

DEAN DELAMONT - ZOLDER F2 - JODY SCHECKTER

AUTOSPORT

Roger Clark dominates the Castrol Manx Rally



CONTENTS

- 2 Pit and Paddock
- 8 Manx Trophy Rally: Slaughter of the innocents
- 14 Zolder F2: Leclerc's just desserts
- 16 Silverstone: Jordan's big banger thrill
- 20 Antics of a season's racing
- 24 Correspondence
- 26 Interview: Dean Delamont
- 28 Jody Scheckter
- 30 Interview: Bjorn Waldegaard
- 32 Michigan IROC: Pearson times it right
- 34 Private Ear
- 35 Roy Hesketh: Charlton's championship?
- 36 Road test: Honda Civic 1500
- 41 Weekend Sport
- 42 Special Stage
- 45 Brands Hatch: Nilsson's rapid work wins
- 46 Thruxton: Lees takes the lead
- 47 Snetterton: Whiting beats the weather
- 48 Ingliston: John Lepp wins both heats
- 49 Sports Extra

Imagine this at Silverstone. The IROC Camaro series got underway at Michigan last weekend.

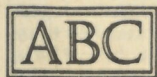


Publisher: Simon Taylor.
Editor: Ian Phillips. **Sports Editor:** Chris Witty. **Technical Editor:** John Bolster. **Rallies Editor:** John Davenport. **Overseas Editor:** Pete Lyons. **Club Editor:** Bob Constanduros.
Rally Features Editor: Ian Sadler. **Deputy Rallies Editor:** Peter Newton. **Chief Photographer:** David Winter. **Editorial Assistant:** Linda McRae. **Northern Representative:** Ian Titchmarsh. **Midlands Representative:** Derek Hill. **European Editor:** Patrick McNally. **Assistant Overseas Editor:** Jeff Hutchinson.
Advertisement Manager: Mike Trew. **Motoring Group Advertisement Manager:** Derek Redfern. **Advertisement Director:** Colin Martin. **Correspondents — Scotland:** Bill Henderson. **Northern Ireland:** Esler Crawford. **Eire:** Brian Foley. **USA:** Gordon Kirby. **Canada:** Chris Waddell. **New Zealand:** Peter Greenslade. **South Africa:** Allan Trim. **Argentina:** Dr Vicente Alvarez.

Published every Thursday by Autosport, Haymarket Publishing Ltd, Regent House, 54-62 Regent Street, London W1A 2YJ. Tel: 01-439 4242, 01-439 9133 (Editorial), 01-439 9339 (Advertising). **Telex:** 23918 Haymarket LDN. **Subscriptions and back numbers:** Craven House, 34 Foubert's Place, London W1. Tel: 01-439 4242 (subscriptions); 01-437 3272 (back numbers).

Annual subscription: Home: £14.50; Overseas, surface mail: £14.50; Airmail, Europe: £24.00; Airmail, USA and Canada: £34.00. Other airmail rates on application. Text printed in England by QB Ltd, Sheepen Road, Colchester, Essex. Cover printed by B. R. Hubbard Ltd, Callywhite Lane, Dronfield, Sheffield. Registered at the PO as a newspaper.

Direct from the publishers or all newsagents.
 Reprinting in whole or part of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers © Autosport, 1975.



Member of the Audit Bureau of Circulations.

AUTOSPORT, SEPTEMBER 18, 1975

EDITORIAL

We think that Birmingham have the answer, or certainly, the right attitude when it comes to the controversial question of the motor car. In a time where society is eternally contradictory over the need to conserve what little of our natural resources remain, some may find it hard to realise that the private car, in a collective sense, will be with us for quite some time yet.

When the ordinary motorist suffers, then motor sport as a whole is likely to be crippled; racing cars, rally cars, everyone involved. Many regard the sport as antisocial and wasteful. That is an attitude shared by a very large percentage of the world's population. Simply because it requires fuel to propel a car, to use it in a subjectively frivolous manner is, to some people, irresponsible. And yet within the corporate bigotry, such is the character of our sport that it can continue to withstand such emotional and irrational outbursts. As a sport, it has become big business and that means money, jobs, vested interest, security.

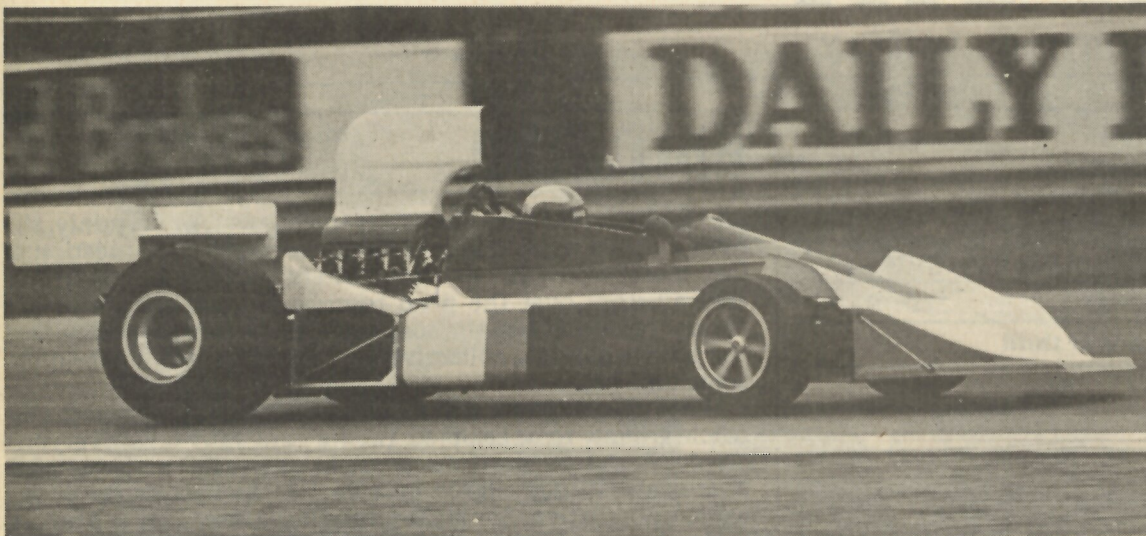
Birmingham is one city in Britain that is regarded as the centre of the British motor industry. It's our version of Detroit. As a city, it seems very conscious to present the right image. Perhaps its pallid grey sprawl lacks character but its inhabitants are aware of how important the motor industry is to their continued prosperity. Last week's Birmingham Motoring Festival, admittedly not the first, typified the attitude of the city and its councillors in their awareness. The Festival, held within the streets of the city centre, reflected just what could be and needs to be done to brighten up motor sport. Martin Hone, proprietor of a nightclub in the city and a former race driver himself, has now been trying for several years to get the city to stage a real road race, along similar lines to Monaco and Barcelona. He has been close to achieving this apparently fairy-tale pipe-dream on occasions, close enough to construct a track, but it has never quite reached fruition. The Festival is the nearest that the public of Birmingham have yet come to see a Grand Prix car run through their thoroughfares. Admittedly it is a daunting task, especially when road circuits, such as Barcelona, have come in for so much criticism lately regarding their inherent safety aspect. And still many feel the Birmingham track would succeed.

To notice the police closing off public roads on a Saturday afternoon is particularly encouraging. If it is possible in Birmingham, then it must be possible elsewhere. No, we're not crying out for race tracks in every city, but what we do feel would help, and the Birmingham Festival underlines this, is the need to present the best that the sport can offer to the public at close quarters. Our circuits are not capable of attracting the masses. They have lamentably poor and primitive amenities and, as our correspondence columns often indicate, they have little cohesive excitement to offer. Lack of amenities does not deter rally enthusiasts but then they have both cars and environment to revel in at close quarters.

An idea once was mooted to hold the British Grand Prix scrutineering in Hyde Park or Northampton's town square. It did not happen. We feel that it should have taken place, whatever trivial objections were raised. Motor sport is a travelling show. It has to offer itself to the public. We must go to them, on their ground, if we want to encourage and promote spectator appeal and thus ensure the sport's continued security. We can't afford to isolate ourselves, and ultimately suffocate in the esoteric ivory tower of our own making.

our cover picture

Roger Clark, partnered by Jim Porter, once again annihilated all the British rally opposition last weekend driving his works Escort RS
 (photo Colin Taylor Productions)



Looking remarkably similar to a March, John Watson drove the new Penske F1 car at Silverstone last week.

