with Muir getting the better of it, so that now Walkinshaw continued his efforts to overtake Bell. These relaxed for a while but on lap 20,

flagged dropped and Caldwell ('I'm retiring you know') Smythe, Ruari Gillies and John Davies went straight past him. Immediately these four pulled away from the rest led by Alan White and started a really good battle. Smythe was in control though but his three challengers all said in unison afterwards they thought he'd fall off so they weren't too worried. They should have been because it was also a reversal of their thoughts.

First Diamond hit Gillies as he forced his way into third place at Druids and then three laps later, Gillies himself spun, Davies found himself with no clutch and Diamond ran into the back of him, but, nevertheless took second place. All good entertaining stuff. Smythe must have been laughing to himself as he saw it going on behind him and in the end he had a comfortable ten second cushion.

Gillies was just .6s ahead of White in fourth while Davies struggled on, clutchless, to fifth a couple of second further back and only .3s ahead of Charles Tippet. In the Evening News Shellsport Escort race Georgie Shaw jumped that from pole position for which she was penalised 10s but she fought for her position on the road with Divina Galica and Wendy Markey pressing her hard throughout. Divi moved boldly through at Clearways on the penultimate lap but was beaten by a nose on the run in with Wendy the same distance behind here. And no damage done either! The Radio Production saloons had to go through two practice sessions before starting their event, for they had their first session on the GP circuit before it broke up. But although he wasn't quickest in practice, John Brindley took his Camaro to a comfortable flag to flag victory in the race for the two more expensive classes. Roger Payne and Derrick Brunt in their similar cars had a mild tussle for second, although Payne was to drop to fourth with a 10s penalty for a push start, although he beat Brunt in the end. Bob Ridgard, who came third although fourth on the road and Brian Rice completed the Camaro runners before Mike Smith came along in his Anchor records

Capri. He overtook Bob Saunders' Tinsley Robor Triumph Dolomite Sprint after four laps to win the £1700 to £2299 class with Saunders coming in next. Ivan Dutton was well beaten in third, while Marc Smith was next, just beating Rod Birley and Gerry Marshall, whose Vauxhall Magnum had thrown a tyre tread.

Immediately after these came the cheaper class cars for another ten laps and this featured a good dice and some aggro between Jock Robertson and Tony Lanfranchi. Robertson, in his Marshall Wingfield Mazda, led Lanfranchi's DJM Records version until half distance when Lanfranchi got by at Bottom Bend. But on the next lap, Robertson went right round the outside of the veteran racer at Paddock to lead until Druids where Lanfranchi tried to come in Robertson's door which effectively lost him the race, Robertson finishing 0.7s behind Lanfranchi. However, the whole thing went before the stewards of the meeting after a protest and Lanfranchi was excluded from the results for 'ungentlemanly conduct'.

Behind, there were more good dices, from which Mick Leary in another Marshall Wingfield with Grand Prix models Mazda emerged for eventual second place and Wendy Markey came well up for third. Certainly, a great deal goes on in the rotary class.

In the small class, Simon Watson had complete control in the L and G Fire protection Imp, but Neville Knight came through both Tony Stubbs' Lada and Peter Jopp's Mini for second, although the latter ultimately fell off at Paddock without injury.

Completing the day's events was a round of the Allied Polymer Group FF2000 championship. Even if the grids are a mite on the small side, the racing is good. Once again, the grid times were close, and this time a delighted Tiff Needell claimed McKechnie wine company's booze in Mac McKinstry's Hawke with a 50s. Beside him was Bernard Vermilio (Merlyn) on 50.2, as was Derek Lawrence in the Crossle. Just a tenth slower was Adrian Reynard in his Spax sponsored Reynard and another 0.6s was Ian Taylor, complaining of handling in his Dulon. Syd Fox was on the same time on row three after a 'no pedal' complaint in the session, while Richard Lloyd was further down after an upright broke in practice. Jeremy Rossiter too was a long way back, after a rear brake pipe fractured and he did a few slow laps before repairing it.

It was Vermilio who took the early lead, but was harried for the first two laps by Needell, driving really forcefully. While Lawrence watched, Needell took the inside line at Clearways on lap three and although the other two tried to stay in a challenging position, Needell kept his position well to the end. Both Vermilio and Lawrence were powerless to do anything about it but kept up the chase, finishing in that order, 24s and 9.3s behind the leader respectively. Reynard kept going in fourth for nine of the 15 laps, but on the tenth, lost a wheel so that Barrie Maskell, who'd climbed up really well in the Van Diemen, took over fourth until he lost a plug and the engine went sick. Then both Frank Bradley (Elden) and Richard Lloyd overhauled him again, Maskell getting home in ninth position, a poor reward for a good drive. Fox and Taylor tangled early in the race and retired with minor damage.



The pristine Shellsport Escorts enjoyed a quiet outing with the ladies - Georgie Shaw leading Juliette Slaughter, Divina Galica and Wendy Markey.

Walkinshaw was trying again, as Wilkinson, who'd climbed back up the field to sixth, pitted when the gear stick came off in his hand. But Walkinshaw's efforts were in vain. At the end, Rouse had eased the pace so that Muir was 1.3s behind him but never in with a chance of challenging. Bell was another 1.3s behind, but Walkinshaw was just 0.5s behind him. Percy was next, walking away with the small class again and Thomas, who'd dived with Bob Saunders for some laps, was the last unlapped runner. Cutting made it a Toyota 1-2 by keeping Clark at bay by 0.5s and Maggie Anderson was the only other runner.

SUPPORTING RACES

The Clubmen's boys were very disappointed not to get their long circuit race, it's five year since they've been on it. The annulled practice caught two of the leading runners out very early on. Geoff Friswell had only managed to take seven seconds off the record before he clouted the Southbank very hard while Peter Cooke too went over rather hard and couldn't start.

It was Andy Diamond who took pole position of the short circuit event (after Frizzie's demise he'd have had the same sport on the long circuit too after only three flying laps). But demon Diamond's thoughts were elsewhere when the

RAC/Southern Organs British Touring car championship (round 13)

Brands Hatch, 2 x 24 laps

Race one (24 laps): 1. Vince Woodman (7.4 Chevrolet Camaro Z28), 22m 27.9s, 79.48 mph; 2. Richard Lloyd (5.7 Chevrolet Camaro Z28), 22m 31.1s; 3. Alistair Cowin (7.4 Chevrolet Camaro Z28), 23m 2.3s; 4. John Handley (3.0 Opel Commodore GS/E), 23m 6.1s; 5. Shaun Jackson (3.0 Opel Commodore GS/E), 23m 6.5s; 6. Peter Hanson (3.0 Opel Commodore GS/E), 23m 7.5s; 7. Chris Craft (3.0 Ford Capri 11), 23m 12.4s; 8. John Hine (3.0 Ford Capri GT), 23m 14s; 9. Jon Fletcher (5.7 Chevrolet Camaro Z28), 23m 16s; 10. Bill Gubelmann (3.0 Ford Capri 11), 23 laps.

Over 4000cc: 1. Woodman, 79.48 mph; 2. Lloyd; 3. Cowin; 4. Fletcher; 5. Bob Ridgard (5.7 Chevrolet Camaro Z28); 6. Nigel Stovin-Bradford (5.7 Chevrolet Camaro Z28). **Fastest lap:** Stuart Graham (7.4 Chevrolet Camaro Z28), 54.8s, 81.46 mph.

2501cc to 4000cc: 1. Handley, 77.29 mph; 2. Jackson; 3. Hanson; 4. Craft; 5. Hine; 6. Gubelmann. **Fastest lap:** Jackson and Handley, 56.8s, 78.59 mph.

Race two (24 laps): 1. Andy Rouse (2.0 Triumph Dolomite Sprint), 22m 50.5s, 78.17 mph; 2. Brian Muir (2.0 Triumph Dolomite Sprint), 22m 51.8s; 3. Roger Bell (2.0 Triumph Dolomite Sprint), 22m 53.1s; 4. Tom Walkinshaw (2.0 Ford RS2000), 22m 53.6s; 5. Win Percy (1.6 Toyota Celica GT), 23m 21.7s; 6. Martin Thomas (2.0 Triumph Dolomite Sprint), 23m 43.2s; 7. Brian Cutting (1.6 Toyota Celica GT), 23 laps; 8. Stan Clark (1.6 Alfa Romeo Junior GT), 23 laps; 9. Maggie Anderson (1.6 Renault 17TS), 22 laps; no other finishers.

1601cc to 2500cc: 1. Rouse, 78.17 mph; 2. Muir; 3. Bell; 4. Walkinshaw; 5. Thomas; no other finishers. **Fastest lap:** Walkinshaw, 56.2, 79.43 mph.

Up to 1600cc: 1. Percy, 76.43 mph; 2. Cutting; 3. Clark; 4. Anderson; no other finishers. **Fastest lap:** Percy, 57.4s, 77.77 mph (Record).

Lec Refrigeration Clubmen's Supersports championship round 1600 cc fully modified and 1600cc FF (10 laps). Overall and fully modified class: 1. Caldwell Smythe (1.6 Mallock-Swindon U2 Mk16), 8m 17.8s, 89.67 mph; 2. Andy Diamond (Gryphon-Swindon C4A), 8m 18.7s; 3. Ruari Gillies (Gryphon-Gillies

C4A), 8m 21.6s; 4. Alan White (Mallock-Holbay U2 MkX1B), 8m 22.4s; 5. John Davies (Gryphon-Holbay C4A), 8m 24.6s; 6. Charles Tippet (Gryphon-Swindon C4A), 8m 24.9s. **Fastest lap:** Gillies, Davies and Diamond, 48.5s, 92.04 mph. **FF class:** 1. Nick Adams (Mallock-Holbay U2 Mk14), 83.77 mph; 2. Chris Greville Smith (Phantom-Ford P75); 3. Richard Kyle (Bladon-Ford 3). **Fastest lap:** Adams, 51.7s, 86.34 mph.

Evening News Shellsport Escort ladies' race (10 laps): 1. Divina Galica, 11m 24.0s, 65.26 mph; 2. Wendy Markey, 11m 24.1s; 3. Juliette Slaughter, 11m 27.7s; 4. Georgie Shaw, 11m 34.0s; 5. Linda Cunningham, 11m 38.7s; 6. Ann Moore, 11m 43.5s. **Fastest lap:** Mrs Markey, 67.2s, 66.43 mph.

BBC Radio One production saloon car championship, over £2300 and £1700 to £2299 (10 laps): overall and over £2300: 1. John Brindley (5.7 Chevrolet Camaro Z28), 10m 2.9s, 74.04 mph; 2. Derrick Brunt (5.7 Chevrolet Camaro Z28), 10m 7.3s; 3. Bob Ridgard (5.7 Chevrolet Camaro Z28), 10m 13.3s; 4. Roger Payne (5.7 Chevrolet Camaro Z28), 10.15s. **Fastest lap:** Payne, 59.2s, 75.41 mph (Record). **£1700 to £2299:** 1. Mike Smith (3.0 Ford Capri 11), 70.23 mph; 2. Bob Saunders (2.0 Triumph Dolomite Sprint); 3. Ivan Dutton (3.0 Ford Capri GT). **Fastest lap:** Saunders, 62.3s, 71.64 mph.

BBC Radio One production saloon race championship, £1300 to £1699 and up to £1299 (10 laps): overall and £1300 to £1699: 1. Jock Robertson (2.0 Mazda RX3 Coupe), 10m 38.3s; 2. Mick Leary (2.0 Mazda RX3 Coupe), 10.38.9s; 3. Wendy Markey (2.0 Mazda RX3 Coupe), 10m 45.9s; 4. Jean-Pierre Aux (2.0 Mazda RX3 Coupe), 10m, 49.4s. **Fastest lap:** Robertson, 62.3s, 71.65 mph. **Up to £1299:** 1. Simon Watson (875 Sunbeam Imp Sport), 66.47 mph; 2. Neville Knight (1.3 Simca Rallye 1); 3. Tony Stubbs (1.2 Lada 1200). **Fastest lap:** Watson, 65.9s, 67.4 mph.

Allied Polymer Group Formula Ford 2000 championship round (15 laps): 1. Tiff Needell (Hawke-Holbay DL14), 12m 27.2s, 89.61 mph; 2. Bernard Vermilio (Merlyn-Scholar Mk 28), 12m 29.6s; 3. Derek Lawrence (Crossle-Titan 31F), 12m 36.5s; 4. Frank Bradley (Elden-Neil Brown Mk 12), 12m 46.1s; 5. Richard Lloyd (Dulon-Holbay MP17), 12m 47.1s; 6. Richard Dutton (Crossle-Neil Brown 31F), 12m 52.3s. **Fastest lap:** Needell, 49.1s, 90.92 mph.

Mark Donohue—an appreciation

Mark Donohue voluntarily came back from retirement to race Grand Prix cars. That's the big fact he leaves behind to console us.

Whenever any racing driver is killed, everyone who liked and admired him has a stunned reaction of shock and grief, but mixed with it is a rising sense of anger. One always finds oneself thinking, "It was so needless."

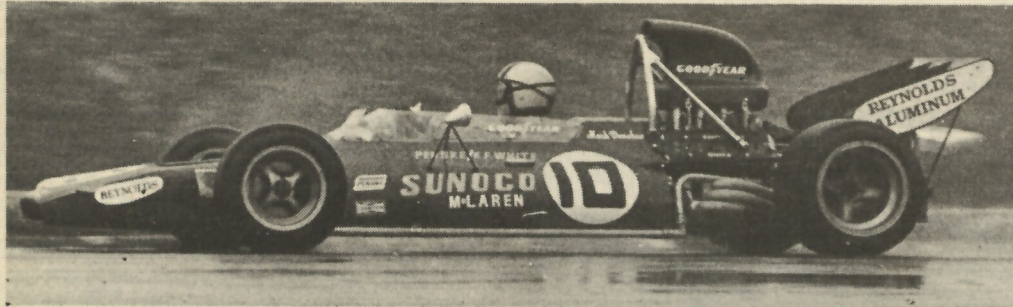
It seems impossible to realise that after a lifetime of risks accepted and gambles taken, the numbers finally fell the wrong way. So many times he "got away with it", and in this case too, it always seems to us, but for a feather's weight of difference in the balance of events he'd be here still, smiling ruefully at the whole adventure. For days, one's heart twists upon itself in agony trying to grasp the fact that now nothing can be done to change what happened.

And yet, finally, one has to accept that the man did need to do what he was doing. Mark tried to stop, and found he had to come back. He knew what he was doing, he was no stranger to the violence of what could happen when the laws of physics by which he ruled his career turned against him. He had spent months in painful recovery from apparently far more serious accidents than the one that took his life last week in Austria. If ever a racing driver understood the full, coldly scientific implications of what racing is about, it was Mark Donohue.

It is not adequate comfort to reflect on this, but it is what we have.



How everybody will remember him, with Roger Penske (left) at his side.



First taste of F1 in a McLaren M19 at Mosport in 1971 (above). Early USAC days in 1968 driving an Eagle-Chevrolet (below right).

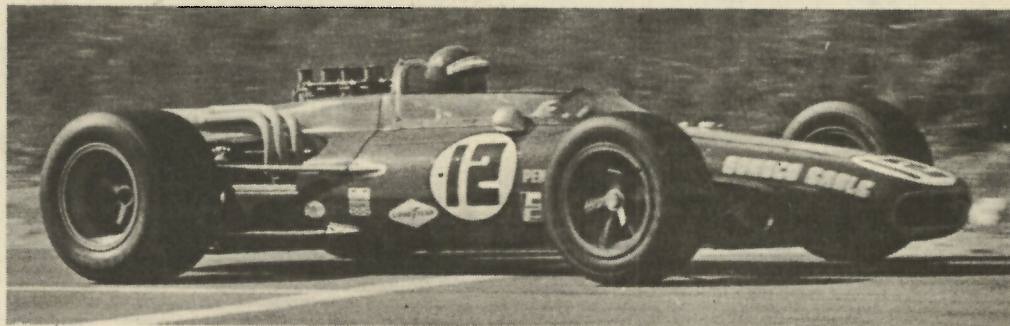
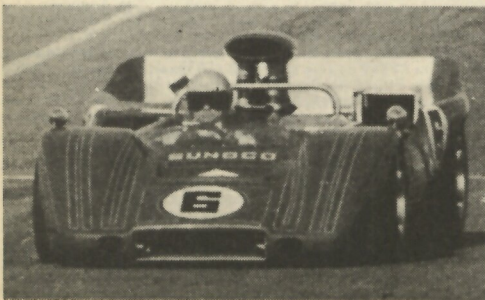
It would be additionally helpful if we could say to ourselves, "Well, at least he achieved a triumph before he went." It's going to add pain to our memory of him that in fact he had not achieved any success at all during his ten months of Formula One racing.

In fact, his F1 career so far had been bitter. It was no secret to him that the majority of people around him, even many of those closely involved with him, believed openly that he didn't have the basic ability to win Grands Prix races. Mark would talk of this, not easily but without shrinking from it; he was as realistic as he was sensitive.

"I wouldn't have come back and said I'd do this if I didn't believe I could get the job done," he would remark quietly. But he was becoming increasingly aware of time running out. "I've always been on a year-to-year-basis," he said late in July, "and I don't know whether I'll be asked to drive again next year."

It was a lack of time that he seemed to believe was the problem in his F1 programme. Not only was his team bedevilled during the opening part of the European season with a series of crashes, which were due both to his making errors and to something going wrong mechanically, but the whole pace of a GP meeting was something new.

Success in the 1968 Can-Am with the Sunoco McLaren M6B.



The glorious "blue" Ferrari 512M which he shared with David Hobbs in 1971.

"In American racing we always seem to have plenty of time to set the car up, all day if we need it. Here we've got two and a half hours today and two and a half hours tomorrow and *that's it*. The other people seem to be able to cope with that; they know the circuits and they have a lot of experience with the cars and you can see them going fast right away."

Mark, whose whole career was based on a methodical application of laboriously discovered principles of vehicular dynamics, was not the sort of driver to simply jump into a car and scald lap records out of it. He did have driving ability aplenty, and there were occasions in the past when he had to show it. But it wasn't the way he thought it should be done.

He tried to approach his F1 as he had approached so many other kinds of racing over the years, with time and understanding and logic. "It's a matter of the combination," he'd say, perhaps more to himself than to his interrogator. It was a problem of getting all the elements in the equation right first, then success must automatically follow.

One of the peculiarities of F1 that frustrated him, though, was the seeming inability of F1 tyres to behave as expected on a "skid pad." For years he'd used this circular patch of tarmac to establish a car's basic handling characteristics, to make

adjustment upon painstaking adjustment to the chassis until it was all working in harmony under steady-state cornering conditions. But with the F1 car that didn't work. "Tyres I'm used to will come up to operating temperature and stay there. But these tyres just get hotter and hotter on the pad and you can't get the car to settle down."

So all his development had perforce to be carried out on a real circuit, and almost always it had to be carried out amidst the pressures of a GP qualifying session. And it all had to be done by him. The team was compact, and on Donohue's shoulders were the double mantles of driver and designer. He would have to go out on the track and drive at F1 tempo, and then come in and switch his mind to cool contemplation. It took time to do this even when things were going well, and when they weren't going well – and so far they hadn't very often – he had nobody but himself to keep track of what line he was taking. His crew could keep a record of what he did to the car, but they couldn't be expected to always follow his train of thought. Thus when he "went down a blind alley" it was he alone who had to find his way back out.

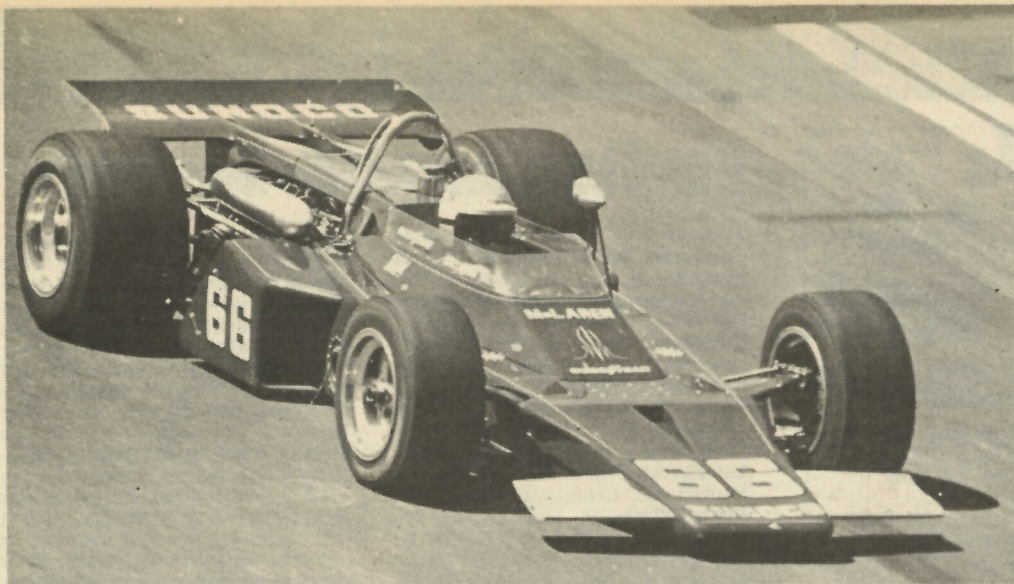
So Mark, so very concerned with appearances, was not "looking good." It would be a disservice to his memory to pretend he was. He was having to suffer through a bad patch, with not a lot of help. He was no stranger to this kind of situation, and had come through it before. In fact he had brought this upon himself, with his experienced eyes open. The greatest sorrow about his death was that it forever robbed him of his chance to bring it right in the end.

The week before his crash he'd driven an 1150 bhp sports car to a new world's speed record. He was still in the grip of a quiet kind of euphoria about it in Austria. "It's the only thing I've accomplished this year," he said with a small grin. His story about how he came to do that 221 mph at Talladega shows a lot about what sort of a man he was.

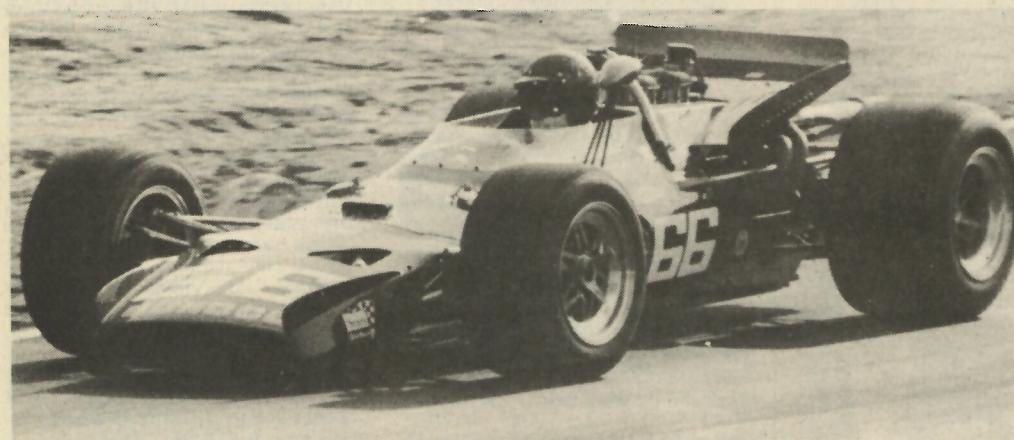
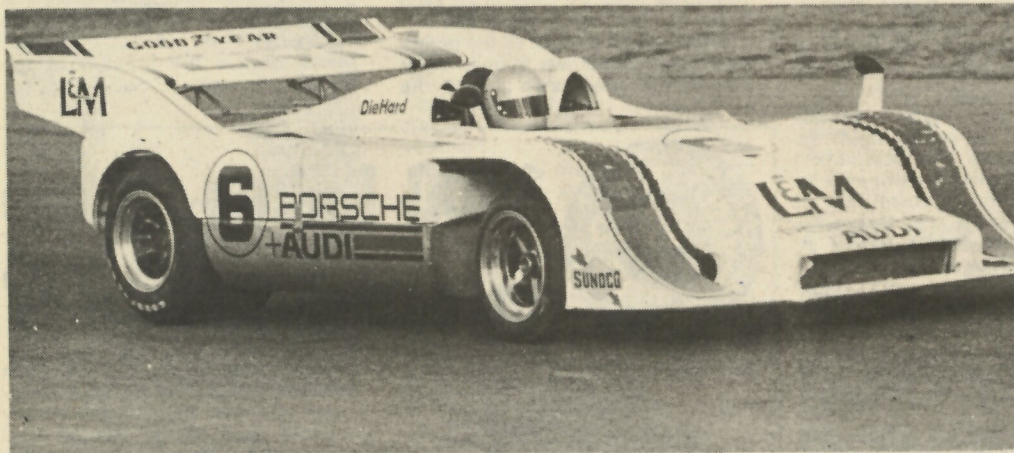
"When we were at Daytona in the spring and fell on our faces, I felt really terrible. We'd said we were going to go fast and we weren't able to. So I went to the Porsche guys and said, 'Look, you've got to help us.'"

"They came up with this intercooler which

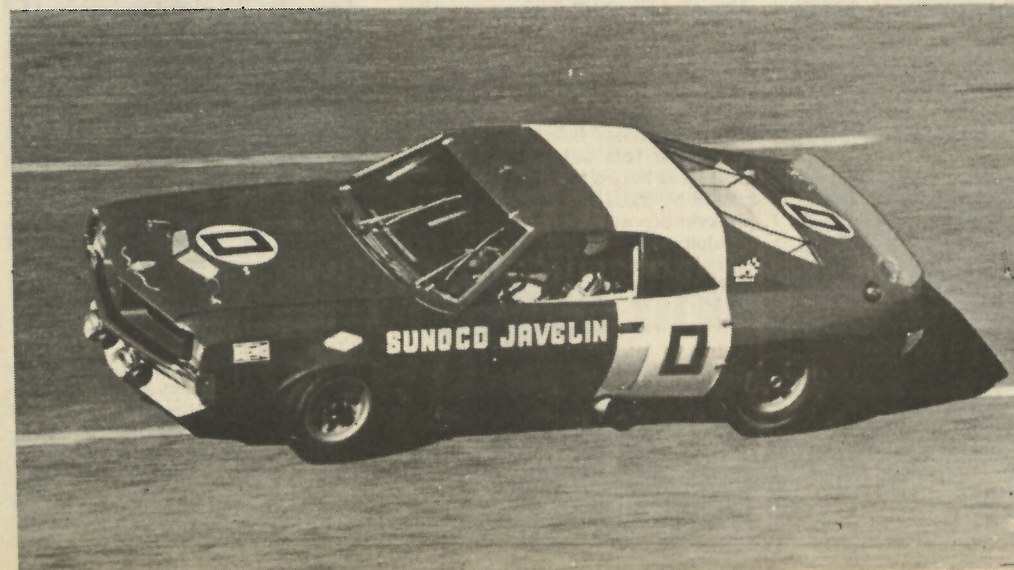




Success came at the Indy 500 driving one of the team's USAC McLaren M16s (above). What was soon to become a familiar sight the world over, the turbocharged Porsche 917-10 in the 1972 Can-Am (below).



Driving a USAC Lola-Chevrolet at the Rex Mays 300 at Riverside in 1967 (above). Sharing the Trans-Am AMC Javelin with Peter Revson at Daytona in 1969 (below).



would let the engine live; the problem had been that as a road racing engine it only had to develop its horsepower for about ten seconds or so, but on the oval we needed it for a couple of minutes on end, and it would simply overheat. We lost both our motors that way at Daytona.

"When we went to Talladega to try it, I did a few laps and got up to a speed the car felt comfortable and that was 198 mph. I came in and said, 'there's no way we're going to be able to go any faster.' But there were all those people there watching, and we knew that because we said we were going to go 220 mph we'd better do it, and so we began to play around with the car a little.

"The problem was to get the car balanced on the bankings. I'd calculated what springs I thought we'd need, but I was wrong, and we had to change them around until we got some that would work. Then we had to very painstakingly trim out the aerodynamics; at that kind of speed the magnitude of the force's you're playing with is very high. We couldn't just crank on enough wing to keep the car stable, because we were trying to go fast. It was a matter of trading off some stability for speed.



A unique F5000 combination in 1972 Donohue, a Lola T330 and a AMC V8.

"At 220 you're working pretty hard to keep the car on the track. You come into the banking about in the middle, to avoid some bumps, and gradually let the car drift up toward the top. It's wiggling around and sliding a lot; it's really very difficult. The engine would be about 100 rpm down coming out of the corner, and build up again by the end of the straight; maybe it was dropping down more in the middle of the turn but I was too busy to look!"

That was Mark Donohue. On this level he was able to show the same sort of glee as a boy with a toy; it is, after all, this same impetus that has



Competing at the first IROC series in 1974.

driven Man to advance the mechanical arts since he came down from trees. Donohue with his record-breaking car was as one with his ancestor who devised a way of making fire. Living within Mark was the whole reason for human advancement.

So he knew what he was going, and took the chance of the consequences without illusion. As so many before him, he had decided the "game was worth the candle."

It is a great loss that he is gone, but it would have been a greater loss had we never have known him.

PETE LYONS

Manx—Route

The route for this year's Castrol sponsored Manx Trophy Rally is perforce similar to those of previous years since the Manx Highway Authority has not built another couple of hundred miles of road in the last twelve months. However, it has released some new roads which will provide at least four brand new stages. All the old favourites are there as well with the exception of the bumpy descent of Ballaglass Glen which is getting too populated. John Davenport went over with Dave Richards to make the notes for *Rallystage* a couple of weeks ago and reports that there are few surprises, and that lunch will now be taken at the foot of Tholt-y-Will rather than at Cregny-Baa.

As before, the event is split into an evening section of nine stages followed by the decisive night section and the final 'Tour de Man' during the day which winds up with the stage over the mountain section of the TT course from Ramsey to Hillberry. Their recce had its moments but the worst was during an 'unofficial' excursion near the Point of Ayre where the most experienced member of the party got the car stuck in a sand dune and Mr Richards lost a lot of skin off his hand under a spinning car tyre. Both these gentlemen will be doing the rally; Richards with Tony Pond in the Group 2 Ascona and Davenport, maintaining his preference for German machinery, with Brian Evans in the Malvern TV Services Porsche Carrera.

Programme

Entries received at 31st July totalled 114. (Maximum number of starters is 120.) Seeding is now being complet-



ed, and final instructions have now been mailed. The rally format is basically unchanged from last year, the event comprising of 46 stages in total. The evening section has 9 stages, the night section 20, and the daylight section has 17.

A pre-rally get together at the Villiers Hotel is being held on Thursday evening, 11th September. Among the offerings at this will be the Lombard North Central film of the 1974 RAC Rally, 'The Unknown Forest'. The post-rally party, at which there will be a 'Rally Queen' competition (shock rumours suggest that this may be judged by that connoisseur of the female form, bonvivant and international art lover, John Foden), is being held in the Villiers Hotel from 8.0 p.m. on Saturday 13th.

The prize presentation takes place at the Palace Lido at 1.45 p.m. on Sunday 14th — after the midday bars in the Lido have closed. As a prelude to the event's acceptance for the 1976 European Championship several European journalists will be covering the event from the driver's seat.

Hill and Fowkes tie for lead

The leading Castrol/AUTOSPORT positions after the Burmah, round seven in the championship are as follows: **Drivers overall:** George Hill and Tony Fowkes 69; Russell Brookes 48; Robert James and Tony Drummond 46. **Co-drivers overall:** Phil Short and Bryan Harris 69; John Brown 48; David Richards 38; Tony McMahon 33. **Group one drivers:** Paul Appleby 79; Chris Field 45; Ian Lawless 44; Tim Walton 39; Henry Inurietta 32. **Group one co-drivers:** Keith O'Dell 79; Ken Carter 39; Martin Whale 32; A. Walker 27; B. Fowkes-Underwood 25. **Lady drivers:** Jill Robinson 27; Jean Denton 25; Jayne Neake 18; Sandy Lawson 12. **Lady co-drivers:** Dylis Rogers 36; Rosanne Clinton 21; Fred Brake 12; Gill Olsen 9; Chris Hill 8.

With George Hill out of the points on this all important round, Tony Fowkes has now drawn level at the

top; while in Group one Paul Appleby, despite being beaten by Chris Field's Avenger, added to his commanding total by finishing 18th overall. Among the ladies, another reliable performance from Jill Robinson ensured that she takes over the lead from Jean Denton who scratched from the rally at the last moment. The next round of the championship is the marina Holidays Rally of the Forest on September 6th, for which regulations are belatedly available. The format of the event is very much the same as last year (when it was sponsored by Armstrong) and it is also a BTRDA Gold Star and Triple 'C' round. Secretary of the meeting is Peter Williams, 107 Old Orchard, Haxby, York YO3 8BDS. His telephone number is York 769593. AUTOSPORT will publish a full preview of the event next week.



1000 Lakes—twice in a row for Ford?



Mäkinen — here's to it!

The 1000 Lakes Rally gets underway tomorrow from Jyväskylä in Finland at 19.01. This famous World and Finnish rally championship qualifier now covers a route of about 1500 kms and Mauri Lindell is secretary of the meeting as usual. Saturday will include a six hour rest halt before the crews return to Jyväskylä Market Square and the finish on Sunday, where the first car is expected at 09.00. It is hoped that results can be posted by 15.00 and there is a prize presentation and rally banquet at the Sandpiper Hotel that evening. The entry list is naturally an exciting one and includes names such as: Hannu

Mikkola (Toyota Corolla, starting at number one of course); Stig Blomqvist and Per Eklund (in factory entered Saab 96s at two and 13 respectively); Timo Mäkinen and Ari Vatanen (in works Escorts at four and 11 respectively); Markku Alén at three in the Datsun 160J; Simo Lampinen and Tapio Rainio in the Finnish Scan-Auto entered Saab 96s (at 5 and 12 respectively); Shekhar Mehta at six; Anders Kullang at eight and Pentti Aikikala in the DTV G2 Vauxhall Magnum at nine. Further down the entry list, British enthusiasts will recognise the names of Erik Aaby, seeded 14th in his RS1600; Kyosti Hamalainen at 16 in his G1 Avenger; Jari Vilkas in the third Finnish entered Saab at 18 and Markku Saaristo in the Skoda at 25. Phil Davies has entered his Saab 96 with local co-driver Seppo Harjanne to show the way. A full report will appear in AUTOSPORT next week.

Alén — dark horse?



A sense of déjà vu... above is the scene from the Burmah two years ago. Left to right Colin Malkin, Bill Taylor, Tony Pond and Frances Cobb survey Pond's rolled car. Below: last weekend; note Colin Malkin on the right.



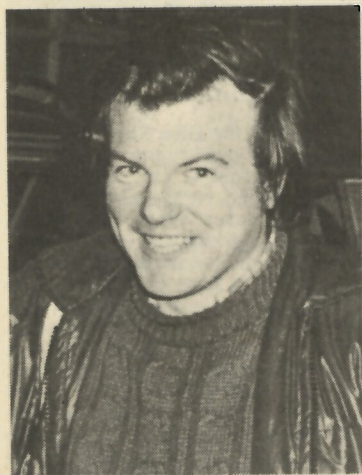
● Belfast Bangor and Newtownards MC are once again to run their very successful rally navigation classes. They will be holding five evenings of lectures which are to be held in the Senior Commonroom of Queens University on Tuesday nights between the 16th September and the 14th October starting at 8.00 p.m. The course fee is £2.

● The Mintex International Rally which is to be held next February 19/21 and as discussed at the end of the last Mintex Dales, is being centred in Scarborough, is very much on the ball and the De Lacy Motor Club is already circulating copies of its draft regulations to bodies like the IRDC for comments before rushing into print.

Lakeland Stages action

This Sunday the Lake District plays host to the BTRDA rally championship as the Morecambe Car Club are running the Lakeland Stages rally. The event starts from Kendal showground at 08.15 (89/523942) and scrutineering at Lakeland Motors (89/517936) will be from 06.30 onwards. The lunch halt and the finish will be at the Ambleside Park Hotel (89/375034) and the first car is expected there at approximately 13.00 and 18.00 respectively. There are 12 stages on the agenda, 10

David Stokes — new car.



of which are forests; the remainder being made up by a private estate and a quarry. The total stage mileage is around 40 and classic forests being used include Greystokes, Ennerdale and a new road in Whinlatter. Spectator information will be available at the start in the programmes on sale, and the top 15 crews are as follows: 1, John Taylor/Charles Reynolds (Escort RS1800); 2, Chris Wathen/Chris O'Gorman (Escort RS); 3, Bob Bean/Allan Greenwood (Escort RS); 4, Gordon Batchelor/Ian Carter (Escort RS); 5, David Stokes/Bill Andrews (Escort RS); 6, Robin Farrington/Jeff Hignett (Escort RS); 7, George Beever/Stuart France (Escort RS); 8, Randolph Whittall-Williams / Roger Hemmings (Escort RS); 9, Clive Holker/Jake Hemmings (Escort TC); 10, Pip Dale/Dave Whiteley (Vauxhall Firenza); 11, Malcolm Smith/Arthur Larner (Mexico); 12, Terry Kaby/Brian Rainbow (Coopers); 13, Chris Lord/Phil Boland (Vauxhall Magnum); 14, Daryl Weidner/D. Thompson (Escort RS); 15, Colin Barrell/Brian Rann (Escort).

There will be a forum at Lakeland Motors on the Friday night beginning at 8.00 pm and on the panel will be Russell Brookes, John Taylor and Tony Mason. Films scheduled include the "Unknown Forest" and a film of this year's Scottish.

Rallymen turn it on for Leeds

In front of packed grandstands and round a tree-lined track thronged down its boundaries by baying spectators, Tony Drummond won another autocross at Leeds' Roundhay Park last Monday. The all-day spectacular in this 250-acre 'funerama' offered powerboat racing, helicopter rides, the gyrating torsos of Pan's People, Radio One DJs, Jackie

Drummond — close fight.



Stewart to preside over the presentations, and countless other attractions which it would have taken far longer than a day to sample. Last year the same spectacular attracted around 80,000 people, and this year it was apparently an even greater success. The auditorium itself borders on the size of Wembley and there is a half mile autocross circuit laid out between the trees in the Park. It was here that Tony Drummond, Tony Fall and George Hill fought out their own private battle, having despatched the autocross 'specials' with consummate ease. Even Piggy Thompson turned up with his Porsche Carrera, miraculously straightened after the Burmah incident, and although he looked quick, was some 2½ seconds off the pace of the other duelling rally men. Drummond was pushed really hard by the Opel and the Vauxhall, and the crowd loved every minute, particularly the tremendous dice between the Ford and the Vauxhall, which resulted in some friendly paint swapping and some heart stopping out-braking manoeuvres, altogether a great day and a triumph for the rally men.

Sunday is AP Stages time

The AP Stages rally is scheduled for next Sunday. It is an ACSMC and LCAMC event and the first car is due to leave the AP factory at Banbury at 09.00. The Buckingham District MC are running the rally without the help of the North Oxon CC this year. Scrutineering will begin at 07.00 and there are 12 stages planned totalling

about 35 miles. Spectator information is available at the start and the top seeds are Ricky Wall at number one, Stan Dukes at two, Bill Douglas (Triumph 2.5PI) at three, Ken Bennett at four and Adrian Reeves, who recently won the Summer Sort Out, at five. Ian Drummond is at six in his Mexico. Could this just be Tony's brother?

Safari globetrotter hits town

Last week, Bharat Bhardwaj who is Chairman of the Organising Committee for the East African Safari was in London as part of his annual pilgrimage to raise interest and entries for the 1976 event. Bob Henderson, the Safari secretary, informs us that Derek Gates is fully recovered from his illness that prevailed shortly before the 1975 event and that they do not plan on

making many changes from the very successful 1975 route. There will be three legs with two overnight stops in Nairobi and there will be what he calls "some minor shortening" which will include cutting out the loop from Narok towards the Tanzanian border. Bharat goes on from London to attend the 1000 Lakes in Finland and will make calls in Sweden on the way.

● Porsche Carrera driver Jan Churchill, who finished an excellent fourth on last weekend's Bushwhacker Rally after slipping as low as 15th during a long and tedious bout of throttle linkage non co-operation, will soon be taking his car straight back to Ireland. On the recommendation of his Bushwhacker co-driver, Drexel Gillespie, they have decided to enter the forthcoming Galway Hotel Rally aiming directly for the £300 first prize.

Pond and Stratos for the Sherry?



There now seems more than merely a vague possibility that Tony Pond will be competing on the Sherry Rally (which starts on the 18th September in Spain). In the Chequered Flag Lancia Stratos as a purely 'one-off' deal. Graham Warner is certainly very keen about the prospect provided that the money can be found to run the car and transport it there and back. Thus the ball seems to be firmly in Tony's court at the moment. Should the necessary finance be found, he feels confident that he could give the 'Flag a result for which they have been waiting so long.

● Regulations are now available for the Soar Valley MC's Hercock Simpson rally which is to take place on Saturday 25th October. This year it is hoped to have some 40 miles of stages in the 125 mile route for this BTRDA Gold Star and Triple 'C' round and this year the event is being observed for upgrading to national status. Entries secretary is Mrs J. A. Tyrrell, 21 Swithland Lane, Rothley; and the telephone number is Rothley 2218.

Geoff Keet on the Porsche trail

The result of the rally car race at Llandow last Monday was a victory for Jeff Churchill over Robert James with Geoff Keet's 2.0 Porsche Carrera in third place. Geoff has just acquired Bernard Rodemark's rally-cross 2.7 Carrera and is on the point of turning this car into a rally machine. The handicap race was won by Pat Ryan in the newly reshelled Howells Allegro from Jeff Churchill in second place. Earlier last weekend Pat was beaten into second in class on the Burmah when his ST Marina succumbed to Mike Jackson's Crystal Rallye Sport 1300 BDA Escort by 27 seconds; the superior power of the Ford being the deciding factor on the hilly terrain.

● Bridgend A.C. have announced that they will be organising a restricted night road rally on 11/12th October. The event is sponsored by Howells Garages (Cardiff) Ltd.

Called the Howells Rali Morgannwg, the event takes place entirely on Map 170, and follows the recent stage event organised by the Club, the first such rally to be held in the area. The route, starting from the Harold Leigh Trade Supermarket and finishing at the Crossways County Club, Bridgend, consists of 120 miles of smooth tarmac although sumpguards are recommended for the competitive. Extensive PR work has been completed and a compulsory noise test (78 dBA at 5000 R.P.M.) will be carried out on the forecourt of the Police H.Q. Bridgend. Regs. will be available at the end of August from Stuart Jenkins, 12 Eleanor Close, Pencoeed, Mid-Glam.

North of the border

Positions in the Gaelic Oil/The Scotsman Scottish Rally Championship are still very close at the top of the league after the Burmah Rally (seventh counter of the nine round series). The best six results are the ones that count in this series and as no driver has scored on more than six events everything stands firm for the moment. DRIVERS: 1, Murray Grier 59 points; 2, Bill Taylor 55; 3, Jim Howden 50; 4, Charles Samson 49; 5, Ian Wilson and Ian Milne 33. CO-DRIVERS: 1, Roger Anderson 56; 2, Ian MacIver 51; 3, Ian Marwick 49; 4, Alec Samson 47; 5, Johnstone Syer 45; 6, Jim Thorburn 30. CLASS LEADERS: Up to 1000cc — Vince Findlayson (Hillman Imp); 1300cc — John Butson (Escort Sport); 1700cc — Jim Howden (Escort RS1600); Over 1700cc — Charles Samson (Escort RS1600).

Special stage

Burmah bits...

Perhaps it was his brief Scottish holiday which affected Dan Grewer last weekend, or perhaps it was his distressing experiences in a local Scottish boarding house; but whatever the reason, a few days in the area certainly worked wonders for Dan's performance in the forests with his underpowered Ascona. His Group one drive was one of the principal highlights of the rally.

Mike Nicholson had a very sore thumb to show for his night's work in the left hand seat of Tony Drummond's Derek Carman Escort. In the middle of the first stage the lights went out and by the time the crew had got them on again, they were stalled in a ditch. At the end of the stage a hopefully more permanent repair was initiated, but time lost meant that the crew were forced to run 35th through the first Glen Shellish, a stage which cut up rapidly. Then in Shellish 2, the lights went out again and Mike was forced to hold a red hot fuse in place for the remainder of the stage so as to keep the lights going.



Dan Grewer is one of the quickest men around when things are going well for him. They did last weekend.

Leading Castrol/AUTOSPORT group one man, Ian Lawless, got a late entry to the Burmah accepted; he was however forced to run right at the back of the field, and disappeared from competitive proceedings soon

after entering the severely cut up second stage with the exhaust hanging off. Another man forced to run right at the back was Gordon Batchelor who retired in Glen Shellish with a halfshaft gone.

The first of the Glen Shellish stages cut up very quickly into 'tram lines' on the Burmah, and even at a comparatively early stage the track was well rutted. When George Hill went through this part of the forest his differential was dragging rocks and stones in front of it like a snow plough and it was one of these which split a brake pipe despite the latter's special protection. The result of this was that after the next long downhill sections, George found that he had little in the way of brakes, and the car skipped off. George managed to get it out of this ditch only to rush across to the other side of the track and stick fast there.

Galway "Hotel"

Galway Motor Club have announced further details of the Galway Hotel Rally, a round of the BP Irish National Rally Championship, which takes place on 6/7 September. Entries which have been received include John Price, Sean Campbell, John Tansey, and Philip MacCartan.

Scrutiny is on the Friday evening and the schedule continues as follows: Saturday: Start 10.00, lunch break at Paddy Burke's famous oyster house in Clarenbridge which on the following weekend will be the centre of the famous Galway Oyster Festival. Sunday: covers stages in north Co. Galway.

All stages are tarmac. The computerised system — as used for the European round last February — will again handle the results.

Prize fund for the rally is £1,300 plus Duckhams & STP bonuses. Entries, now at £30, are being handled by Maurice Russell, 23 Ard na Mara, Salthill, Galway. Phone (091) 62851.

Over the moon

The South Bucks MC's August Moon rally, an LCAMC and ASCS counter was won by Allan Hemmings/Dave Kirkham in their RS 1600; second were Ted Cowell/Julian Chitty (RS2000) and third were Mike Harrington/John Dixon (RS 2000). There were however quite a number of guest 'stars' on the event, though they were generally confined to the organisational side. Busy Marshalling selectives were to be seen John Davenport and Peter Valentine, while helping with the results service was Frances Cobb.

● Regulations are now available for the Rippin Saltire rally, a Gaelic Oil/Scotsman championship counter. They can be obtained from C. M. Flemming, St Margarets, Monimail Road, Letham, Ladybank, Fife. Telephone number is Letham 202. The event takes place on Saturday September 20.

Another very rapid, drama-free drive was logged by Andy Dawson in the unfamiliar LHD Escort 2.



Colin Malkin in full cry on Rest and be Thankful. Lack of power is the Avenger's continuing problem.



BRIEFLY...

● For an entry fee of a mere £15, prospective tarmac aces might like to note the existence of the Castrol Special Stage Rally, scheduled by Castrol, Ireland, for September 20/21st. Based on the town of Wexford the rally boasts a prize fund in excess of £1,000 and a two day, 20 stage, format. All motoring will be concentrated within a 25 mile radius of Wexford. Regulations come from: Peter Ivin, 17 Riverside Drive, Kilkenny. Telephone enquiries should be made to Carrick-on-Suir 450 or Dublin 895415.

● Britain's youngest international rally licence holder, Glen Mitton — still only 17 years of age — has recently acquired sponsorship from Strand Glass who already support sometime motoring journalist Tony Dron in Escort racing. Strand Glass's press release states that Glen Mitton has obtained eight 'O' levels and sat 'A' levels last June. The release continues, stating that Glen is 'studying' with "Roger Clarke" — Mitton recently changing his Avenger for a "Ford RS200" from "Roger Clarke Motors". Strand Glass are confident that Mitton will one day wear "Roger Clarke's crown".

● The RAC are recommended increased action by organisers against competitors who abuse the organisation at events. To give an idea of what you're up against should you cross an organiser, the RAC are suggesting GCRI60(iv) — acting prejudicial to the interests of the RAC and automobile sport generally.

Prisoners

The pitfalls of monopolistic positions are becoming apparent this season on the Formula One tyre front. With no competition at all, Goodyear are fast becoming prisoners of their own success. The American tyre company are now liable to be faced with a considerable amount of criticism following the shortcomings of their current F1 tyres, so clearly demonstrated in the last three Grands Prix.

At Silverstone, the slick-shod cars were visibly uncontrollable when a freak rainstorm flooded the track at Club and Stowe corners—a dozen cars slid helplessly off into the weeds. At the Nurburgring a different problem reared its head. To quote Pete Lyons, "Out of 24 starters at least nine drivers suffered a total of 12 punctures causing the retirement of six of them — two of them in massive crashes." Tyres played a tragic role at Zeltweg: Mark Donohue's fatal crash in practice seems almost certainly due to a punctured tyre, and a delayed start was followed by less than an hour's racing as the race was stopped after 29 laps due to torrential rain.

Constructors, drivers and spectators have been hard hit by this highly unsatisfactory state of affairs: the former have lost a record number of chassis, the drivers have been exposed to additional risks — forcefully illustrated by Donohue's accident two weeks ago — and the latter have not been provided with what they paid

"the present slicks can have little effect on the evolution of road tyres."

to go and see. Eurovision commentators in Austria were faced with a nightmare: many of them had to ad lib 90 minutes of live broadcast due to the late start. Television coverage is vital to motor racing in its present form. In recent interviews, sponsors have maintained that up to 90% of their budgets can be justified by TV coverage of motor racing alone.

In the light of the present situation, members of the CSI's sub-committee should perhaps be lobbied to introduce a standard tyre specification which would call for an all-weather compound and construction built into a puncture-resistant carcass. This new all-weather tyre would also have the desired effect of slowing the cars down through the corners — something which the CSI was endeavouring to achieve through their controversial proposals to restrict tyre and wing dimensions due to be announced early next month

Tyres, tyres and more tyres . . . and this lot is only for Ferrari, March and Porsche. But will Goodyear be around next year? And with what sort of tyres?

in Milan.

In any case, any reduction in tyre or wing size will necessarily increase the maximum speed on the straights and add to the risks of high speed accidents, particularly in the braking areas. It is interesting to compare the 2½ litre Coventry Climax-engined cars which reached a maximum of around 190 mph at Rheims to the current F1 cars which have a maximum speed in the region of 180 mph.

Any change of regulations always creates tremendous problems for the designers, but it seems that a set tyre specification could well be the simplest and perhaps the cheapest solution — although I am sure Goodyear would not agree. It is high time that there was new thinking in racing tyre design — the present slicks can have little effect on the evolution of better, run-of-the-mill, road tyres.

Yanks go home

Goodyear's three-year contract with the established teams expires at the end of this season. It will be interesting to see what the American giant elects to do for next year. There has been more than the usual amount of aggravation regarding who is getting preferential treatment — shortage of tyres, etc. It may be of no significance, but the Goodyear lettering on the Brabhams and several others cars — not, however, the Ferraris or McLarens — was down a size or two in Austria. Denny Chrobak, who took over from Ed Alexander as Goodyear's racing manager last year, must have an unenviable job these days. It is rumoured that the likeable American will be posted by to Akron, Ohio, at the end of the year.

Fittipaldi to Ferrari equals Lauda to McLaren?

News came through from Maranello last Tuesday that Niki Lauda and Clay Regazzoni have renewed with Ferrari for 1976. However, it seems more likely that the Ferrari drivers were made an offer rather than sign on the dotted line. Two weeks ago in Austria, the world champion presumptive was looking more than a little po-faced even before the race — apparently Ferrari team manager Luca Montezomolo had just broken the bad news that there would be no salary increases for next year. Niki Lauda really doesn't have too many transfer alternatives open to him — unless, of course, Emerson Fittipaldi decides to leave McLaren, in which case Niki Lauda would almost certainly go there.

Two into three doesn't go

While Ken Tyrrell has been at great pains to appear mystified by the current stories circulating around Jody Scheckter looking for another drive, at the other end of the paddock virtual European F2 champion, Jacques Lafitte, has been rekindling the smouldering rumours with categorical statements that he will be driving for Elf and Tyrrell in F1 next season. However, the most elementary students of motor racing know that three into two doesn't go — so who will? Like Lauda, Scheckter is underpaid in comparison to Fittipaldi and Peterson, and the stories of transfers are almost certainly based solely on their pushing for more 'wedge.' However, with the current glut of top drivers, prices are likely to take a dive — so perhaps they would both be better off staying put.

They come and they go

Since the German Grand Prix, the F1 paddocks have been further cluttered up with the addition of a Kings Road version of Countach belonging to one Walter Wolff — an Austro-Canadian business man involved in north sea oil. The proposed Wolff-Lamborghini F1 car mentioned in a recent edition of AUTOSPORT may be held up due to a small technicality — Wally hasn't yet managed to purchase the Lamborghini factory according to the Swiss owners. As others before him, Walter Wolff may, however, discover the secret of making a small fortune — start with a big one and add motor racing!

Shades of change at UOP?

Seen deep in conversation at the Hotel Baumann in Leoben, near Zeltweg, a couple of weeks ago were Vel Parnelli, Mario Andretti and UOP Shadow boss Don Nichols. Would you believe a red and white Shadow-Ford entered by Parnelli for Mario next season? No, neither do I and nor apparently did Parnelli — he likes to run his own show. It does, however, put a question mark next to Jean-Pierre Jarier's name because team-mate Tom Pryce has an existing contract for next year. Jarier has never got on particularly well with the Shadow team and had harsh words for them after his car broke at Dijon last Sunday. The Frenchman also said recently in an interview that if Shadow did not continue with the Matra engine he would follow the V12 and offer his services to Guy Ligier who is due to test the new F1 Ligier JS5 at the beginning of October. Such patriotism!



A genuine concern

I am writing in reply to Mr Stanford's letter in *AUTOSPORT* on July 31 regarding the British Grand Prix.

As Team Manager of Embassy-Hill Racing I would like to express my dismay at Mr Stanford's accusations and indeed the indications in the article of total disinterest towards the paying spectator.

In the first part not one member of our team has any knowledge of this incident taking place and indeed if it did take place why was it not brought to someone's attention at the time. I totally agree and appreciate the necessary work and dedication put in by our unpaid marshals and we are grateful for their services. Perhaps they also can appreciate the same dedication and effort put in by every Formula One racing team in the paddock in the days and nights before each Grand Prix. A major catastrophe could go by unnoticed as there is total involvement to the racing car preparation.

Furthermore our team went to every effort to display our training car at all possible times together with the Ogle Aston Martin of Embassy as further spectator interest.

Finally if the person involved did have any connections with a member of this team I can only apologise for what were silly and unnecessary remarks.

RAY BRIMBLE
(Team Manager,
Embassy-Hill Racing)

FELTHAM, MIDDX

Weed-clouded reason

Your editorial of August 14 borders on the hysterical and is wrapped up in bigotry, double standards, hypocrisy and sheer lack of understanding. If you are a smoker then your lack of understanding explains all, for this I have found to be typical of smokers. If not then you should be ashamed of yourself.

On the personal side as a non-smoker the discomforts and annoyances caused by smokers has made me to come to regard smoking as one of the most disgusting and filthy habits of man, not only because of the trail of pollution and rubbish left behind — like someone setting out a paper chase course — but because it affects so many others, and remember that over half of us are non-smokers now.

There is also evidence beginning to appear that indicates other people's smoke could be affecting my health.

On the general health and hazard aspect I fail to see how you, and other journals like yours, can write so much about the need to make circuits safer for drivers and spectators alike and at the same time welcome sponsorship from the tobacco firms. Their product results in hundreds of Le Mans disasters in this country alone every year. Just because you do not see them killed before your eyes does not make them any less dead.

To preach safety at circuits and welcome tobacco sponsorship is sheer unadulterated hypocrisy so transparent that bigotry must be a large part of the explanation.

Do you really believe after all the fuss that the press and drivers make about safety, which in fact affects only a handful of people compared to the vast numbers affected by smoking, that motor sport can continue to accept tobacco sponsorship without being heavily criticised?

Because of the safety aspect motor sport should be the first to set an example and have nothing to do with the filthy weed. They are not interested in our sport, or any sport, only how they can use it to make more and more money at the expense of people's health and lives for those that smoke and infinite annoyance and discomfort for those that do not.

If you must have sponsorship then there are many businesses and industries in this world other than the tobacco mob.

JOHN LELLO

LONDON, SW5

Kite Mark assurance

My letter of last week may have given the impression that the manufacturers of Griffin helmets were not qualified to meet the exacting requirements of the British Standards Institution.

As a member of the technical committee of the BSI, I would like to confirm that all BSI approved and "Kite Marked" helmets must have complied with the requirements of BSI quality assurance control, batch tested and passed before release. Quite obviously, Griffin helmets comply with the British Standard claimed and I had no intention to infer otherwise.

E. W. VERO
Chairman and Managing Director,
Everoak Helmets

LONDON SE 22

- 40% hard to handle

I heard, by chance, recently at Shelsey Walsh, that the RAC Speed Events Committee, have again made a major decision without any consultation with the competitors.

As you are probably aware, there is no penalty for supercharging at hill climb events. This is a concession by the individual organising clubs, as laid down at present, but the RAC have stated that the 40% penalty as for circuit racing is to be made mandatory.

This is a decision which cannot be taken lightly, as there are a vast number of supercharged cars built specially for their respective classes.

The up to 1100 cc single seater racing car class appears to be the major source of concern.

Alan Richard's Gryphon has won this year's Leaders Championship (a 1100 cc supercharged single seater using Nitro Methanol). There was the same sort of rumpus two years ago when Mike Flather won the Castrol-BARC Hill Climb Championship with his supercharged Mini Cooper.

Every time a particular type of car wins a championship everyone wants to ban it next year, so let's look into the matter more realistically.

At the RAC round at Pontypool this year, Alan Richard's car had engine troubles, and he was given a "ride" in Sandy Hutcheon's Ginetta G17, a normally aspirated, Imp-powered single seater. It was the first time he had ever driven it and he won the class, surely proving his potential as a driver.

This year with my Sprite, I have run a supercharged engine for the first time, and I have lowered a number of class records, but may I make a few pointers appertaining to my own class (up to 1300 cc Modsports).

My own car develops 117 bhp at the wheels (Alden Automotives Rolling Road, August 75) but it weighs 12½ cwt. A good Imp engined car normally aspirated (Basil Dagges's Circuit racer on the same rolling road) develops 95 bhp at the wheels. Now drop that unit into a Gineta G15 Clan Crusader, or Davrian, weighing in at 9½ cwt, and you have more potential.

The Sprite has 187 bhp per ton, and the fibreglass bodied cars 200 bhp per ton. This is surely keeping competition at a maximum.

I realise, of course, that this sort of principle does not work with single seater cars, but the use of Nitro Methanol gives a significant increase in power on its own. I also realise that you cannot single out individual classes, and that if a ruling is to apply, it must be for all.

If the +40% rule is to be enforced, then I will continue with the same car and engine, but will obviously compete in the next class up, because (a) I like hill climbing, and (b) my pocket won't run to another ultra competitive car.

RUSS WARD
CHURCHDOWN, GLOUCESTER.

E-type enquiries

Doug Nye's feature on the E-type in your August 4 issue was highly interesting, but could I correct one of my own mistakes? I'm quoted as saying that Lindner's crashed "lightweight" remains impounded at Montherly, but it would appear that if it was impounded, it was in Germany, not France. Perhaps some reader could throw some light on the eventual fate of this car?

I would also like to ask if any American reader has researched the lightweight E-type's racing career in the USA, before the two blue and white cars arrived back here — I know that Mike Fisher and Anthony Bamford would be keen to learn what they did there, and so would I.

PAUL SKILLETER
ENFIELD, MIDDX.

Frangible fashion

I know you have had several such letters recently, but I would like to thank the marshals who extricated me from the remains of my car at Thruxton last Sunday. Words cannot describe the relief of being removed from an overturned car, running with petrol and the engine still ticking over, in double quick time and in a highly efficient manner. At Club or International level, Britain surely must have the finest marshals in the world.

Finally a point about helmets; the lid which protected me during the abovementioned accident which comprised a good many complete rolls, vaulting over a barrier and earth bank and coming to rest with a fair thump, was a Bell star — universal wear for most drivers until recently, and a type of which I have heard no criticism. Why then are these excellent helmets being made illegal from 1976 — no one had even heard of a frangible bolt until a certain helmet came into fashion.

COLIN WOODCOCK
OAKLEY, BUCKS

RAC Rally regs—fair?

Having read the regulations for the forthcoming RAC Rally, it would appear that the RAC have aimed yet another well-directed kick at the clubman in the place it hurts most, the wallet. Accordingly we have sent the following letter to Belgrave Square:

"We would refer you to paragraph 11(b) of the RAC Rally Regulations in which you state that only 80% of the original number of starters will be permitted to restart the second leg of the rally, and also to your foreword in which you state 'this, we feel, would be a fairer arrangement.'

"We would like to politely enquire which particular aspect of the arrangement you consider to be fair?

"Is it fair to relieve an entrant of a minimum of £95 entry fee, let him do the equivalent of the Mintex Dales, then pat him on his head and send him home, with no refund of entry fee or expenses?

"Is it fair to expect a private entrant in his own car with little or no backing to have to drive his car to the absolute limit on the first quarter of what is essentially an endurance type event (where the first day is normally spent playing oneself in), just to ensure a place in the top 80%?

"We maintain that this new arrangement is, in fact, totally unfair, and that the people who are the most likely to suffer are those who can afford it least, the clubmen in the slowest cars.

"At best with the previous arrangement it was known beforehand which crews would be permitted to do the full event, and which crews would only do part of it. These crews, therefore, paid a lesser entry fee, presumably less insurance, and had a different set of awards to compete for. Now it would appear that the more impecunious drivers who are trying to save their car to ensure that it lasts the course, are going to be asked to pay a full entry fee, full insurance, and budget for a five-day event, with the possibility that they may get nothing more than a one day event for their money. Is this fair?

"We feel that once a driver has paid his entry fee and been accepted for the event, then it is his privilege to drive as fast or as slow as he wants to, and to exclude someone for going too slow (or trying too hard and gaining a maximum for it), over a mere fourteen stages, is grossly unfair.

"In the present economic climate, it is most unlikely that the RAC would receive 250 entries even if clause 11(b) was omitted. (Look at the number of entries for the other home Internationals if you disagree). With clause 11(b) included as it stands it will be most surprising if more than 150 entries are received.

"We appeal to you, therefore, to delete this clause from the regulations in its entirety, and let natural wastage whittle down the entries to a manageable future.

DERYCK T. PICKUP
(for Knowldeale Car Club)
GODFREY HALL
(Competition Secretary
Glossop & District CC)

ROCHDALE, LANCs.



An upsetting pattern

There must have been over 100,000 people at the Austrian Grand Prix and at the end of the race only two of them were happy. Rain and a forshortened event made drivers and spectators unhappy — the only two smiles when it was all over came from the surprise winner Vittorio Brambilla and his boss Max Mosley.

One of these days we are going to have ourselves a real good old fashioned motor race. The sort of race where the man drops the flag and we all go racing for the full distance without pit stops and abandonments. So far this rainy season we've had upsets at Monaco, Hoolan, England and now Austria.

Personally I like a race that you can get your teeth into — a straight flag to flag fight. Once you start pit stopping for different tyres the whole pattern of the race is upset both for the driver and the spectator. Imagine the plight of the poor spectator once the pit stops start. He's got no chance of knowing who is where. Half the time the constructors don't know for sure where their car is placed. So if the so-called professionals can't cope with the confusion what chance has the spectator got?

It was to have been a 54-lap race on this superfast undulating circuit but a torrential downpour turned the track into a river and the race was stopped after 28 hair-raising laps.

I'd been running in seventh place in the opening laps but then a puncture brought me into the pits for a new wheel and I rejoined the race in 16th place. When the flag came out I was back up to eighth place.

An introspective moment before the race.

Conditions in the race were just unbelievable. The race started in the rain and right from the start every car was dragging round an enormous plume of spray behind it. The combination of the permanent spray clouds that hung over the circuit and the puddles on the track made the whole thing very spooky indeed. It was like climbing a greasy pole with a sack over your head. You couldn't see where you were going and you couldn't feel very much either.

I'd come up behind a plume of spray and know that somewhere in there was a car. The trick was to memorise the pattern of the circuit and try and remember where the big puddles were and then place yourself off-centre to the spray and press on.

You'd keep going into the spray cloud until you saw the red light on the back of the car and then you took new bearings. A couple of times I had my heart right up in my mouth — really I mean it. I came across cars without their red light on. And I can tell you that it wasn't funny. If you're conditioned to looking for a red light and you suddenly come across a car that hasn't got it on you're in real trouble.

In conditions like that the organisers really should have black flagged any car that wasn't showing its red light on the rear.

When I got my new wheel I went back into all this thinking I must be bloody potty. But the car was well suited to the wet conditions and was handling really well indeed so I got stuck in. There were places on the circuit where even in the streaming wet there was quite a lot of adhesion, knowing where they were was worth a second or more a lap. The giant puddles were the real

"The combination of the permanent spray clouds . . . and the puddles on the track made the whole thing very spooky indeed."

problem. You just hit them and went aquaplaning along towards the next corner hoping that when you got there you were still pointing in the right direction.

My pit signals told me quite a heartening story . . . 15th . . . 14th . . . 12th . . . 9th . . . and so on. Half of me was hating it and thinking it was really very dangerous and the other half was enjoying the very basic competitive bit of passing people one and sometimes two a lap.

Frankly I wasn't surprised when I saw the chequered flag come out after 28 laps. It was the right decision for the organisers to have made. There had been a few spin-offs but nothing serious. It was only a matter of time before someone had a real big one.

Given another five laps or so I think I could have been up there and running in the points — but by the same token I could also have been picking bits

of fibre glass out of my teeth as well.

Certainly the mechanics thought it was a good decision. The car I was running was brand new — they'd built it for me in the two weeks since the German GP. They were real pleased to see it again with a wheel on each corner. I haven't actually driven a car back into the pits to hand back to them since the Dutch GP.

Brambilla drove a super race — he kept his head down and his foot down and the car on the track and just plain and simple went faster than anyone else. He won his first ever GP and also gave March their first ever Team win in five years of trying. It was sad that because it was prematurely stopped that he only collected half points for it.

Apart from it being his first win it was the first GP to have been won by an Italian since Scarfiotti did it over ten years ago. I doubt if the Italian newspapers will be able to find a type face big enough to do justice to his victory!

He was obviously overjoyed too for as he crossed the finish line he waved to acknowledge the cheers from the rain soaked crowd and promptly spun like a top along the pit counter finally crunching the car's nose against the Armco. A happy man with his nose out of joint!

James did well too in his Hesketh but I bet he was less than pleased with his new rent-a-drive team mate Brett Lunger who got in his way while he was lapping him and lost him the race lead to Brambilla.

Niki did his usual pole position job — his seventh this year — but for some reason the Ferrari just didn't work in the wet conditions and he finished back in sixth place.

One thing that tells how Ken Tyrrell reacts in situations that have other people flapping . . . as I pulled into the pits Ken had a rule book in one hand and with the other was instructing the mechanics to fetch new tyres and more fuel.

He was preparing for a re-start while everyone was still milling in confusion and surprise. There are a batch of complicated regulations which dictate the procedure for race stoppages and depending on which flags are used and at what stage the race is stopped there are provisions for a re-start. Ken was there checking it all in the "Bible".

As it transpired there wasn't a re-start because (amongst other things) the organisers had stopped the race with a chequered flag. But if there had been guess who would have been all re-fuelled, re-tyred and ready to go first. Right, Team Tyrrell.

I'm told that one of the great spectacles of the weekend was Patrick's start. He came off the fourth row like a cartoon jack rabbit character. He ducked round a couple of cars and appeared to go under another and over the top of another one. Within fifty meters of the start he was in fourth place. Really something. Maybe he was more like a Frog than a rabbit!

Next stop Monza . . . let's hope we get one of those nice old fashioned races in the sunshine where we run full distance.





The new-look Ascona. Styling is visibly very different from the car it replaces.

Re-shelled Ascona and Manta

The Opel Manta and Ascona have been very successful cars, so it has been decided to bring them up to date without totally re-designing them. As before, they both have the same wheelbase, but whereas the Ascona is of conventional saloon or estate configuration, the Manta is a coupé in which the roof sweeps down in a single line to the end of a longer tail.

Both cars have received entirely new body shells, which are longer and wider than the previous examples. In round figures, the wheelbase has increased by 3½ in and the track by 2 in, while the overall length has gone up by just over 4 in for the Ascona and 7¼ in for the Manta. The Ascona is 1¼ in wider than before and the Manta only 1½ in. Weights vary according to the engine option chosen, but it would appear that increases from 80 lb to 110 lb are typical.

The bodies are much roomier inside, especially in the case of the Manta, which has remarkably comfortable rear seating in spite of being a sports

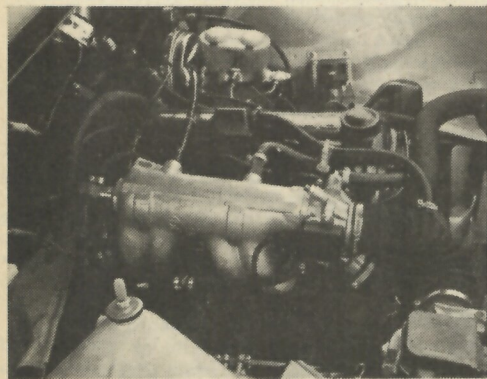
coupé. All the cars are attractive in appearance and are notable for their large glass area. Ascona saloons have either two or four doors and, like the Manta, their styling is visibly very different from the cars they replace; they look larger and more luxurious if perhaps a little less sporting.

A great deal of work has gone into the suspension, with the object of obtaining a better ride without spoiling the handling, which has always been excellent. Quite a lot of detail changes have been made, but a live rear axle has been retained, located by a short torque tube, trailing arms, and a Panhard rod, with coil springs and an anti-roll bar. In front, the wishbones have anti-dive, the coil springs and telescopic dampers are mounted high up, and again there is an anti-roll bar. Rack and pinion steering is employed.

The engines follow the usual Opel design, with a chain-driven camshaft alongside the vertical valves. Compression ratios have been slightly reduced without loss of performance, except in the case of the Manta GT/E. Presumably the 1.2 litre motor will not be sold in England, short-stroke units of 1.6-litre and 1.9-litre being available. The Manta GT/E has the larger engine, fitted with Bosch L-Jetronic electronic fuel injection.

The Ascona and Manta will no longer be seen in competition. GT/E Manta has luxury.

Manta GT/E's fuel-injected engine.



Competition Kadett

Opel announce the Kadett GT/E, a light, compact car for competition and fast road work. It has the 1.9-litre engine of the Manta GT/E, with Bosch L-Jetronic fuel injection, and weighs 1½-cwt less than the Ascona, which was a successful car in rallies. It has a two-colour finish in yellow and black and will be offered with numerous options, such as 5-speed gearbox and limited-slip differential. It will be homologated shortly as a GT car, and as a series production touring car when the necessary volume is reached. In the Opel Euro Dealer Team, the Kadett GT/E will replace the Ascona.