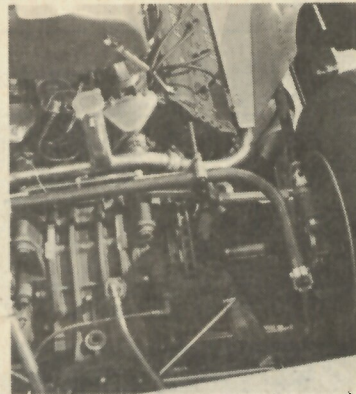
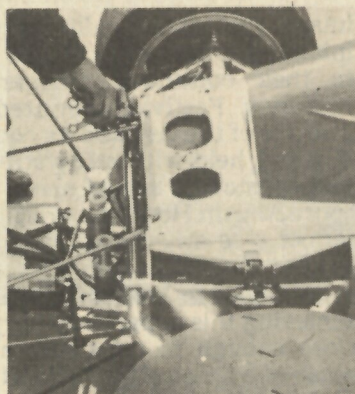
Although the car looks very similar to the current F1 March, the new Penske PC2 made an appearance, both at Goodwood and Silverstone, last week driven by John Watson.

The car has been built up at the Penske team's Poole workshops and, apart from the front uprights, everything has been made by themselves. Watson started by trying a comparison test with the earlier PC1 at Goodwood last Wednesday before transferring to the newer car. He said that the latest version car was far stiffer, turned into the corners well and put the power down smoothly.

Just how well the new combination were performing came the following day at Silverstone where, in 18 laps, Watson had the new car whistling down under the lap record to record 1m 20.2s.

Both car and driver will be off to the States next week where, along with other teams, they will be testing at Watkins Glen in preparation for the American GP.

Watson gives new F1 Penske shakedown run



Front (left) and rear (right) suspension looks similar, but is in fact, quite different from the March 751.



Most noticeable feature on the new Penske (top) is the aerodynamic fences on the nose and the deflators over the rear wheels. Designer Geoff Ferris (kneeling below) confers with Watson.



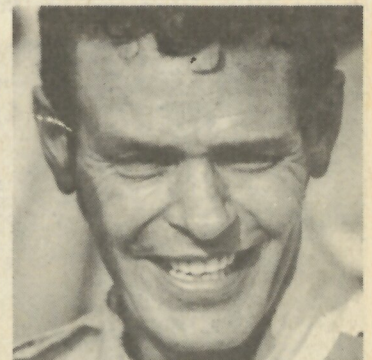
Sneva's first USAC victory

Tom Sneva brought smiles all round to the Roger Penske team at Michigan last Saturday when he won the First National City Bank-sponsored 150-mile USAC race driving his Penske-prepared Norton Spirit McLaren M16C. It was Sneva's first USAC success and it comes at the end of a season which so nearly ended in total disaster at Indianapolis earlier this year.

Sneva used his head at Michigan and during the final stages, he turned on the pressure and passed the duelling AJ Foyt (Coyote) and Gordon Johncock (Wildcat) whose cars were running out of fuel, so fierce had been their dicing in the early stages.

It was Foyt who qualified on the pole at 201.117 mph, some 4 mph quicker than Johncock. However, the Sinmast car led away at the start with Foyt chasing hard. They ran in close company for lap after lap but they were burning up valuable fuel. With less than five laps to go, Johncock's engine began to splutter and he dived into the pits, restarting to eventually finish sixth, three laps down. Foyt wasn't so lucky for the Coyote rolled to a halt before the pit lane, its tanks dry. The new USAC champion was classified seventh.

Meanwhile Sneva had passed both the early leaders but he was being chased closely by Bobby Unser and



Bobby Unser — big shunt.

McLaren's Indy

It is expected that part of the McLaren team's attack on winning the Indianapolis 500 next year will take the form of a turbocharged Ford Cosworth DFV engine, in a specially-designed chassis.

This follows a trend set by the Vel's Parnelli team last year who ran and tested the unit, officially designated the DFX, and also in a specially constructed car. They didn't, in fact, ever race it.

The idea of using the turbocharged Cosworth is because of its efficiency. With the threat of further fuel restrictions, the unit can produce a much better power-to-mpg ratio than any existing USAC unit.

..DFV in doubt?

If several of the leading USAC teams want to experiment and run the turbocharged Cosworth Ford engine next year, then they're in for a set-back. Last week, the USAC governing body decided that it would "freeze" the current USAC regulations for the next four years.

This means that the current Offenhauser and Ford engines are still going to be capable of out-running the Cosworth.

Johnny Rutherford. Unser was, in fact, a lap down but, with Dan Gurney's withdrawal from the USAC series, the reigning USAC king was having a run in one of the Sugar Pine Prune Eagles. This was the car usually handled by Mike Mosley who has since quit the sport.

Rutherford's Gatorade McLaren had been trying to force his way by Unser so that he could close on Sneva, a mere 2s in front. Moving into the last lap, Rutherford dived inside the Eagle, Unser seemed to lose control (they didn't touch) and slammed hard into the retaining wall. It was a big accident and Bobby was indeed fortunate to prevent the car from turning over. He was lifted from the wreck with a knee injury, probably a recurrence of an earlier ailment sustained in USAC midgets. However, Unser was classified third, two laps behind for his efforts. Fourth was Jimmy Carruthers (Alex Foods Eagle) ahead of Roger McCluskey's Silver Floss Riley.

Leclere's F1 Tyrrell

News broke last weekend that Michel Leclere would drive the third Elf Tyrrell at the American Grand Prix at Watkins Glen on October 5. Thus our story of a fortnight ago proved correct.

The Frenchman, who heads the works March F2 team, has been impressive all season. Some superb drives have failed to produce the necessary results usually through mechanical failure. However, the last two F2 races have shown Leclere to be very much "on form". By virtue of being an Elf contracted driver, it wasn't terribly surprising to see him considered for the third Tyrrell which he will drive alongside his French colleague Patrick Depailler and Jody Scheckter.

Following his Zolder F2 victory last Sunday, Leclere came back to England to be fitted in his 007 chassis. "I am really happy to be driving for Ken" he said, "although it would be nice to be able to try it out beforehand. But this I cannot do



Michel Leclere — well deserved.

because I am racing F2 at Nogaro next week."

Leclere's inclusion in the team is specified as being a "one-off" arrangement.

Whither Morgan?

Brian Henton's appearance in the Wheatcroft at the Brands Formula Atlantic race last Sunday must be significant that something's in the air, especially as Richard Morgan was on hand, but purely as a spectator.

However, no one from the Wheatcroft establishment is prepared to comment as to whether Morgan will drive for the team again. All we do know is that Henton will give the car another Atlantic airing at Brands again this weekend.

Stommelen looks . . .

Graham Hill's Embassy Racing Team are only entering one car at the forthcoming American Grand Prix. That will be driven by Tony Brise and Rolf Stommelen, who has driven two races for the team since making a comeback after his Spanish holocaust, has been released by the team for this one race.

Rolf Stommelen — looking.



Stommelen's contract with the team expires at the end of the season anyway.

Brise will have the choice of two cars in the States, both in differing guises with the intention of getting the result he's been threatening for some time now.

. . . to BRM

If Graham Hill Racing no longer require the services of Rolf Stommelen in America then the German hasn't been idle in trying to organise himself another drive.

He was seen testing a Stanley-BRM at Silverstone on Tuesday where it was more like a Grand Prix practice day. Apart from Stommelen and Bob Evans driving the BRM, Hans Stuck was on hand and lapping very quickly in the March (under the record we're told) while the McLaren, Hesketh and Frank Williams teams were also present.

F2 Association reforms

An inaugural meeting took place at Zolder last Sunday of all the major entrants in Formula 2 in an effort to unite and combat various small problems which have arisen over the past season. The meeting was instigated by Elf Martini team manager Hughes de Chaunac who has been intending to get this meeting on the road for the past six months, but has never found the time.

The main purpose was to form a strong association for next year, and to decide certain details for next year, one of which will be the prize money structure. But the Association's efforts won't be as high key as the Formula One Constructors Association. It's efforts are mainly to tie up some of the smaller details such as numbers throughout the

season, paddock arrangements, etc. Further points will be discussed at Nogaro when those present at Zolder's meeting will put forward the points on which they have had problems over the past season.

Then de Chaunac will meet Emile Bezzeing, secretary of the Alliance des Organisateurs which is the F2 organisers association.

Among those present were Sandro Angelieri (March), Bino Trivellato (Trivellato), Ron Dennis (Project Three), Brian Lewis (Bang and Olufsen), Jean Sage (Elf Switzerland), Armando Truffo (Osella) and Chevron.

In the past there has been an F2 association comprising mainly of the Formula 1/2 constructors, but it lapsed into obscurity due to internal disagreements in 1973.

Andersson dominates F3 Casale

Sweden's Conny Andersson made it six F3 wins in a row when he dominated the Casale F3 race in northern Italy last Sunday. Andersson's Rotel March was quickest in practice, won the qualifying heat and led all the way in the final.

Practice was held in dry, sunny conditions, unlike what was to follow. There was a good entry of over 40 cars so the practice and race was split into two heats.

Ending up quickest was Andersson's Toyota-powered March 753 on 62.2s, just 0.2s ahead of the impressive Rupert Keegan in his BAF March-Toyota 743. Then came Guadenzio Mantova and Luciano Pavesi in their Marches, both on 62.7s, followed by Eddie Cheever's Modus and Larry Perkins' Ralt, each recording 62.9s.

The first 16-lap heat was held in the rain and this was won by Pavesi

from Piercarlo Ghinzani's CRS, Perkins and Keegan, the latter having spun.

Andersson won the next heat, despite being headed for a few laps by an on-form Mantova. Third was Alessandro Pesenti-Rossi (March-Toyota) ahead of Cheever.

Andersson led away at the start of the 26 lap final with Pavesi holding off Mantova and the rest. The latter eventually got by and started to pull in the Swede. He closed to within 2s only to spin, recovering well to regain the lost ground and, as Conny relaxed, the Italian was just over 1s behind at the flag.

Pavesi was third ahead of Marcello Rosei's Lancia-powered March and a subdued Perkins. Cheever crashed when he spun at the quick corner before the pits while Keegan also revolved, albeit several times and didn't feature.

Le Mans G6 moans

Le Mans is in the news again. This time it surrounds a decision taken to drop the fuel restriction limitations from next year's event. If this was so, it would thereby allow prototypes in with a much stronger chance of victory. However, the G5 Silhouette entrants have apparently made their point clear that they don't want this to happen. So well put was their case that the CSI have apparently refused to change this ruling.

It could be that the organisers will run the event for G5 cars only and not G6. The debate continues.

● We've heard that besides Player's, the two other tobacco mavericks currently involved in Grand Prix racing will continue their involvement with the same teams for next year.

● Apparently Roy James wasn't testing Danny Alderton's F3 March at Silverstone last week. We're now told that it was John Stokes who has bought the car and will be sponsored by Bogarts Disco in Birmingham in future.

Petty's 10th NASCAR victory

Straight after their IROC race at Michigan, Richard Petty, Bobby Allison, Benny Parsons and David Pearson flew straight to Delaware the following day to take part in the Dover 500 Grand National NASCAR qualifier.

Petty may have been out of luck in the IROC but when at the wheel of his STP Dodge it's a totally different proposition.

Petty won, but it was a typically close NASCAR type finish with Richard Brooks (Ford Torino) and Benny Parsons' Chevrolet Chevelle mere inches behind at the flag.

This was Petty's tenth NASCAR victory this year.

● The third Viceroy F5000 Lola at the Long Beach race on September 28 now looks like being driven by Benny Scott, the coloured American driver who's shown a goodly turn of speed in American Super Vee races already this year driving a Viceroy sponsored Lola T324.

RAC still undecided on G1 regs

At last week's RAC motor sport council meeting, the council received the minutes of the RAC committee's decision on the British Touring Car championship regulations for 1976, but following the recent press and reaction to the banning of Camaros and the G1 classes for next year, suggested that the committee might like to rediscuss their decision.

The meeting at which this will take place was due to take place yesterday (Wednesday), and the Council have already said that this will be the final discussion. However, one source suggests that the committee are unlikely to change their minds.

● Are we right this time? Roy James in Peter Wardle's Formula Atlantic Surtees TS15 at Brands last Tuesday!

● What were Ronnie Peterson, John Watson, Frank Williams, Mike Hailwood, Howden Ganley, John Miles, Harvey Postlethwaite and many more doing last Saturday night? Answer: braving the elements but thoroughly enjoying a barbeque-cum-rave up organised by Dave Brodie at his new home near Henley.

New F1 Hill takes shape

The new Hill Grand Prix car is gradually taking shape. The car, which has been designed by Andy Smallman, is totally different to the existing team cars and, so we are informed, bears similarities to the latest Hesketh and Lotus (which was announced yesterday).

The monocoque is very flat and low, the car possesses a low frontal area and is about two thirds smaller than the current car.

At one stage it was hoped to get the GH2 ready for the American GP but the team have decided to spend a little more time on detailed design work. Therefore it is expected to be about a month away from completion. Provision has been taken to run the car with either front, side or rear radiators.

In appearance, team manager Ray Brimble describes it as similar to a Brabham-cum-Shadow.

Opel sparkle at Imola

Another round of the Trofee de L'Avenir took place at Imola last weekend, where once again the Hermetite team were fighting to improve their championship chances.

Tom Walkinshaw and Holman Blackburn put the sole Capri on pole position in front of Huub Vermeulen/Fred Frankenhout's Opel Commodore. In the first of the two 50 laps races, Blackburn led for four laps before being taken by the Opel,

but meanwhile Blackburn took a lap record. At the first stop, the Hermetite team lost 20 seconds to the leader as there were only four fuel pumps in the pits and there was a problem refuelling. Then Blackburn pulled in feeling unwell, and the Capri was now 42s behind the Opel, but a lap ahead of the Autodelta championship leading Alfa Romeo of Arturo Merzario/Spartaco Dini. By the end of the 50 laps, Walkinshaw pulled up to within 19s of the Opel.

In the second race, Walkinshaw had pulled that back to just 2s when on lap 20, the rocker arm broke on the Capri and it spent 20m in the pits. However, Walkinshaw went on to finish third in class and twelfth overall. Frankenhout ran out the winner with Dini second and his Autodelta/Alfa teammate Jean Claude Andruet third. The next round is at Zolder in 10 days time, followed by the final at the Access TT, Silverstone, a week later.



Derek Bell — saloons.

Bell at TT in works Alfa

Four works Autodelta Alfa Romeo 2000 GTVs, including one for British driver Derek Bell, have been entered for the Access RAC Tourist Trophy at Silverstone on October 5.

Bell, who won this year's Le Mans 24 Hour sports car classic, won the Tourist Trophy two years ago sharing a G2 Alpina BMW CSL with Harald Ertl.

In addition to their determined bid to win the Access Manufacturer's Team Prize, Autodelta Alfa Romeo will be trying to capture the Trofee de L'Avenir with their Italian driver Spartaco Dini. He currently heads the championship, having consolidated his position with a class win at Imola last weekend co-driving with Arturo Merzario. Bell is expected to partner him at Silverstone.

Fellow Italian drivers Walter Dona and Mario Litrico share another of the Autodelta Alfas, while the International French race and rally driver Jean-Claude Andruet, who won the 1973 Monte Carlo Rally for Alpine Renault, completes the impressive Italian team entry.

Steve's F3

The final round of the John Player Atlantic Championship last weekend was possibly Stephen Choularton's last Atlantic race. He is turning constructor, and at the moment, with the help of some friends he is designing a Formula 3 car for his own use next year. No sponsor has been found yet but there are one or two things in the pipe-line.

Arnoux shows his class

Although regarded as being unsafe for F2 cars, the Albi circuit in southern France was in operation again last weekend for another round of the France Super Renault series.

Following his retirement at Monza the week before, Rene Arnoux fared a lot better this time by winning the event handsomely in his Elf Martini Mk15.

Pole was taken by Dany Snoeck's Martini just ahead of Arnoux with the Antar cars of Jean Ragnotti and Marc Sourd next up. Then came Jacques Coulon's Lola T410 and Richard Dallest (Elf Martini).

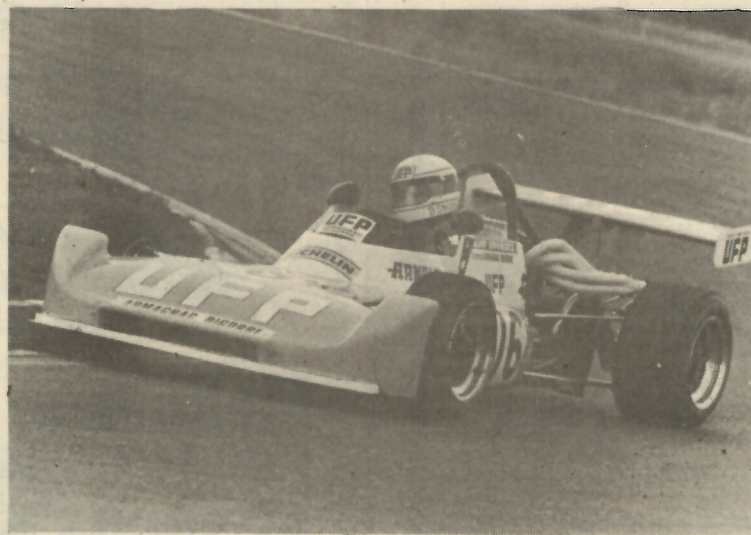
Snoeck led away from the start chased by Arnoux, Sourd, Ragnotti, Coulon, Didier Pironi (Martini),

Dallest and the rest. On the second lap, Rene took over the lead and then started to pull away. His progress was helped by a huge dice involving Snoeck and Ragnotti, the former eventually dropping further and further back with brake problems to eventually finish sixth.