TRACK TEST

I was able to try the new Opels in Germany on the Dudenhofen test track, on which the manufacturers carry out continuous research and development. In addition to various special test facilities, the ground contains a huge banked saucer around its perimeter, on which maximum speed may be maintained indefinitely, and a road circuit embracing all sorts of gradients and corners, with surfaces ranging from smooth to diabolical.

Perhaps the larger bodies have taken the edge off the performance, but the handling is still excellent and the suspension copes surprisingly well with every kind of bump. The ride is not soft as the French understand the term, but smoother than that of previous Opel models.

The engines do not achieve astronomical revs, even the GT/E peaking at only 5,400 rpm, but they afford a useful performance. The Ascona with the bigger engine can reach an indicated 100 mph and, after several laps flat out round the saucer, the GT/E was not far short of 120 mph. The latter car has the standard gearbox, of which second proved rather too low for some corners on the road circuit while third was too high, but this is intended as a fast touring car rather than a competition machine. The brakes stood up well to hard driving and the cars remained steady when they were applied with vigour.

The Manta and Ascona will no longer be seen in competition, for which other models will be prepared. It has therefore been decided to make them more attractive to the long-distance traveller and the family man. The Adam Opel Aktiengesellschaft know their market and the new models are sure of a great success.

SPECIFICATION AND PERFORMANCE DATA

Cars tested: Opel Manta 2-door coupé and Ascona 2-door and 4-door saloons.

Engines: Four-cylinder 1.6 litre: 85 x 69.8 mm (1,584 cc). Compression ratio 8.0 to 1. 60 bhp DIN at 5,000 rpm. Solex downdraught carburettor. 1.6 litre S: Compression ratio 8.8 to 1. 75 bhp DIN at 5,000 rpm. Solex twin-choke automatic carburettor. 1.9 litre S: 93 x 69.8 mm (1,897 cc). Compression ratio 8.8 to 1. 90 bhp DIN at 4,800 rpm. Solex twin-choke automatic carburettor. 1.9 litre E (Manta GT/E only): Compression ratio 9.2 to 1. 105 bhp DIN at 5,400 rpm. Bosch L-Jetronic electronic fuel injection. All with chain-driven overhead camshaft.

Transmission: Single dry plate clutch. 4-speed synchromesh gearbox with central change, ratios: 3.428, 2.156, 1.366, and 1.0 to 1. Automatic transmission optional. Hypoid rear axle, ratio 3.67 to 1. Manta GT/E: 3.44 to 1.

Chassis: Combined steel body and chassis. Independent front suspension by wishbones, coil springs, and anti-roll bar. Rack and pinion steering. Live rear axle on coil springs, located by torque tube, trailing arms, and Panhard rod, with anti-roll bar. Servo-assisted disc/drum brakes with dual circuit. Bolt-on steel wheels, fitted 165 SR13 tyres, 185/70 SR13 optional. Manta GT/E: 185/70 SR13, 195/70 SR13 optional.

Dimensions: Wheelbase 8ft 3in. Track 4ft 6in. Overall length, Ascona 14ft 2in, Manta 14ft 7in. Width 5ft 5¼in. Weight: Ascona deluxe 19cwt 28lbs, Manta 19cwt 72lbs, GT/E 19cwt 94lbs. Automatic transmission 44lbs extra.

Performance: Maximum speed: Ascona 1.6 91 mph, Ascona 1.6S 98 mph, Ascona 1.9S 104 mph, Manta 1.6S 101 mph, Manta 1.9S 107 mph, Manta GT/E 115 mph. (In all cases, subtract 3 mph for automatic transmission option).



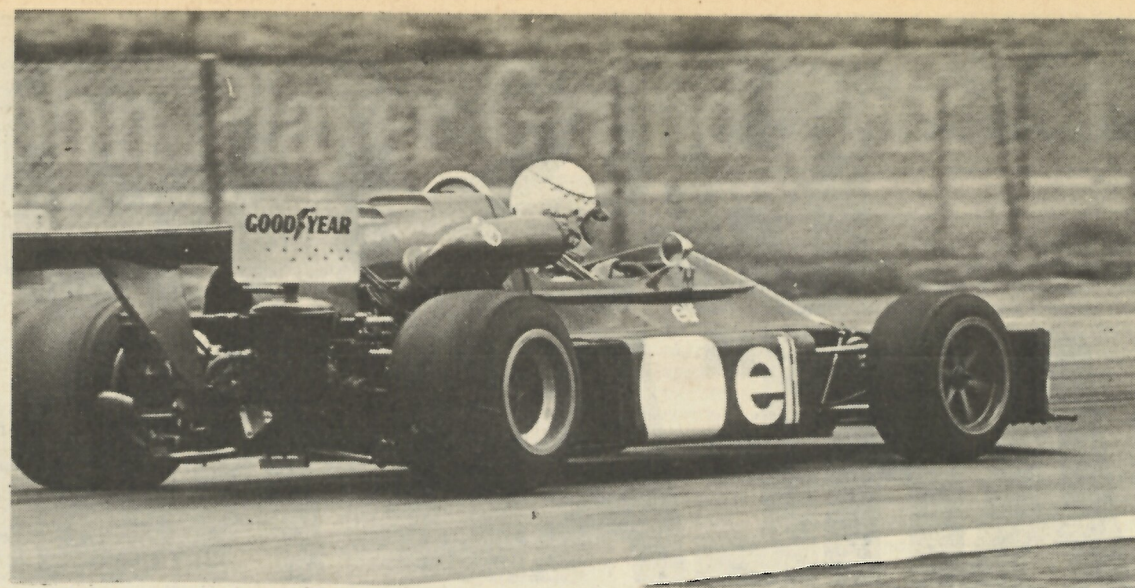
Though the courtesy of Silverstone Circuits and March Engineering, a rather unique event took place on the Grand Prix circuit late last week. The solitary bark of a single engine cut the morning air and, judging by the occasional missed gear and overgeared burble, it was obvious that something curious was going on. The answer was simple and the experience totally delightful. A group of journalists were being given the opportunity of trying out a full works March-BMW F2 on the circuit in readiness for this weekend's forthcoming European qualifying round of the European Formula 2 Championship.

The car being used was the works' spare, a chassis used on occasions this year by Hans Stuck and Michel Leclerc. Nestling in the back was the familiar sight of a potent 285 bhp BMW engine. It was down to playing at being racing drivers again but, as opposed to others present, we, or rather the Sports Editor, had sampled the delights of the F2 March 752 earlier this year when we carried out a group test of the Bicester firm's range of racers. That car, however, was powered by a Ford BDA unit so the chance to sample the BeeEm and get a direct comparison was gladly taken.

Laffite's title?

So far this year the European F2 Championship trial hasn't really gone March's way. After so much success in the last few years when they took the championship with Ronnie Peterson (1971), Jean-Pierre Jarier (1973) and Patrick Depailler (1974), March had to gamble somewhat this year. A new car was created, although more or less based on last year's series winning 742 chassis, but their two new drivers, Frenchmen Michel Leclerc and Patrick Tambay were relatively inexperienced. Added to the fact that BMW provided engines to virtually everyone in the formula, the works team were unable to enjoy racing's so called "unfair advantage."

Stepping into the breach this season has been yet another Frenchman, this being Jacques Laffite with his Tico Martini-designed Martini Mk 16. This small equipe based at Magny-Cours in central France has dominated the races so far winning no less than six of the ten rounds held so far. Perhaps "dominated" is the wrong word for



Sampling the works Elf March-BMW F2 car around Silverstone was great fun.

The thrill of it all . . .

CHRIS WITTY previews this weekend's Silverstone F2 race

Laffite, a member of the Frank Williams Grand Prix team and the World Championship winning Alfa Romeo sportscar equipe, has been fortunate on many occasions. Fortunate in so far that his rivals have always been well on terms, only to fall by the wayside. He won five of the first six races, underlining the car's reliability while racing but of the last four, he has only managed to finish the last race which was held a month ago at Enna. However, one must note that in every championship race that Laffite has finished, he's won outright.

Laffite has yet to clinch the championship but all he needs from Silverstone at the weekend is two points. That shouldn't be a problem. The only two drivers who can still theoretically overhaul him are also French. They are Jean-Pierre Jabouille and Gerard Larrousse and both drive for the Elf Switzerland equipe. Larrousse has won two rounds this year to Jabouille's one. But to win the championship, either one of them has to win the remaining four rounds with Laffite unplaced at each. That would be very difficult indeed.

Making it a total French domination of this year's championship are the two works Marches of Leclerc and Tambay and, like the three other runners, they are sponsored by the large Elf petrol concern as well.

The works Marches haven't fared too well on the engine reliability factor this season, something that hadn't affected them before. Unlike the other three Frenchmen, who run Schnitzer-prepared BMW engines, the works Marches have Munich tuned motors. Leclerc has only won one round this year, albeit at his home track at Rouen, but he's featured for the lead at six others, only to be robbed every time. His team-mate reflects a similar story. Both are extremely talented youngsters and their progress, admittedly with a sponsor's influence, has helped them greatly, as it has Laffite.

If Laffite virtually has the crown, then the battle for the runner up spot is indeed very fraught for only a few points cover three of them.

Trying it out

Trying the works March around Silverstone itself was an entertaining experience. Being able to accommodate the Sports Editor's lanky frame into the monocoque tub was the first problem. With the hierarchy of March on hand, Robin Herd and Max Mosley, plus works F3 driver Alex Ribeiro (who was on hand to try the car as well), and several others, there was much mirth as first the seat was removed and then when various anoraks were rolled up and pushed into place to try to ease the driving position a little. That was only for starters!

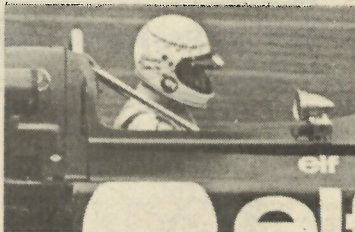
Being comfortable in a racing car, certainly a high powered single-seater like an F2 car and around such a fast circuit like Silverstone, is important. With knees straddling the underside of the dashboard but at least being able to work the pedals, our man wriggled about asking for this and that, like he was just about to set out on a mission to the Moon. "He'll want the mirrors adjusted next," quipped Mosley, knowing full well that this was an exclusive day and no other cars were on the track.

As is characteristic with all race cars, the clutch bites immediately as one releases pressure and giving it a liberal squirt of power, this little lady

skipped purposefully down the wide pit road towards the wild blue yonder.

A few wiggles on the run up to Becketts to try to warm up the big Goodyear slick tyres was followed by a confident thump on the throttle down the long Hangar Straight. Unlike the Ford, the BMW's power band felt far more progressive and a quick look at the tachometer revealed a change into top (fifth) 1,500 revs too early.

Intentions of taking the first few laps pretty slowly don't always go according to plan for on a long flat circuit like Silverstone, the urge to "give it some Wellie" could be related to another urge of the male species. Therefore "Wellie" it was, certainly along the quick bits.

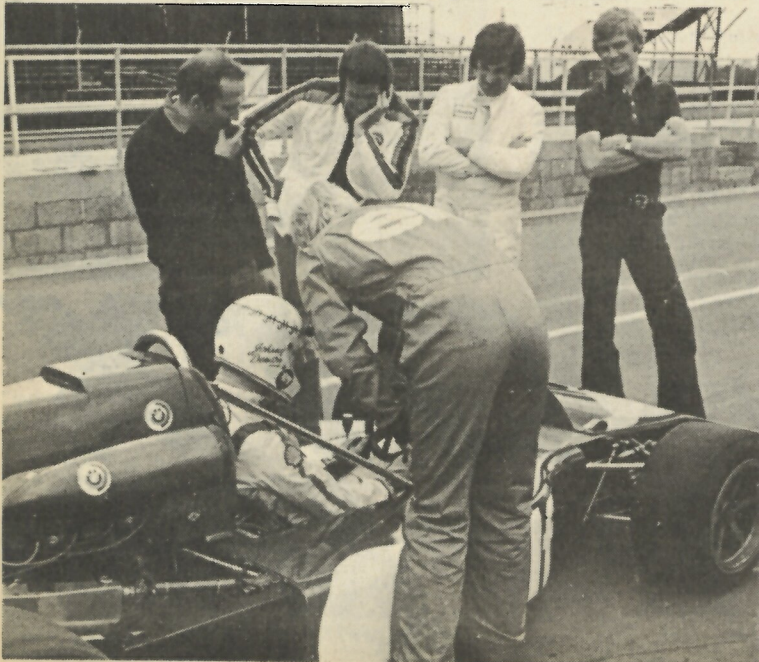


Ridiculous is an understatement!

What did present itself in totally strange surroundings was the new chicane at Woodcote. The entry was very deceptive and braking far too early could be forgiven today. Anyway it was taken in third with full boot from the central apex which meant that you snatched fourth (9,000 rpm) about a third of the way down the pits. By attacking the chicane with a little more verve and consequently exiting with more revs, getting fifth for a fraction before Copse is probably on, certainly with the gear ratios that were in the car. Copse was very slippery, taken in fourth with the front of the car understeering nervously before confidence in applying the right amount of power brought the rear end back into line. The kerbing on the exit was enough to once spin the car violently back across the track, our man failing to anticipate the kick back as the limited slip diff suddenly bit.

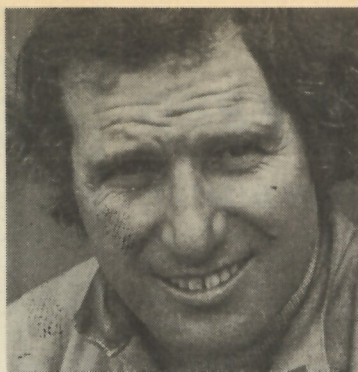
Maggots was taken in a long sweeping arc, easily flat in fifth before braking heavily for Becketts, which again seemed like ice today. This was taken in third with fourth coming immediately before Chapel and then into fifth. Stowe was again

Everyone thought it quite amusing trying to get a square peg into a round hole.





English driver Jim Crawford, currently second in the Formula Atlantic series, handles an F2 Chevron-Ford.



Austrian GP winner Vittorio Brambilla is bound to produce fireworks in his privately-run March-BMW.

THIS WEEKEND AT SILVERSTONE

Rapid Italian Gabriele Serblin on his first visit to Silverstone should be good value to watch at the chicane.



French racing protege Patrick Tambay who drives one of the works March-BMWs will be after a win he deserves this weekend.



SILVERSTONE TIMETABLE OF EVENTS OFFICIAL PRACTICE — SATURDAY, AUGUST 30

9.00-9.30	Formula Super Vee
9.45-10.15	Formula Super Vee
10.30-12.00	Formula 2
12.15-13.00	Formula 3
14.00-14.30	Production Saloon Cars
14.45-15.15	Classic Sports Cars
15.30-17.00	Formula 2
17.25-17.50 (heat 1 — 7 laps)	Formula Super Vee
18.00-18.15 (heat 2 — 7 laps)	Formula Super Vee

RACE DAY — SUNDAY, AUGUST 31

11.50 (30 min. untimed practice)	Formula 2
12.20	Demonstrations
12.45 (20 laps)	Formula 3
14.00 (10 laps)	Production Saloon Cars
14.50 (50 laps)	Formula 2
16.30 (10 laps)	Classic Sports Cars
17.15 (20 laps)	Formula Super Vee
17.50	Presentations

SILVERSTONE BRDC EUROPEAN CHAMPIONSHIP FORMULA 2 RACE

Equipe Elf Switzerland	Gerard Larousse (F)	Elf-BMW 2J
Equipe Elf Switzerland	Jean-Pierre Jabouille (F)	Elf-BMW 2J
Herbert Muller Racing	Herbert Muller (CH)	March-BMW 752
Scuderia del Passatore	Giancarlo Martini (I)	March-BMW 752
Scuderia del Passatore	Lamberto Leoni (I)	March-BMW 752
Brian Henton	Brian Henton (GB)	March-Ford 752
Brissago Racing	Jo Vonlanthen (CH)	March-BMW 752
Warsteiner Racing Team	Willy Deutsch (D)	March-BMW 752
Team Warsteiner Eurorace	Dieter Braun (D)	March-BMW 752
Ambrozium H7	Loris Kessel (CH)	March-BMW 752
Project 3 Racing	Bruno Pescia (CH)	March-BMW 752
Project 3 Racing	Vittorio Brambilla (I)	March-BMW 752
Project 3 Racing with Scani	Sandro Cinotti (I)	March-BMW 752
Elf Team March	Patrick Tambay (F)	March-BMW 752
Elf Team March	Michel Leclerc (F)	March-BMW 752
Bang and Olufsen Team	Bernard de Dryver (B)	March-BMW 752
Michel Vaillant	Claude Bourgoignie (B)	March-BMW 752
Bang and Olufsen Team	Gabriele Serblin (I)	March-BMW 752
Michel Vaillant	Ray Mallock (GB)	March-Ford 75B
Elba Racing Team	Alberto Colombo (I)	March-BMW 752
Admore Racing	Maurizio Flammini (I)	March-BMW 742
Trivellato Racing Team	Cosimo Turzio (I)	March-BMW 742
Trivellato Racing	Antonio Prado (BR)	March-BMW 742
Cosimo Turzio	Max Bonnin (F)	March-Ford 742
Roger Heavens	Carlo Giorgio (I)	March-Ford 742
Max Bonnin	Harald Ertl (A)	Chevron-BMW B29
Jolly Club	Massami Kuwashima	Chevron-Ford B29
Fred Opert	Hans Binder (A)	Chevron-BMW B29
Fred Opert	Jim Crawford (GB)	Chevron-Ford B29
Team Eurorace Jorg Obermoser	Xavier Lapeyre (F)	Chevron-Chrysler B29
S.D.C. Racing	Christian Ethuin (F)	Chevron-Chrysler B29
Ste R.O.C.	Gerd Biecheler (A)	Surtees-BMW TS15A
Ste R.O.C.	Hans Meier (A)	Surtees-BMW TS15A
Gerd Biecheler	Ewald Boiszt (A)	Surtees-BMW TS15A
Team Walter Pechek	Dulio Truffo (I)	Osella-BMW FA2
Team Stuppacher	Giorgio Francia (I)	Osella-BMW FA2
Osella	Patrick Neve (B)	Safir-Ford RJ02
Osella	John Wingfield (GB)	Ralt-Ford RT1
Safir Engineering Ltd	Ted Wentz (USA)	Lola-Ford T360
Marshall Wingfield Ltd	Jacques Laffite (F)	Martini-BMW Mk 16
Vella International Hair Care	Brian Henton (GB) or	Wheatcroft-Ford 002
Ecurie Elf Ambrozium	to be nominated	
The Donington Collection —		
Wheatcroft Racing		

taken in fourth after a solid dab on the brakes. Because of sitting so high in the airstream, the side G-forces were quite unbelievable and it was difficult to hold the car on its tightening arc while desperately trying to stop yourself being lifted from the car, seat belts or not!

Depending on how well Stowe was negotiated, taking care to take a late apex on a little hump toward the end of the corner, top gear could be snatched before braking for Club. That again was taken in fourth and again the G-forces were considerable. This is another important corner for it relates to where you take fifth and how well you can run the car up through Abbey (taken flat in fifth although our man was just holding the throttle) and away toward the Daily Express bridge. Bursting under the superstructure, the 100 yard braking board comes up, the nose dips once more and the car starts to wiggle unsettlingly from side to side. This set me thinking.

With racing tyres and aerodynamics, there must be a point before a novice driver reaches the stage where the wings and tyres work properly when the car seems unstable. Once enough confidence is attained and the driver pushes himself through this barrier, the tyres come into their element far more and the car responds through the corner in a more balanced attitude. It's a funny feeling that can only really be related by an actual experience. The other important lesson is, after braking and changing down for a corner, it's imperative to have judged it sufficiently well so that you can get back on to the power right away and drive the car through the bend. Failure to do this, and again it only comes with experience, invariably means an "off."



Just too big to be a racing driver.

Great prospects

This weekend's meeting at Silverstone sees the return of F2 to the circuit for the first time since 1967. A vast entry of well over 40 cars has been received. It promises to be a really entertaining race with many nationalities taking part and everyone who's anyone in F2 has entered.

Combining with the F2 race (a single 50-lap thrash) will be a round of the BP Super Visco F3 series (with all the regular runners) and a European round of the VW Gold Cup Formula Super Vee Championship. Both are bound to be absolute stormers with close slipstreaming and great dices all the way down the field. We mustn't forget two further races, a round of the Britax Production Saloon championship plus an Historic Race, but if you get turned on by single-seater racing, then Silverstone offers you the best combination of all formulae together in Europe this year. You just can't afford not to be there.

SNETTERTON

The emphasis is very much on low cost racing at Snetterton on Sunday for the 750 MC's meeting. Championship rounds for 750s, 1300s, Formula 4s and Classic Saloons dominate the eight race programme with additional events for Special Saloons, FFs and Libre cars.

All the leading championship contenders will be present and it all promises to be a fun day out.

First race is at 2 pm.

LYDDEN

THE BARC (SE) are in charge at Lydden on Sunday and have a nine race programme lined up. Formula Fords top the bill with two heats and a final scheduled. Other races cater for Special Saloons and Modsports

Racing starts at 2.30 pm.

LLANDOW

The Vintage Sports Car Club will be treating Welsh fans to the sight of their rare and splendidly competitive machinery on Saturday at Llandow. The programme has ten varied scratch and handicaps races.

The meeting will mark the first appearance since 1935 of a Type 34 Maserati in the hands of Bill Summers and this is expected to be the fastest car on the track.

Racing begins at 1.45 pm.

RUFFORTH

The airfield circuit at Rufforth will resound to the sounds of racing cars again on Sunday. All seven races count towards BRSCC (N) championships except the national Renault 5 round.

The 102 entries fill the events for Prodsports (Chris Meek, Colin Blower, John Britten, that man Grimwood and, for that matter, that lady, Valli); Formula Fords (Kelvin Hesketh, Mick Starkey and John Simpson); Special Saloons (Jim Evans); Renault 5s (Neil McGrath and Stuart McCrudden); Clubmen's (Caldwell Smythe and Tim Wood); Modsports (Alex Smith and Kenny Allen) and Libre cars.

Racing starts at 2 pm.

BRANDS HATCH

It's Southern Organs race day at Brands Hatch with Formula Fords taking the starring role for Townsend Thoresen points and the Southern Organs cup. Main protagonists here will be championship leader Kenny Gray, Rob Wicken, Tiff Needell, David Kemp and Rad Dougall.

Other events cater for Kent Messenger Special Saloons (John Homewood, Ray Calcutt and Mike Chapple starring), Clubmen's and Libre cars.

Racing starts at 2 pm.

PHOENIX PARK

The annual John Player Grand Prix at the fabulous Phoenix Park road circuit in Dublin's Fair City takes place over Saturday and Sunday. The Grand Prix is for Formula Atlantic cars and Nick May, Alo Lawler, Derek Cook, Damien Magee and Val Musetti will be joining the regular Irish contenders, led by Jay Pollock and Patsy McGarrity.

A number of regular Historic sports car contenders will be going over including David Ham, Terry Harrison, John Murray, Colin Crabbe and Pat Lindsay while Jeff Ward will be taking over his rapid Special Saloon Imp and Geoff Friswell his ultra successful U2.

Brookes narrows the credibility gap

By PETER NEWTON

photos by HUGH BISHOP

There was no mistake this year, and thankfully for all concerned the Lanarkshire Car Club's Burmah sponsored rally showed results which corresponded directly to the efforts exhibited. The Burmah has become synonymous with controversy over the previous two years, and this year was no exception with a rolled car and a blocked stage again providing the catalyst for debate... whether or not to scrub the stage? By an inescapable paradox not only did the principal incident occur on the same stage as in previous years, but involved a large proportion of the same contingent to boot. Whether or not 'force majeure' is an anachronistic concept within the boundaries of modern sponsored stage rallying is a moot point, but there were two separate incidents on the stage in question and a potentially lethal accident to add to it all.

The first three stages of the Burmah are some of the most testing in the country with their deceptive brows, high speed straights, tightening corners, gradients and restricted vision; it would be a tragedy to lose them, yet one cannot escape the fact that three years running they have been the subject of a number of bitter conflicts which continually threaten the continuance of the rally. Stage rallying today is a very expensive commercial operation, yet it is still in its infancy as a professional sport, and esoteric wranglings over interpretations of regulations (which should surely be simplified as far as possible since the name of the game must be timed performances over closed roads) does nothing for the status of this very self-conscious sport which just now is very much in a state of flux.

Fortunately this year competitors were not asked to hurry back to Dunoon at illegal speeds to gratify the immediate whims of the dignitaries. The latter would however surely be much happier that in the end the quickest man through the forests won the day. It is a tribute to the professionalism of the winner that when he was asked how this event differed for him from last year, replied: "the weather made it much more enjoyable for us." (!) This year Roger Clark escaped the "tough luck" syndrome over the blocked third stage, but it might have been very different for a number of others had not a faulty watch put the issue firmly beyond dispute, and those who had been held up possibly had a fortuitous escape.

Clark won again in the style to which he has become accustomed, the grim face framed in the red helmet set sphinx-like in total concentration. He set the pace, ran the show and dominated the event; another arrogantly superior performance, the opposition ruthlessly crushed in the opening hours and thence controlled with an almost casual indifference. Crouching at the roadside, vainly repelling the lemming-like advances of ravening hordes of midges, it seems that his driving is neater and more accurate than ever, and to watch the man on Minard, a tingling 11½ miler which he has made his own in recent seasons, must be one of the finest sights in rallying. The red Cossack car glides through the pinks and greys of the Argyll dawn with an economy of effort and a flowing grace which continually confounds the senses... the others seem somehow ragged, unsure. It is a classic example of the unsurpassed British ability to denigrate themselves and their fellows, that Roger Clark is still not rated by many as one of the very best drivers in the World.

For the others, the cancelled stage allowed Will Sparrow to give DTV a result which they very badly needed, and which they must have despaired of ever attaining this year. For once he was blessed with a trouble-free run which allowed him to come to terms with the Magnum and demonstrate his immense ability; and for Russell Brookes, there was the consolation of another second place after a hard and typically determined drive. He appears to be totally in charge of the Group 2 Escort these days and it is surely only a matter of time before his efforts are appropriately rewarded. The Billy Coleman of this year's Burmah was not the man who pushed Clark to the outer limits last year. All the legendary skill was there of course, only the fire was lacking. Perhaps his second RAC championship is very much on his mind, for his third place was not a true indication of his enormous natural flair.

Sensation seeking meteorologists were predicting dry weather before the Burmah this year. "But it always rains for the Burmah!" This year the laughing men in the sky were just a few hours too late and the mists, chill and damp rolled down the daunting pine-clad slopes only as it was all over and competitors crowded into McColls to discover the answer to the question on everyone's lips, "would they cancel the stage?"

ENTRY

RAC Championship rounds attract nothing but the best these days and the Burmah entry, despite (or because of?) last year's debacle, lacked nothing for quality and depth. The stages on the Burmah are universally regarded as among the most challenging in the country and this attraction, coupled with the excellent field organisation of the Lanarkshire Car Club and the pre-event paperwork which is an object lesson in how to go about organising competitors for a national rally, mean that the Burmah remains one of the most popular event in the calendar, geographical problems notwithstanding. Dunoon in August is overflowing with tourists and trinkets; the little town bulges at the seams even before the invasion of the rally circus sets sail from Gourock, yet somehow most are accommodated and with the moonlight shining over the Firth of Clyde, and the balmy air, Friday night took on an almost European atmosphere of carnival, and the sea front with its multi-coloured lights shed the incongruous air of a peripatetic Blackpool and took on more of the character of Southern France. Romance and expectation were in the air. Thirty minutes past midnight was fast approaching.

In recognition of his win last year, Tony Pond was seeded at one in the DOT Opel Ascona. "SWX 8M" had been extensively and painstakingly refettled and a last minute drama on the drive up from Yorkshire had turned out to be a loose coil lead so to all appearances all was well. Behind them were last year's other winners, Roger Clark and Jim Porter in their usual transport and at three was the Chequered Flag Stratos, making another competitive sortie in the hands of Per



For the second time this year Russell Brookes finished

Inge Walfridsson following some intensive development by the Chiswick concern. (Rumours circulating about the withholding of his British competition licence proved groundless). The car now boasts twin engine oil coolers which are force-fed from ducts immediately behind the side windows. These same ducts serve a dual purpose however as they also feed the rear disc brakes. Since Per drives with his left foot almost permanently on the brake pedal this modification had been thought absolutely essential. The team

The master at work on Minard. This was yet another highly professional performance to add to record book









rk on an RAC round.

had also raised the ride height considerably in an effort to avoid the bottoming problems encountered on the Scottish. As usual the car looked immaculate and attracted great interest on the sea front and the team were not alone in hoping for some richly deserved success at last. Billy Coleman/Dan O'Sullivan were next in the newly reshelled Thomas Motors Escort 2. The car, resplendent with its orange side strips belied the fact that the team had only completed the job of swapping the mechanical parts that afternoon.

must have been doubly sweet after last year's debacle.



Following the Irish crew were Brian Culcheth/Johnstone Syer in the ST Dolomite Sprint but there was a sorry tale to recount with regard to Andrew Cowan's SMT Vauxhall which was to have started next. The engine had picked up a piston in testing early in the week, and although Bill Blydenstein had offered to fly up personally with the necessary replacements, the team had declined the offer, feeling that following the recent disasters, a rethink of the whole programme would be more profitable. As a result Andrew had gone harvesting and Hugh McNeill was spectating in Argyll. Tony Fowkes started next in the Cables and Components Escort and he was followed by Donald Heggie/George Dean in the Broadspeed/Idem car which looked and sounded in fine form at last.

With another new engine to power the car, Will Sparrow started at nine in the DTV Magnum ahead of Bill Taylor, Tony Drummond, Russell Brookes and Colin Malkin while at 14 was Andrew Dawson having the second of his prize drives in a works Ford. This one was a left hooker which Steapelaere uses in Europe, and in fact had had only one prior outing in Hungary the previous weekend, where it won in his hands. There had been a brief return to Boreham for a new gearbox and back axle but very little other work had been carried out.

At 15 were John Taylor/Charles Reynolds in the immaculate Haynes of Maidstone Escort 2. John is at present heavily committed with the European Rallycross championship and was preparing to fly out on Sunday afternoon to Germany to defend his title before returning to another rally function on Wednesday and the Lakeland Stages this weekend. The G1 DTV Magnum was next with Faulkner and Peters in control as usual, and behind them was George Hill in the Martins Magnum, now refitted with its "trusty" Circuit of Ireland (the one that broke the crankshaft) engine. Familiar last minute complications when the car was put on its trailer were circumvented by frantic burning of midnight oil and in the end the start was made in good time. Nigel Rockey had a fright at scrutineering when it was pointed out that the tax disc on his car did not actually correspond with the Pink Stamps Escort at all; however arrangements were made to nullify the problem and he started, with Derek Tucker, at 18, ahead of Bob Bean and Robin Eyre-Maunsell.

The entry list however boasted some fine competition right down the list with Pat Ryan in the G2 Marina at 21; Piggy Thompson in his newly acquired Porsche at 22 (he had been practising and reckoned he had more idea of how to drive it competitively); Ian Gemmell, Russell Close, Dan Grewer's Opel Ascona, and a strong Scottish contingent headed by Arthur Jasper, making a return to the sport following lengthy heart surgery, and backed up very capably by the Samson brothers, Murray Grierson in the ex-Cowan Mogil Motors LHD Escort RS, Alistair Brearley's self-prepared Ascona, and Allan Arneil.

Overall the standard of preparation was very high; the line-up of cars before the start looked impressive indeed, and not even a bizarre incident the previous day could cast a shadow over proceedings. Assistant Clerk of the Course, George Fotheringham had been busily arrowing a stage when he came across a lone figure stumbling out of the depths of the forest. Hoping to encourage another spectator, George asked him if he would like a programme and was met with an unlikely response that was reported to go something like this: "well... I don't know... I'm trying to commit suicide!" Closer inspection of the man's wrists revealed the truth of the statement so George bundled him into the car and drove straight to the nearest hospital from where it appears, he had originally strayed. A certain Irish driver was heard to remark in this context what a coincidence it was that one man should try to commit suicide there when about 200 more would be trying to do the same thing the very next day.

RALLY

Walfredsson's intentions were only too obvious from the first moments of the first stage, Loch Eck (which eventually opened after a delay while an errant spectator was found up the stage). He set a staggering pace over this very tricky opener and immediately opened up a lead of 17 seconds over Clark, this despite a puncture three miles from the finish. He was flying. Pond's Opel got a puncture on the next stage and thus relinquished its position on the road. Thus Clark was among those who slipped through into Glen Shellish 2 before Tony; thereby avoiding what turned out to be an almost inevitable catastrophe; for in the second

Glen Shellish he understeered off on a tightening lefthander after a brow and hurtled over a drainage ditch into an eight foot bank, the car rolling end over end before coming to rest jammed into the bank on its side, the perfect road block. Tony's belts slipped during the first roll and his head went through the screen. Fortunately the car quickly came to rest, for if it had gone on rolling, Tony would almost certainly have been strangled, as when he went to get out he was brought up short by the belt buckle around his throat. The Opel had been beautifully re-prepared by Peter Kay after the Scottish, but there was one vital factor that no one could have foreseen before Tony tried it out immediately prior to the event. The chassis was hopelessly twisted following the violent impact with a giant rock which had accounted for Tony's slowing times on the Scottish, and now the weight on one of the front wheels was virtually nil; a factor which is all the more critical on Opels with the front anti-roll bar geometry. The result of all this was that the car was all but undriveable, understeering furiously on lefthand bends and oversteering with equal violence on righthanders. The Opel crew had worked feverishly to find a cure once the situation had been discovered during Tony's test drive, and in a vain effort to counter the evil geometry, the outwardly gleaming car started the event with one inch spacers on the nearside rear wheel to try to level it up. In addition older soft shock absorbers took the place of the new German ones in the hope of making the car more predictable. The Ascona was a lost cause however and even violent attempts to set it up were met with little response; lifting off the throttle merely resulted in a return to chronic understeer. With two enormous moments fresh in his mind from the first stage Tony resolved to press on as best he could, knowing that he would probably come unstuck somewhere. When he reached the brow and tried to set the car before the yump in preparation for the fatal corner, the car refused to budge as there was simply not enough available power to break the tail at anything over 50 mph. At something over 75 mph, the Opel careered straight on, the type of accident all rally drivers dread, and something completely unheard of for Tony to participate in. The car came to rest hopelessly stuck, and it took ten people to move it. One of the wings and the roof are badly damaged but in view of the fearsome impact the extraordinarily tough shell has survived remarkably well. One wonders whether it was wise to start the event.

First on the scene was Will Sparrow, and he was unable to shift the car. However he was swiftly joined by Colin Malkin, Andy Dawson, John Taylor and Paul Faulkner. Comparisons with previous years are inescapable... fait accompli? Between them the crews managed to shift the Opel and continued on their way with up to five minutes lost. Clerk of the Course Ian Muir was at the finish of the second stage and watched the incident. As he said at the Cairnbaan breakfast halt, "every time I go to watch a stage, something terrible happens, next year I'll stay at McColls in my bed!" There was more to come however, for no sooner than the blockage on the stage had been cleared and the track reopened than Bob Bean charged off at the same spot, his car coming to rest off the track but partially in the ditch.

He was still in it when a flying Porsche tried to get into his car through the back window. Piggy had attacked the yump flat out in third, taken off, grazed the bank and landed on the rear end of Bean's Escort. The nose of the Porsche forced the roof of the car upwards and back like a can opener and remained stuck fast there. Both cars' petrol tanks were flattened in the savage impact, but by a miracle there was no fire. Damage to the Porsche is comparatively light but the Thomas Motors Escort is in a sorry state. Glen Shellish 2 was thus already the scene of unprecedented carnage but more drama was to follow as an incident involving Alistair Clark's Manta and four other cars again temporarily blocked the stage. In the event the momentous decision to cancel the stage was made very simple for Ian Muir, as after the departure of George Porteous' Escort TC from the start of the stage (car number 77) the chronograph failed completely. A substitute watch was used for subsequent starts but on checking it against the master chronograph it proved to be "inaccurate to a degree which was unacceptable to give fair results."