Arnoux thereby cruised onward to an 8s win but the star of the race was Coulon's progress. After earlier handling problems seemed to cure themselves, Coulon started to climb up the leader board, eventually catching and just pipping Ragnotti for second place by 0.6s at the end.

Pironi was fourth comfortably ahead of Sourd while Dallest followed Snoeck home in seventh spot. Fastest lap went to Arnoux at 1m 15.09s.

Dany Snoeck put his UFP Martini on pole, led initially but eventually dropped back to finish sixth.



The new Jaguar XJS, just one of the stars of last week's Duckham's Motoring Festival in Birmingham, heads the Can-Am championship winning UOP Shadow through the closed public streets.



IROC for Silverstone?

The IROC comes to Europe? It may not be such a pipedream for Roger Penske, Les Richter and Mike Phelps, co-ordinators and organisers of the American series, are planning to dovetail the "all star" championship with Europe. Already a manufacturer has been tentatively approached — BMW — with a view to providing cars for the European race(s).

The Americans feel that a round at Silverstone would be the best suited circuit for such a race in Britain.

Jim Hall on F1

Jim Hall, the boss of Chaparral and co-entrant of Brian Redman's F5000 Lola in America, has asked us to make clear his thoughts on the relative merits of F1 and F5000 upon which we quoted him a couple of months ago.

"I did say that Formula 1 is the premier Formula and that it would be the best place to do your work, but I didn't say the F5000 series is no good. Sure some of the promoters have been disappointed in their crowds this year, but as far as I and my team are concerned, the F5000 series is always a tough one. We've never found it uncompetitive."

Ray of hope

After his excellent sixth place at Zolder, Ray Mallock intends to complete the F2 season with the races at Nogaro in France, and, of all goes well, the final round at Vallelunga as well. He's currently negotiating a late entry at the French race and will probably take over John Wingfield's entry as the Ralt won't be going.



Jody Scheckter — partners Hobbs,

Jody's F5000

Elf Team Tyrrell Grand Prix star, Jody Scheckter, is making a return to the American F5000 series at the Long Beach race on September 28.

Scheckter, who won the series a couple of years back driving Sid Taylor's Trojan T101 and Jerry Entin's Lola T330, will once again be in a Lola.

For the Long Beach race Scheckter will team up with Britain's David Hobbs in the Carl Hogan Racing Team handling their back-up T332. If all goes well, then Scheckter may well finish off the series in the car.

...and Brett's



American Hesketh F1 driver Brett Lunger will be running the Chris Oates-owned Lola T330 in the remaining US F5000 races starting at Long Beach. Chuck Jones is also involved.

Kozarowitzky's Super Vee

Mikko Kozarowitzky took a step nearer to the Gold Cup SuperVee crown last weekend at Zolder. He dominated both 16-lap races to take the overall victory by 10s from the older ATS Lola of Helmuth Bross.

In the first race he quickly dealt with Keijo Rosberg's Kaimann which then tangled with one of the bunch contesting second place, and this allowed Kozarowitzky to pull away to a 10 second lead. But in the closing stages, Mika Arpiainen detached himself from the bunch and slowly hauled himself right up to pass Kozarowitzky. Then within virtual sight of the flag, Arpiainen ran out of petrol and fell back behind Bross and Kennerth Persson to take fifth place.

The second race featured a really phenomenal drive by Sweden's 22-year-old Eje Elgh. Starting from

the back of the grid after getting a puncture while contesting second place in the first race, he carved right the way through the 25 strong field to finish an incredible second to Kozarowitzky. Kozarowitzky had had to deal with Persson before taking the lead, but then drew away a bit as Persson was caught by both Bross and Elgh, the latter passing before the flag. Persson took third but Bross' fourth place was good enough to give him second overall after his first race advantage.

Of the British competitors, both David Warwick and Bruce Venn drove steady races to finish fourteenth and sixteenth respectively, while neither Mark Litchfield nor Mike Tobitt qualified for both races. John Morrison's car was hired out to a young Belgian, so our British star was a frustrated spectator.

Rosberg for F2?

The Uwes Modes team who have been so successful with Keijo Rosberg this year in SuperVee are thinking in many directions next year. They'd like to run Rosberg in Formula 2, possibly in a Chevron and are thinking of taking over the Swedish star Eje Elgh to drive Formula 3. They'd like to stay in SuperVee and were intimating to Supernova's Ian Williams that they might run his cars, including one for current Supernova driver John Morrison. However, naturally, the whole deal depends on money, but a decision was due to be taken this week.

No go in US for V6

We're informed that although New Zealand have recently accepted the 3.4-litre Cosworth Ford V6 engine, designated the GA by Cosworth, and that Australia are about to follow suit, there's no way the Americans will accept the engine at all. It was thought at one stage the V6 might have a future Stateside but it doesn't look like it now.

One stumbling block is four valves per cylinder engines. If the Ford was allowed then there would be no argument in alternative allowing the use of the four valve Chevrolet V8, of which there are several variations in the States. These units are capable of pushing out something in the region of 650 bhp so it would seem futile manning the Ford GA alongside it.

● Fred Opert is almost certain to run two Formula 2 Chevrons next year. One driver would be current Opert customer Hector Rebaque but the other driver may be up to Brian Hart, whose engines would probably be used.

● Pete Lyons would like to make an apology. It concerns Niki Lauda's average speed in practice. It should have read 140.19 mph in last week's Italian Grand Prix issue thereby making Monza the fastest F1 track currently being used.

Keep it up folks

When our Private Ear columnist Nick Brittan launched his win a bottle of champagne competition for the correct prediction of the winner of the Italian GP he didn't know what a boozy lot of readers AUTOSPORT had.

There were 101 entries. The deal, you may remember, was: name the race winner and give his race-winning speed. Nearest to the truth gets the bubbly.

The breakdown of entries was interesting. Lauda (19) Reutemann (16) Fittipaldi (15) Regazzoni (14) Hunt (13) Pace (12) Scheckter (3) Stuck and Jarier (2) Mass, Evans, Brambilla, Peterson and Watson (1).

Regazzoni did the job at a speed of 135.48 mph. Mr P. Howard of Oxford submitted Regga to do it at 135.45 mph. Two bottles of Mr Brittan's finest Cordon Rouge is on the way to you Mr Howard. Well done.

Same rules, same deal for Watkins Glen. Get those postcards in.

● There's a strong chance that Maurizio Flammini will replace Sandro Cinotti in the Ron Dennis-run Scania March-BMW 752 at the Nogaro F2 race next week.

Elf plans

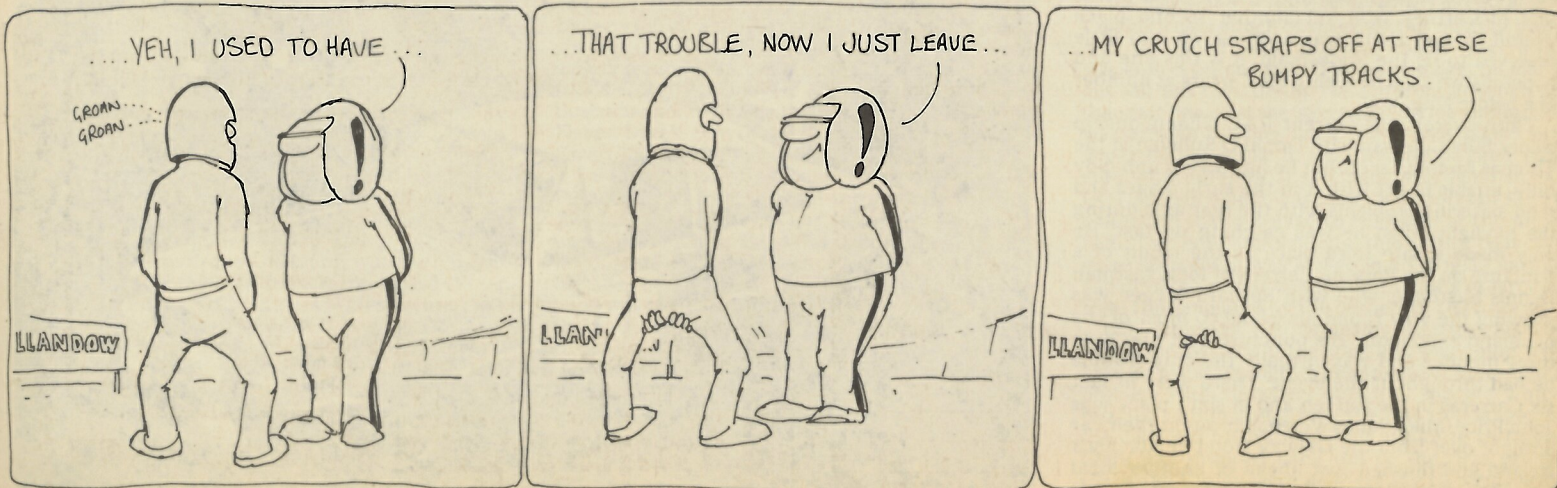
Well in advance with their plans for the 1976 Formula 2 season are Elf. They're expecting to run at least three drivers next year, but it may be more. With neither Jean-Pierre Jabouille nor Jacques Laffite likely to be driving in F2 next year, the way is laid open for a new driver. It is expected that both Patrick Tambay and Gerard Larrousse will stay in the Formula, the latter going to Alpine Renault, but the real gap is left at Martini who may run one or two cars. The strongest likelihood for a drive at this stage is Rene Arnoux who has been so successful this season in Super Renault with his Elf sponsored Martini. Other drivers are expected to come from Super Renault if the budget is forthcoming.

Elf's plans are so far advanced that their marketing director Francois Guiter even had costed plans for the 1977 season. But he wasn't letting too many people see them. The 1976 plans for Formula 2 will be announced at the end of this month or the beginning of next.

● Former Formula Ford and F3 driver, Peruvian Jorge Koechlin, is now making a name for himself in Formula Super Renault. He is driving one of Heine Mader's Lola T410s and finished an encouraging tenth at Albi last weekend.

CATCHPOLE

By Barry Foley





Roger Clark, in winning his third Manx, set quickest aggregate time on all three sections.

CASTROL MANX TROPHY CASTROL/AUTOSPORT ROUND 9

Slaughter of the innocents

By JOHN DAVENPORT

Photos by COLIN TAYLOR PRODUCTIONS

The weather was so clear that you could even see Scotland. The locals say that such a vision preludes bad weather but the view of the mainland must have given Roger Clark the spur he needed to make the Manx Trophy Rally an event which was, this year, entirely his. Last year, he got off to an uncertain start and had to fight hard to be best Ford Escort behind two Irish Porsches, but this year there was none of that sort of business. Almost right from the first stage he attacked with the sort of determination that has thrice made him British Rally champion and within a few stages took the lead he was never to lose. One of the most amazing things about his win was that, although he has been to the Island many times before — he won the rally in 1971 and 1972 — he and Jim Porter only did three days' practice for this year's event which speaks volumes for effectiveness of this most famous of British rally crews.

Title holders and principal challengers to Mr Clark were the two three litre Porsche Carreras of Irishmen, Cahal Curley/Austin Frazer and Dessie McCartney/Terry Harryman but various problems kept them out of his hair and left it in an unruffled Cossack shine. Curley, whose ex-Nick Faure Carrera was sponsored by the Chequered Flag and prepared by Jack Tordoff, had the misfortune to fill up on some watered petrol and suffered lots of misfires and had a six-minute stop on a stage which dropped him to a lowly fifth place overall, while McCartney was finding the ex-Gierowski car a bit of a handful with 270 bhp on the narrow Manx Roads and at one point lost part of the exhaust manifold and quite a bit of torque as a result. Hotting it up among the Porsches was the Andrews Escort of Russell Brookes/John Brown who at lunchtime on the Saturday had inherited second place due to Curley's misfortunes and looked set to make it a Ford 1-2 until their engine cried enough and they retired. Thus it was that McCartney won yet another second place overall. If ever there was a driver who so little deserved to be the bridesmaid, it is this one and hopefully we shall be seeing his Carrera at number one before long.

Third overall was current RAC Championship leader Billy Coleman with Donal O'Sullivan in the Thomas Motors Escort but he had a very unhappy rally, unable to get with it in the early stages and then suffering problems with the rear axle during the daylight when he was catching up fast. He only made it into third place as the result of a puncture on the Porsche Carrera of local fastman Dennis Easthope, who with Bernard Magee was showing the way round his island to most of the mainland exponents. His puncture cost him over three minutes and was virtually the only trouble he had throughout the event. There were in fact six Carreras in the top ten and in sixth place was John Price/Mike Sones who had brought their car straight over from the Galway Hotel in Northern Ireland and finished just ahead of another local Porsche exponent, John Dodsworth/Stuart Comish, who were seventh overall. In eighth spot

was Brian Evans in his familiar Express TV Carrera, with John Davenport, who had suffered a rather unusual type of accident at the end of the evening section and had then punctured two stages after Easthope and dropped two places in the general classification as a result. Filling out the top ten were George Hill/Philip Short in Britain's most successful rallying Vauxhall, the Martin Group Magnum, which came home yet again despite rear axle troubles. In tenth place after an excellent rally was the top Group 1 car, the Chrysler Dealer Team (Ulster) Avenger GT of Robin Eyre-Maunsell/Neil Wilson who finished over seven minutes ahead of Colin Mack/David Thomas who were second Group 1 crew with the similar car from Red Garages.

Retirements were heavy among those cars that were not Porsches or Fords. Dealer Team Vauxhall set a new record by entering two cars and having three retirements for Gerry Marshall rolled the ex-Tour of Britain Magnum that was being used as a Castrol camera car on stage two while Paul Faulkner/Monty Peters were making a meal of Group 1 until their differential lost all its oil in the night while, as usual, Will Sparrow/Nigel Raeburn had the Group 2 Magnum well in contention with the leaders but miserably they retired early in the daytime with transmission failure. Leyland had all their misfortunes at once for Brian Culcheth/Johnstone Syer first of all put Abingdon on a diet of lamb chops by hitting three sheep and then broke the transmission two stages later. It was left to privateers Phil Cooper/Eddy Bamford to come home in 12th place overall and win their class convincingly in one of Phil's many 1275 Cooper Ss. Chris Sclater/Martin Holmes were making their final appearance in the Janspeed/Peter Russek Datsun Violet before jetting off to Spain for their re-acquaintance with a competitive Escort and the Datsun let them down with a broken engine in the early stages. Fellow Datsun owner Andy Dawson was no more fortunate, lasting only two stages in the Lloyds of Stafford Escort RS 2000.

During the weekend, the weather stayed mainly favourable and the weather forecast given by Clerk of the Course Neil Hanson at the drivers' briefing proved 100 per cent with just a few brief showers spoiling the general sunny, dry weather. Quite a feature of the rally and a contributing factor in Clark's win was the use of slick racing tyres for the first time in a British event. This was only possible because the laws on the Isle of Man are happily different to those on the mainland and

Russell Brookes' determined run came to a premature end when a plug electrode detached into a cylinder.





Dessie McCartney put up a most consistent performance for 2nd place despite an elusive misfire.

the Construction and Use regulations do not require any specific depth of tread on a tyre. Both Clark and Curley had the use of such tyres and the weather made it possible for the Escort driver to use the racing Dunlops to the fullest advantage. Anyone doubting this could take a trip round the island and be guided by two thick black lines left by the Escort on nearly all the stages for most of their length.

An increase in the costs of rallying plus the fact that there are now many good mainland special stage events saw a distinct depletion in the number of entries for this year's Castrol Manx Trophy. The total entry list was just over 100 and this was cut down very much in the last days by non-starters. To deal with these first, Bob Bean did not have his Thomas Motors Escort RS 1600 ready for serious rallying following its Burmah shunt despite the fact that he appeared in it at an autocross last week. Then Piggy Thompson was in problems with his Porsche which was blowing out brake pipes, so he and Mike Greasley decided not to risk totalling it until JCT 600 had done the necessary modifications. David Hardcastle was hoping for an improvement on his Donegal placings with the Magpie Ford Capri but lack of finance plus the fact that he has two more major events to do this year put him on the sidelines as a spectator. The David Stokes Escort was playing up and since his next important event was the Castrol 75 in Aberystwyth this weekend, he non-started on the island to make sure that it was right for the Welsh Forests. Russell Close and Colin Wilson were not there in the Triple C Escort 2000 due to financial problems while Knowldale man John Clegg had suffered engine failure in his faithful Volvo, presumably as he couldn't get the right brand of bitter for it to run on and was off doing a caravan rally with Dan Grewer in a British Leyland machine. Eventually there were 92 cars passed through scrutineering on the Friday ready to start the rally that evening.