An exciting opener indeed, but in all this the unfortunate demise of the Stratos was almost forgotten. Per had started the first stage as though there was to be no tomorrow, and 100 yards into it he hit a cautioned cattle grid which threw the Stratos fully eight feet into the air before crashing

down sickeningly on the front suspension. He continued the stage with undiminished ferocity and would have undoubtedly been half a minute quicker than anyone had he not got a puncture some three miles from the finish. The tyre came off the rim but Per forged onwards, the spokes of the wheel absorbing all the shocks. The heat generated welded the remains of the rim to the hub, and after a lengthy removal session the car refused initially to restart. The ignition problems were eventually sorted however and it was left to a large pothole on Rest and be Thankful to tear a lower wishbone right out of the chassis. Even if time had been on their side, there was now nothing the team could do. Almost unnoticed in all this, George Hill had slid off the road in the first Glen Shellish and although the car was still partially on the track, it proved impossible for the crew to retrieve it. Thus, undamaged, the Vauxhall remained until it was pulled out of its predicament by a Landrover after the last car had gone through the stage. This sickening misfortune in combination with a fine trouble-free run from Tony Fowkes into sixth overall means that George now shares the lead of the Castrol/AUTOSPORT championship with Tony.

With the rally winding north to the infamous

and Dan drove one of the finest rallies of his long career to take overall honours at the end from the DTV pair by the slenderest of margins, a mere three seconds. At this stage however it was a three cornered fight involving Robin Eyre Maunsell and it was not until Minard that Robin's hopes were finally dashed. Paul Appleby had come in search of Castrol/AUTOSPORT points and was driving steadily, coping with a blown exhaust manifold and consequent lack of power.

Throughout the small hours Russell Brookes increased the pressure, overtaking Coleman, so that at breakfast he stood in a happy second position, just 25 seconds behind the master, and 33 seconds ahead of Coleman who was, as he admitted, rather off form. Russell had had a puncture on "the Rest" (as did Clark), and after breakfast, in Minard, he got another one, having to run seven miles on the flat to the finish. It is a tribute to the strength of Minilite wheels that the rim which had taken the brunt of the pounding, was scarcely marked by the treatment. This in stark contrast to Robin Eyre Maunsell, whose G1 hopes ended here. Five miles from the finish he too had a puncture and rapidly lost the deflated tyre whose remains wound themselves around the hub and shock absorber. He had been going as hard as

in the Staepelaere car. The Escort apparently still seemed to go better on tar than on loose, and it was certainly much lower than other examples. In addition Andy found that he could not lock the wheels as there were no servos fitted to the brakes. With these problems and some rather dubious ratios in the gearbox, he was still very quick and was naturally overjoyed to be in a competitive car once again. John Taylor was another with suspension set too low and the car was bottoming badly under braking. Nevertheless, he had been going very quickly and consistently throughout the night and he was most unlucky to suffer a broken clutch fork after breakfast in Lochgilphead while comfortably in the top five. Again one feels that it will not be long before Haynes of Maidstone get their first premier rally success.

What of the leader in all this? There were 25 seconds in it as the crews stumbled in to breakfast; but with Minard to come, there was hardly a chance of Russell really getting on terms, and although Clark suffered a rally-long problem with locking front brakes, Brookes also had his front suspension bothers, a hangover from a puncture on Rest and be Thankful. It thus came as no surprise to find the final margin stretched out to 68 seconds.

From among the Scottish contingent there were fine drives from Murray Grierson and Alistair Brearley, who finished eighth and ninth respectively after largely trouble free runs.

With an excellent post-rally party to look forward to in the evening at McColls, and the pledge from Stanley Wilson, the managing director of Burmah Oil, that there would be continued support for the rally in 1976, the Burmah closed on a high note. Just how near or far away from the bitter conclusions of last year the situation became is impossible to say, and certainly there are many valid objective arguments to be presented on both sides of the "cancellation" fence. It is not proposed to go into them here but the issue raises the whole question of the validity of so-called stage rallying and puts at loggerheads the RAC regulations and the arbitrary decisions of organisers; for it is the latter and their events which must suffer the wrath of competitors and their sponsors should the sport be capable of calling itself truly professional, and that is surely what it must ultimately become in order to survive.

1975 Burnah Rally

1. R. Clark/J. Porter (Escort RS 1800) 85.12;
2. R. Brookes/J. Brown (Escort RS 1800) 86.20;
3. B. Coleman/D. O'Sullivan (Escort RS 1800) 87.01;
4. A. Dawson/M. Holmes (Escort RS 1800) 88.05;
5. W. Sparrow/N. Raeburn (Vauxhall Magnum) 88.28;
6. T. Fowkes/B. Harris (Escort RS) 89.33;
7. N. Rockey/D. Tucker (Escort RS); 8. M. Grierson/R. Anderson (Escort RS); 9. A. Brearley/M. Smith (Opel Ascona) 91.47; 10. T. Drummond/M. Nicholson (Escort RS) 92.12.

Group 1

1. C. Grewer/D. Whiteley (Opel Ascona) 92.34 (12th overall), 2. P. Faulkner/M. Peters (Vauxhall Magnum) 92.37 (13th overall), 3. C. Field/K. Read (Chrysler Avenger) 94.35 (15th overall).

Stage times

West Lock Eck

1. Walfriddson 7.37; 2. Pond 7.45; 3. = Clark and Coleman 7.55; 5. Brookes 8.09.

Glen Shellish 1

1. Clark 8.55; 2. Coleman 9.02; 3. Brookes 9.05; 4. J. Taylor 9.15; 5. Dawson 9.17

Glen Shellish 2

1. Brookes 5.49; 2. Coleman 5.55; 3. Clark 5.57; 4. Drummond 6.04; 5. Arneil 6.06.

Rest and be Thankful

1. Drummond 2.24; 2. Clark 2.25; 3. = Dawson and Arneil 2.27; 5. J. Taylor 2.31.

Ardgarton

Scrubbed due to a landslide.

Inverinan

1. Brookes 3.31; 2. = Arneil and J. Taylor 3.32, 4. Clark 3.33; 5. = Coleman, Sparrow and Samson 3.36.

Avich

1. Brookes 2.26; 2. = Clark and J. Taylor 2.27; 4. Rockey 2.29; 5. = Drummond, Malkin, Samson, Arneil and Brearley 2.31.

Inverliver

1. Brookes 6.58; 2. Clark 7.00; 3. Sparrow 7.09; 4. Coleman 7.10; 5. = Drummond and J. Taylor 7.12.

Knapdale

1. Clark 6.02; 2. Brookes 6.03; 3. Sparrow 6.09; 4. J. Taylor 6.11; 5. Drummond 6.12.

Lochgilphead

1. Clark 5.45; 2. Coleman 5.48; 3. Brookes 5.53; 4. Grierson 6.00; 5. Sparrow 6.02.

Minard

1. Clark 13.41; 2. Brookes 14.05; 3. Coleman 14.08; 4. Dawson 14.20; 5. Drummond 14.26.

Ben Laggan

1. Clark 9.44; 2. Brookes 9.46; 3. Sparrow 9.49; 4. Dawson 9.52; 5. = Coleman and Fowkes 10.01.

Island

1. = Clark and Brookes 9.20; 3. Coleman 9.27; 4. Dawson 9.35; 5. Fowkes 9.39.

The Larach

1. Clark 2.37; 2. Fowkes 2.39; 3. = Coleman and Brookes 2.40; 5. Dawson 2.43.

Low Blawcarie

1. Dawson 2.59; 2. = Coleman and Arneil 3.00; 4. = Fowkes and Brookes 3.03.



Will Sparrow was at last able to enjoy a trouble free run and in consequence netted fifth overall for DTV.

Rest and be Thankful hill climb it was soon to be British Leyland's turn for misfortune to overtake them. Brian had been driving neatly on the first stages, keeping out of trouble and preparing to speed up as the rally moved west, however, as he hurtled down the Rest he was confronted by a rock in the road which he steered to avoid. In doing so he ran over a pot hole adjacent to it (which Walfriddson later hit) whose existence he knew of and which he had trusted to avoid. The lurking rock however left him no choice and the impact of the hole on the front suspension, though not severe, was enough to shear a knuckle joint on the steering arm; and with the wheel hanging drunkenly outwards from the top of the body, he was forced into a very unlucky retirement — the first real mechanical failure to afflict the team this year.

Thus after four stages Mr Clark was firmly established in a lead which was never to be challenged. He led by 24 seconds from Coleman, with Russell Brookes, speeding up quickly after his slow start, a further five seconds down. Donald Heggie was a further minute adrift having seemingly regained some of his old confidence and flair. Donald kept up the pace right through the event before their most encouraging run this year came to a sad halt in Ben Laggan, just three stages from the finish, when a halfshaft pulled out.

In group one Dan Grewer's underpowered Opel Ascona was putting up a splendid fight for the lead

ever and finished the stage in the rocks as he had completely run out of brakes. As the Chrysler men fought to free the tyre and the shattered rim, so the seconds ticked away, but when it was discovered that not only were the shock absorbers useless, but also that the back axle was cracked around the differential, there was nothing left to do save retire the battered Avenger from the fray, a forlorn victim to the pressure of the group one struggle. Chrysler completed a miserable day when Colin Malkin's engine blew on the final stage.

Meanwhile the Escort 2 steamroller moved inexorably onward. Billy Coleman, unable to stem the advance of Brookes, had a shock absorber let go on a yump in Minard and had to complete the remaining seven miles of the stage in that condition. He was however to experience an extraordinary situation on the very next stage, as when rounding a bend, he came upon a Simca 1100 driven by an old man and packed with gleeful children, their noses pressed in excitement against the glass of the rear window. The old man meandered onward at an impossibly slow pace, although obviously aware through his passengers' high pitched feedback that something was happening behind him. The little convoy wound onward to an arrowed junction. The old man wavered beside the arrows before finally shooting off down the escape road like a frightened rabbit.

Andrew Dawson was gradually finding his feet



The latest Volvo, with its heavy unsightly nose, looks a ponderous vehicle, but appearances are deceptive.

The return of the dinosaur

Perhaps no make of car has a more faithful and devoted band of owners than the Volvo. Some of the earlier models seemed rather lacking in refinement and their attraction was hard to analyse. Yet, their owners adored them and when, eventually, the time for a new car approached, nothing but a Volvo was considered. They are expensive cars, but just count them on the road.

The typical Volvo owner evidently goes for tough dependability rather than superficial attraction. The 264 GL, which I have been testing, has an advanced modern engine, but the rest of it is unmistakably a product of the Goteburg factory. There are masses of Swedish steel, huge bumpers, and safety features galore; if you have an accident in a Volvo, its the other chap who gets hurt. The aggressive, shovel-shaped nose makes the car look even bigger and heavier than it is, so belligerent truck drivers think twice about getting in its way.

Actually, the chassis design does show some changes. MacPherson front suspension and power-assisted rack and pinion steering have been adopted, although the live rear axle has been retained. The light-alloy V6 engine has been developed in conjunction with Renault and Peugeot, though the Swedish car has Bosch K-Jetronic fuel injection in place of carburettors. As this unit has already been described in *AUTOSPORT*, perhaps I may merely remark that it has a single chain-driven overhead-camshaft per bank of cylinders, between which the included angle is 90 deg. No doubt there are some practical advantages which counteract the theoretical drawback of uneven timing intervals.

Presumably the body pressings were schemed originally for the straight-six engine, for there's a lot of wasted space between the back of the motor and the firewall, hence the long bonnet. The boot is also of impressive size, but the interior of the body is not as roomy as it looks, a tall driver being rather short of leg room, while the space for the rear passengers is not particularly generous, though quite adequate. Entry is easy through the four doors, which close easily and fit particularly well, but luggage must be loaded into the boot

over a high sill.

The seats look very luxurious, though they are a little harder than expected and do not give sufficient lateral support. The driver's seat has built-in heating. The controls are well arranged and the instruments are easy to read. There is a good all-round view and the rear passengers can see through the cutaway head restraints on the front seats, which avoids that shut-in feeling. Particular praise must be given to the gear selector lever, which is well-arranged and allows manual changes between D and 2, without any danger of slipping into N or 1 by overshooting.

As installed in the Volvo, the V6 engine is delightfully smooth and quiet. It is only when idling that its uneven firing intervals are felt, the slight tremble being noticeable when waiting in traffic blocks. The 264 GL is an altogether quieter car than the Renault 30 TS, which has a

carburettor version of the same engine. On the other hand, the Renault has an incomparably better performance.

This may seem illogical, as the Volvo has the more powerful species of the V6, but while the Renault is still accelerating quite strongly past 110 mph, the Volvo starts to struggle when 100 mph comes up. Though it is the heavier car, it is obviously the wind resistance of that square front end and the upright body that makes most of the difference. Perhaps its not very important, as such speeds are seldom used nowadays, but the fuel consumption tends to be alarmingly heavy at the higher velocities, no doubt for the same reason. The automatic transmission works smoothly and responds well to the requirements of the engine.

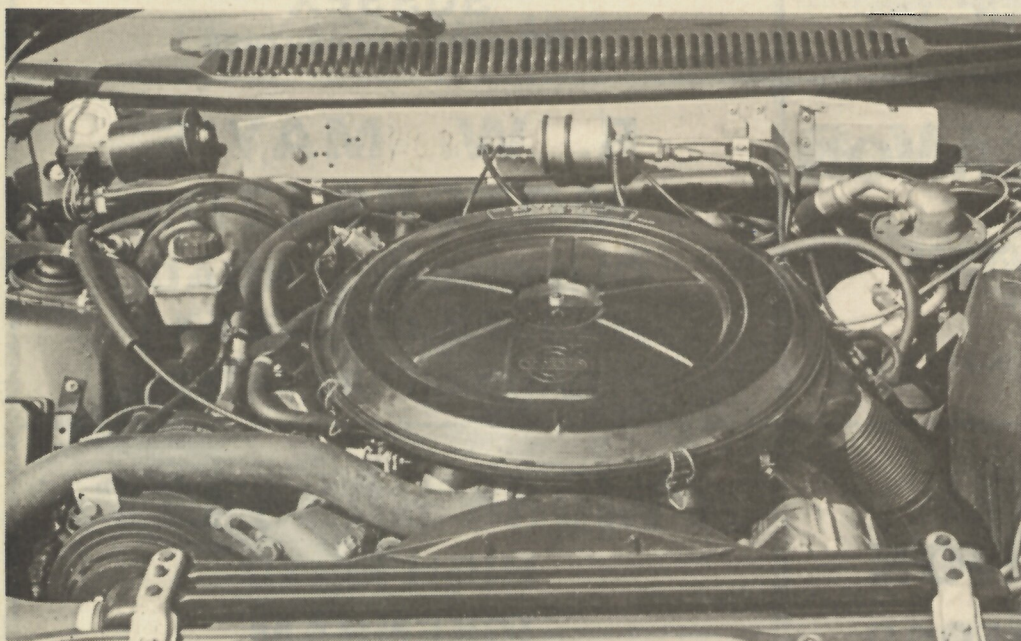
Both the ride and the handling show a considerable improvement. The 264 GL must be about the most comfortable car on the market with a live rear axle. It may feel slightly hard on bad roads, but on reasonable surfaces it rides remarkably well, without any of the joggling of most conventional cars. In spite of its weight, the big machine gets through corners remarkably

Although a large car, interior room is not generous.

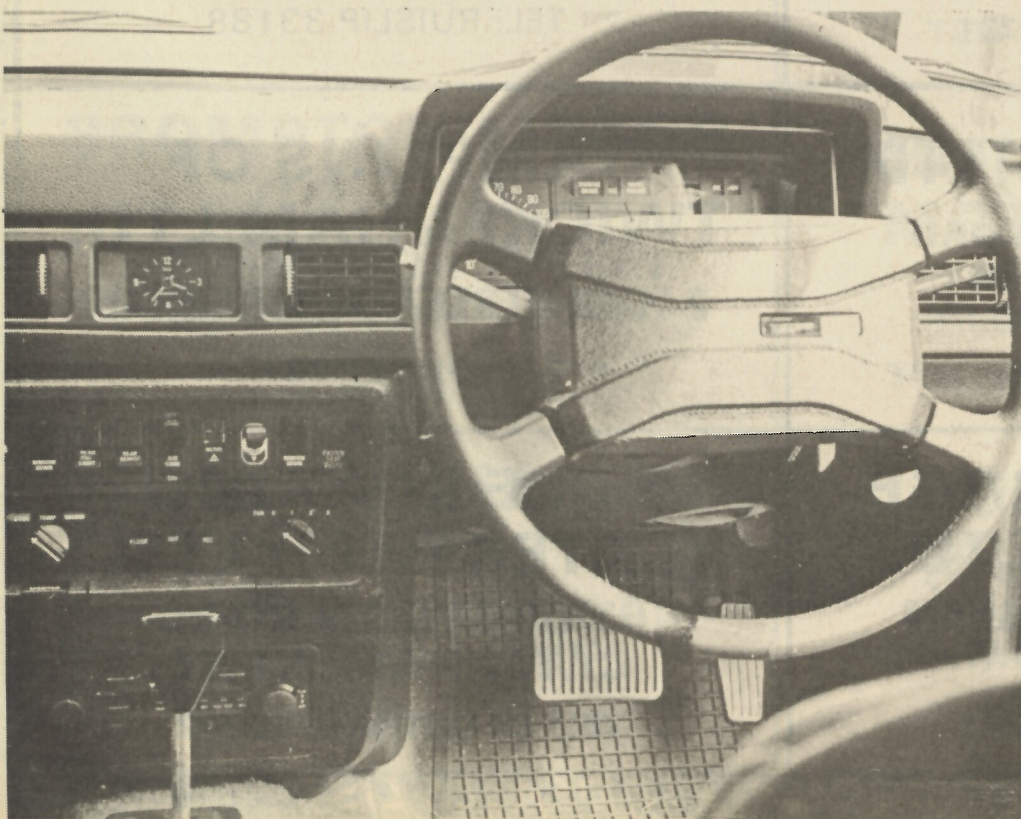




Above: The rear end is typically heavy and uncompromising in appearance.



Above: There is a lot of space between the engine and the firewall. Below: Safety conscious interior.



quickly and the angle of roll is moderate. Initial understeer changes to oversteer as the limit is approached, but only the worst bumps cause the rear end to step out of line. The power-assisted steering feels just about right, for though it greatly assists parking manoeuvres, it is never excessively light. The brakes are powerful and responsive, but tend to smell rather hot after really hard driving.

Refrigerated air conditioning is standard and it works well; the heating is also effective. Incredibly, however, it doesn't seem possible to have warm toes and cool breathing air simultaneously, which is surely a minimum requirement. I have a letter before me from a reader, who bought last year's Volvo and was furious to find that hot air came out of the face vents when he warmed his feet. Not only is it unpleasant to breathe warm air but it can make the driver drowsy, which is positively dangerous, so in this respect the car needs bringing into line with modern practice.

Another fault was only brought to light when I spent a couple of hours in a queue getting into Silverstone. Suddenly, the engine stopped and refused to re-start, which was a nightmare situation, as can be imagined. After I had opened the bonnet and found nothing amiss, the engine started again and ran normally, though of course it had to happen again just as I was about to cross the *Daily Express* bridge! Presumably, this was the result of hot air accumulating under the bonnet and upsetting the metering of Mr Bosch's injection system, but for our British habit of sitting for hours in queues, the bonnet or the electronic devices need some modification.

The Volvo 264 GL has all the well-known characteristics of this make, with improved refinement, ride, and handling. You can get more performance for less money, of course, but the faithful Volvo enthusiasts couldn't care less. Even if it means giving up booze, they will start saving up to buy this latest offering from Goteburg, and nobody could sell them anything else. They know that Volvos are the best and it's a waste of time to argue, so I'll merely say, "no comment," and leave it at that!

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Volvo 264 GL 4-door saloon, price £4,799 including car tax and VAT.

Engine: V6 at 90 deg., 88 x 73mm (2,664cc). Compression ratio 8.7 to 1. 145 bhp DIN at 6,000 rpm. Single chain-driven overhead-camshaft per bank. Bosch K-Jetronic fuel injection and transistorised ignition.

Transmission: Fluid torque converter and Borg Warner 3-speed automatic gearbox, ratios: 1.0, 1.45, and 2.45 to 1. Hypoid rear axle, ratio 3.54 to 1.

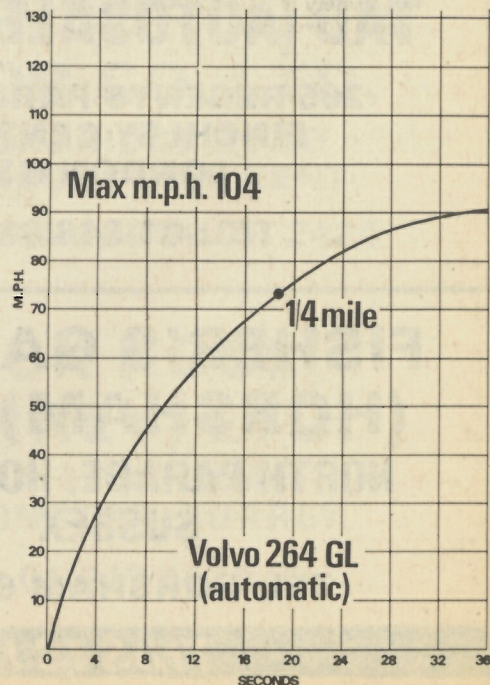
Chassis: Steel monocoque. MacPherson independent front suspension with anti-roll bar. Power-assisted rack and pinion steering. Live rear axle on four trailing arms, Panhard rod, and coil springs. Servo-assisted dual-circuit disc brakes on all four wheels, ventilated in front, with rear limiting valve. Bolt-on steel wheels, fitted 185/70 HR14 Michelin XAS tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev-counter. Fuel and temperature gauges. Clock. Heating, demisting, and ventilation system with heated rear window and refrigerated air conditioning. Electrically operated front windows. Two-speed windscreen wipers and washers with wipers and washers for headlights. Flashing direction indicators. Sunshine roof. Reversing lights. Cigar lighter. Rear foglights.

Dimensions: Wheelbase 8ft 8ins. Track 4ft 8in/4ft 5in. Overall length 16ft 0.8in. Width 5ft 7ins. Weight 1 ton 7.5 cwt.

Performance: Maximum speed 104 mph. Standing quarter-mile 18.6s. Acceleration: 0-30 mph 4.2s, 0-50 mph 9.2s, 0-60 mph 12.4s, 0-80 mph 22.4s, 0-90 mph 33.0s.

Fuel Consumption: 17 to 20 mpg.



Lane blasts the record

Until last Monday the RAC hill climb championship had never been won by a driver with a maximum possible points score in the series, but on his first championship run at the BARC (South Western) Centre meeting at Gurston Down, Roy Lane completely rewrote the record books. He gunned the Fenny Marine GM1 up the hill in no uncertain manner to cap his greatest season yet by taking his ninth championship win and also adding the Gurston outright record to his ever growing total by trimming Mike MacDowells' hitherto untouchable mark by a full fifth of a second. As at Shelsley the previous week, it was the two litre cars which headed the attack on Lane's supremacy but despite fine efforts from Alistair Douglas Osborn, Chris Cramer, and particularly Ken MacMaster who really is getting his Modus motoring exceptionally well but there was just no stopping the new champion.

With conditions at the Wiltshire hill as good as they have ever been, the classes which opened the meeting also provided their fare share of very close and exceptionally rapid hill climbing. It was Nigel Mustill who drew first blood by taking the first saloon car class, having recovered from a first run moment, to post 45.75s on his second climb with his Mini to head the similar version of Dave Leach by just two seconds. The perennial Mini versus Imp battle in the up to one litre class saw Charles Barter whisking his Golden Springs Water Cress Imp to victory in 41.58s, also after a messy first run. Despite breaking a drive shaft on his second run, the Stiletto of John Jordan, although just under a second down on Barter, held off by a whisker the attractive Mini of Terence Tattam. In the up to 1300cc saloon class a battle royal raged between the Cooper S types of Alan Cox, John Meredith and John Milford virtually nothing separating them. After a superb battle it was the John Brown Motors car of Cox which emerged victorious with a fine climb of 38.63s, but Meredith was just 0.06s down on him and in turn only ahead of Milford by the same margin. Despite an all out attempt on his second run with the L.R. Bence Escort Allan Humphries just failed to snatch Chris Cramer's long standing record in the large saloon class by 0.12s but his spirited climb in 38.49s was good enough to secure victory from Robin Yeoman's Cooper S by just under half a second.

Although unchallenged in the marquee class Stuart Watts and the Elan again went record breaking with two excellent runs finally reducing their own mark to 37.80s, a quarter of a second better than before while in the up to 1300cc Mod sports class it was again record breaking time as Russ Ward thrust his super-charged John Brown Motors Sprite up the hill as only he can to reduce Robin Leathait's long standing record by a second to 38.14s and consolidate his third place in the

Leaders championship. By taking third place behind the Midget of Duncan Welch, Di MacMaster and the Clan can now move into fourth place in the championship table. After Alan Kennedy had piloted his Morgan to the top in 40.14s to take the large Modsports car class with no opposition, the Clubmen's cars arrived on the scene with the "Team Fibreglass" U2 of Jeremy Hunt again proving the man to beat as he stormed to the top in 36.22s. Not so far behind with his Gryphon was former circuit racing champion Jeremy Lord whose welcome comeback to the hill with a slightly unwell motor car was most impressive and he finished just 0.42s down on Hunt and over a second clear of the beautiful Nike Super Sports of Colin Elliot.

Not unexpectedly the up to 1600cc sports racing class belonged to Stephen Madge whose forceful handling of his Rowcliffe Mallock U2 Mk14 always excites the crowd and he pushed on to the top in a fine 34.50s. It was expected that the nearest challenger would be the T.W. Datamatic U2 of John Pascoe but although he produced a run of 37.60s this was good enough for third only as he was just pipped by Terry Duke, who really is sorting out his supercharged 1300ccs C.T.G. And so to the large racing car class and yes, you've guessed it, Richard Brown and the Martin BM8 once more in record breaking form, their passage through Hollow Bend bring gasps of amazement from everyone as they powered to the top in 32.80s to take Tony Harsons' record. Despite a tremendous effort from Mike MacDowel, the 1974 hill climb champion, with his Chevron B19 Alpina they were forced to concede defeat by 0.89s, while a fine third place was taken by Martyn Griffiths who, having damaged his McLaren M10B in practice, was sportingly given a ride in the Martin and quickly acclimatised himself to the sports racer.

It really is time that someone told Barry Brant that records should not be broken by over a second and a half at a time, but at Gurston he was at it again with his Mercian Group Cooper Triumph for he simply flew to the top in a sparkling 38.60s, obviously intent on holding down his second place in the Leaders championship. However Brant was not the only one in form, for Tim Cameron chased hard with the Joe Potts Special also clipping the old record by over a second as he took the runner up spot. As at Shelsley the now confirmed Woking Motors Leaders champion Alan Richards suffered with a slightly off song motor but he pushed on well with the Cheltenham Cameras Gryphon nevertheless and still clinched the class with a climb of 36.15s.

The up to 1600ccs racing car class saw David Franklin really in a hurry with the Huntsman Ensign and determined to snatch a championship

run off. He also proved incredibly rapid through the tricky Hollow Bend as he trimmed his own class record by a fraction to 33.22s in the process, heading the Ensign FVA of David Way by just under a second.

Roy Lane opened the day as he meant to carry on with the Fenny Marine GM1, in really aggressive mood and he really attacked the course from the word go, getting preciously close to the hill record as he stormed to yet another class win in 30.73s. However, this week he really had to work for his spoils as Alistair Douglas Osborn and the NJR Installations Pilbeam were also in the groove, and, after a great effort, they only failed by 0.07s to catch Lane. Chris Cramer, having interrupted his holiday for the event, was, as always, well in the hunt with the Grunhülle Lager March, with a fighting effort for third place at 31.53s. This was ahead of the Modus of Ken MacMaster, who really looked in fine form, as was Richard Jones who brought his Surtees TS10 through for fifth place ahead of a very determined John Cussins in the Waring and Gillow Chevron B32. Tony Brown, in the ex-MacDowel Brabham-Reppo, is now finding his feet in the car and posted a most encouraging 32.70s to head the Waring and Gillow Brabham BT35X of Malcolm Dungworth, who was robbed of a top ten run as he dropped a valve on his second class run. By getting ahead of Tony Griffiths' Brabham BT33 in the class runs the Techcraft Buick of Roger Willoughby made sure, like Tony Brown, of his first championship run off when Dungworth withdrew.

It was therefore Willoughby who led the top ten away and despite two fighting efforts he proved slightly slower in the class runs, his best championship climb of 34.12s leaving him in tenth place with which he was understandably delighted. David Franklin, despite a visible lack of the required horsepower, still thrust on well with his Huntsman Ensign and he collected ninth place with a really fighting effort at 33.03s. Tony Brown, again making fine starts in the Brabham came through for eighth place a fifth of a second up on Franklin. Having qualified well, Richard Jones really put the Surtees sideways at the Carousel on his first run but recovered well on his second climb to get down to 32.60s for seventh place behind the Martin BM8 of Richard Brown. His progress was again devastating and he posted a magnificent 32.58s and now lies an incredible ninth overall in the championship. John Cussins was really gunning his Chevron off the line and, despite finding it a handful at Hollow Bend, whittled away his times throughout the day to finally claim fifth place at 31.79s. Having just failed to beat the 32s barrier on his first run, Ken MacMaster really went with the Modus at the second time of asking to slip ahead of Cussins and claim a fine fourth spot at 31.67s. Chris Cramer was as always visibly trying with the Grunhülle Lager March but a slight slide cost him any chance of a second run improvement and so his first effort at 31.46s was the one which counted and this left him in third spot. Once again, of the two litre men, it was Alistair Douglas Osborn who was the real man in form giving all he had and getting down to a fine 30.93s, but even this, which admittedly was slightly slower than his class run, was not enough to stop Roy Lane, who deafened everyone as he blasted off the line on his first run, a flick of the grass on both sides of Hollow Bend, through Carousel and Ashes and dynamic progress up the final section to the finish, and there it was 30.30s, a new hill record and a maximum in the championship. This week Lane took his second championship run at slightly reduced speed for the hill record was his, his gentle amble up Gurston Down, for the record was 35.41s.

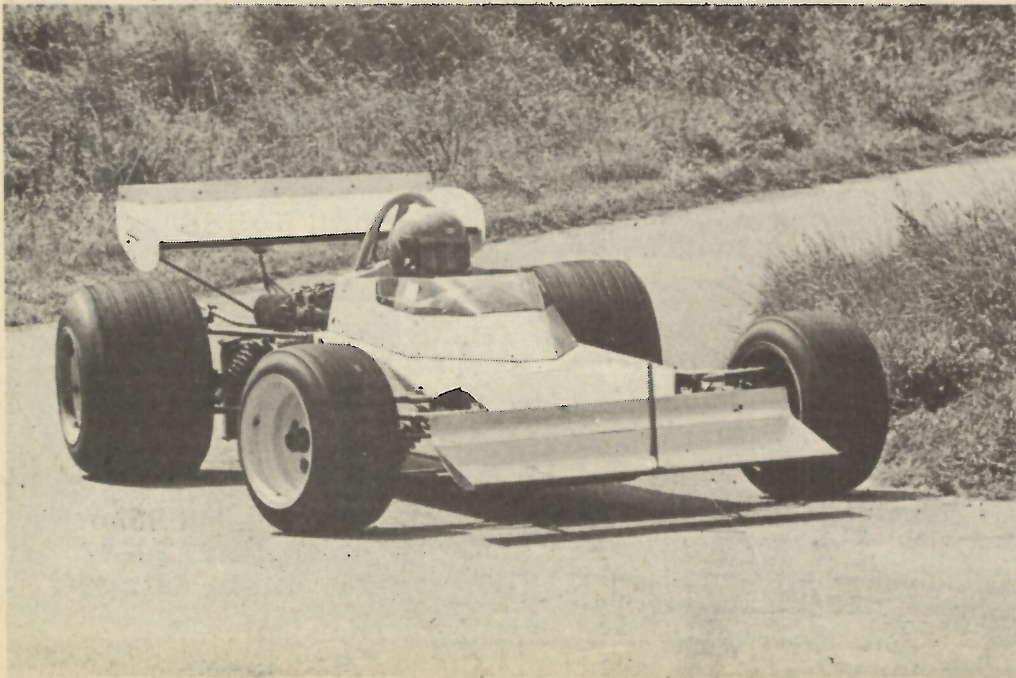
ROBIN BOUCHER

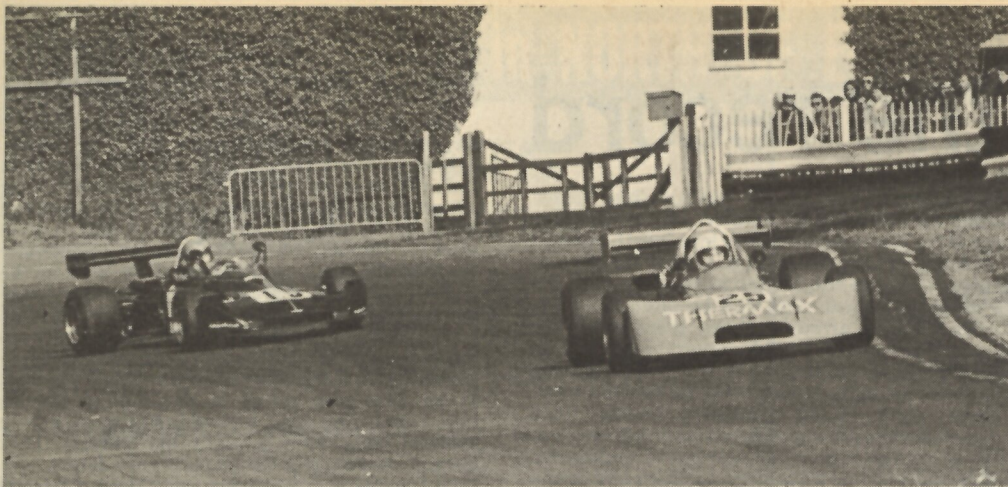
BTD: Roy Lane (5.0 Fenny Marine GM1 Chevrolet) 30.30s. (**New Hill Record**).

RAC Hill Climb Championship Run Off: 1. Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 30.30s; 2. Alistair Douglas Osborn (2.2 NJR Installations Pilbeam R15 BDG), 30.93s; 3. Chris Cramer (2.2 Grunhülle Lager March 74B Hart), 31.46s; 4. Ken MacMaster (2.0 Modus M4 Hart 420R), 31.67s; 5. John Cussins (5.7 Waring and Gillow Chevron B32 Chevrolet), 31.79s; 6. Richard Brown (1.8 Martin BM8 Hart BDA), 32.58s; 7. Richard Jones (2.0 Surtees TS10 Hart), 32.60s; 8. Tony Brown (5.0 Brabham BT36X Repco), 32.82s; 9. David Franklin (1.6 Huntsman Ensign LNF373 Holbay), 33.03s; 10. Roger Willoughby (3.5 Techcraft Buick), 34.12s.