ENTRY

Leading the rally away was the new/ex-Nick Faure racing Porsche 3-litre Carrera entered by the Chequered Flag for Cahal Curley/Austin Frazer. This car had been lovingly prepared by David Sunderland at Jack Tordoff's establishment as the CF boys are still working on the Stratos before its next outing. The car probably doesn't give much more than 240 bhp and is one of the quietest Carreras around. Next off was the red and black Escort RS 1800 of Cossack-sponsored Roger Clark/Jim Porter with their Antibes tarmac car which contrary to rumour still had a "normal" rally engine on carburettors and weighed over 900 kg though it did of course have super low suspension and tweaks at the rear end. Dessie McCartney/Terry Harryman were at three with their brutish-looking 3-litre Carrera with reputedly 280 bhp under its rear wing and the only problems here that the crew had spent an unhappy recce after eating something that disagreed with them. Billy Coleman/Donal

O'Sullivan had obviously eaten in the same restaurant but were ready for the fray on Friday with their faithful Thomas Motors Escort RS 1800 but theirs was of course on leaf springs and, though lowered, nowhere near as much as the Cossack machine. Chris Sclater/Martin Holmes at five had their now familiar Datsun Violet with its distinctive paintwork and Goodyear tyres but lack of parts made them uneasy about the possible outcome of the rally. They were enthusiastically supported — as was McCartney — by local Datsun dealer Paul Hardinge. British Leyland were out in force for Brian Culcheth/Johnstone Syer in the Unipart Dolomite Sprint evidently hoping for a good tarmac result for this car whose less powerful sister had done so well on the Tour of Britain.

General Motors had their first representative in the field at seven with Tony Pond/Dave Richards in the DOT Ascona while a little further back, Will Sparrow/Nigel Raeburn and Paul Faulkner/Monty Peters were the representatives of Vauxhall in Group 2 and 1 respectively. At eight, all in the pink, were Nigel Rockey/Peter Scott with Nigel's well rallied Mk 1 Escort RS 1600 decked out in Pink Stamps and Goodyear tyres. Brian Evans had secured the services of John Davenport for his Porsche Carrera figuring that if he and Gerry Marshall had kept on the road the previous year, there was a good chance of improving on his excellent places in the Circuit of Ireland and Donegal rallies. Rounding out the top ten were Andy Dawson/Kevin Gormley in the Lloyds of Stafford Escort RS 2000 Group 2 car running under the Kleber Scholarship banner. Local drivers were well represented with Dennis Easthope/Bernard Magee and John Dodsworth/Stuart Comish in their immaculate, Wolff-race wheel equipped Carreras plus Ian Corkhill/Martin Wasley and Chris Kennaugh/Ian Mellor in their Escort RS 1600s and not least Ken Leece/Geoff Leece in the Paul Hardinge ex-Tour of Britain Datsun 180 B. John Price/Mike Sones had come straight from Ireland with their Carrera and were looking round before the start for some wheels to replace those damaged in the crash on the Bushwhacker, while on the same boat came Bertie Fisher/Derek Smyth in the ex-Russell Brookes Escort RS 2000 looking for the Group 1 win.

Last but not least we come to the Birmingham Post/Andrews Heat for Hire entry of an Escort RS 1800 for Russell Brookes and John Brown. This car was very much as Billy Coleman's with nothing done to it except lowering of suspension and fitting of Dunlop racing tyres so it could hardly be expected to be as competitive as Clark's car but there was some muttering from the drivers of the two loaned works cars about not getting the same choice of tyres as number one son. Still by far the most interesting thing about this entry is the manner of arrival of its crew on the island. They had decided to come early for training and thus left on the Thursday night boat one week before the rally. Their car was parked in Liverpool and they travelled as ordinary passengers on the Manx Steamship which left at midnight with our two

heroes tucked up in a cabin. On awakening in the morning, it was to find that the boat was still moving and a trip on deck confirmed that it was very near Douglas. The only drawback was that it was just steaming out of that port on its return trip to Liverpool. All their pleadings with the Captain were in vain and they were thus committed to two further trips over the briny, courtesy of Manx Steamship Company. It was strongly rumoured that Mr Brookes produced a Master Mariner's certificate at signing on but this was not confirmed.

RALLY

Since its inception more than ten years ago, the Manx Trophy has evolved a style which is unique in these islands. All the special stages bar two take place on tarmac roads and consequently most crews run exclusively on racing tyres and since it is possible to traverse these stages before the rally and make pace notes, the speeds on the rally are high and those accidents that occur are often quite spectacular. To make the very utmost of road closing orders and to give the spectators that come over for the weekend just to watch the rally the best value for their money, the rally is split into three parts with an evening section of some nine stages which all run in the daylight for the early crews, then a night section of some five hours starting at midnight, and finally a long daytime section with 16 stages culminating in a final fling over the mountain section of the TT Course from Ramsey towards Douglas. The event was run this year with no lateness penalty up to half an hour when the car would be excluded and also for the first time, no delay allowance which meant that the stage start was the arrival control as well. This did not work out too well but it did cut down on the time available for service and raised the interesting question of how to best run the road timing on special stage events in this country.

The weather was fair and bright and just after the start Clark changed immediately onto his Dunlop slicks though a brief shower of rain on the start line of the first test must have given him an uneasy moment and it was McCartney that went into the lead by one second from Curley, Coleman, and Evans with Clark three seconds behind. Stage two saw first the disappearance of the DTV Magnum used as a camera car by Gerry Marshall and Castrol's Ian Parry which tripped over on the dirt near Newtown, wrecking itself and the expensive automatic camera gear within. Mr Marshall was promptly nicknamed the Douglas Bay Roller but neither Castrol nor DTV nor indeed United Motion Pictures seemed to find it funny. The same spot claimed Dawson's Escort but that was less of a spectacle as the flywheel bolts merely fell off leaving him and Kevin Gormley to hitch back to Douglas with his wife who was spectating at that point. Curley was a bit unhappy about the wide wheels and tyres on his Carrera but after two stages of acclimatisation he showed that he was no slouch by cleaning stage three and four so that after four stages he was running level with Clark who had also lost 16 points but ahead of them were McCartney on 11 points and Coleman on 15. Fifth was Brookes with 17 points and Evans was sixth with 20.

Already in trouble was Rockey whose car was stopping from time to time which had slowed him on stage four but was to cost him six minutes on stage five when it refused to go at all. The problem was never really traced but it looks as if it could have been dirt in the petrol tank as he was to stop twice more on stages before disgustingly giving up at the beginning of the day section. On stage five, Culcheth hit a bunch of sheep laying three of them out for good and pushing back his front suspension on one side. The next stage, he lost a fan belt and then finally the differential broke on the start line of stage seven. Bill Price thought it was a tooth missing from the crown wheel but whatever the cause it was the end of their run. Also with differential problems was Pond in the DOT Ascona which was making all sorts of funny noises and they resolved to change it at the night halt. The only unfortunate thing was that the spare differential was locked in a Douglas garage and until the owner was found all kinds of larceny were contemplated by the desperate DOT crew.

Billy Coleman had problems starting his car with a low battery at the start but was going well until before stage eight when the mechanics had a problem with his wheel nuts and spacers which resulted in him going into the last two stages in the dark and he lost over half a minute to Roger Clark and dropped back out of the first group. Clark and Curley were now getting to terms with their tyres and the Escort was now in the lead by 12 seconds from McCartney with Curley third,

eight points down with Brookes fourth and Evans fifth. However, the Malvern driver had a moment's indiscretion on the final bend of the final stage and passed the finish line on his doorhandle. The car had skidded into the left-hand bank and then flipped up onto its right side and went several yards down the road on its side before miraculously falling back on its wheels again. The track was considerably out and the Express TV Services mechanics had to spend most of the break finding a spare steering arm before he could continue for the night sections.

In trouble at the same spot was the Opel Ascona of Michael Bowcott/John Swindlehurst which had a variation on Evans by going in backwards and then savaging the other bank coming out of the corner. Despite this attention to both ends it was to go on and finish sixth in Group 1.

Meanwhile, Chris Sclater had posted a retirement in the Datsun with what sounded and felt like a broken drive to the camshafts so that he and Martin Holmes had no problem catching their flight to Spain to start receiving the Sherry. Bertie Fisher had stalled at the hairpins on Druidale and had to roll backwards to get the engine started. All the same he was lying second in Group 1 just 12 seconds behind the flying Faulkner and the best part of a minute ahead of Robin Eyre-Maunsell in the Avenger.

The night section started at midnight and immediately battle was joined with the first half-dozen cars all within a few seconds of one another. Pond was right there with his new axle and to judge by the times, he was having a great dice for sixth place with Will Sparrow though they finished the night with the Vauxhall driver having pulled ahead. Clark too was consolidating his lead and seemed equally at home on either the loose surfaced Curraghs where he was fastest seven seconds ahead of Brookes and ten seconds quicker than the brace of Irish Carreras, or on Tholt-y-Will and Druidale where he pulled out 18 seconds on Curley with Brookes again second fastest, just 13 seconds behind the Master. Coleman was nowhere near on his best form and lost 30 seconds on the Druidale stage to Clark though he was maintaining his position in the top ten.

Occasional rain showers broke up the fine weather and Curley said that he always seemed to be on the wrong tyres with rain racers for the dry stages and slicks for the wet but he got through the night without serious problem and was just over a minute behind Clark at the end but he had Brookes just eight seconds behind him in third place and McCartney fourth despite having a broken exhaust manifold which was making his engine sound as if all the King's Men couldn't put it together again. In fact he confessed that it made little difference once it was revving but there was a noticeable loss of torque. When they finally got it fixed the next day, they were very surprised to find that the gasket was still resting there next to the head. Phil Cooper got his Mini soaked in one rain shower and coughed and spluttered all the way to the end of the stage but he did explain that the car was basically an autocross car and that his

rally cars didn't normally expire in the first drop of water. He also had problems on one stage where he ran out of petrol and had to coast to the end of the stage hoping that it didn't go uphill more than Eddy Bamford was prepared to push. Flyer of the night was Dennis Easthope who raised himself through the field to fifth place with an excellent drive during which he matched many of Clark's times.

In Group 1, the rally saw a complete change with Paul Faulkner retiring with a broken differential after the rear plate had come loose and spilled all the oil out on the road and then Bertie Fisher having a quick dabble at a bank which he promptly mounted and left the Escort hanging ten feet from the road. This left the Avenger of Eyre-Maunsell in a commanding position which he was careful not to jeopardise. Kelle Moller from Finland was over with his Group 1 Avenger with Rodney Spokes to read the notes but he left the road in the Curraghs and bent the front end too much to continue. He said that it was probably because he was just getting used to the tarmac that he came unstuck on the dirt where normally Finnish drivers should shine. His rally had one further nasty experience when he returned to fetch the car in the morning to discover that someone had stolen all his auxiliary lights. Also off the list of runners at this stage were the Welsh crews of Robert James/Brian Tilley in the Carrefour Hypermarkets Escort RS1600 and Denis Cardell/Gareth Jones in the Snap on Tools Escort T/C. James, currently lying fifth in the Castrol/AUTOSPORT series, hooked a wheel into a ditch in an attempt to do a wall-of-death act and bent a steering arm so that by the time they had limped out of the stage, they were within two minutes of exclusion and thus they retired. Cardell, loose in an Escort for the first time courtesy of Pat Jerome, was struggling with it and the pace notes and had just got the performance together when a half shaft broke marooning them in the middle of a stage.

The day dawned wet but it was not long before the roads dried out and Clark was off establishing his lead once again with fastest time over the first two stages. Nigel Rockey stopped for the last time on the first one and then it was Will Sparrow's turn to become a spectator when a halfshaft broke on the Ronague stage and last but not least, Tony Pond stopped on Glen Rushen with a broken differential. Of course, being Tony Pond, it was immediately rumoured that he had blocked the stage but, as Colin Malkin was not present, it turned out to be untrue though the stage was indeed blocked but by Ian Corkhill's Escort and not the Ascona. Corkhill got his car out eventually and running again and joined in the rally after missing a few stages to try and classify as a finisher. It is said that when he came to the finish, his father asked him what he had done to the car and he replied that he had just parked it and it was like that when he came back!

George Hill had wanted to change his rear springs for some stiffer ones earlier in the rally as the car was understeering but this project had been dropped when it was discovered that the rear

panhard rod had broken off. Several times he stopped to have it welded on but finally they gave it up and stuck two radius rods back in and let the axle locate itself by means of the tyres rubbing in the back wings. Hill reckoned that it was the only rally car in which you could check the depth of tread on the rear tyres by opening the boot but still that particular Vauxhall has done at least ten internationals and countless other events so a little tiredness in the bodyshell is excusable. Ian Gemmell/Frew Bryden disappeared with the Maconochies Avenger GT which left Colin Mack in the Red Garages Avenger as the closest challenger to Eyre-Maunsell in Group 1. The Ulsteman had a nasty moment when he punctured on a stage and lost three minutes changing the wheel while on the same stage at the same point, Brian Evans was labouring at the same task losing two places in the overall classification as a result of the enforced penalty. Easthope had a puncture as well just two stages earlier and that was to cost him third place as it enabled a much revived Coleman to push past him towards the leaders. Coleman himself was in trouble with the location of the rear axle and the Thomas Motors men were working hard to keep the radius rods attached first to the axle and then to the body. He actually finished with one of them missing which says much for his car control.

Up front with the Porsches versus the Escorts, changes were on the way for Curley took six minutes on the Round Table with the three litre engine refusing to go at all after missing for just over a mile. At first he thought it was an electrical fault but after everything had been checked David Sunderland came to the conclusion that there was something in the petrol and after Curley had performed on several stages with it fluffing away, he fixed it by blanking off the return from the fuel filler with a pair of mole grips. This meant that both petrol pumps were force feeding the injection pump through whatever foreign matter there was in the fuel filter and from then on the car ran faultlessly. However, Curley had dropped out of the reckoning and Brookes had inherited second place but not for long for the Escort swallowed a plug electrode on the descent of Tholt-y-Will and thus lost nearly all its compression. Rather than wind up with the motor irrevocably ruined, Brookes returned to Douglas on a tow rope and left the impossible task of catching Clark to McCartney. And that was the way it wound up with Clark, McCartney, Coleman and Easthope as the first four though at the eleventh hour, McCartney nearly did a spectacular when he yumped at over 100 mph on the infamous Staarvey stage and yawed down the road until he got it straight again with the only damage a cracked piece of fibreglass under the bumper where he had kissed a bank.

Back in the field, Chris Kennaugh did more than kiss a bank at the top of Baldwin and spent most of the lunchhour straightening it out before going on to finish an excellent 11th overall and win his class. The two Norwegian entries had some fun on the last stages with Erik Lier/Tom Monsen bending a wheel on their BMW and dropping right down the Group 1 field as a result while Per Nyborg/Bjorn Lie nearly rocked their Saab 96 over on Tholt-y-Will and were lucky to only graze the green bridge and break a light unit in doing so. The two French crews of Alain Le Gall/Nicole Gibault and Gerard de Longeaux/Marie Faure in their identical Simca Rallye 2s went steadily and finished having enjoyed their event very much. Le Gall won the mixed crew award and also finished third in the Kleber Tyres awards which was won by John Burton/Philip Bolton in their RS 2000.

Everyone was agreed that this had been a classic Manx with interest right through the field and excellent weather and stages. One of the most amazing things was the very high standard of marshalling and apart from one errant clock which made everyone clean stage seven, there were an absolute minimum of queries on timing and there was no question that a single stage should be scrubbed. What more can one say? Next step for the Manx is inclusion in the European Rally Championship where it will gain a worthy place among rallies of similar high standing.

Castrol Manx Trophy Rally

Overall Results

1. R. Clark/J. Porter (Escort RS1800) 1046 pens.
2. D. McCartney/T. Harryman (Porsche Carrera) 1208.
3. B. Coleman/D. O'Sullivan (Escort RS1800) 1492.
4. D. Easthope/B. Magee (Porsche Carrera) 1550.
5. C. Curley/A. Frazer (Porsche Carrera) 1585.
6. J. Price/M. Sones (Porsche Carrera) 1825; 7. J. Dodsworth/S. Comish (Porsche Carrera) 1876; 8. B. Evans/J. Davenport (Porsche Carrera) 1952; 9. G. Hill/P. Short (Vauxhall Magnum) 2228; 10. R. Eyre-Maunsell/N. Wilson (Hillman Avenger) 2552.

Group One: 1. Eyre-Maunsell/Wilson; 2. C. Mack/D. Thomas (Hillman Avenger GT) 3011; 3. R. Jeffs/W. Ainsworth (Hillman Avenger) 3110.

(for stage times, see Special Stage).

AUTOSPORT, SEPTEMBER 18, 1975

Billy Coleman fought axle location problems for a very creditable third place.