Class Winners: Nigel Mustill (0.8 Mini), 45.75s; Charles Barter (1.0 Sunbeam Imp), 41.58s; Alan Cox (1.3 John Brown Motors Mini Cooper S), 38.68s; Allan Humphries (1.8 L.R. Bence Escort), 38.49s; Stuart Watts (1.6 Lotus Elan), 37.80s (**Record**); Russ Ward (1.3 John Brown Motors Allard Healey Sprite), 38.13s (**Record**); Alan Kennedy (1.6 Morgan 4/4 Ford), 40.14s; Jeremy Hunt (1.6 Mallock U2 Mk11B Ford), 36.22s; Stephen Madge (1.6 Rowcliffe Mallock 2 Mk 14 Ford TC), 34.50s; Richard Brown (1.8 Martin BM8 Hart BDA), 32.80s (**Record**); Barry Brant (0.5 Mercian Group Cooper MkX Triumph), 38.60s (**Record**); Alan Richards (1.1 Chelcam Gryphon 3AR Ford), 36.15s; David Franklin (1.6 Huntsman Ensign LNF373 Holbay), 33.22s (**Record**); Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 30.73s.

Richard Jones qualified his Surtees TS10 well and took seventh in the run-off on his second run.





It still wasn't Bobby Muir's day at Mallory on Sunday, but the following Nick May in the Dave Price Racing Lola T360 came second to Jim Crawford's Chevron.

MALLORY PARK

Muir's luck down under

By IAN TITCHMARSH

It should have been Bobby Muir's race, even more than the last Mallory meeting or at the British GP. This time the perennially unlucky Australian was in the lead with only five laps to go when he ran out of petrol. Not because the tanks were empty but because only one tank was emptying — the other was full but the non-return valve had stuck shut. As Bobby slowed with his arm in the air, Nick May's second-placed Lola backed off momentarily but sufficiently to allow Jim Crawford to nip past and take the lead for a win which brings him within 19 points of Tony Brise with only one round of the John Player Championship left. Tony was third in the Modus after starting from the fifth row but never looked like challenging the first three. It was one of the best Formula Atlantic races seen for some time and showed, as did the epic struggle at the British GP, that there is little wrong with the formula so long as the support is there.

The BRSCC Midland Centre were in charge, as is becoming their weekly habit, and were rewarded with a thoroughly good afternoon's sport including some splendid demonstration laps by Tony Brise in his Embassy-Hill F1 car, the final round of the British Women Racing Drivers' Club's Championship in Shell Sport Escorts and some classic racing in both the National Organs Formula Ford and Penthouse Escort championships. The large crowd, on a warm but not too hot day, must have been well entertained.

Eighteen cars presented themselves for practice, the only notable non-arrival being Tom Wheatcroft's car which is still being converted to F2 trim for this weekend's Silverstone race, leaving Richard Morgan without a drive although we hear he's on the Lotus shortlist for Monza. Jim Crawford, another F2 runner this weekend, had his Chevron B29 on hand nonetheless in its usual guise except for a new nose section developed by Jim to help him hang the tail out. With Hart power as usual the Bolton lad was very chuffed to be on pole position with a time of 43.2s. Sharing the front row was Bobby Muir in the Birrana of Bob and Marj Brown, Swindon-powered and once again a very considerable threat for victory at the Leicestershire circuit; the Australian was the first of three to record 43.4s. Next was Gunnar Nilsson, the Swedish F3 March driver no stranger to greater power after his F2 races in 1974. In Ted Moore's Rapid Movements Chevron B29, recently vacated by Matt Spitzley, he soon settled down. Alongside him on the second row was the third member of the trio which had contested the last Mallory round, Nick May now entered by Dave Price Racing in his Lola T360B. Nilsson had Swindon power while May was the first of John Nicholson's customers.

Looking not unlike a Brabham BT44B with its F2 side tanks and deformable structure was Ted Wentz's Wella Lola T360B which succeeded in wearing out its nose in practice but not before Ted had managed 43.6s, as usual with Swindon power. Steve Choularton was set for a good day, it seemed, in his Chevron B29 on 43.8s with Hart engine while Phil Sharp was the first of three on 44.0s in the ex-Nicholson Pinch Plant Lyncar 005. Of interest here was the fitting of Amal carburetors to the Nicholson engine in a hitherto Weber-dominated formula. Ray Mallock had clutch trouble with the Ardmore Racing March-Swindon 75B but felt confident about the race as long as the car stayed in one piece for Silverstone. Third of the 44.0s men was Tony Brise, no less, also trying Amals in the works Modus but plagued by a misfire as a result. Webers were replaced for the race. Sharing the fifth row with the championship leader was Datsun dealer Derek Cook in his new Chevron B29, which must be about the fifth chassis he's tried this year in an attempt to succeed. With one of his own BDAs fitted he recorded 44.2s. Alo Lawler, fresh from a brief and wet win at Aintree in his rechristened Chevron B29, was still sorting out the handling while recording

made a sensational start from the fifth row. Ray Mallock was seventh behind Nilsson and then came Cook who had barged into Choularton at the hairpin and almost turned Steve over. Cook's pursuers were Sharp, Lawler, Williams, Musetti, Riley, a recovering and angry Choularton, Perry, Wardle and the lagging Baker. The first seven soon detached themselves from the rest who were finding Cook an impossible obstacle to overtake because of his car's speed down the straights. Muir's advantage gradually grew until May made a big effort after eight laps or so and first held and then closed it. Crawford, after selecting a harder compound for the nearside rear tyre, was finding the Chevron's handling undesirably twitchy and could not quite keep up the pace although he was beginning to leave an understeering Wentz, Brise, Nilsson and Mallock. On lap 10 the Swede had a sideways moment at Gerards and Ray was through to sixth while a lap later the first of Cook's pursuers, Sharp, managed to fight his way past and quickly drew away.

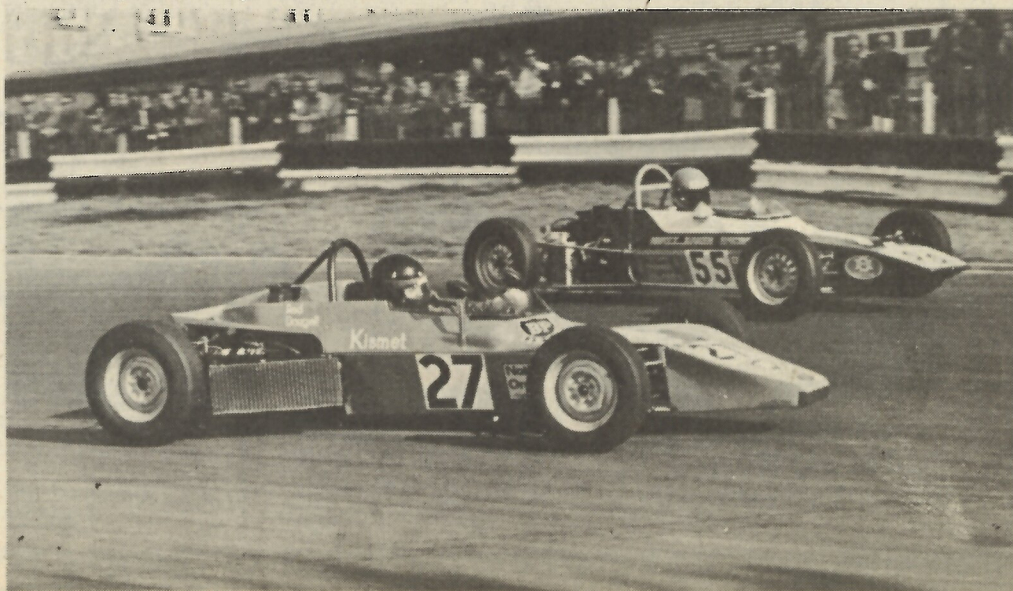
The pattern stayed unchanged for many laps although the racing remained close, until Wentz's engine blew a piston just before half distance. A lap earlier, just as the trouble began, he had lost fourth place to Brise. Cook's appalling performance was gradually made to look futile as his pursuers each battled their way past and pulled well clear but the Datsun dealer had not finished yet. At half distance the leaders came up to lap him so he decided to be a hero and sit in front of Muir, which allowed May to close on to the Birrana's tail. Muir found a way by after a lap but then May had to sit behind for another one as Cook hogged the lines on the corners and powered down the straights. The same treatment was handed out to Crawford a few laps later, and then Brise, Mallock and Nilsson. Indeed it was the cause of Mallock losing fifth place at the hairpin when he was chopped by Cook and Nilsson drove round the outside to overtake.

With the race entering its final stages we detected a misfire developing in Muir's engine and sure enough May was once again able to whittle away the gap, this time hampered by a difficult-to-engage fifth gear and bringing a closing Crawford with him. Could Muir hang on for his deserved win? The answer was no for as he took Devils Elbow for the 35th time his arm shot into the air as the engine cut. May, unsighted, thought there had been an accident and backed off, allowing Crawford to draw alongside as the cars went for Gerards where Jim forced his way past into the lead. Nick tried gamely to recover his very short-lived lead but fifth was now very elusive indeed and despite a fine final lap, it was Jim by a whisker. Brise, with no real complaints except that the handling might not have been quite *au point*, kept ahead of Nilsson and Mallock to complete the front runners. Choularton ended up sixth where he would have been anyway without Cook's interference, almost lapping his fellow Chevron driver by the end, while Lawler and Wardle completed the unlapped. Williams retired from a dice with Wardle when an oil breather pipe broke and Riley's timing slipped, but with 12 finishers out of 17 starters the reliability record was not at all bad. The only shunt was scored by Sharp who spun into the bank at the hairpin on lap 23 and lost seventh place.

RACE

Right from the fall of the flag it was Muir into the lead while in some bumping and boring round Gerards' Gunnar Nilsson found Jim Crawford well versed in F3 tactics and the Swede was elbowed down to sixth! Muir completed the first lap with a gap already opening to May with Crawford third from Wentz and a hard-charging Brise who had

Tiff Needell (55) and Rad Dougall (27) had a phenomenal dice during the National Organs FF final, which the South African won by 0.6s.



SUPPORTING RACES

The first Formula Ford heat was Kenny Gray's until the last lap when a rocker broke and the South African Van Diemen driver dropped to third, and a lowly grid position for the final, behind David MacPherson's Dulon and David Harbour's Crosslé 20F. Mike Blanchet, in his rebuilt Crosslé 30F, drove from the back of the grid to sixth but tangled with Rob Orford's Van Diemen at the Esses on the lap when trying to improve on this. Geoff Lees led the second heat in his Rob Roy Racing, ex-Peter White Royale RP21 until the last lap when he let Rad Dougall past for Gerards intending to slip past again at the Esses. But Rad almost lost his Royale at the exit from the corner, forcing Lees to back off and letting Phil Dowsett's Crosslé 25F through too. Graham Tilley was a Game fourth in his ex-Richard Morgan Crosslé 25F while FF returnee Bernard Vermilio, in the ex-Peter Harrington Merlyn Mk 29, was assisted out of a good placing by Matthew Argenti's Van Diemen at the hairpin. After a lap in the lead of the third heat, Fred Sigafoos (Jamun T3C) had to give best to an on-form Tiff Needell in the Crosslé 25F of Chris Hiatt-Baker, and so they finished with Rod Bremner's 25F and Derek Warwick's Hawke DL12 close in third and fourth.

The final was a fabulous scrap with no holds barred but no nasty incidents either. Dougall from

pole position led Lees, Dowsett, Needell, Tilley, MacPherson, Sigafoos and Harbour on the first lap with Gray, a new engine fitted, way down in 13th from which he was hardly able to progress so hot was the pace of the leaders. It was mainly Needell who was producing the fireworks by trying to drive round the outside of everyone at the Esses, a manoeuvre which demoted Dowsett on the fourth lap and then both Dougall and Lees four laps later although Dougall regained the lead at the hairpin. Tiff tried again and led as the cars completed the penultimate lap but Rad had it all worked out and forced by at the Esses for the last time to win by 0.6s although it looked closer than that. Lees was a further 0.4s back, holding off Dowsett, Harbour, Tilley, Bremner, MacPherson, John Bright's Royale RP21, Sigafoos and Gray. Four point two seconds covered the whole eleven, and Harbour got the fastest lap.

After a lap in the lead of the Ladies' race with the ShellSport Escorts (cars not males) Georgie Shaw was usurped (quite painlessly) by Wendy Markey with Divina Galica and Susan Tucker-Peake in hot pursuit. Divina's speed through the Esses had Sue scrabbling on the grass but she came back and barged into the side of the skier at the hairpin a few laps later. Unperturbed by shattered glass and a severely dented door Divina chased after the leaders who had their own nudging match at the hairpin on the last lap. Wendy reckoned she was going to win and stuck

to her guns as all the best Mazda drivers do so Georgie had to settle for second by 0.2s with Divina third and just failing to win the championship from Sue.

What followed made the ShellSport Escorts seem mild for we were treated to one of the best *Penthouse* Escort races seen for many a day. It has to be England's answer to NASCAR racing. David da Costa, Steve Thompson, Graham Hollis, John Waterman, Nick Weir, Gordon Bruce and John Morris finished in that order after a truly torrid scrap in which places changed every few yards both on the track and on the grass. Only da Costa and Hollis ever actually led but everyone else must have sampled just about every other position between second and seventh. Thompson's drive was particularly noteworthy as he came through on the last couple of laps to clinch second but the day belonged to da Costa after a really magnificent effort. Panels were beaten all round but only two of the lesser lights fell off with minor damage.

The other two races were partly staged. Gerry Marshall won the Tricentrol Super Saloon round as is his wont in the DTV Firenze-Recco after playing games with Mick Hill, returning to the wheel of his Capri after Martin Birrane's recent shunt, to prove it all worked properly. The messing about let Alec Poole's Skoda past for three laps but when the trotters went down it was Marshall first across the line from Hill who was hampered by an oil leak on to a rear tyre and consequent locking wheels. It was much closer than Gerry had intended, however, after Arthur Collier's Skoda had emptied its sump at Gerrards just before the end and Mick had driven across the grass to close up on Marshall again. Tony Strawson's Hill Capri Mk 1 was always in close contention for third ahead of Poole and Nick Whiting's Escort which gave the Irishman a good run for his money this time and finished only 1.2s behind.

John Pearson took things gently in his Jaguar XK120 to win the mod sports race from Andy Smith's Elan and the similar car of John Evans, the latter having frightened himself after a wild moment on Collier's oil at Gerrards which demoralised him a little. Kenny Allen's Clan Crusader won the 1150 class with fourth overall.

John Player Formula Atlantic International championship round 11
Mallory Park, August 24
40 laps, 54 miles

1, Jim Crawford (Chevron-Hart BDA B29), 29m 35.2s, 109.57 mph;
2, Nick May (Lola-Nicholson BDA T360B), 29m 35.4s;
3, Tony Brise (Modus-Nicholson BDA M1), 29m 43.6s;
4, Gunnar Nilsson (Chevron-Swindon BDA B29), 29m 45.0s;
5, Ray Mallock (March-Swindon BDA 75B), 29m 46.6s;
6, Steve Choularton (Chevron-Hart BDA B29), 30m 4.4s;
7, Alo Lawler (Chevron-Swindon BDA B29) 30m 9.2s; 8, Peter Wardle (Surtees-Swindon BDA TS15), 30m 18.0s; 9, Derek Cook (Chevron-Cook BDA B29), 39 laps; 10, Graham Perry (March-Whitehurst BDA 722/74B), 39 laps; 11, Val Musetti (March-Swindon BDA 73B/74B), 39 laps; 12, Roy Baker (March-Racing Services BDA 722/73B), 37 laps.

Fastest lap: Bobby Muir (Birrana-Swindon BDA 272), 43.2s, 112.50 mph.

Formula Ford 1600, Heat 1 (7 laps): 1, David MacPherson (Dulon-Minister MP17), 6m 10.2s, 91.90 mph; 2, David Harbor (Crossle-Scholar 20F), 6m 10.8s; 3, Kenny Gray (Van Diemen-Scholar RF75), 6m 11.8s. **Fastest lap:** MacPherson, 51.2s, 94.92 mph.

Formula Ford 1600, Heat 2 (7 laps): 1, Rad Dougall (Royale-Scholar RP21), 6m 6.6s, 92.80 mph; 2, Phil Dowsett (Crossle-Minister 25F), 6m 7.2s; 3, Geoff Lees (Royale-Minister RP21), 6m 7.4s. **Fastest lap:** Dougall, 50.8s, 95.67 mph.

Formula Ford 1600, Heat 3 (7 laps): 1, Tiff Needell (Crossle-Scholar 25F), 6m 9.8s, 94.92 mph; 2, Fred Sigafoos (Jamun-Minister T3C), 6m 10.0s; 3, Rod Bremner (Crossle-Rowland 25F), 6m 10.8s. **Fastest lap:** Derek Warwick (Hawke-Minister DI 12), 51.2s, 94.92 mph.

ShellSport Escort Ladies Championship final round (10 laps): 1, Wendy Markey, 11m 17.4s, 71.74 mph; 2, Georgie Shaw, 11m 17.6s; 3, Divina Galica, 11m 19.4s; 4, Susan Tucker-Peake, 11m 22.0s; 5, Alison Davis, 11m 25.6s; 6, Juliette Slaughter, 11m 26.4s. **Fastest lap:** Shaw, 1m 6.0s, 73.64 mph.

BRSCC Penthouse Ford Escort Championship round (10 laps): 1, David da Costa (Mexico), 10m 30.2s, 77.12 mph; 2, Steve Thompson (Mexico), 10m 30.8s; 3, Graham Hollis (Mexico), 10m 30.8s; 4, John Waterman (Mexico), 10m 31.0s; 5, Nick Weir (Mexico), 10m 31.4s; 6, Gordon Bruce (Sport), 10m 32.4s. **Fastest lap:** da Costa, 1m 1.4s, 79.15 mph.

National Organs Formula Ford 1600 Championship round (10 laps): 1, Rad Dougall (Royale-Scholar RP21), 8m 43.2s, 92.89 mph; 2, Tiff Needell (Crossle-Scholar 25F), 8m 43.8s; 3, Geoff Lees (Royale-Minister RP21), 8m 44.2s; 4, Phil Dowsett (Crossle-Minister 25F), 8m 44.6s; 5, David Harbour (Crossle-Scholar 20F), 8m 44.6s; 6, Graham Tilley (Crossle-Scholar 25F), 8m 45.0s. **Fastest lap:** Harbour, 50.4s, 96.43 mph.

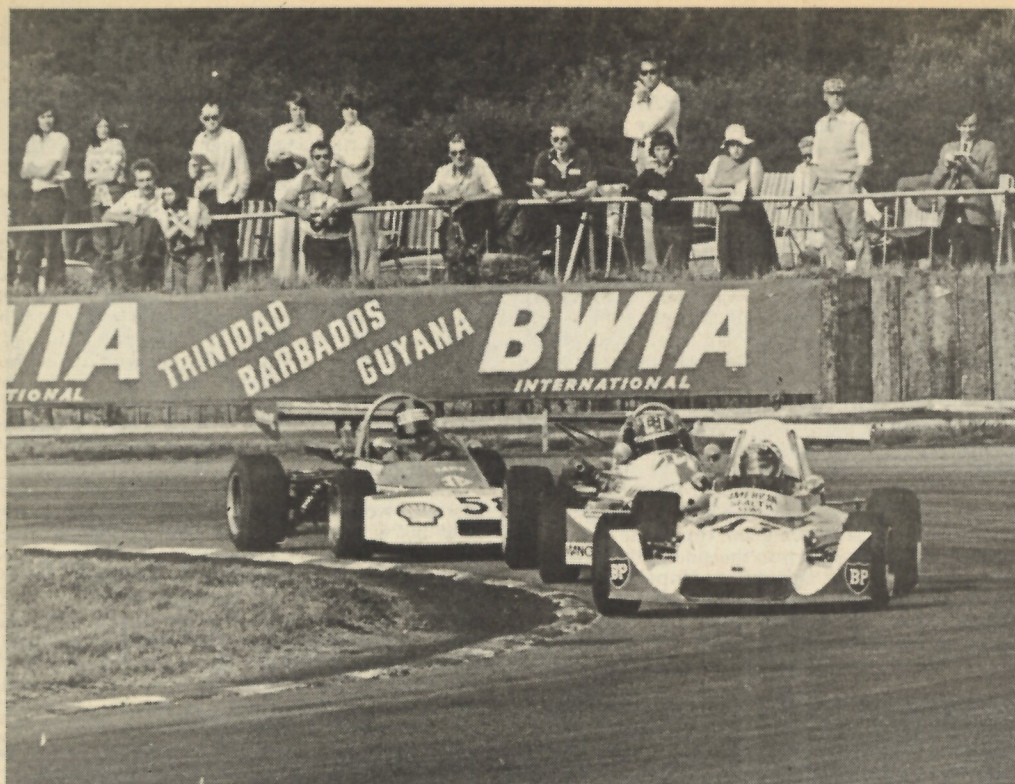
Tricentrol Super Saloon Car Championship round (15 laps): 1, Gerry Marshall (5.0 Vauxhall Firenze-Holden/Recco V8), 12m 37.6s, 96.22 mph; 2, Mick Hill (5.0 Ford Capri V8), 12m 38.2s; 3, Tony Strawson (7.2 Ford Capri-Chevrolet V8), 12m 47.6s; 4, Alec Poole (2.0 Skoda-Cosworth BDG S110R), 12m 52.4s; 5, Nick Whiting (2.0 Ford Escort FVC), 12m 53.6s; 6, Tony Sugden (1.8 Ford Escort BDE), 13m 8.8s. **Fastest lap:** Marshall, 47.2s, 102.97 mph (record).

BRSCC Midland Centre Modified Sports Car Championship round (10 laps): 1, John Pearson (3.8 Jaguar XK120), 9m 1.8s, 89.70 mph; 2, Andy Smith (1.6 Lotus Elan), 9m 2.6s; 3, John Evans (1.8 Lotus Elan), 9m 7.0s; 4, Kenny Allen (1.1 Clan Crusader-Imp), 9m 11.0s. **Over 3000cc class:** 1, Pearson, 89.70 mph; 2, John Oxborough (4.5 Jaguar E), only starters. **Fastest lap:** Pearson, 51.8s, 93.82 mph. **1151 to 2000 cc class:** 1, Smith, 89.57 mph; 2, Evans; 3, Max Payne (1.6 Lotus Elan). **Fastest lap:** Smith, 51.6s, 94.19 mph. **Up to 1150cc class:** 1, Allen, 88.20 mph; 2, Jim Adamson (1.0 Davrian-Imp Mk 7); 3, Peter May (1.1 Arkley SS-BLMC). **Fastest lap:** Allen, 53.4s, 91.01 mph.



Gerry Marshall sticks to Alec Poole's Skoda while Mick Hill takes a wider line at the hairpin during the Tricentrol Super Saloon race. But Marshall got ahead again after playing with the others and further extended his lead in the Tricentrol championship. Below, Graham Hollis gets a helping hand from David Da Costa round the hairpin during the exciting Mexico race when Da Costa eventually won.





Eddie Cheever's Modus leads Alex Ribeiro's March and Patrick Neve's Safir on the way to a really excellent win against all the F3 protagonists.

SILVERSTONE

Eddie achieves his win

Eddie Cheever thoroughly deserved being awarded the Allied Polymer Group Man of the Meeting award at Silverstone last Monday. This eighteen-year-old American, now living in Rome, really showed the established Formula Three aces the way home in the BP Championship round. In one fell swoop he went round the outside of Alex Ribeiro at Woodcote of all places as if he had been doing it all his life, and this was only his fourth F3 race! The works Marches of the Brazilian and Gunnar Nilsson finished behind the winning Modus, which means there is very little change at the top of the championship table. Nilsson extending his lead by one point to eight over Danny Sullivan, who finished fourth, although it was all very close. It was a full day of championship races, ten events being run off by the BRDC in their usual slick manner, our Northern man Ian Titchmarsh being a mine of information at the Becketts commentary position. One championship title was decided, that being the Jaybrand Racewear Formule Libre series which went to John Wingfield after his win in the last race. Two championships have now got equal leaders; Matthew Argenti draws level with Geoff Lees after his win in the Brush Fusegear race, while Frank Sytner equals Nick Adams' score in the Tricentrol series.

An enormous Formula Ford entry was split into two heats to decide who should race for Brush Fusegear points in a 15 lap final. Glenn Eagling eliminated himself from likely contenders when he spun his pole winning Van Diemen out of second place at Copse on the second lap. This left a quartet of cars dicing for the lead, Pato Nunez, Jim Walsh and Richard Eyre all taking turns to lead over the start/finish line, while Grahame Tilley's Crossle was also in contention until it stopped along the home straight with just one lap to go. Walsh's Compton Lighting Hawke DL12 had a one-length advantage at the end of the seven laps over Eyre's Javelin and Nunez's Ashtune Van Diemen.

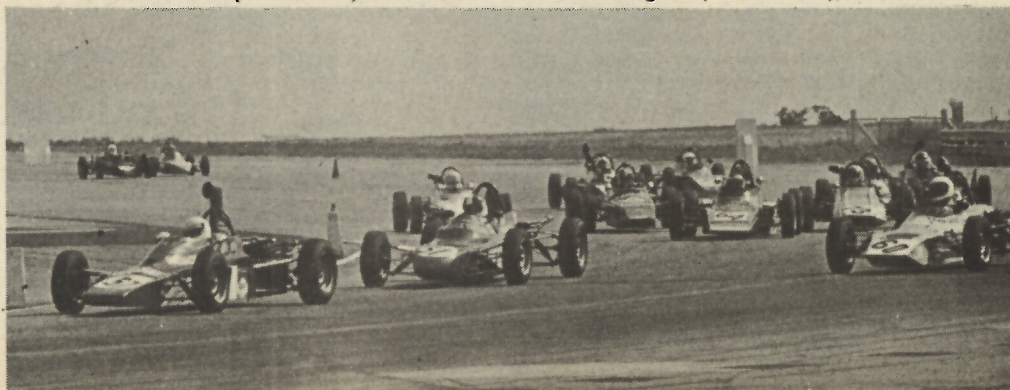
If you thought the first heat was close, well, the second heat was closer still. Again the pole man committed an indiscretion, this time it was Australian Peter Krefel, who spun his Royale at Becketts on the first lap. Six cars dived hard for the lead throughout and the way they were performing at Woodcote, something had to happen before the end of the seven laps. Sure enough, on the very last lap three went off at the last corner, Mike King's Lola and Derek Warwick's Hawke being able to continue, while Chris Fearon had damaged the Titan and couldn't make the line. All this left former European FF Champion Claude Crespini with a "coat of paint" win from Richard Wills, the Merlyn Mk 24 and MRE being given the same race time, while 1.2s further back was Matthew Argenti, who just avoided the last lap fracas with his Macinnes Amcron Van Diemen.

Compared with the heats, the final was quite tame, but as in the heats the pole position man was destined to have a spin. This time it was the Belgian Crespini who committed his misdemeanor at Becketts on lap five. Wills and Argenti broke away initially, the lead chopping and changing all round the circuit. They were joined for their battle by Eyre on the fourth lap and King two laps later. These four towed each other round until the last

lap when Eyre fell off at Becketts and Argenti was left with a 0.6s win which puts him equal top of the Brush Fusegear Championship table. Mike King finished a similar distance behind the second placed MRE of Wills, while Jim Walsh never looked like getting on terms with the leaders, the local hero finishing fourth after a big six-car dice.

The Imp of Ray Payne edged ahead of the similar car of Jeff Ward at the start of the smaller Esso Uniflo Championship race, but Ward's lightweight job went round the outside of Payne at Copse to take a lead that he extended throughout the twelve laps. Richard Long's Anglia was a second faster than Ward in practice, but he couldn't maintain this sudden form and held third for the entire distance, although he did get closer to Payne towards the end. The Anglia had been headed on the first lap by Richard Oliver's Imp, but a Chrysler domination disappeared on the second lap when the Imp spun into the catch fencing at Copse. Geoff Gilkes had held

Mike King leads Derek Warwick through Woodcote during their Brush Fusegear FF heat, but both were eliminated on the last lap. Eventual final winner was Matthew Argenti (Van Diemen), centre.



an incredible fourth place with his 850 Mini-Imp, but he was overwhelmed on the third lap by William Barrett's Cooper, although at half distance Mike Kirby's 850 got passed both and it wasn't until the last lap that Barrett was able to reverse the places. Gilkes was unfortunately sidelined on the ninth lap when an oil cooler blew.

Chris Meek was having a busy Bank Holiday Monday for as soon as the Burgess Silencers Trophy Production Sports Car race was over he was off in his plane to take part in another race at Croft. It was well worth his attending Silverstone for his Radio Luxembourg Lotus Europa was 1.6s quicker than anyone else in practice, and he led the race easily from start to finish. The sponsors of the race, Burgess Silencers, must have been disappointed when one of their team cars, the E-Type of Rod Gretton, was wheeled off the outside of the front row when a scrutineer noticed an oily substance under the car. It turned out to be leaking brake fluid. However the other team car didn't have such problems, in fact the TVR of Colin Blower had the dice of the race with Andrew Roughton's Europa. They were dicing for third place some way behind John Britten's Morgan Plus 8. The packed stands at Woodcote were kept well entertained during this race. First Gerald Vaughan spun his TR6 on lap two, then a lap later the Sprites of Sidney Leader, Paul Virik and the Midget of Robert Melzack contrived to collide, all three retiring with body damage. During the twelve laps Dave Allen's Radio Piccadilly Europa demolished all the markers at the inside of the corner.

Sensation in practice for the feature race, a round of the BP Formula Three Championship, was young Eddie Cheever. He got his Henry Morrogh Racing Drivers School Modus round in 55.6s, 0.6s quicker than Ingo Hoffman's March-Toyota 753. In fact Cheever had the use of Danny Sullivan's old Neil Brown Ford twin cam, the Kentuckian's works Modus now with Toyota power, and occupying the outside of the front row equalling Hoffman's time. Also on the same time as Sullivan and Hoffman was Patrick Neve's Safir, while Richard Hawkins' Ratcliffe Springs March was 0.2s slower. The two works Marches were next up on the same time as Hawkins. Both Alex Ribeiro's and Gunnar Nilsson's cars had a narrower track than of late, but it obviously didn't seem to work. They shared the third row with the fastest Englishman Stephen South, who had his Ray as usual.

Sullivan built up a lengthy lead on the first lap, Hawkins holding up his pursuers by spinning first time through Becketts. It was incredible that there were no incidents at Woodcote on the first lap, for it was two-a-breast stuff with Hoffman incredibly sideways. However, Hoffman effectively eliminated himself from the running on the second lap at Becketts when he ran over Dick Parsons' wheel, the Modus and March dropping to the tail of the field. Cheever, Ribeiro, Neve, Nilsson and South led the chase and this five-car train hauled themselves up to Sullivan. On the seventh lap Cheever dived inside the works Modus at Woodcote to lead the race, while at the next corner Ribeiro also slipped by Sullivan.

Ribeiro inherited the lead with five laps to go, and everyone thought that with Ribeiro's experience and at times unorthodox tactics, the Brazilian would be first to the chequered flag. However, we were all wrong, and in one of the neatest manoeuvres ever seen on the club circuit, Cheever drove straight round the outside of the works March at the end of the thirteenth lap. Ribeiro didn't have an answer and the 18-year-old ex-European go-kart champion won this fabulous race by 0.6s. Nilsson fought his way ahead of Neve on lap eight and Sullivan on the twelfth lap to finish third, a second ahead of the works Modus.

Neve finished fifth ahead of the top British driver, again Stephen South. Tim Brise drove a good steady race in a Modus to finish seventh ahead of the recovering Hoffman, while Parsons completed the top ten finishers behind an unhappy Bob Arnott in the Swan Song Records March.

Frank Sytner put "de General's" Mallock U2 Mk 16 on pole for the Tricentrol Clubman's round, but he didn't have it all his own way as his practice time might have suggested. In fact the first seven laps were led by Richard Mallock, having an outing in Creighton Brown's Team Camborough Mallock U2 Mk 17. On the seventh lap Sytner got inside Mallock Jnr at Woodcote only to be baulked on the exit by a back-marker. However, it went right the next time through the corner and the Ferrari dealer went on to win by 0.6s from Mallock. Third had been the property of Tim Gath's U2 Mk 11B, but he overshot Woodcote on the fourth lap leaving third place to Peter Lovett's Phantom, Gath recovering to take fourth place ahead of the U2s of Malcolm Jackson and David Orbell.

The only non-championship race was a twelve-lap modsports affair which was led, not surprisingly, from start to finish by Nick Faure's Porsche 911, which was 2.2s quicker than anything else during practice. Harry Phillips' Corvette Stingray caught fire briefly on the grid, but this apparently is a regular occurrence, and it was still able to start the race. It lay second for the first couple of laps until it was overwhelmed by David Moore's Jaguar E-Type. On the fourth lap, however, the Stingray took a trip down the Grand Prix Circuit at Becketts and it took another three laps to get going again. Brian Mills' E-Type took over third place, but he was overhauled by the Elan of Mike Berman, a second separating them at the end.

The big Esso Uniflo Saloon Championship race saw the first racing appearance of Tony Hazlewood's magnificent Chevy engined Jaguar XJ8. However, Tony Strawson's similarly engined Capri was over five seconds quicker in practice, while on the outside of the front row alongside the Jag was the fastest 1300cc car in the form of Peter Baldwin's BDA-engined Mini. In fact all three led

at some time during the first lap. Strawson led at Copse, Baldwin at Becketts and Hazlewood at Woodcote. Strawson decided to make a race of it and let the Jag lead for most of the first half of the race. But on the eighth lap the Capri took the lead and promptly blasted away from the Jaguar which began to cut out intermittently. It was still far enough ahead of Baldwin to finish second, a good result for this interesting project.

The meeting was rounded off with a round of the Jaybrand Racewear *Formule Libre* championship, and by winning the race from start

to finish John "Wingers" Wingfield wins the series. Until lap six he had to hold off John Jordan's mighty McLaren-Chevrolet M8E, but that David and Goliath battle ended in Jordan's smokey retirement and Wingfield's Brabham BT35's race. Frank Sytner was really motoring quickly in a BDA-engined Mallock U2 Mk 17 and finished just under ten seconds behind "Wingers" while Mike Endean's Lyncar came through the field well after a 10s delayed start to finish third.

PAUL KING

Brush Fusegear Formula Ford championship, heat 1 (7 laps): 1, Jim Walsh (Hawke-Scholar DL12), 7m 52.2s, 85.81 mph; 2, Richard Eyre (Javelin-Minister JL2), 7m 52.4s; 3, Pato Nunez (Val Diemen-Scholar RF75), 7m 53s; 4, Alister Macdonald (Merlyn-Scholar Mk 24), 7m 59.4s. **Fastest lap:** Walsh, 1m 05.6s, 88.24 mph.

Brush Fusegear Formula Ford championship, heat 2 (7 laps): 1, Claude Crespin (Merlyn-Holbay Mk 24) 7m 46.2s, 86.92 mph; 2, Richard Wills (MRE-Oselli 73/75F), 7m 46.2s; 3, Matthew Argenti (Van Diemen-Scholar RF75), 7m 47.4s; 4, Stuart Baird (Merlyn-RE Mk 24/5), 7m 49.6s. **Fastest lap:** Chris Fearon (Titan-Titan Mk 6), 1m 04.2s, 90.17 mph.

Esso Uniflo Special Saloon Car championship 851 to 1000 cc and up to 850cc (12 laps): Overall and 851 to 1000cc: 1, Jeff Ward (1.0 Hillman Imp), 13m 31.2s, 85.63 mph; 2, Ray Payne (1.0 Hillman Imp), 13m 39.4s; 3, Richard Long (1.0 Ford Anglia), 13m 40.8s; 4, William Barrett (1.0 Cooper S), 14m 13.8s. **Fastest lap:** Ward, 1m 05.8s, 87.98 mph (equals record).

Up to 850cc: 1, Mike Kirby (850 Hillman Imp), 81.28 mph; 2, Roger Springett (850 Hillman Imp); 3, Alan Cranstone (849 Hillman Imp). **Fastest lap:** Geoff Gilkes (850 Mini-Imp), 1m 09.4s, 83.41 mph.

Burgess Silencers Trophy Production Sports Cars £2,250 to £4,000, £1,400 to £2,250 and up to £1,400 (12 laps): Overall and £2,250 to £4,000: 1, Chris Meek (1.6 Lotus Europa), 14m 02.6s, 82.44 mph; 2, John Britten (3.5 Morgan Plus 8), 14m 13.4s; 3, Colin Blower (3.0 TVR), 14m 49s; 4, Andrew Roughton (1.6 Lotus Europa), 14m 50.2s. **Fastest lap:** Meek, 1m 08.6s, 84.38 mph (record). **£1,400 to £2,250:** 1, Chris Alford (1.6 Morgan 4/4), 74.46 mph; 2, Gerald Vaughan (2.5 Triumph TR6); 3, Doc Griffiths (1.8 MGB). **Fastest lap:** Vaughan, 1m 15s, 77.18 mph (record). **Up to £1,400:** 1, Geoff Till (1.3 MG Midget), 69.46 mph; 2, Terry Grimwood (1.5 MG Midget); 3, Ken Davies (1.3 Austin Healey Sprite). **Fastest lap:** Till, 1m 21.4s, 71.12 mph (record).

BP Super Visco British Formula Three Championship (15 laps): 1, Eddie Cheever (Modus-Brown Ford M1), 14 14.2s, 101.65 mph; 2, Alex Ribeiro (March-Novomator Toyota 753) 14m 14.8s; 3, Gunnar Nilsson (March-Novomator Toyota 753) 14m 16s; 4, Danny Sullivan (Modus-Novomator Toyota M1) 14m 17s; 5, Patrick Neve (Safir-Holbay Ford RJ03), 14m 17.2s; 6, Stephen South (Ray-Novomator Toyota 75) 14m 19.2s. **Fastest lap:** Cheever and Ribeiro, 55.8s, 103.74 mph (record).

Tricentrol Car Group Clubman's Sports Championship, 1001 to 1600cc and FF 1600cc engines (12 laps): Overall and 1001 to 1600cc: 1, Frank Sytner (1.6 Mallock U2-Davron Mk 16), 11m

39.6s, 99.29 mph; 2, Richard Mallock (1.6 Mallock U2-Close Mk 17), 11m 40.2s; 3, Peter Lovett (1.6 Phantom-Swindon P73), 11m 49.8s; 4, Tim Gath (1.6 Mallock U2-Davron Mk 11B/14), 11m 53.6s. **Fastest lap:** Gath, Mallock and Sytner, 57.2s, 101.20 mph. **FF1600cc engines:** 1, Alex Ferrara (FF Mallock U2-Davron Mk 16), 91.43 mph; 2, Alan Webb (FF Mallock U2-Holbay Mk 16); 3, David Campbell (FF Phantom-Ford P75B). **Fastest lap:** Ferrara, 1m 02.4s, 92.77 mph.

Modified Sports Cars, Over 3000cc, 2001 to 3000cc, 1151 to 2000cc and up to 1150cc (12 laps): Overall: 1, Nick Faure (3.0 Porsche 911), 12m 26.6s, 93.04 mph; 2, David Moore (4.5 Jaguar E-Type), 13m 0s; 3, Paul Berman (1.8 Lotus Elan), 13m 17.8s; 4, Brian Mills (4.2 Jaguar E-Type), 13m 18.6s. **Over 3000cc:** 1, Moore, 89.06 mph; 2, Mills; 3, Simon Watney (3.8 Jaguar E-Type). **Fastest lap:** Harry Phillips (7.1 Chevrolet Stingray), 1m 03.2s, 91.59 mph. **2001 to 3000cc:** 1, Faure; 2, John Miller (2.5 Daimler SP250), only starters. **Fastest lap:** Faure, 1m 0.8s, 95.21 mph. **1151 to 2000cc:** 1, Berman, 87.07 mph; 2, Keith Ashby (1.3 MG Midget); 3, Raymond Kershberg (1.6 Lotus Elan). **Fastest lap:** Berman, 1m 04.8s, 89.33 mph. **Up to 1150cc:** 1, Peter Richings (1.1 MG Midget), 77.77 mph; only finisher. **Fastest lap:** Richings, 1m 11s, 81.53 mph.

Brush Fusegear Formula Ford Championship, final (15 laps): 1, Matthew Argenti (Van Diemen-Scholar RF75), 16m 20.4s, 88.57 mph; 2, Richard Wills (MRE-Oselli 73/75F), 16m 21s; 3, Mike King (Lola-Close T342), 16m 21.6s; 4, Jim Walsh (Hawke-Scholar DL12), 16m 31.4s; 5, Colin Hopper (Royale-Minister RP21), 16m 32s; 6, David Wigdor (Merlyn-Wood Mk20), 16m 33.2s. **Fastest lap:** Richard Eyre (Javelin-Minister JL2), Wigdor and King, 1m 04.2s, 90.17 mph.

Esso Uniflo Special Saloon Car Championship over 1300cc and 1001 to 1300cc (12 laps): Overall: 1, Tony Strawson (7.2 Ford Capri Chevrolet), 12m 29.4s, 91.47 mph; 2, Tony Hazlewood (7.0 Jaguar XJ8 Weslake/Chevrolet), 13m 02.2s; 3, Peter Baldwin (1.3 Mini Clubman BDA), 13m 04.6s; 4, Phil Clarke (2.3 Vauxhall Firenza), 13m 16.4s. **Over 1300cc:** 1, Strawson; 2, Hazlewood; 3, Clarke. **Fastest lap:** Strawson, 1m 00.4s, 95.84 mph. **1001 to 1300cc:** 1, Baldwin, 88.54 mph; 2, Gerry Gough (1.3 Cooper S); 3, Mike Fry (1.3 Mini). **Fastest lap:** Baldwin, 1m 04.4s, 89.89 mph.

Jaybrand Racewear Formule Libre Championship (12 laps): 1, John Wingfield (1.6 Brabham-Ford BT35), 11m 16.8s, 102.64 mph; 2, Frank Sytner (1.9 Mallock U2-Hart Mk 17 BDA), 11m 26.2s; 3, Mike Endean (1.8 Lyncar-Cosworth), 11m 40s; 4, Richard Wallinger (GRD-Ford 372 BDA), 11m 45.6s. **Fastest lap:** John Jordan (7.0 McLaren-Chevrolet M8E), 54.8s, 105.64 mph.

CASTLE COMBE

Pearson's Porsche beater

Hot sunshine, a large crowd and nine races were the ingredients for the annual BARC visit to Castle Combe. Another tremendous Modsports battle between John Pearson and John Cooper unfortunately had to be stopped after Barry Wood's Ginetta destroyed itself against a marshal's post at Old Paddock, Wood sustaining severe leg injuries.

The BARC Sportchallenge race was led for five laps by Richard Jenvey's but his Vogue devoured a piston allowing Peter Andrews' Bradshaw Martin BM10 into a large lead. The debut of the Soho Inns Chevron B21/23 was marred by a misfiring FVA, but Reg Thurley still managed to come home a comfortable second in front of Dave Bettinson's Lotus 7 and John Coles' Chevron B23, which was last away having stalled on the grid.

The first Forward Trust Special Saloon event was won by Dave Millington's Firenza with Baillie Russell chasing hard in second place in Jeff Nicklen's Camaro. The Minis of Phil Winter, Dave Thomas and Peter Crouch had a breathtaking dice for third with the latter two spinning at Quarry and allowing Winter, the new Forward Trust Champion, to coast over the line after his Mini had blown out all its oil during the race.

Bank Holiday racing took its toll on the BAF FF race but it allowed Rick Morris to equal Geoff Lees in the championship as the Hawke driver held on in front of Bryan Sharp (Merlyn Mk 17) and Lou de Marco (Hawke DL12). Ian Moore's Dulon and Terry Richards' Merlyn disputed the lead for half the race, but tangled at Tower, allowing Chris Skellern's Crossle 25F into third, just ahead of Mike Wallaker's and John Peters' Jomics.

Oldham and Crowther were proud of this Thoroughbred sports car race with Dave Preece's DB4 hanging on in front of John Chatham's Healey until the final lap when the Bristol driver forced the Aston into a mistake and nipped through to take a popular victory. Martin Crowther's XK120 held third despite a last lap challenge from Reg Woodcock's TR3, which rolled onto its side, fell back on its wheels, and carried on. John Beasley's XK120 thus inherited fourth ahead of Alan Ede's TR2.

Unfortunately most of the excitement went

from the Low Cost Formula 4 race when Ian Briggs' March 733 took the lead from Fergus Tait's Delta and pulled away. However, a terrific battle for third between Ronnie Griffiths' GRD and Roy Lewington's Brabham BT28 held everyone's interest until Griffiths spun twice at Quarry, recovering to finish fourth.

Before the accident the Miller Organs Modsports event was tremendous with John Person's VRM XK120 holding off John Cooper's exotic Porsche 911 with Dave Bettinson losing ground in his Lotus 7 in third place. Following the retirement of Richard Jenvey's Elan, John Evans put his similar car into fourth ahead of Max Payne's Elan which finished with the same race time as Ed Stephens (TVR Tuscan).

John Allan held a large lead in the F1300 race for

BARC Sportchallenge (10 laps): 1, Peter Andrews (2.0 Martin BM10), 10m 55.4s, 101.07 mph; 2, Reg Thurley (1.6 Chevron B21/23), 11m 27.8s; 3, Dave Bettinson (1.6 Lotus 7), 11m 31.8s; 4, John Cole (2.0 Chevron B23/26), 11m 51.2s; 5, Colin James (2.0 Gropa), 11m 7.4s; 6, Les Metcalfe (1.6 Lotus 23), 11m 33.6s. **Fastest lap:** Andrews, 1m 3.4s, 104.48 mph.

Forward Trust Special Saloon Car championship round, over 1000 cc (10 laps): 1, Dave Millington (2.3 Vauxhall Firenza), 11m 47.4s, 93.64 mph; 2, Joe Russell (6.0 Chevrolet Camaro), 11m 51.4s; 3, Phil Winter (1.3 Longman Mini), 13m 9.6s; 4, Fred Smith (1.3 Mini), 9 laps; 5, Jeff Payne. No other finishers. **Over 1300 cc:** 1, Millington; 2, Russell. No other finishers. **Fastest lap:** Millington, 1m 8.8s, 96.28 mph. **1001-1300 cc:** 1, Winter, 83.89 mph; 2, Smith; 3, Payne. **Fastest lap:** Winter, 1m 13.8s, 89.76 mph.

BAF FF championship round (10 laps): 1, Rick Morris (Hawke-Scholar DL12), 11m 55.6s, 92.52 mph; 2, Bryan Sharp (Merlyn-Longman Mk17), 11m 56.2s; 3, Lou de Marco (Hawke-Holbay DL12), 11m 56.4s; 4, Chris Skellern (Crossle-Scholar 30F), 12m 00.4s; 5, Mike Wallaker (Jomic-Wallaker Mk2), 12m 0.4s; 6, John Peters (Jomic-Stanley Mk3). **Fastest lap:** Ian Moore (Dulon-Rowland MP15), 1m 9.4s, 95.4 mph.

Oldham and Crowther Thoroughbred sports car championship round (10 laps): 1, John Chatham (3.0 Austin-Healey 3000), 12m 38.4s, 87.34 mph; 2, David Preece (3.7 Aston-Martin DB4), 12m 39.0s; 3, Martin Crowther (3.8 Jaguar XK120), 13m 0.4s; 4, John Beasley (3.8 Jaguar XK120), 13m 17.0s; 5, Alec Ede (2.2 Triumph TR2), 13m 31.2s; 6, Simon Phillips (2.0 Fraser Nash Le Mans). **Over 2700 cc:** 1, Chatham; 2, Preece; 3, Crowther; 4, Beasley. **Fastest lap:** Chatham and Preece, 1m 14.2s, 89.27 mph (establishes record). **1651-2700 cc:** 1, Ede, 81.66 mph; 2, Phillips; 3, Roderick McPherson (2.0 Fraser Nash Highspeed). **Fastest lap:** Reg Woodcock (2.2 Triumph TR2), 1m 16.0s, 87.16 mph (establishes record). **Up to 1650 cc:** 1, Michael Gue (1.2 Lotus Elite), 13m 44.6s; 2, Jeremy Trace (1.6 Elva Courier Mk 1); 3, Ralph Canby (1.6 MGA). **Fastest lap:** J. Bruce-Brown (1.6 Elva Courier Mk1), 1m 19.8s, 83.01 mph (establishes record).

Low Cost Racing F4 National championship round (10 laps): 1, Ian Briggs (March 733), 11m 27.4s, 96.36 mph; 2, Fergus Tait

four laps until gearbox problems slowed his pace and allowed Bob Davis' Davis into an unassailable lead. Alan MacBeath's Gofer had a lonely race in second while Andrew Jeans' final effort at Camp was not quite good enough to beat Brian Cocks' Elva.

The Imps of Brian Prebble, Andy Holloway and Pat Mannion were engaged in a fabulous dice for the lead of the second Forward Trust Special Saloon event. Holloway's engine blew on lap six and, although Prebble was always in front, Mannion squeezed by on the last lap to win by a car's length. Alan Hawkes' Mini had a troubled time keeping ahead of Roger Gill's record breaking Imp, the 850 class winner being pressed by the Mini on the last lap at Camp. With Reg Ward hitting the bank at Quarry, Roger Saunders' Sigma Mini came next, having overcome the challenge from Graeme Lavis' Imp.

The consolation FF race only had seven starters and once Roger Bruce White's Dulon had got past Dave Lowe's Lotus 61 that was that.

COLIN MASTERMAN

(Delta IRF4), 11m 35.8s; 3, Roy Lewington (Brabham BT28), 11m 39.0s; 4, Ronnie Griffiths (GRD 372), 11m 48.2s; 5, Jim Burrows (March Falconer 713), 12m 5.4s; 6, Lorina Boughton (GRD 373), 12m 9.0s. **Fastest lap:** Briggs, 1m 7.6s, 97.99 mph.

Miller Organs Modports (10 laps): 1, John Pearson (3.8 Jaguar XK120), 9m 9.0s; 2, John Cooper (2.7 Porsche 911), 9m 10.0s; 3, Dave Bettinson (1.6 Lotus 7), 9m 14.0s; 4, John Evans (1.8 Lotus Elan), 9m 46.4s; 5, Max Payne (1.6 Lotus Elan), 9m 59.0s; 6, Ed Stephens (3.0 TVR Tuscan), 9m 59.0s. **Over 3000 cc:** 1, Pearson; 2, Mike Davies (3.8 Jaguar E); 3, Mick Riddle (3.8 Jaguar E). **Fastest lap:** Pearson, 1m 6.8s, 99.16 mph (record). **1151-2000 cc:** 1, Cooper, 96.35 mph; 2, Stephens; only finishers. **Fastest lap:** Cooper, 1m 6.6s, 99.46 mph (record). **Up to 1150 cc:** 1, Bettinson, 95.65 mph; 2, Evans; 3, Payne. **Fastest lap:** Bettinson, 1m 6.4s, 99.76 mph (record). **Up to 1150 cc:** 1, Ian Hall (1.1 Miniimp), 87.22 mph; 2, Andrew Bailey (1.1 Austin-Healey Sprite); 3, Howard Jones (1.1 Ginetta G4). **Fastest lap:** Barry Wood (1.1 Ginetta G15), 1m 12.6s, 91.24 mph.

Formula 1300 National championship round (10 laps): 1, Bob Davis (Davis), 11m 59.0s, 92.13 mph; 2, Alan MacBeath (Gofer), 12m 10.4s; 3, Brian Cocks (Elva Mk8), 12m 19.2s; 4, Andrew Jeans (Mallock Mk6B), 12m 19.4s; 5, Phil Lloyd (Nomad Mk3), 12m 32.0s; 6, John Allan (Allan Mk4), 12m 32.2s. **Fastest lap:** Davis, 1m 9.6s, 95.17 mph.

Forward Trust Special Saloon Car championship round under 1000 cc (10 laps): 1, Pat Mannion (1.0 Imp), 12m 31.8s, 88.11 mph; 2, Brian Prebble (1.0 Hartwell Imp), 12m 32.0s; 3, Alan Hawkes (1.0 Mini), 13m 4.8s; 4, Roger Gill (850 Imp), 13m 5.6s; 5, Roger Saunders (850 Sigma Mini), 13m 30.0s; 6, Graeme Lavis (1.0 Sunbeam Imp), 13m 34.8s. **851-1000 cc:** 1, Mannion; 2, Prebble; 3, Hawkes. **Fastest lap:** Mannion, 1m 13.6s, 90 mph. **Up to 850 cc:** 1, Gill, 84.32 mph; 2, Saunders; 3, Gifford Watts (Imp). **Fastest lap:** Gill, 1m 16.8s, 86.25 mph (record).

Non-championship Formula Ford race (7 laps): 1, Roger Bruce White (Dulon-Bright MP15), 8m 28.2s, 91.24 mph; 2, Dave Lowe (Lotus-Holbay 61), 8m 36.0s; 3, Richard Ward (Dulon MP15), 8m 50.2s; 4, Keith Hamilton (Merlyn-Scholar Mk 24/25), 8m 52.0s; 5, Robin Lang (Merlyn-Minister Mk20), 9m 2.0s. **Fastest lap:** Bruce White, 1m 11.2s, 93.03 mph.

Keeping it in the family

The yellow Porsche Carrera stood motionless at the side of the narrow road, its rear end propped up on axle stands. Beside it stood a gaily painted Mazda pickup and a handful of worried looking people. A pair of overalled legs protruding from under the back of the car signified that all was not well... as in the way in which the helmeted co-driver looked at his watch every few seconds. Simultaneously, and with an odd combination of sounds, a purple Porsche Carrera bearing the number 10 and a herd of cows appeared in opposite directions. In the ensuing confusion the driver of the yellow car called over "hey Joe have you got a..." the rest of the question was lost in a frenzy of mooring but the bespectacled driver of car number 10 seemed to know what was required. Reaching into the glove compartment he produced a small piece of bakelite, handed it over and roared off. Minutes later the yellow Porsche followed him, now with a clutch that worked.

Joe Pat O'Kane had just assured Ronnie McCartney of a win on the Bushwhacker.

The Bushwhacker is a newcomer in the ever increasing list of Irish tarmac rallies. Run as a national event by Omagh MC and sponsored by Duckhams it effectively replaces the Texaco as the "other" tarmac rally run from Ulster in 1975. While the circumstances surrounding Omagh's acquisition of a much coveted road closing order have been the subject of much discussion they have no place in this report. Suffice to say that the Bushwhacker was a well run and enjoyable event, with no more warts than can reasonably be expected on a brand new rally.

The 120 strong entry was of high quality with all the names who matter in Ulster plus a few from south of the border and across the Irish sea. Heading the list was the Autofarm Porsche Carrera of Jan Churchill which according to the programme was to have been shared with Cahal Curley. The day before the start however both drivers decided that the pairing was not a good idea and a swap was arranged with Phil Coulter whose Carrera was running at number 26. Coulter's co-driver Drexel Gillespie would move in with Churchill while CB would go along with Phil to give him the benefit of his Carrera driving experience. Wearing number two was the Boyd Alpine looking rather less immaculate than usual after Adrian had attempted to drive it into his kitchen when the throttle stuck open as he arrived outside his house. The house was rather more substantial than the Alpine which started the rally with front suspension an inch and a half out of line and handling which co-driver Main described as extremely "turdeaceous." The McCartney brothers featured next, Dessie and his ex-Gierowski Carrera (now converted to RHD) at three with Terry Harryman beside him. Ronnie, at four, had the car driven by Dessie on previous events, with Mike Hart co-driving. David Agnew and Robert Harkness were at five with the foremost LHD Carrera while number six should have been the property of John Tansey and Ray Inglis with their similar car. For the umpteenth time this year however they non-started.

Brian Nelson made his return to the fray at seven with an immaculately rebuilt BMW2002. Peter Scott was telling him which way to go while at eight was the ex-Derek Boyd Ford France Escort RS in the hands of its new owner, Omagh veterinary surgeon Hugh O'Brian, assisted by Eamonn O'Hagan. Two more Carreras completed the top ten — Jimmy Stewart's ex-Fred Patterson example and Joe Pat O'Kane's consistently successful ex-Curley car.

The start at Omagh showgrounds was at lunch time on Friday and was a pretty low key affair, spectators being conspicuous by their absence. But there were surprisingly few non-starters and a marked lack of last minute dramas. The first stage was Clanabogan, a fast two mile run along a section of bypassed main road just outside the town. Spectators flocked there in their hundreds, one even being seen viewing from inside a telephone box right at the edge of the stage.

Ron Neely had the doubtful distinction of being the first retirement when his Tuborg Mini digested itself all over the road while Ronnie McCartney started out as he meant to go on by taking two seconds off his closest pursuer who was, predictably, brother Dessie. Local man O'Brian was a further two seconds adrift just pipping Pat Barrett, another local, but now living in the Isle of

Man with an Escort RS.

The second stage, Brookhill, saw the McCartneys again well clear of allcomers although there was some confusion initially when Dessie Nutt was credited with a faster time than either of them with his G1 Magnum. It later transpired that he had missed a junction and cut off the whole loop of the stage but a rather sheepish looking Nutt kept quiet about it until a blown headgasket forced him out of the rally the following day. Ashley Armstrong retired his AutoExtra BMW here with yet another blown engine (shades of Donegal) while Boyd moved into the top half dozen for the first time. The car now handling, according to Frank Main, like a "beserk banana." O'Brian managed to split the McCartney duo on Syonfin but Ronnie continued to pull away and would have increased his lead still further on SS 4, the Brickyard but for an errant finish watch which caused the cancellation of the stage. MGB V8 crew Ian McKean and Donald Grieve fell foul of clutch bothers here while most of the faster people were complaining of brake troubles on this very stop-go stage. Churchill was already in trouble, the Autofarm Carrera shedding its accelerator pedal with monotonous regularity. He dropped four minutes in the opening stages because of this. Other people in trouble included G1 Vauxhall driver James McDaid who had managed the first of several accidents he was to have during the event, and John McAlorum whose ex-Agnew lightweight BMW had broken its gearlever mounting. John himself was suffering from a 'bug' which made rapid progress through the stages imperative on occasions; while co-driver Paul Phelan was seen trying to borrow a pair of bicycle clips.



Ronnie McCartney — most popular winner.

By contrast the car's previous owner was having a very smooth run with his Carrera and had moved quietly into a secure looking third place behind the 'you know whos'. Over the next three stages, Dessie McCartney, having briefly tried narrow racers on his "F1" winged Carrera, took the initiative and made fastest time from Ronnie. His efforts were aided somewhat by Ronnie having to drive two stages without a clutch after the cable broke. Were it not for the help of Joe Pat O'Kane, the rally would have been Dessie's there and then.

Evishbrack, the seventh stage, saw one bend catch most of the later runners out. A total of 30 cars visiting the same field during the afternoon. At one time there were eight of them all trying to find a way out. Hugh O'Brian had worked the Boyd Escort up to fourth place behind the three leading Porsches but the clutch was refusing to clear on occasions which was causing a few anxious moments. Brian Nelson was in fifth place with the BMW in spite of persistent braking problems, but a seizing front strut did the handling no good at all and towards the end of the day the car became very difficult to drive. Stages nine and 10, Barnes Gap and the Butterlope, saw Ronnie McCartney back in form with an operational clutch once more, while on the final stage of the day, the very fast Gortin Glen, he demoralized all the opposition to give himself an almost unassailable lead. Gortin also saw O'Brian drop two minutes sorting out an excursion, so that at the end of the day the order was Ronnie McCartney, Dessie McCartney, Agnew, Boyd, O'Kane, and Nelson.

Back among the G1 heroes, Bertie Fisher was

not having things all his own way for once. The cylinder block of his ex-Brookes RS2000 was replaced after Donegal and it does not now appear to have quite the steam as before. Bertie was fighting off a strong challenge from Jimmy Logan's similar car while Scotsman Ron Smith had worked his Dolomite Sprint up to third. Friday had been a day of somewhat reluctant sunshine, but Saturday provided very enthusiastic rain. Spirits already dull after the excesses of the night before, were rendered ever more dull by the sight of what appeared to be a cloud base of around 10 feet.

Ronnie McCartney was fastest on the first stage, the quaintly named, Mary Grey, but Dessie was not so happy, with a broken rear subframe on his white Carrera which was demanding extra care and attention on the bumpy bits. Fred Patterson went out during the morning after a heavy landing in his ex-Curley Carrera, while Brian Nelson, having replaced his seized strut immediately after the restart, found his tyres entirely wrong for the conditions and slithered around very unhappily all morning. Mervin Johnson, making a welcome return to rallying with yet another Mini, suffered a broken valve after reaching the dizzy heights of seventh place during the morning.

Nothing daunted, he and Austin Frazer set to changing the offending valve before and after the lunchbreak. The lunch control was at Castle Derg where Dessie McCartney's service crew tried welding a rear subframe but this provided only a temporary respite, for one stage later it was misbehaving again. After SS 17, Whitehouse, the order was still McCartneys R and D, Agnew; but behind them Boyd was having to work hard to hold off a whole bunch of hard triers, each of whom was determined to be fourth. O'Kane just had the advantage over Churchill who in turn was fighting off a very hairy O'Brian, while Jimmy Stewart's Porsche was also within striking distance. But a stage later it all changed. Agnew was caught out by a right over crest and the Porsche became stuck nose down in the ditch with the tail out in the road. O'Brian came along and got through safely but the next one along was Stewart who found himself faced with the choice of hitting Agnew's car or David himself. Stewart chose the Porsche and suddenly there were two Carreras in the ditch. All this moved Boyd up to third while the same stage saw Churchill finally overtake O'Kane to claim fourth.

Agnew's bend claimed several other people during the afternoon, most notable being Dicky Whittle and Leeny Weir, whose Avenger threw away a comfortable class win and plunged into the hole left by the two Porsches, just moments after they had been extracted. A stage later Nelson went missing, a piston having given up the ghost, and with only three stages remaining things looked very settled. The only man who really had to work hard was Boyd, for Churchill now had the bit between his teeth and a series of fastest times proved he was really trying. Those last three stages passed more or less without incident. Ronnie McCartney was fastest on the first, O'Brian on the second, and Churchill on the third. The last stage also saw the last retirement when McDaid's Magnum had the accident it had been working up to all weekend after a brake pipe burst. Four rolls later McDaid did not have a Magnum anymore, although he emerged from the wreckage unhurt. The only other changes in order were when O'Brian finally got past O'Kane to make fifth place, while Ron Smith's Dolomite passed Barrett's ailing Escort to take tenth.

Ronnie McCartney emerged a very popular winner having proved that he is still a driver to be reckoned with. Omagh MC have proved to the satisfaction of most people that they are very capable of running a tarmac rally. The only criticism that emerged during the event concerning the arrowing of the stages.

For those who are wondering what became of Phil Coulter and Cahal Curley, Phil showed that he is taking his rallying seriously with a smooth and sensible drive to 19th overall. His expert co-driver keeping up a steady flow of advice on the stages. 19th place in only your fourth rally is good but then where else would a successful songwriter expect to go but into the top twenty

RICHARD ST. JOHN YOUNG

1. R. McCartney/M. Hart (Porsche Carrera) 154.50; 2. D. McCartney/T. Harryman (Porsche Carrera) 157.54; 3. A. Boyd/F. Main (Alpine) 160.57; 4. J. Churchill/D. Gillespie (Porsche Carrera) 161.14; 5. H. O'Brian/E. O'Hagan (Escort RS) 161.20; 6. J. P. O'Kane/R. Sloane (Porsche Carrera) 163.13; 7. B. Fisher/D. Smyth (RS 2000) 165.33; 8. R. Lyons/J. Lyons (Escort RS) 167.01; 9. J. McAlorum/P. Phelan (BMW 2002) 167.25; 10. R. Smith/D. Smith (Dolomite Sprint) 168.07.



Up and downs of the Penthouse Escort Challenge can result in winning one day and then slamming into the Armco the next day as David da Costa, seen here visiting the rough, found out.

SNETTERTON

Close racing throughout

Seven events of the BRSCC eight-race Bank Holiday offering catered for cars with the same engine — as near a guarantee of close racing as it is possible to have. Indeed close racing was the order of the day at Snetterton last Monday. Steve Thompson won the Penthouse Escort Series after a narrow victory over Neil McGrath. McGrath later winning the Elf Challenge Renault 5 race. Geoff Lees (Royale) again outfoxed his rivals to take maximum National Organs FF points and Mike Young (Modus) extended his Super Vee lead with another Silver Cup win.

That Series' leader, Kim Perry, scored a comfortable win in the Reliant 750 Championship round with his DNC Reliant Mk3 is not the complete story. Dicing closely for the lead, Chris Hague (Wessex DNC), John Village (Reliant V2) and Tim Green (Time Mk III) had initially broken away but the progress of all three was disrupted when Village attempted an impossible outbraking manoeuvre into the Esses leaving John Giles (JGS Mk5) clear of Perry. Improving from a lowly grid position in lap record breaking style Perry passed Giles opposite the pits fourth time round winning easily while Giles was nearly caught by Bob Simpson (Reliant Special).

Geoff Lees (Royale) did the minimum possible, winning the first qualifier for the National Organs FF final. Close behind were the Crossless of Mike Blanchet and Phil Dowsett. Dowsett had headed the trio for a lap at half distance before being quickly demoted by Lees and then out-foxed by Jerseyman Blanchet on the final tour. Fourth was Geoff Smailes just keeping his Royale clear of the similar car of John Bright. These five finished well clear of the rest who were lead home by a recovering David Macpherson whose chances of qualifying were nearly wrecked, along with his Dulon, by an over eager novice on the opening lap.

Like Lees the other leading NO contender, Kenny Gray (Van Diemen) won his heat, a smooth drive taking him across the finish line 2s ahead of fellow South African Rad Dougall (Royale). The international flavour to this heat was further strengthened by Canadian Rad Bremner (Crossle) and American Fred Sigafoos (Jamun) filling the next two places. David Harbour (Crossle) finished fifth, ahead of John Lipman, the Javelin designer/constructor, having climbed through the field.

The Penthouse Escorts featured a very exciting dice. Neil McGrath who, returning to the Series, for the second time after winning at Cadwell some

weeks ago, had after practice secured two pole positions with his Escort and Renault 5 and was all out after a "double." An equally determined Steve Thompson knew that by finishing in the first three he had secured the 75 title, wanted to clinch it in the best possible way by a win. Throughout it was McGrath and Thompson out at the front, although initially, David Da Costa tried to get literally in between them but he was forced to retire when the bodywork of his car had been dented sufficiently to affect the steering and he fell off. On lap 8 Thompson began to make his play. He allowed McGrath to lead knowing with an apparently faster car his rival would have been able to pick his spot on the final lap. Down the main straight for the last time, Thompson sucked closer to McGrath passing him going into the Esses, holding the advantage around Coram and being wise to McGrath's complete disregard for the kerb on the exit of Russell he was in the right place to finish just 0.2s ahead, making him the Escort champion! Graham Hollis was third ahead of the Escort Sports of Gordon Bruce and Tony Dron, the latter driving really well from near the back of the grid. McGrath was not the only kerb jumper at Russell and a cloud of dust hung there throughout. On lap 6 from the said cloud appeared our Sports Editor performing the most spectacular manoeuvre of the day — at least with a racing car — as he aviated into view. A flash of brake lights ahead in the dust had caused him to lift off and the car understeered off into the bank before being launched and rolling across the track. Chris, unhurt, rapidly vacated the wrecked car.

It was second time lucky for Neil McGrath as he led all the way in the Elf Challenge race. The Renault 5TL seeming very subdued when compared with the Escorts and for once did not produce the door handle to handle, bonnet to tailgate close racing one expects from them. Trevor Peckham got the better of Stuart McCrudden on one of the few dices of the race to take second spot. Autocrosser Jeff Williamson must have felt very much at home on his way to fourth as the 5s showed the same reluctance to follow the track as had the Escorts much to the annoyance of an exasperated track manager.

The anticipated Super Vee dice between points leader Mike Young and John Morrison failed to materialise. From pole position Morrison led this Championship round quickly establishing a 2s lead and just as Young appeared to be into his stride establishing a new lap record and closing in

on his arch rival, Morrison waved the white Modus through and limped his red Supernova into the pits with a punctured rear tyre, Young then cruising to victory followed by the only other competitive car, the Supernova of Simon Kirkby. The air-cooled engines appeared to be very sensitive to the warm weather and the Super Vees were again unreliable, just six cars finishing the event.

The Simoniz Special Saloon thrash looked on paper and practice times to be going to Nick Whiting but even the best prepared machines fail occasionally and as the immaculate 2-litre Escort rolled on to pole a small plug came out of the gearbox casing spilling oil over the grid. The car was pushed off the grid but started the race from the pit lane after everyone else had disappeared around Riches and although Whiting was quickly up to second he only had 4th and 5th gear operative and could make no impression on race winner Tony Sugden (1.8 Escort). Tony Westbrook finished third on the road and even with a 10s penalty for an over eager start he still headed Tony Allies for a class win. Fifth was Tim Stock keeping his hand in with his Group 1 1/4 Magnum.

Three cars detached themselves to form a closely weaving infinitely variable shape at the head of the field in the National Organs Formula Ford final. Heat winners and chief protagonists of the Series, Geoff Lees and Kenny Gray, were joined by Rad Dougall who was out to repeat his success at Mallory Park the previous day. Line astern out of the corners, slipstreaming down the straights, fanning wide under braking before scissoring into line for the corner it was Gray who had much of the first half of the race until "Brain fade" at two-thirds distance allowed Lees and Dougall through. One lap later, Lees coolly drove around the outside of Dougall at Riches and as the South African felt his car's handling deteriorate Lees pulled clear to win as Gray was delayed by his fellow countryman — later inspection showed Dougall to have a broken front hub on the Royale but not till they had raced through Russell side by side! Could Gray get past? There were just five survivors of a ten car train that had disappeared fourth Blanchet just half a car in front of Doswett followed by Bremner, Sigafoos and Harbour.

ANDY LEEDER

Reliant 750 Formula Championship round (7 laps): 1. Kim Perry (DNC Mk 3), 10m 14.4s, 78.63 mph; 2. John Giles (JGS Mk 5), 10m 18.4s; 3. Bob Simpson (Reliant Special), 10m 19.0s; 4. Ian Sclanders (DNC Mk 3), 10m 24.0s; 5. Chris Elmes (Maggot Mk IIIB), 10m 24.8s; 6. Lyn Evens (Centaur 750F), 10m 27.6s. **Fastest lap:** Perry, 1m 24.4s, 81.77 mph (record).

National Organs Formula Ford Championship round — Heat 1 (10 laps): 1. Geoff Lees (Royale-Minister RP21), 12m 38.2s, 91.02 mph; 2. Mike Blanchet (Crossle-Minister 30F), 12m 39.0s; 3. Phil Dowsett (Crossle-Minister 25F), 12m 39.4s; 4. Geoff Smailes (Royale-Scholar RP21), 12m 46.4s; 5. John Bright (Royale Whitehurst RP21), 12m 46.6s; 6. David Macpherson (Dulon Minister MP17), 13m 06.2s. **Fastest lap:** Blanchet, 1m 14.2s, 93.01 mph.

BRSCC Penthouse Escort Championship round (10 laps): 1. Steve Thompson (Ford Escort Mexico), 14m 55.4s, 77.07 mph; 2. Neil McGrath (Ford Escort Mexico), 14m 55.6s; 3. Graham Hollis (Ford Escort Mexico), 14m 59.6s; 4. Gordon Bruce (Ford Escort Sport), 15m 04.2s; 5. Tony Dron (Ford Escort Sport), 15m 07.4s; 6. Geoff Evans (Ford Escort Mexico), 15m. **Fastest lap:** David Da Costa (Ford Escort Mexico) and Thompson, 1m 28.0s, 78.42 mph (establishes record).

National Organs Formula Ford Championship round — Heat 2 (10 laps): 1. Kenny Gray (Van Diemen-Scholar RF75), 12m 30.6s, 91.94 mph; 2. Rad Dougall (Royale-Scholar RP21), 12m 32.4s; 3. Rod Bremner (Crossle-Rowland 25F), 12m 39.0s; 4. Frederick Sigafoos (Jamun-Minister T3C), 12m 44.2s; 5. David Harbour (Crossle-Scholar 20F), 12m 47.6s; 6. John Lipman (Javelin-Scholar JL2), 12m 55.4s. **Fastest lap:** Gray, 1m 14.0s, 93.26 mph.

BRSCC Renault 5 Elf Challenge (10 laps): 1. Neil McGrath, 17m 18.6s, 66.45 mph; 2. Trevor Peckham, 17m 20.0s; 3. Stuart McCrudden, 17m 22.0s; 4. Jeff Williamson, 17m 31.8s; 5. Ian Richards, 17m 37.8s; 6. Marton Lefevre, 17m 40.4s. **Fastest lap:** Peckham, 1m 41.4s, 68.06 mph (establishes record).

National Formula Super Vee Championship round (10 laps): 1. Mike Young (Modus-Heidegger M2), 11m 38.4s, 98.81 mph; 2. Simon Kirkby (Supernova-Heidegger BH5), 11m 49.0s; 3. Barry Hopwood (Royale Heidegger RP18A), 12m 15.2s; 4. Mike Tobitt (Supernova-Heidegger BH4), 12m 22.0s; 5. Glen Hay (Royale Heidegger RP9), 12m 51.0s; 6. Nigel Nash (Royale-Heidegger RP14/18), 12m 53.2s. **Fastest lap:** Young, 1m 08.2s, 101.19 mph (record).

Simoniz Special Saloon Car Championship round (10 laps): Overall: 1. Tony Sugden (1.8 Ford Escort), 12m 44.0s, 90.33 mph; 2. Nick Whiting (2.0 Ford Escort), 12m 58.0s; 3. Anthony Westbrook (BLMC Mini), 13m 42.8s; 4. Tony Allies (BLMC Mini Clubman), 13m 48.8s; 5. Tim Stock (Vauxhall Magnum), 13m 55.2s; 6. Alan Wright (BLMC Mini Cooper) 13m 55.2s. **Over 1300 cc:** 1. Sugden, 2. Whiting; 3. Stock. **Fastest lap:** Whiting, 1m 14.2s, 93.01 mph. **1001-1300 cc:** 1. Westbrook, 84.91 mph; 2. Allies; 3. Wright. **Fastest lap:** Westbrook, 1m 19.8s, 86.48 mph. **851-1000 cc:** 1. Mike Beckett (Ford Anglia), 13m 10.6s, 78.56 mph; 2. Duncan Kirk (BLMC Mini), 13m 19.6s; 3. Steve Morrison (BLMC Mini), 13m 29.4s. **Fastest lap:** Morrison and Kirk, 1m 25.8s, 80.43 mph. **Up to 850 cc:** 1. David Enderby (BLMC Mini), 13m 04.2s, 79.20 mph; 2. Gordon Levett (Julia Mini), 13m 05.2s (8 laps). No other finishers. **Fastest lap:** Enderby, 1m 25.0s, 81.19 mph.

National Organs Formula Ford Championship round — final (15 laps): 1. Geoff Lees (Royale-Minister RP21), 18m 42.8s, 92.20 mph; 2. Kenny Gray (Van Diemen-Scholar RF75), 18m 46.2s; 3. Rad Dougall (Royale-Scholar RP21), 18m 48.0s; 4. Mike Blanchet (Crossle-Minister 30F), 18m 57.2s; 5. Phil Dowsett (Crossle-Minister 25F), 18m 57.2s; 6. Rod Bremner (Crossle-Rowland 25F), 18m 59.0s. **Fastest lap:** Gray, 1m 13.4s, 94.02 mph (record).

Meek collects Luxembourg cup

Aintree Circuit Club ran their fourth and final meeting of the year on Saturday, the Radio Luxembourg Trophy Meeting, the title event going, not unexpectedly, to Chris Meek's Lotus Europa which led home a mixed field of Production Sports and Saloon cars. What should have been the "main" event, the F. Libre race, turned into a complete fiasco when it was stopped short after only four laps due to the weather conditions, the latter also playing a large part in some earlier races.

The meeting opened with two Formula Ford heats the first of which was led throughout by David Harbour's Crossle 20F/Scholar. Following at an ever increasing distance were John Kent (Royale RP16) and Brian Thompson in his ex-Graham Elkington Royale. Frank Potts (Hawke DL11) spun at Club on the first time round but rapidly worked his way up to an eventual fifth closely sandwiched between Dan Daly's Lotus 69 and the Hawke of John Roberts-Walker. Stuart Baird likewise led the second heat throughout having his first race for several weeks with a newly rebuilt engine in his Merlyn 24/25. An early challenge by Robin Maydew (Alexis 18B) came to nought and he finished in second place ahead of Mike Wrigley. Nigel Wright worked his way past fourth place holder Janet McPherson (Lotus 61MX) but a 10 sec. penalty for a push start dropped him to seventh.

The mixed Prod-Sports/Prod Saloons event was destined to produce yet another win for Chris Meek's rapid Europa but not before he had been led for a couple of laps by Rod Gretton in the Team Burgess E-type. Colin Blower also got the other Burgess car, the TVR 3000M ahead of Meek for a while but only by dint of an early start for which he was docked 10 seconds. The Saloons were led home by Colin Hudson-Wild's very entertainingly driven Capri RS3100 which came through the field from the 10 yards/10 seconds spot after missing its allotted practice session. The best dice of the race featured Anthony Hodgson's Sports-motors Europa and Martin Dawson's E-Type who finished in that order.

The Northern Clubman's Champagne Championship round saw Frank Sytner (Mallock Mk. 16) sharing the front row with poleman Geoff Friswell in the similar car entered by Langtonia-Finace. The latter must have been hoping to get further than on his last visit to Aintree and this he did but although he lasted the full distance there was nothing he could do about catching Sytner who kept a lead of 3 sec. or so throughout. Second row occupants Malcolm Jackson and David Manley (Mallocks Mk. 14 and 17 respectively) were next up while Geoff Lambert (Mallock Mk. 14) won the F.F.-engined class. Sytner was credited with a new lap record for the class in 56.2 seconds.

The Modsports race was led throughout by Brian Murphy (E-Type), chased initially by the Allen Smith Metals entries of Ken Allen (Clan Crusader) and Andy Smith (Lotus Elan). However, the Clan soon slowed and fell to the tail end of the field before coming back on song and rising to an eventual sixth place and a comfortable class win. Rain began falling at half-distance and despite understeering onto the grass at Country on his final lap, Murphy held on to win from Smith and the distant E-Type or Brian Mills.

The F.F. final took place on a wet track and Stuart Baird took an early lead from David Harbour, these two pulling away from John Kent and Brian Thompson. Janet McPherson led a battle for fifth place but a misfiring engine dropped her down the field and Robin Maydew, once past the Lotus 61, set off in pursuit of Thompson during which he set joint fastest lap with Baird. Meanwhile, Harbour had got past Baird on lap six as they went into Club but Baird hung on and retook the lead at the same place with two laps to go. Coming into Club for the last time, the Crossle was well placed and nipped past to take the flag by 0.6 second from the Brook Hire Merlyn.

An evenly matched field of Special Saloons came to the grid with the rain easing off and with most drivers opting for wet or intermediate tyres, Dave Millington and Norman Hodgson gambled on using slicks. It almost paid off but the rain returned on lap 7 and altered the whole race. A first corner incident saw a minor collision between Millington's Firenza and Mike Newman's Viva

G.T. with Derek Walker's Fiat coming off worst after taking action to avoid the two-wheeling Firenza and getting stuck in the infield for almost a lap. Jim Evans' Turbo Escort was the initial leader but Alan Minshaw's Daf Marathon soon took over these two leading from Sugden (Escort), Millington, Newman and Hodgson. Sugden fell back and Millington was moving through the field at a great pace and by lap 10, as the rain increased, was challenging Minshaw when the two of them went straight on at Club Corner. Minshaw rejoined in third place, Millington in fifth but a lap later the Firenza went off in an even bigger way

Formula Ford, Heat 1 (7 laps): 1. D. Harbour (Crossle 20F Scholar) 7m 35.0s, 90.83 mph; 2. J. Kent (Royale RP16/ABJ) 7m 41.0s; 3. B. Thompson (Royale RP16/Neil Brown) 7m 44.4s. **Fastest lap:** Harbour, 1m 04.0s, 92.25 mph.

Formula Ford, Heat 2 (7 laps): 1. S. Baird (Merlyn 24/25/RE) 7m 40.4s, 89.79 mph; 2. R. Maydew (Alexis 18B/Kenny) 7m 44.8s; 3. M. Wrigley (Merlyn 11A/Tim Close) 7m 50.6s. **Fastest lap:** Baird, 1m 04.4s, 91.68 mph.

Production Saloons/Production Sports (12 laps): 1. C. Meek (Lotus Europa) 14m 06.8s, 83.67 mph; 2. R. Gretton (Jaguar E Type) 14m 29.4s; 3. C. Blower (TVR 3000 M) 14m 46.0s; 4. A. Hodgson (Lotus Europa) 14m 40.4s; 5. M. Dawson (Jaguar E Type) 14m 51.8s. **Fastest laps:** Mexicos: D. Speight, 1m 16.4s, 77.28 mph; **Over £2,300 class:** C. Hudson-Wild (Capri) 1m 14.6s, 79.14 mph; **£1,700 to £2,299 class:** T. Hill (Dolomite) 1m 16.2s, 77.48 mph; **Prod Sports £2,250 to £4,000:** C. Meek (Lotus Europa) 1m 09.8s, 85.80 mph; **£1,400 to £2,250:** B. Griffiths (MGE) 1m 16.8s, 76.87 mph.

Northern Clubmen's (15 laps): 1. F. Sytner (Mallock Mk 16) 14m 17.8s, 103.24 mph; 2. G. Friswell (Mallock Mk 16) 14m 20.6s; 3. M. Jackson (Mallock Mk 14) 14m 51.0s; 4. D. Manley (Mallock Mk 17) 15m 18.0s; 5. T. Wood (Magnum G75A) 14m 18.0s (14 laps). **Fastest laps:** Class A: Sytner 56.2s, 105.05 mph — new lap record; **Class B:** K. Shipley (Mallock Mk 11 B) 1m 03.8s, 92.54 mph.

CROFT

Elimination for Calvert and Lepp

Croft this week had the Darlington and District MC in attendance to give us their Battle of Britain meeting with cars, motorbikes and a small flying display. Altogether there were eight events on the programme but only four of these were for cars, these being Special Saloons, Formula Fords, Formula Libre and assorted sports cars. In addition the Royal Airforce Association was represented, Texaco had a Formula 1 McLaren on display and free samples of Cherry B were being doled out by Pat Simpson, wife of oftmentioned local FF driver; the weather and the crowd were also very good.

From the start of the Special Saloon race Paul Rhodes in his Escort led Keith Bowmaker (Escort) and the Lotus powered Avenger of Hugh Chalmers. Next time round however, Chalmers had come through into second place and this was how the leaders stayed until lap seven when the Avenger went missing, leaving Bowmaker to take second place behind Rhodes. Among the smaller capacity classes Gerald Clark and Ian Rogerson, both in Minis, had a race-long battle which eventually went to Rogerson, who was also third overall. The Mini 7 class was won by Chris Hill by 1.4s from Colin Hesford.

Kelvin Hesketh (Crossle) was on pole for the Formula Ford event but it was Mick Starkey (ATS Merlyn) who got away first. Hesketh took the lead on lap two and never appeared to be in danger of losing it although Starkey hounded him all the way to the flag. Eric Horsefield (Alexis) kept a steady third position from start to finish ahead of John Simpson's Nike, now rebuilt after its shunt at the last meeting. Behind Simpson, and hardly seeing another car all race, was Peter Harrington, entered for this race by Edward Praxel who actually owns the ex-Chris Meek Lotus 69. The only really close dicing came from Philip Tingle (Van Diemen) and Neil Williamson (Van Diemen) who finished sixth and seventh respectively.

The Formula Libre race was arguably the best race of the day with John Lepp (March 75S) starting from the back of the grid after practising out of session. Until the last lap, however, the race was all John Calvert's (March 733), but Lepp obviously had other ideas after climbing through the field into second place. The resulting coming together, when Lepp attempted to take Calvert on the inside at Tower on the last lap, meant a spectacular retirement for both of them. Derek Cook (Chevron B29) who was in third place at the time inherited the lead and came home a surprised winner from Doug Thompson's Chevron. Andy

taking down the catch fence at Club and retiring on the spot. Sugden had meanwhile recovered and was leading Hodgson by a comfortable margin with Minshaw third and Newman coming in fourth. Derek Walker drove rapidly to finish eighth after his early problems, following home class leaders George Hard (Mini) and Peter Cartledge (Austin A40).

In heavy rain, the Libre field set off for their 15 lapper led by Alo Lawler's Atlantic Chevron B29 and Kim Mather (March 742). These two were set for a fine race when the stewards decided to call a premature halt less than five minutes after they had allowed the race to start and the chequered (not red, note) flags were hung out. Up to this point, Vin Malkie in the Chevron B1 of the Taveners Cheshire Racing Team had been making flying progress through the field from last place on the grid and had already reached sixth place.

PETER McFADYAN

Modsports (12 laps): 1. B. Murphy (Jaguar E Type) 12m 55.6s, 91.35 mph; 2. A. Smith (Lotus Elan) 12m 56.2s; 3. B. Mills (Jaguar E Type) 12m 40.4s; 4. I. Wilkinson (Sprite) 13m 10.0s; 5. G. Wilson (Sprite) 13m 25.8s. **Fastest laps:** Up to 1150 cc: K. Allen (Clan Crusader) 1m 08.4s, 86.32 mph; **1151 to 1300 cc:** R. Grice (Midget) 1m 08.0s, 86.82 mph; **1301 to 2000 cc:** A. Smith (Lotus Elan) 1m 03.0s, 93.71 mph; **Over 2000 cc:** B. Murphy (Jaguar E Type) 1m 02.0s, 95.22 mph.

Formula Ford Final (15 laps): 1. D. Harbour (Crossle 20F Scholar) 17m 21.2s, 85.06 mph; 2. S. Baird (Merlyn 24/25/RE) 17m 21.8s; 3. J. Kent (Royale RP16 IPJ) 17m 44.8s; 4. R. Maydew (Alexis 18B/Kenny) 17m 45.0s; 5. D. Daly (Lotus 69) 18m 00.6s. **Fastest lap:** Baird and Maydew 1m 07.8s, 87.08 mph.

Special Saloons (12 laps): 1. J. Evans (Ford Jet Turbo RS 2000) 13m 24.2s, 88.10 mph; 2. N. Hodgson (Ford Escort) 13m 32.6s; 3. A. Minshaw (DAF 55 Marathon) 13m 52.0s; 4. M. Newman (Vauxhall Viva GT) 14m 02.4s; 5. D. Bannister (Mini Clubman) 14m 23.6 mph. **Fastest laps:** Up to 850 cc: H. Nuttall (Mini-Cooper "S") 1m 15.2s, 78.51 mph; **851 to 1000 cc:** D. Walker (Fiat Coupe) 1m 07.0s, 88.12 mph; **1001 to 1300 cc:** Bannister, 1m 09.2s, 85.32 mph; **Over 1300 cc:** D. Millington (Firenza) 1m 02.6s, 94.31 mph. **Formula Libre:** 1. A. Lawler (Chevron B29) 4m 25.8s, 88.85 mph; 2. K. Mather (March 742) 4m 26.8s; 3. D. Manley (Mallock Mk 17) 5m 43.0s. **Fastest lap:** Mather, 1m 03.6s, 92.83 mph.

Barton (March) was an early challenger for the lead but was eliminated with a broken driveshaft on the fourth lap.

Last on the programme of car races was a combined Mod/Prodsport and Clubmen's Super-sports event. Right from the start Sandy Watson (Gryphon) took the lead and was never in danger of being caught by John Muirhead's Mallock which came home in second place, some 11s behind. Tim Wood set fastest lap in the Clubmen's class but retired with a repetition of a practice oil system fault. The Modsports class went to Kenny Allen (Clan) with Jim Adamson chasing him hard to take second place in his Davrian. A laughably small Prodsports entry consisted of Chris Meek (Europa) and Valli (Midget). Meek won his class, not surprisingly, and Valli lost hers when she went off and damaged a rear corner. Both set fastest laps in class!

PAUL BOOTHROYD

Troy Tyre and Auto Centre Northern Special Saloon championship round, Mini 7s and up to 1000cc and BRSCC (N) Special Saloon championship round, 1100-1300cc and over 1300cc (10 laps). **Overall:** 1. Paul Rhodes (1.9 Ford Escort, 12m 32.8s, 83.68 mph; 2. Keith Bowmaker (4.7 Ford Escort), 12m 50.8s; 3. Ian Rogerson (Mini), 13m 26.4s; 4. Gerald Clark (Mini), 13m 27.4s. Mini 7: 1. Chris Hill (Mini), 67.30 mph; 2. Colin Hesford (Mini); 3. Paul Ratcliffe (Mini). **Fastest lap:** Hesford, 1m 31.0s, 69.23 mph. **Up to 1000cc:** 1. Roger Matthews (Mini), 75.92 mph; 2. John Edmunds (Mini); 3. Edward Jones (Simca). **Fastest lap:** Matthews, 1m 20.0s, 78.75 mph. **1001-1300cc:** 1. Rogerson, 78.12 mph; 2. Clark; 3. Owen Corrigan (Mini). **Fastest lap:** Rogerson, 1m 19.0s, 79.75 mph. **Over 1300cc:** Rhodes, 83.68 mph; 2. Bowmaker; no other finishers. **Fastest lap:** Rhodes, 1m 14.2s, 84.91 mph.

Formula Ford (12 laps): 1. Kelvin Hesketh (Crossle 30F), 15m 1.2s, 83.88 mph; 2. Mick Starkey (Merlyn), 15m 2.6s; 3. Eric Horsefield (Alexis), 15m 3.2s; 4. John Simpson (Nike), 15m 12.2s; 5. Peter Harrington (Lotus 69), 15m 15.6s; 6. Philip Tingle (Van Diemen), 15m 34.3s. **Fastest lap:** Hesketh, 1m 13.8s, 85.37 mph. **Formula Libre, up to 1600cc and Over 1600cc:** 1. Derek Cook (1.6 Chevron B29), 16m 28.6s, 95.58 mph; 2. Doug Thompson (Chevron B25), 17m 15.8s; 3. Ted Payne (Brabham), 14 laps; 4. Jim Mathewson (Gryphon), 14; 5. Richard Philip (Crossle), 13. **Up to 1600cc:** 1. Cook, 2. Thompson; 3. Payne. **Fastest lap:** Cook, 1m 4.4s, 97.83 mph. **Over 1600cc:** no finishers. **Fastest lap:** Lepp, 1m 3.6s, 99.06 mph.

Northern Sports Cars (Scorton), Players No. 6 Modsports championship over 1300cc, 1151-1300cc and up to 1150cc. D. C. Cook and Direct Tapes Production Sports Car championship round, £2250-£4000, £1400-£2250 and up to £1400. BRSCC Clubmen's championship, up to 1600cc fully modified and 1600 FF engines (10 laps): **Overall:** 1. Sandy Watson (Gryphon), 12m 9.8s, 86.41 mph; 2. John Muirhead (Mallock), 12m 22.0s; 3. Kenny Allen (Clan), 12m 48.4s; 4. Jim Adamson (Davrian), 12m 54.6s. **Modsports over 1300cc:** 1. Bruce Hall (Elan), 75.37 mph; 2. Tony Palmer (MGB); no other finishers. **Fastest lap:** Palmer, 1m 20.8s, 79.97 mph. **1151-1300cc:** 1. Ian Wilkinson (Sprite), 77.01 mph. No other finishers. **Fastest lap:** Wilkinson, 1m 19.6s, 79.15 mph. **Up to 1150cc:** 1. Allen, 81.98 mph; 2. Adamson; 3. Ron Kirkman (Ginetta). **Fastest lap:** 1m 16.0s, 82.90 mph. **Prodsports, £2250-£4000:** 1. Chris Meek (Lotus Europa), no other finishers. **Fastest lap:** Meek, 1m 29.8s, 70.60 mph. **Up to £1400. No finishers. Fastest lap:** Valli (MG Midget), 1m 43.0s, 61.16 mph. **Clubmen's 1600cc fully modified:** 1. Watson, 86.41 mph; 2. Muirhead; 3. Richard Bailey (Mallock). **Fastest lap:** Tim Wood (Magnum), 1m 10.8s, 88.98 mph.

Pleasurable Bentley day

The annual Bentley Drivers Club Silverstone gives a great deal of pleasure to the clubman and is one of those happy anomalies in an era of increasing commercialism. It is filled with unconscious humour, as when a commentator started commenting on the warm-up lap, thinking the race had started; when the infuriated Clerk of the Course remonstrated with Marshals playing impromptu cricket in between races and many other occasions of sheer delight to a wry sense of humour. The secretariat was as charming and helpful as ever and, happily, enough of the usual experienced team of marshals were on hand to help the enthusiastic BDC to run a slow but pleasant meeting.

The first of the All-comers 10 lap handicap races went to Sir Aubrey Brocklebank's Morgan SLR in a race, like several others, not distinguished by efficient handicapping and he was followed home by Brewster Righter's rebuilt Cobra which was nevertheless a lap in arrears on handicap. Chris Mann's fleet Monza Alfa had led for the first few laps.

Donald Day won the Bentley/Lagonda 7 lap handicap in the Gibbspancheri family 3/4½ litre Bentley from M. Gauntlett driving Rusty Russ-Turner's sleek Derby Bentley with Harvey Hine next in John Nutter's 6½/8 litre hybrid. The Morgan Sports Car Club's 10 lap Scratch race might be said to have been won by another marque as the Rutherford-built car driven by John Berry perhaps owes more to its constructor than the Malvern firm, being very light with fibreglass body on a special frame. It scorched away from the used-looking turbocharged Plus 8 of Patrick Keen which is becoming more reliable. There was an excellent entry in this race, 25 starters of which only one retired.

The Pace Petroleum race for Vintage Bentleys, 30/98 Vauxhalls and 38/250 Mercedes had only one runner of the latter marque, Majzub's pristine but ailing example which popped and banged to a halt on the warm-up lap. Brian Parkinson's 4½ litre Bentley won on handicap by a whole minute from

Quartermain's well-driven 30/98 Vauxhall and Dick Tindell who was striving mightily in Pardey's racey 4½ Bentley.

The second All-comers 10 lap handicap went to Reade's DB4 Aston just ahead of Hornby's Morgan +8 and Bill Roberts in MacPherson's Frazer-Nash High-Speed. The H.S.C.C. Members' 10 lap Scratch race was one of the best of the day and from a thoroughly mixed-up grid where the organisers based positions on guesstimation rather than practice times, Chris Drake's "knobly" Lister Jaguar battled with burly Lister Chevrolets of John Beasley and Brierley Jones before retiring with minor maladies. Beasley won and put up the fastest lap, followed by Brierley-Jones, Bobby Bell's Lister Jaguar and Robert Cooper's Lister Jaguar.

Brian Shoosmith won the Times Trophy 10 lap Scratch race for Bentleys with the nicest of a bunch of cut-and-shut racing specials followed by

Allcomers 10 Lap Handicap: 1. Sir Aubrey Brocklebank (2.6 Morgan SLR) 11m 15.8s; 2. M. D. Hayward (3.5 Morgan +8) 11m 24.2s; 3. C. A. Mann (2.65 Alfa Romeo Monza) 11m 26.4s; 4. D. Beckett (3.8 Lister Jaguar) 11m 27.6s. **Fastest lap:** B. Righter (4.7 A.C. Cobra) 1m 08.6s, 84.38 mph.

Bentley/Lagonda Club 7-lap Handicap: 1. D. H. Day (4.5 Bentley) 8m 38.8s; 2. M. Gauntlett (4.5S Bentley Derby) 9m 30.8s; 3. H. Hine (8.0 Bentley) 9m 42.8s; 4. A. Elliott (2.0 Lagonda) 9m 43.0s. **Fastest lap:** J. Ambler (6.2 Bentley Mk1V S2) 1m 13.8s, 78.44s.

Morgan Sports Car Club 10 Scratch Race: 1. J. A. Berry (1.7 Morgan 4/4) 11m 25.4s; 2. P. Keen (3.5 Morgan +8) 11m 51.8s; 3. A. Kennedy (1.7 Morgan 4/4) 12m 05.4s; 4. W. Hopkins (3.5 Morgan +8) 13m 06.2s. **Class winners:** Standard Production Morgans up to 2138cc: 1. A. L. Stirling (2.1 Morgan +4) 12m 37.4s. Over 2138cc: 1. Hopkins. Modified Morgans up to 2138cc: 1. J. A. Berry. Modified Morgans over 2138cc: 1. P. Keen. **Fastest laps:** Berry, 1m 07.8s 85.13 mph; Stirling, 1m 21.2s, 71.5 mph; Sir A. Brocklebank (2.0 Morgan SLR) 1m 09.0s (83.90 mph); Hopkins, 1m 11.4s (80.90 mph).

Pace Petroleum Handicap for Vintage Bentleys, 30/98 Vauxhalls and 38/250 SSK Mercedes, 10 laps: 1. B. Parkinson (4.5 Bentley) 13m 25.0s; 2. M. Quartermain (4.3 Vauxhall 30/98) 14m 26.4s; 3. R. Tindell (4.5 Bentley) 14m 38.4s; 4. B. Russ-Turner (4.5 Bentley) 14m 38.8s. **Fastest lap:** D. Llewellyn (6.5 Bentley 3/6½) 1m 19.4s, 82.8mph.

All comers 10 Lap Handicap: 1. G. Reade (3.7 Aston Martin DB4) 13m 58.6s; 2. P. Hornby (3.5 Morgan +8) 13m 59.6s; 3. W. Roberts (2.0 Frazer Nash High Speed) 14m 02.6s; 4. A. Bianchi (3.5 Alvis Silver Eagle) 14m 08.2s. **Fastest lap:** Hornby, 1m 15.0s, 77.18mph.

the less attractive but similarly-based cars of Bradley and Ambler. David Llewellyn brought the first Vintage Bentley home, still a hybrid. However, ahead of Randall Stewart's 3/4½. The 5 lap A.C. Owners Club Scratch race fielded fewer cars than last year and the four Cobras of Nick Green, Brewster Righter, Lord Cross and Amschel Rothschild finished in this order ahead of Alex Boswell's fleet Ace Zephyr and an attractive bunch of Ace Bristols with assorted AC engined Aces and Accas bringing up the rear.

Gauntlett's drive in Russ-Turner's Derby Bentley brought him a win in the VSCC Members' 5 Lap Handicap from Mann's ex Ferrari Monza Alfa and Rhodes neat Alvis sports/racer with Quatermain's 30/98 just ahead of Roger Newton's very fast HRG which used to be raced by his father Jack Newton. The last race was very very exciting, featuring a tremendous scrap between John Harper in John Beasley's Lister Chevrolet and Richard Thwaites in his Classic Car Championship leading Elva BMW7. After a splendid race, Thwaites just scraped home in the neat 2 litre car but Harper's drive in the difficult Lister was magnificent to watch.

ROBIN REW

HSCC Members 10 lap Scratch race: 1. J. Beasley (5.7 Lister Corvette) 11m 04.8s; 2. R. Brierley-Jones (5.7 Lister Chevrolet) 11m 12.0s; 3. R. H. Bell (3.8 Lister Jaguar) 11m 30.2s; 4. R. Cooper (3.8 Lister Jaguar) 11m 40.8s. **Class winners:** Up to 2 litre Road Sports, Lucas (1.6 Porsche 356) 12m 19.4s; Over 2 litre Road Sports, R. Bostock (2.0 AC Ace Bristol) 11m 06.2s; Over 2 litre Sports Racing, Beasley; Under 2 litre Sports Racing, M. Wetherill (1.2 Lola Mk 1) 12m 16.4s. **Fastest laps:** Beasley, 1m 05.0s, 89.06 mph; Wetherill, 1m 12.0s; 80.40 mph; S. Phillips (2.0 Frazer Nash) 1m 14.2s; 78.0 mph; Lucas, 1m 19.3s, 73.5 mph.

The Times Trophy 10 lap Scratch Race for Bentleys: 1. B. G. Shoosmith (4.9 Bentley S1 Special) 12m 12.0s; 2. R. Bradley (4.9 Bentley Mk V1/S1) 12m 28.2s; 3. J. Ambler (6.2 Bentley Mk V1/S2) 12m 29.8s; 4. D. Llewellyn (6.5 Bentley 3/6½), 13m 11.8s. **Fastest laps:** Shoosmith, 1m 11.6s, 81.0 mph.

A.C. Owners Club 5 lap Scratch Race: 1. N. Green (4.7 AC Cobra) 5m 49.2s; 2. B. Righter (4.7 AC Cobra) 5m 53.2; 3. Lord Cross (4.7 AC Cobra) 6m 00.6s; 4. Hon A. Rothschild (4.7 AC Cobra 6m 08.0s; 5. A. Boswell (2.6 AC Ace) 6m 25.6s. **Class winners:** Class A, Green, Fastest lap, Green, 1m 08.4s, 85.6 mph; Class B, Boswell, Fastest lap, Boswell, 1m 15.6s, 76.5 mph; Class C, D. Brownridge (2.0 AC Ace) 7m 22.8s (4 laps). **Fastest lap:** Brownridge 1m 47.4s, 54.8 mph.

VSCC Members, 5 lap Handicap: 1. M. Gauntlett (4.5 S Bentley), 7m 27.4s; 2. C. Mann (2.6 S Monza Alfa Romeo), 7m 43.6; 3. D. Rhodes (4.3 Alvis), 7m 51.4s; 4. M. Quartermaine (4.3 Vauxhall 30/98), 7m 52.6s. **Fastest lap:** Gauntlett, 1m 17.6s 74.8 mph.

All-comers 10 laps scratch race: 1. R. Thwaites (2.0 Elva 7S BMW), 10m 53.6s; 2. J. Harper (5.7 Lister Corvette), 10m 54.8s; 3. R. Bell (3.8 Lister Jaguar), 11m 27.8s; 4. R. Cooper (3.8 Lister Jaguar), 11m 31.0s. **Fastest lap:** Thwaites, 1m 03.4s, 91.2 mph.

although Billy gave a superb display of opposite lock driving round Longridge's hairpins, the race was dominated by Robin Farrington who took an early lead and kept it driving coolly and only slightly spectacularly less than the Irishman.

The Chevron of Dave Aukland leapt into the lead of the *Libre* final but it was only a matter of time before the pursuing Brabham of Applegarth got passed. Having done this on lap 3 Applegarth went on to score his hat trick for the day while further back David Winstanley was a lonely third. Alan Stringer, Jim Hunt and Brian Toft were closely involved early on with the Crossle coming out on top after Hunt's gear troubles continued and Toft's Anco broke its diff.

PETER MCFADYEN

Formula Ford (20 laps): 1. Alan Stringer (Crosslé 16F), 9m 5.0s, 57.05 mph; 2. John R. Walker (Hawke DL2B); 3. John Kent (Royale RP16). **Fastest lap:** Stringer, Walker and Kent, 26.4s, 58.88 mph.

Special saloons, up to 1000 cc and 1001 to 1300 cc (20 laps): 1. Malcolm Hamilton (1.3 BLMC Mini), 9m 13.2s, 56.20 mph; 2. Peter Cartledge (1.0 Austin A40); 3. Norman Hinds (1.3 Mini-Cooper). **Up to 1000cc:** 1. Cartledge, 9m 25.8s; 2. Harold Nuttall (850 Mini); 3. Eric Stansfield (1.0 Mini). **Fastest lap:** Cartledge, 27.4s, 56.73 mph. **1001 to 1300cc:** 1. Hamilton, 2. Hinds; 3. D. Stevenson (1.3 Mini Cooper S). **Fastest lap:** Hamilton, 27.0s, 57.57 mph.

Special saloons, over 1300cc (20 laps): 1. Brian Whiting (1.8 Ford Escort BDA), 9m 1.6s, 57.40 mph; 2. Jim Evans (2.0 Ford Escort RS2000 turbo); 3. Brian Walker (1.6 Ford Escort). **Fastest lap:** Alan Minshaw (5.0 DAF 55-Oldsmobile V8), Whiting and Evans, 26.0s, 59.79 mph.

Modsports (20 laps): 1. Brian Murphy (4.4 Jaguar E), 9m 2.8s, 57.28 mph; 2. Peter Green (1.3 MG Midget); 3. W. D. Abram (1.3 MG Midget). **Fastest lap:** Murphy, 26.6s, 58.44 mph.

Formula Libre—heat 1 (15 laps): 1. Dave Aukland (1.6 Chevron-Ford B18), 6m 9.2s, 59.94 mph; 2. Trevor Scarratt (1.6 Brabham-Ford BT21B); 3. John Kent (1.6 Royale-Ford RP16). **Fastest lap:** Aukland, 24.8s, 62.68 mph.

Formula Libre. — heat 2 (15 laps): 1. Joe Applegarth (1.6 Brabham-Ford BT23C), 6m 51.2s, 56.71 mph; 2. Brian Toft (1.6 Anco Ford); 3. Alan Stringer (1.6 Crosslé-Ford 16F). **Fastest lap:** Top and Applegarth, 25.8s, 60.25 mph.

Varley Batteries Monoposto championship round (25 laps): 1. Joe Applegarth (1.6 Brabham-Ford BT23C), 10m 25.8s, 59.62 mph; 2. Trevor Scarratt (1.6 Brabham-Ford BT21B); 3. Jim Yardley (1.6 Beagle-Ford Mk 3); 4. Alan Baillie (1.6 Viking-Ford 1A); 5. G. Jackson (1.6 Brabham-Ford BT21A); 6. Brian Toft (1.6 Anco-Ford). **Fastest lap:** Baillie and Applegarth, 24.8s, 62.68 mph.

Rally cars (20 laps): 1. Robin Farrington (2.0 Ford Escort), 9m 45.2s, 53.13 mph; 2. Billy Coleman (2.0 Ford Escort Mk. 2); 3. Ian Lawless (2.0 Ford Escort). **Fastest lap:** Farrington, 28.4s, 54.74 mph.

Formula Libre — final (20 laps): 1. Joe Applegarth (1.6 Brabham-Ford BT23C), 8m 26.6s, 61.37 mph; 2. David Aukland (1.6 Chevron-Ford B18); 3. David Winstanley (1.6 Rooster-Ford); 4. Alan Stringer (1.6 Crosslé-Ford 16F). **Fastest lap:** Applegarth 24.6s, 63.19 mph.

LONGRIDGE

Applegarth's accumulator

Joe Applegarth racked up three more wins in his rapidly growing series of successes at Longridge on Monday taking his heat and the final of the *libre* event and also the Varley batteries monoposto championship race. With Lanes and Cheshire Car Club in charge for the first time at this venue, the meeting proved a success in terms of the racing, the weather and the size of the crowd.

After a slight delay while the timekeepers were assembled, the Formula Fords were led away by local, John Kent (Royale RP16), ahead of John Walker's Hawke and the Hire Mechplant Crossle 16F of Alan Stringer. When Kent revolved at Quarry on lap 3, Walker assumed the lead but was soon passed by Stringer who proceeded to open up a comfortable gap to score his first ever win. Kent had worked his way up to third place by the finish and shared fastest lap with Stringer and Walker.

Malcolm Hamilton had little difficulty in winning the first Special Saloon event, only Peter Cartledge in the Lep Transport Austin A40 managing to stay on the same lap. Behind these two, Norman Hinds had a lonely race to take second in class behind Hamilton while Harold Nuttall survived an attack from Eric Stansfield to retain fourth place overall.

The large capacity Special Saloons could have provided the best race of the day with a small but select grid which included Brian Whiting on pole in his Escort (which has been extensively rebuilt since its last appearance and seems much better for it), Jim Evans in the turbocharged Escort and Alan Minshaw bravely bringing the DAF 55 Marathon to Longridge for the first time. For the first few laps it worked well with Whiting leading Evans, Minshaw and Vic Mills whose 3-litre Capri, he said, was a bit too heavy in this company. Evans took over the lead on lap 3 but pitted laps later. Minshaw had spun the DAF early on at Quarry and retired there after ten laps leaving Mills in second place until a drive shaft broke. Brian Walker in the GRB Escort was in fuel

pressure trouble but with everyone else dropping out he found it worthwhile to keep plodding on and was rewarded with third place behind Evans who had also rejoined. Thus for once it was Whiting's turn to win while everyone else had trouble — a nice change.

The Modsports race was a Brian Murphy benefit as the E-type driver stroked to a steady win ahead of a pack of Spridgets led initially by Gary Wilson who unfortunately spun to the back of the field on lap 3 leaving second place to Peter Green.

The first *Libre* heat brought out only five cars and of these Dave Aukland (Chevron B18) took an immediate lead hounded by Trevor Scarratt (Brabham BT21B) until the latter was baulked lapping a backmarker allowing Aukland to get clear. John Kent finished third after falling back for a time behind David Winstanley's Rooster Ford. Joe Applegarth (Brabham BT23C) took the second heat pursued at an increasing distance by Brian Toft (Anco). A good scrap between Paul Gardner's Hawke, Jim Hunt's ex-works McLaren M4B and Alan Stringer's Crossle was resolved in favour of the Crossle when Gardner's driveshaft coupling broke and the McLaren fell victim to gearbox troubles.

The Monoposto event was a real scorcher with Alan Baillie (Viking 1A) getting off ahead of Applegarth, Trevor Scarratt and Jim Yardley. After six laps, Applegarth moved ahead and the two leaders were pulling away from the rest when, on lap 13, Baillie's car lost its nosecone and the two made contact at Quarry. Having spun and restarted Baillie continued, apparently oblivious of further lose bodywork and being black flagged and was back up to fourth place and challenging Yardley when the race was prematurely ended at 24 laps instead of 25. Scarratt now leads Baillie by 2 points in the series.

The hoped for "big name" rally drivers failed to show for their race with the exception of Billy Coleman who therefore joined the regular rally car race. But it was not the walkover expected for

Barnard is champion

Martin Barnard ("I drive the fastest lawnmower in the Midlands") is the new BT&RDA two abreast Autocross Champion. In a four car run off after the three class runs at the Bath MC event near Chippenham last Sunday, he took the title in his over three year old Datsun 240Z from Dick Keen (Escort), Nick Garner (Mini), and Brian Betteridge (VW).

In a dramatic run-off, the 31-year-old Barnard, now in autocrossing for 17 years, collected the title despite hitting a penalty marker! He returned an identical time to his best run with the penalty added and with neither of the other three challengers bettering their best timed runs, Barnard took the trophy back to the Midlands for the second time in three years.

What of the three challengers? Betteridge, suffering oil pressure problems went first and was going well when the engine seized on the second lap and he coasted over the line to go away with only the class. Driving smoothly Barnard was next but then he clobbered a penalty and really had to put his foot down thereafter to return a time showing an exact five seconds improvement. This meant he was neither plus or minus and when both Dick Keen and Nick Garner failed to improve their best runs on a course which was beginning to cut up in places, it was all over bar the shouting and drinking.

Seven drivers got to the final with maximum points but the surprises came early. Down in the sports car class Rob Gibson tried to play it cannily, Roger Burn put in an absolute flyer and the Clan man inflicted the first blow. Then the hope of the West Country, Roger Brunt, came to the line for his second run only to be blasted off by Frank Morris, ironically having his best day of the year, and tragedy struck Mike Turpin as he appeared for his first run. Off the line, the crown wheel and pinion snapped and that was the end of the Hereford challenge.



Martin Barnard - champion

Sponsored by Georgian Housewares, whose managing director Dennis Moody collected the rally car class in his 3 litre Capri the final attracted some 75 entries to do battle over the very fast circuit which Bath used for the first time last year.

In Class S John Granville arrived with the Audi to try and collect the class for the season from John Williams's Cooper, but though he headed Williams with some fine driving by seven tenths he had to be content with a win on the day and second by two points.

After Barnard had beaten Norman Williams, also in the Datsun, by some five seconds, Nick Garner took to the arena and duly collected three wins ahead of Messrs. Pigott and Cleaver in their yellow machine. In the small capacity Escort/Anglia class, the battle of the Escorts between Keen and Bob Merridale occupied the attention. Keen duly collected his three wins but it was a

real knife edge job on the second run when Merridale equalled his time. Behind Merridale was a distant but still smiling Clive Trueman.

Roger Burn's flyer in the Clan on the first run gave him a time of 1m 6.6s to beat the gambling Gibson by two tenths and they always had Paul Northall's GT6 in their mirrors but never a real threat. Betteridge had a really easy time in collecting his class with the VW while a German 1-2 was prevented by Tony King (Imp) who nipped past Terry Westley. Behind Messrs. Brunt and Morris, John Lancaster took third in the 1-litre Mini class, Brunt ending the day class winner overall and on the day.

It was something of a surprise to see Tony Merridale, Dave Fuell and Nobby Cresswell demote last year's champion George Warren to fourth place in class.

Tony Merridale collected a couple of wins ahead of Fuell, the margin being three tenths and this pair was more than three seconds faster than Cresswell and Warren. Fuell finished second in class and gained enough points to clinch the season long class battle he had enjoyed with Warren by a single mark.

By a 2-1 margin Terry Smith beat David Baskerville for the big Mini class. Smith's best of 1m 5.1s was a whole second plus quicker than the Devonian and in the Specials class John Bevan proved he was still as smooth as ever by setting the best time of the whole day with his Naveb. He nipped round in 1m 1.2s to beat Nick Seymour (Volnik) by close on two seconds but this class was an anti-climax with the demise of Turpin.

BTD: John Bevan (Naveb), 1m 1.2s.

Class winners: J. Granville (Audi), 1m 14.1s; M. Barnard (Datsun 240Z), 1m 18.4s; N. Garner (Mini), 1m 9.4s; D. Keen (Escort), 1m 9.1s; R. Burn (Clan Crusader), 1m 6.6s; B. Betteridge (VW), 1m 8.2s; R. Brunt (Mini), 1m 6.2s; T. Merridale (Escort), 1m 4.7s; T. Smith (Mini-Ford), 1m 5.1s; N. Seymour (Volnik), 1m 3.1s; D. Moody (Capri), 1m 10.8s.

BT&RDA Championship: Champion: Martin Barnard. Runner-up: Dick Keen.

Class winners: J. Williams, 50pts; N. Williams, 18pts; Garner, 63pts; Merridale, 48pts; Gibson, 63pts; Betteridge, 63pts; Brunt, 60pts; Fuell, 46pts; Smith, 57pts; Seymour, 54pts. **Ladies:** Miss A. Harris, 57pts. **Best Newcomer:** D. Mavropoulos, 39pts. **Team award:** Midland Manor (Barnard, Fuell, Garner), 175pts.

Superloons: no more

Super Saloon racing is dead. The RAC have ruled that next year, there will be no Super Saloon championship.

However, individual race organisers will be able to hold their own races should they so wish.

This was decided last week and drew much comment from racers throughout the sport at the weekend.

It seems that the race committee decided this drastic measure last week without having consulted either the sponsors of this year's championship, Tricentrol, or the Super Saloon association. It has been a decision mainly from the circuit owners and organisers who apparently feel that recent races have shown that Super Saloon racing does not attract a good enough gate. And yet as late as this month, the RAC issued regulations for the class of racing that they have now deemed obsolete.

Mick Hill, F5000 driver and constructor of a number of Super Saloons, is the spokesman of the Super Saloon association: "but we weren't consulted at all. It seems that the bad press and poor racing have pressured the circuit owners to demand them to be disbanded. But the sponsors want to continue and they haven't been consulted either".

It seems the idea is to get the Super Saloons back into special saloon racing to pep that up a bit. "But that won't work either. You'll just get a couple in each championship and they'll take off into the distance and produce another mediocre race," said Hill.

Whether anything can be done to preserve the Formula is another matter, but if something is formulated, then Hill will be trying it.

Smith and Hathaway tie

Thanks to the benevolence of the organisers, two drivers came away with BTD awards from last Sunday's autocross run by West Essex CC at Stapleford Tawney, near Romford. Lucky winners were Miniman Mike Smith and Graham Hathaway in his 1300 Escort, both of whom returned a time of 1m 54.4s to head a field of 74 runners.

Tim Fraser gave Ian Thompson one heck of a fright in the small capacity Mini class by getting within a tenth of a second on his second run but in the 1300cc front engined rwd class the Beesley brothers, Tony and Roger, in their Anglia, trailed Ian Turner's Escort by over a second.

Dave McDine and Barry Crump engaged in yet another of their close finishes in the 1 litre Mini class with McDine being victor by slightly under a second but in the huge 19 strong big Escort/Anglia class Tony Ford and Malcolm Smith both did 1m 55.5s. There was no double pay here though for Smith had had a penalty on the first run.

BTD: G. Hathaway (Escort) and M. Smith (Mini), 1min 54.4s.

Class winners: I. Thompson (Mini), 1m 59.8s; I. Turner (Escort), 1m 59.0s; B. Wright (Elan), 1m 56.7s; D. McDine (Mini), 1m 57.0s; T. Ford (Escort), 1m 55.5s; N. Bradshaw (Bradbuilt), 1m 59.0s; G. Lobb (Ascona), 2m 4.8s.

Vin's problem

Vin Malkie, who shares the Cheshire Racing Team's Chevron B1 with Dave Mubbutt, had some misfortune during practice for the Aintree F. Libre race. Before going out, the team forgot to change the car's number from Dave's 56 to Vin's 156, and the timekeepers studiously ignored Vin's efforts. Incidentally, 156 was also the number given to Tony Hill's Dolomite just to add to the confusion. Anyway, Vin was allowed to start from the back of the grid but without penalty and in the atrocious conditions which prevailed for the race he was making rapid progress when the race was stopped and had reached sixth place. The team, incidentally, are running with sponsorship from Tavenner Rutledge, the Liverpool sweet manufacturers, jars of whose products have been presented to all race winners at Aintree during the season.

Our report of the Britax production saloon race at Brands Hatch on August 17 failed to give Tim Dodwell his correct position. He finished third and not fourth.

Morris clips record

Records went flying in all directions down in West Wales last Sunday when Pembroke MC held their sprint on the usual course at Talbenny. Star performer, yet again, was the farmer David Morris, who clipped a huge slice off the course record in the Ensign racing car he shares with brother Bill. He reduced his own year old record from 92.78s to 91.70s. Five other class bests were also cracked during a fine day's sprinting from a field of 39 competitors.

First record to go was in the touring car class up to 1150cc where Malcolm Davies took his Anglia round in 104.7s to carve more than a second off the previous best and he finished miles ahead of the second man. Mexico pilot Jim Llewellyn beat Peter Waldon's 3 litre Capri in the next class by three seconds and then the Midlander Tom Wood really astounded people by charging round in his Cooper S in 100.84s to take close on three seconds off the special saloons class.

All the marque and mod sports entries were lumped together to give a class of eight and the leading trio

all collected new class records.

Stuart Watts (Elan) showed a two second improvement to win the class in 101.82s and set a new best for Class 7, Peter Waldon brought out his Midget to collect second and a new record for Class 6, and Ernie Preece (Midget) set a new one in Class 9.

Best class battle of the day was between the Mallock U2 men John Wilson and brother Brian. Brian led the first runs with 95.49s, but John came back with 95.44s, but was a fraction outside his own class record.

BTD: D. Morris (Ensign), 91.70s (record).

Class winners: M. Davies (Anglia), 104.7s (record); J. Llewellyn (Mexico), 110.40s; T. Wood (Cooper), 100.84s (record); S. Watts (Elan), 101.82s (record); J. Wilson (Mallock), 95.44s; W. Morris (Ensign), 95.67s. **Ladies:** Mrs M. Watts (Elan), 109.55s (record).

● This weekend sees another Welsh championship autocross at Brynorch, near Neath, sponsored by BP. The organisers, Port Talbot MC have a free entry on the Tour of Epynt. Late entrants should contact Lyn Thomas at home on Neath 55474 or Bus: Skewen 813232, x 426.

Turnbull beats Rose

Sutton Coldfield driver Rob Turnbull inflicted a rare defeat on Bob Rose when Rolls-Royce MC ran their annual sprint at Curborough, near Lichfield, last Sunday. Brabham BT 35 driver Turnbull returned a BT in 31.5s, while Rose (McLaren M14D), on 32.0s, just headed David Render's BT 35. A special award for the most consistent driver of the day most probably went to Peter Canwell who did three identical times of 43.7s in his Elan.

John Bradburn and Martin Raven shared the spoils in their Datsun 240Z in the standard car class being only six tenths apart but Steve Martin was half a second up on Brian Allen and Graham Thompson in the 12 strong 1-litre Mini class. After David Carvel and Alan Payne had walked away from the opposition in the up to and over 1600cc classes, Ken Heywood wound up his Cox

GTM to very good purpose and just pipped Des Richardson's Turner on aggregate in the Modsports to 1300 category.

Alan Wood's ultra rapid Elan again collected a class win over Cyril Baxter's Marcos and Herbert Shepherd's E-type easily too the big sports car class.

The battle of the Mallock U2s went to Roger Williams by three tenths from Arthur Hinds and Richard Lester weighed in with a time of 32.7s in his Lola T100 to easily collect the up to 1600cc racing car class.

BTD: R. Turnbull (Brabham BT 35), 31.5s. **Class winners:** J. Bradburn (Datsun (240Z), 42.2s; C. Matthews (Imp), 41.2s; S. Martin (Mini), 38.9s; D. Carvell (Cooper), 35.9s; A. Payne (Riley), 37.8s; H. Shepherd (Jag E-Type), 39.0s; K. Heywood (Cox GTM), 37.2s; A. Wood (Elan), 35.5s; M. Green (Endrust Lotus), 35.3s; R. Williams (Mallock U2), 34.8s; R. Lester (Lola T100), 32.7s; B. Rose (McLaren M14D), 32.0s. **Ladies:** Mrs W. Canwell (Elan), 46.0s. **Best Rolls-Royce:** P. Canwell (Elan), 43.7s.

Attraction

Chess Valley MC have a total prize fund of more than £500 for their charity fund raising Saturday autocross at Lord Burnham's land at Beaconsfield on September 27th.

BTD will be worth £30 and all class winners are on £20 and this sort of prize money is bound to attract some of the top names. The whole event is being run in conjunction with the local Round Table and entries at £3.50 are available from Mrs Daphne Anderson, 80 St. Edmunds Drive, Stanmore, Middlesex HA7 2AU.

● David Howes wasn't at the Mallory Park Super Saloon meeting, on Sunday because he's unfortunately been hospitalised following a road accident. A lorry in his local village 'ran over' his car and Howes sustained a broken cheekbone, collarbone and leg. He's in Dunstable and Luton hospital and is now improving.

BRIEFLY...

● Jean Pierre Aux was a catalogue of disasters on Monday at Brands Hatch. First off was the jamming of the horn for a lap. Then the Mazda stuck in third gear, and finally the Aux hit the bank. That was the one good thing: "the front suspension which had been bent in a previous accident, is now straight" quoth the Count.

● As you may have noticed from last week's championship positions, no fewer than three teams are currently equal first in the Speed Merchants team trophy. All three teams are looking forward to the tie-breaker, a competition to determine the driver who can drink two pints of beer quicker than the others. His team will then win. Teams, we are told, are currently training hard.

● Gerry Marshall got picked up by a lady on Sunday. Unusual, well yes, especially when she grabs him round the middle and picks him up. And the lady drives quick cars and was former British Ski team captain. Yes, Divina Galica picked up Geery Marshall at Mallory. And not just once either.

● 432 MC have about 50 entries already for this weekend's autocross near Solihull which we reported last week as taking place over the Bank Holiday.

● Regulations are now available for the Welsh Border Car Club's autocross on Sunday September 14, at Beam House, Nesscliffe near Shrewsbury. They may be obtained from W. D. A. Wren, 82 Welsh Walls, Oswestry, Salop.

● Hillclimber Terry Smith has bought the ex-Graham Watts March-Holbay 733 and has put his ex-Franklin Vixen up for sale. He'll campaign the March in sprints and hillclimbs.

● Regulations for Weston speed trials are now available either from Robin Boucher or from R. D. Durk at Nippors Way, Winscomber, Avon.

● Ian Richards, who contested the Forward Trust saloon car championship two years ago in a Mini and came fourth overall, is turning his hand to the Renault 5 championship. He made his debut at the Bank Holiday meeting at Snetterton in a car entered by the Garden City Service station at Welwyn Garden City. He intends to race for the rest of the season and probably next.

Dutch FF?

Any Formula Fordsters for Zandvoort? Doug Wood has been in contact with the circuit and they are interested in any British competitors who would like to race there on September 6/7 in their Burley Championship of Europe Race. As well as Dutch competitors, there will be Belgians and Danes competing. For more information contact Mr Beerepoot, PO Box 132, Zandvoort Circuit, Zandvoort, Holland or phone 010 31 2507 7041. Entry is free.

Orrick: sub judice

Our story last week headed Orrick's protest was based very much from the organisational point of view and we would point out that this was not Orrick's version of the story, nor were the reasons for his exclusion stated. However, this matter is going before the RAC and thus is very much sub judice.

Harry Kemp Place

We regret to report the death recently of Harry Kemp Place, a race driver of many years who competed at such venues as Brooklands, Donington, Silverstone and the Jersey road race. He raced Bentleys, SS100, Bugatti and Healey Silverstone and once owned one of the ex-Parry Thomas Flat Iron Specials, which he sprinted. Of late, Place raced yachts and it was while participating in this sport that he died recently. Our condolences go to his widow, Pat.

● Regulations are now available for the Sevenoaks and District MC's Johnny Reeves Memorial autotests which take place on the Isle of Grain on September 21. Regs are available from Nigel Praten, 210B, Ravensbourne Avenue, Beckenham, Kent BR3 2HG.

● Crowd for the Santa Pod drag weekend was put at just under 20,000, one of the best this year and proof of the trend towards bigger two-day events in popularity.



Sue Tucker-Peake and Divina Galica (right) came to blows in their ladies Shell Sport Escort Sport race at Mallory on Sunday, but ST-P came off best and took the BWRDC championship from Divina.

Stringer's latest burst

A late burst from Steve Stringer over the last four tests gave him an exciting BTD by three tenths of a second up in Bradford last Sunday when the Huddersfield MC ran their round of the BT&RDA Autotest Championship. Stringer, the Lotus 7 man, beat Trevor Smith in his Midget with a time of 246.8s for the 10 tests which were laid on at the car park of an electrical company.

The Mitchell Trophy for the biggest class win went to Richard Ineson in his 998 Cooper who won his class by some 15s, beating Gordon Aird's Datsun in the process. The six competitors in the big Minis class were led all day by John Larkin in his Clubman GT. He totalled 277.6s despite a clanger on Test 9 and beat the leading Huddersfield driver Gerald Taylor by nearly eight seconds. David Barney, clanger on Test 1, and Phil Darbyshire, clanger on Test 9, finished the day one tenth of a second apart in third and fourth spots.

Trevor Smith led the competition for six of the tests in his Midget and was always in command of the situation over Dick Squire's big Sprite, whom he beat by six secs.

BTD: S. Stringer (Lotus 7), 246.8s. **Class winners:** R. Ineson (Cooper), 291.9s; J. Larkin (Clubman GT), 277.6s; J. Plant (Ascona), 320.5s; T. Smith (Midget), 247.1s.

Mather's back

Kim Mather was back in his March 742 at the weekend having given up thoughts of selling the car when Alo Lawler kindly offered the loan of a Nicholson engine to replace the one Kim blew up earlier in the season. The car was running under the L and B Excavation's banner as a result, although Kim has a new self-built engine on the way which he hopes to fit this week, giving him a good opportunity to compare it with the Nicholson.

Clark's Modsport point

Ian Clark phoned us following last week's story on the Lotus 7 in Modsports to give his view of the situation about the non-signing protest which took place at Brands Hatch ten days ago. He said that the group of people, numbering around 20, for whom he is the spokesman, are concerned about the future of Modsports and feel that the Lotus 7 as campaigned by Dave Bettinson is against the spirit of Modsports.

They feel that the signing sheet which each competitor is asked to sign before each meeting to allow in the Lotus 7 is the means by which the RAC intends to gauge reaction. Clark says that none of the people concerned has anything against Bettinson himself, and that no one likes to see a competitor travel many

miles and then not get a race. Their non-signing at Brands Hatch was designed specifically for that meeting as Bettinson only had to travel from South East London. Having non-signed once, they intended to protest through the RAC proper at one of the committee meetings, but the one that took place last week was somewhat sparsely attended as some of the members are away on holiday.

However, Clark feels that they have made their point, and that Peter King's register has all the makings of sorting such matters out before they reach such a head. But "the RAC is asking us to protest against a paper balloon" and Clark hopes to get it sorted out soon, if only for Bettinson's sake.

Priddle into problems

With three days action, there was plenty going on all through the weekend at Santa Pod, with qualifying and various eliminations mixed throughout the first two days. The big eliminations in Pro Fuel, Pro Comp and Pro Stock were set for Monday, so runs from these cars counted as qualifying times on Sunday.

The first three places in Pro Fuel were about as close as they have ever been, with first Owen Hayward running his best ever in the Houndog rail at 6.65s/213mph.

Shortly after Dennis Priddle took his popular Mr. Revell car down to a slightly slower 6.68s at 207mph, while Peter Crane pipped them both with a strong 6.5s at 216mph. Gerry Andrews took the Stones Chev rail into Pro Fuel again with a 7.5s, but the clutch was not locking up properly on this run. Finally Ron Picardo took 'Firefly' down to a 7.8s at 203mph after some earlier troubles to close Sunday's proceedings.

In Pro Comp Mike Hall eventually set low time with an impressive 8.1s after Martin Rowat had held the spot all day with an 8.39s from his 354 Chev rail, Hall's 392 altered sounding better than ever. Other entrants were not so lucky, for Pat Cuss was unable to get his 354 Hemi rail running on form, and Lawrence Burn kept losing oil filters on his potent Donovan powered altered. Jim Read managed a respectable 10.5s from his new blown 392 rail before breaking a head stud in the pits - this being his first run under power all the way.

Pro Stock certainly lived up to its promise, with five cars entering and putting on a show reminiscent of the great '73 season that had the crowd on their feet. This was not till late in the day however as the drivers all wanted to run together, and there were problems. Gary Goggin had effected repairs to his gearbox and

was quickest at 10.0s with his Camaro, while Tony Dickson was pleased with an 11.1s with the Duckhams Camaro after its long rebuild that continued through the day! At the first run with the 'new' car, it was faster than it had been before. Dave Rose had some handling trouble with his HemiCuda but later improved to an 11.7s, while John Ledster elected to run his Top Street 289 Mustang with the Pro Stocks, and although lacking capacity, went very well to record a best ever 12.0s. Lastly Mike Churchill had some timing trouble with his Camaro, then found the pinion bearing had started to collapse. Finally surmounting these troubles, Mike could not then get into third gear on two runs, and was left with a disappointing 13.5s time.

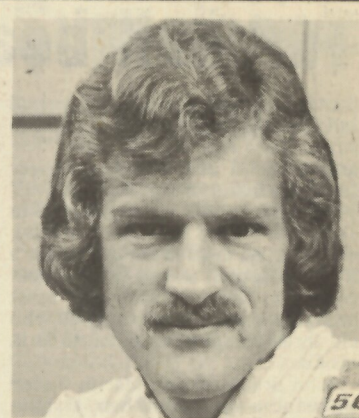
Monday dawned wet and miserable, but luckily it cleared up, and after the first two runs, most people would have been happy if nothing else happened all day. In a classic Funny car duel Hayward and Herridge had the packed stands on their feet as the two monster cars streaked up the strip sparing no quarter. Herridge got by Hayward's start at the top with a terrific 6.91s/202mph to 7.14s at 207mph. Herridge later repeated the trick with a hole shot start at 6.81s to 6.87s just to show that though the accent was on Fuelers, the Funnies were still in business.

But back to the second run, Priddle v Crane, and it was Crane who was away first, his huge Milodon engine catapulting the car up the strip. Suddenly he was over the centre line, veering back and then rolling! But the car didn't go over incredibly, despite being on one wheel at least 150mph, and once again Crane survived from an impossible situation, slowing to a 7.1s at 205mph to Priddle's 6.55s at 205mph. In the other semi final,

Gerry Andrews red lit against Owen Hayward in a desperate attempt to win, but Hayward's 6.7s easily beat his 7.5s anyway. For the final, odds were on Priddle, but Hayward was away first and charging hard, then Priddle was making ground until a fuel line fractured, and the Donovan popped off, probably taking some pistons as the engine leaned out. Hayward kept on to a 6.55s at 221mph, his best ever.

Racing through the whole field was so good, it's hard to pick out the best, but Pro Comp was again very good, with more and more entries - some having trouble, but all trying hard. Mike Hall looked to have the edge on the rest with his altered, and got to the final with steady low 8s, while Lawrence Burn in his Donovan powered Bantam also ran a good 8.9s against Martin Rowat, who broke another axle in his Chev rail on the line, losing a probable win after his earlier 8.3s form. The final run between the two Bantam altered went to Hall at 8.05s/172mph as Burn slowed to a 10.05s.

The other big eliminator was of course Pro Stock, and in the first round, John Ledster red lit against Tony Dickson in the attempt at closing the gap, then couldn't get third gear. Dickson's Camaro waited for the green then dipped to a 10.7s at 131mph. Gary Goggin then pulled out a 10.1s win over Dave Rose's HemiCuda at 11.7s to close out the four car field. After a run-off for third which went to Ledster after Rose red-lit to an 11.5s came the moment that we had been waiting for. Could Tony Dickson pull it off at the first meeting? The answer was no, for despite just leading at the start and running even quicker at 10.5s the superior power of Goggin's engine paid off at the top end with a 10.0/138mph to 10.5s at 131mph again. Interest in the class definitely picked up again at the appearance of five cars at one meet, so once again the future looks good for the big stockers.



Steve Thompson - Penthouse champion.

Thompson's championship

Motor racing's forgotten man, Steve Thompson, did everything that was asked of him when he clinched the Penthouse-sponsored Ford Escort Challenge series in fine style by finishing second at Mallory and first at Snetterton last weekend.

The way Thompson took the championship at Snetterton must have been particularly satisfying, especially in the way he beat Neil McGrath who was having another run in Derek Speight's extremely rapid Ford Mexico.

Thompson's success in the Penthouse series has been down to the superb handling of his ex-Colin Vandervell Mexico, a previous championship winning car originally bought by the Opposite Lock Club in Birmingham for Martin Home to drive. Thompson was asked to take the car over once the championship had got underway. At that stage Mike Freeman had built up a huge lead by winning the first three races.

Thompson showed that his skill, which has brought him Formula 5000 success both in Europe and the Tasman series and yet has still failed to gain him worthwhile recognition, could be employed equally well in a car with a totally different technique and a horsepower gap of something approaching 400 bhp! A run of consistent high placings soon put him at the head of the series and although there are still three races left, Thompson's Opposite Lock Mexico has amassed enough points not to be overtaken.

BRSCC Penthouse Escort Championship: 1 Steve Thompson, 74 points; 2 Mike Freeman, 39; 3 Graham Hollis, 34; 4 Nick Weir, 32; 5 Gordon Bruce, 26; 6 David da Costa, 21, etc.

Abbreviated

Last Monday's final round of the 361 autocross championship run by the Billericay AC ended prematurely when one of the competitors crashed during the championship run-off. John Pharez from Wickford went end over end in his Elan and had to be removed to hospital suffering from concussion. As the course doctor decided to accompany him the organisers decided to abandon the remainder of the runs. Extremely dusty conditions throughout the day caused trouble for competitors and marshals alike and, faced with several anomalies to sort out, the club has delayed publishing even any provisional results.

Penthouse antics

The antics of the Penthouse Escort competitors has been upsetting people again, probably because the racing has become too close over the past season. An RAC official was heard to remark at Mallory that he reckoned that this season had seen the best Challenge (because no one car has dominated) since the series first started in 1971. The races at both Mallory and Snetterton over the Bank Holiday weekend produced some cracking racing but, sad to say, some bent motor cars. The one to come off worst was, we're afraid, the newstyle Escort Sport of our Sports Editor Chris Witty.

The car, which was having its fourth outing having been lovingly prepared by Adlards of Brixton, was totalled against the bank at Russell while our intrepid scribe was mixing it for sixth place. The accident, occurred mid-way through the race which, we are sure, will be described in lurid detail in a forthcoming feature.

Hitting the infamous Russell bank flat out in top gear, we're told, is quite an experience, especially if you've lived to tell the tale!

Lindores takes another

John Lindores from Berwick collected yet another autocross BTd on Bank Holiday Monday when he won the Kirkby Lonsdale MC event at Whittington in his 2-litre Escort. Lindores set his best time on his third run in 71.8s and he was miles ahead of the rest of an entry of 71 competitors.

One of the best class battles was in the over 1-litre modified saloons where Dave Ridgeway headed Harry Horn in his MJS Special by 0.2s. Miss Muriel Banks was also involved in a close battle in the up to 1300 road going class. In her Fiat 128 she beat Eric Dixon (Mini) by 0.7s. The day's biggest class at the Lakeland Motors sponsored event was for the big Escorts and Anglias and Les Eagleton headed a class of 22 in his 1800 Escort in 77.8s with his wife Edna second 0.7s adrift.

BTd: J. Lindores (Escort), 71.8s.
Class winners: G. Manners (Mini), 74.5s; D. Ridgeway (MJS Special), 74.5s; H. Currell (Anglia), 82.5s; J. Clarkson (Escort TC), 79.3; Miss M. Banks (Fiat 128), 87.1s; L. Eagleton (Escort), 77.8s. **Best Kirkby Lonsdale:** M. Capstick (Mini), 78.8s.

Worthy Wathen

Although the club president Ron Easton collected BTd at the South Hams MC autocross at Woolston near Salcombe on Bank Holiday Monday, the biggest cheers were reserved for rally driver Chris Wathen.

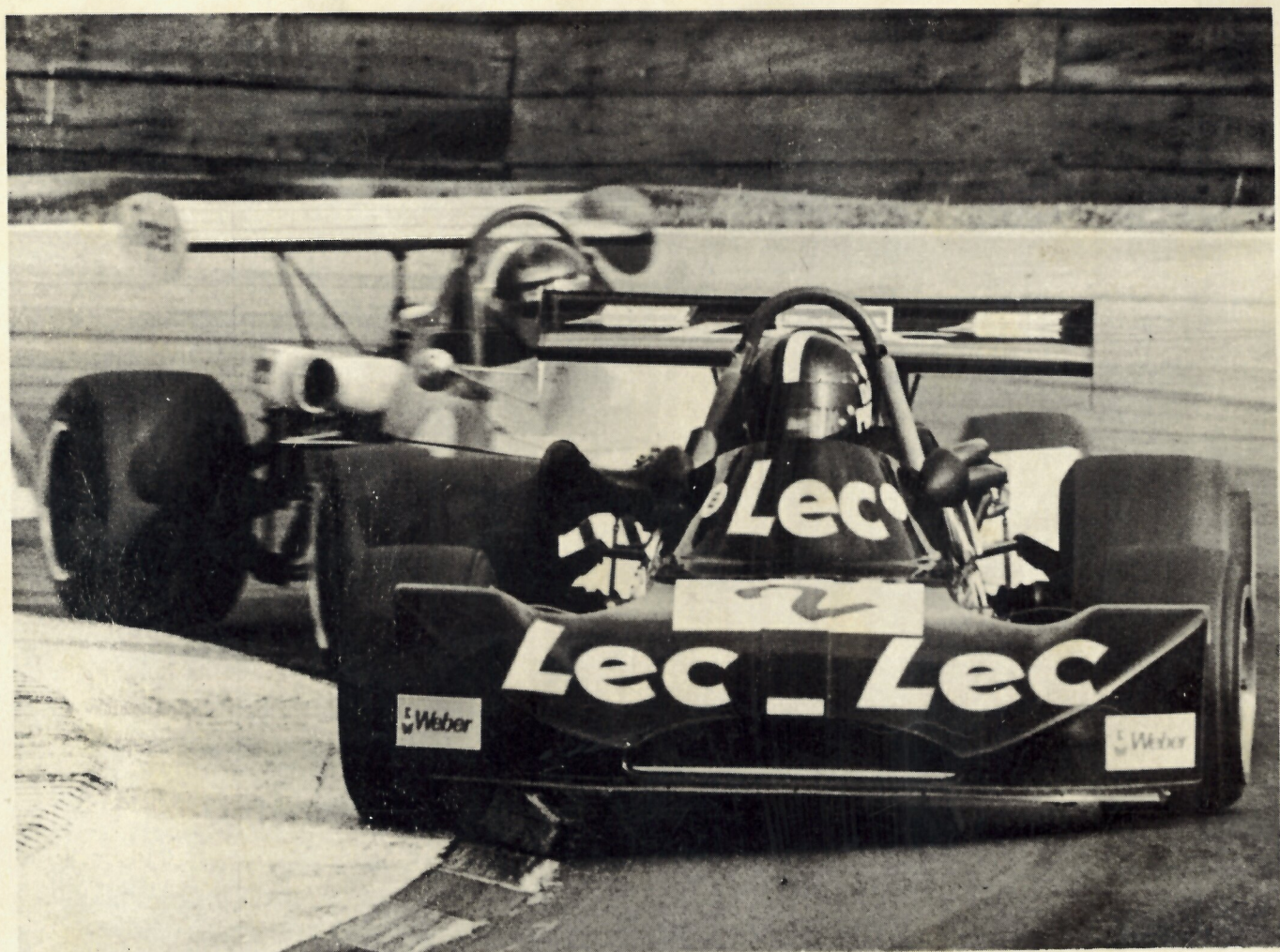
Driving his sponsored Escort Wathen was remarkably consistent turning in a time of 1m 43.2s on each of his three runs and he was less than a second behind Easton's TVR Vixen.

Several of the BT&RDA circus stayed down in the West Country for the event and got amongst the awards.

BTd: R. Easton (TVR Vixen), 1m 42.4s.
Class winners: M. Barnard (Datsun 240Z), 1m 49.0s; G. Stockley (Mini), 1m 56.2s; B. Merridale (Escort), 1m 47.4s; T. Keens (Sprite), 1m 51.0s; G. Hoard (VW), 1m 51.6s; T. Smith (Mini), 1m 46.2s; I. Bedmead (Escort), 1m 47.8s; D. Harris (Mini), 1m 46.0s; K. Newland-Hodges (Renault Special), 1m 47.4s; C. Wathen (Escort), 1m 43.2s. **Ladies:** Mrs H. Kerswell (Capri), 2m 5.2s.

● Two late additions to the drag calendar are events at Aintree this Saturday evening over the eighth mile, and Long Marston again on Sunday.

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