CONGRATULATIONS, TONY BRISE, 1975



ROSE BEARINGS

Baker Perkins Group
Saxilby Lincoln LN1 2LW England
Telephone 0522 702451 Telex 56210
Registered in the name of Rose Bearings Ltd

ROSE JOINTS, ROD
ENDS AND
SPHERICAL
BEARINGS

HOWARTH- DAVIS LTD

PRECISION AND
PROTOTYPE
ENGINEERS

wish

TONY BRISE and the MODUS
TEAM congratulations on their
success

Cross Street
Hoxne, Nr. Diss, Suffolk
Tel: (0379) 75 276



For full Dealer List contact
Sole U.K. Concessionaires
and Importers
**J. W. E. BANKS
& SONS LTD.**
Dept. K14, Crowland
Peterborough PE6 0JP
Please telephone
Crowland 316

*Congratulations Tony
from your friends at
Carnaby Street*

Champions choose
Racewear at

**formula
one**

21 Ganton Street
Carnaby Street, London,
W.1
Tel. 01-437 3968

WELL DONE
TONY AND MODUS
from all at

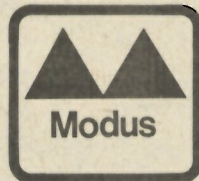
**COMPETITION
WHEELS LTD.**



"WHEEL MAKERS OF
CHAMPIONS"

361 Bath Road
Slough, Bucks.
Tel. 06286 5672

JOHN PLAYER FORMULA ATLANTIC CHAMPION



CONGRATULATIONS TO TONY
BRISE ON WINNING THE FOR-
MULA ATLANTIC CHAMPION-
SHIP AND TO ALL THE MODUS
TEAM FROM

MODUS CARS

*Congratulations to
TONY BRISE and all the
MODUS TEAM from*

**NICHOLSON
McLAREN
ENGINES LTD**

Green Lane, Hounslow,
Middlesex

Tel. 01-572 3232

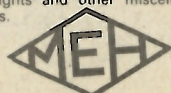
EMBASSY RACING

*Congratulate TONY
BRISE on winning the
Formula Atlantic
Championship and
wish him every suc-
cess for the future*

CONGRATULATIONS TO
TONY BRISE
AND MODUS
**M.E.H. ENGINEERING
CO.**

MILL MEAD • STAINES • MIDDLE-
SEX • TW18 4NG
Telephone: Staines 56099

We are manufacturers of Drive Shafts
for Roller Housings and C.V. Joints,
Splined Yokes, Front and Rear
Uprights and other miscellaneous
parts.



GEARCUTTING, PROTOTYPE
and PRECISION ENGINEERS

*Congratulations to
TONY BRISE and the MODUS
TEAM from*

D. FAULKNER

Specialists in the supply of
racing and rally coil springs.

17 OXFORD CRESCENT
NEW MALDON
SURREY KT3 5QN

Tel. 01-942 6120

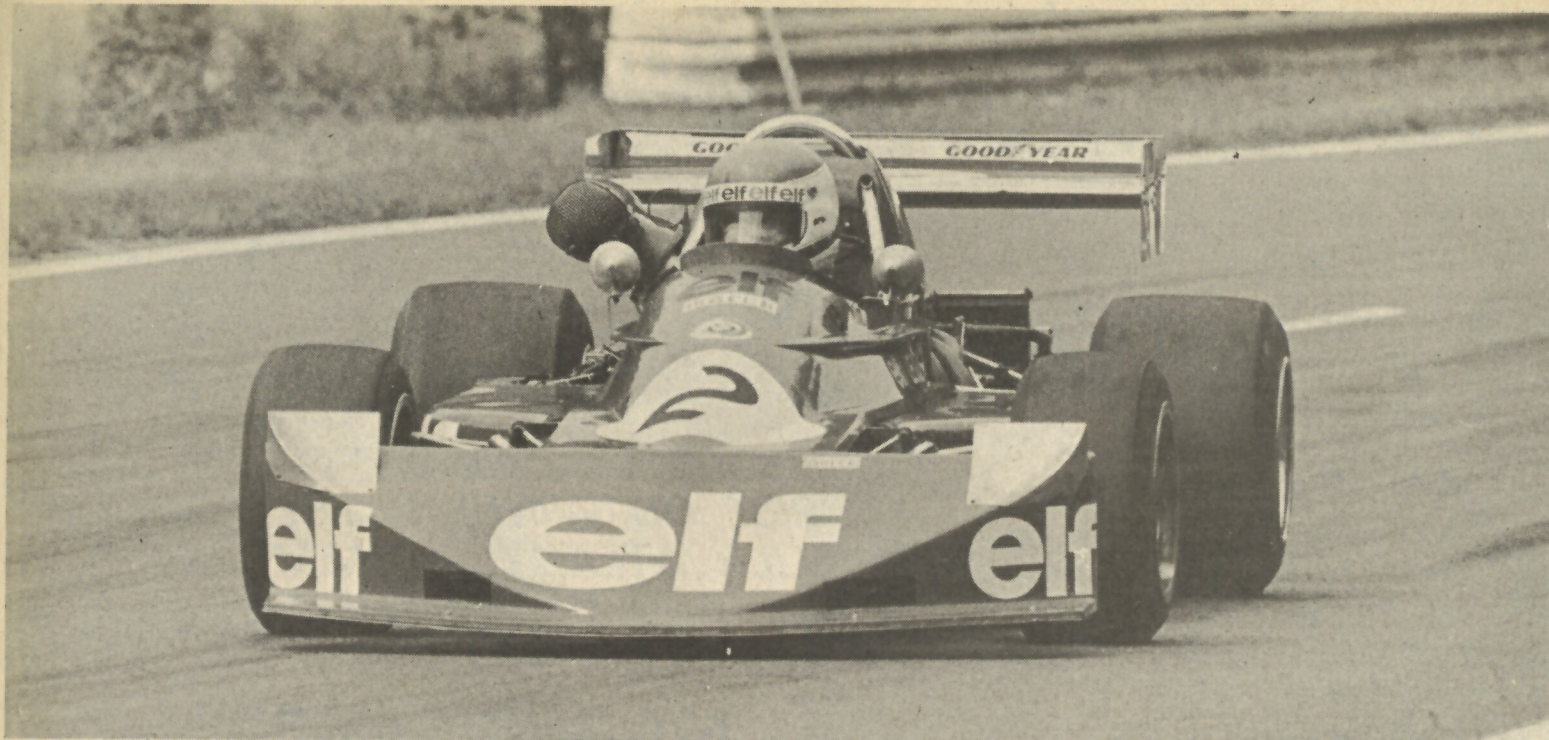
NAVAJO RACING HARNESSSES

*CONGRATULATE TONY
AND MODUS ON THEIR
SUCCESS*

For your requirements
contact us at:

**Chestnut House
High Street, Barcombe
Nr. Lewes, Sussex**

Tel. Barcombe 781/397



Dominating the first race and inheriting the lead in the second, Michel Leclere convincingly headed a March 1-2 at Zolder.

ZOLDER

Leclere's just desserts

By BOB CONSTANDUROS

He dominated the first 24 lap race, he was always well placed in the second race and when retirements came about, he came through to take a well-deserved victory at the Zolder F2 race on Sunday. "He" was Michel Leclere, the Elf sponsored Frenchman who took his March-BMW 752 to his third F2 victory of the year at the Belgian Zolder circuit. For Elf, who rescued this race with sponsorship when it was threatened with cancellation, Leclere's victory and Patrick Tambay's second place was a fitting result. Tambay was always competitive, not quite so fast as Leclere, but up at the front where it matters. In fact he had quite a hard time in the second heat from Italian Maurizio Flammini's March 742, but Flammini had to drop back with brake problems, but still took third overall, another good position. So what happened to those fancied runners: Jacques Laffite, Gerard Larrousse and Jean-Pierre Jabouille? Laffite had his throttle cable brake in the first race and then had a valve spring break in the second. Sadly this complaint was contagious for both Larrousse and Jabouille, after good first races, dropped out of the second heat while leading. Britain also had something to celebrate, a good sixth place from Ray Mallock despite some problems. In front of an unfortunately small crowd, in blustery weather, F2 again proved to be good in parts, and still produced a deserving winner.

ENTRY AND PRACTICE

As the Formula 2 championship winds to a close, the circus assembled over the weekend at Zolder, the tricky Belgian circuit which twists through the sandy wooded country south of Antwerp. The entry was once again star studded with Vittorio Brambilla, Arturo Merzario and the usual names of Jean-Pierre Jabouille, Jacques-Henry Laffite, Gerard Larrousse, Patrick Tambay and Michel Leclere. Mix in an unspecified driver in a works entered March and an equally nameless driver in Brian Henton's March and you have the interesting entries. But then Brambilla, Merzario, and the two nameless ones didn't turn up, so basically it was back to the normal entry with one exception: Tim Schenken driving the Brambilla Project 3 entered March. This was Schenken's first Formula 2 race for something like 49 weeks and once again, he was back under the auspices of Ron Dennis.

Other non-starters and non-arrivals included Patrick Neve whose engine in the Safir blew up during testing in Britain, Alessandro Pesenti Rossi, Giancarlo Martini and Harald Ertl. Of Belgian interest in the entry was Alain Peltier who hired Hans Binder's March while Francesco Cerulli was in Carlo Giorgio's March again, and one Roby Filannino was in a new Osella which he will be running next year.

Practice for the entry was over two one and a half hour sessions on the Saturday, although some of the teams had been testing for up to two days previously at the circuit. There was no great variation in the windy, over-cast weather throughout the three days, so that once ratios were sorted it was just a matter of getting on with the job. Of the two sessions, one in the early afternoon, the other later in the day, the latter was slightly delayed due to rain and then the track

proved to be much more slippery so that the best times were set by the best prepared teams who went for it in the first session.

Only two drivers were in the 1m 28s, and quickest of these was Jacques Laffite in his usual Martini, still with the revised suspension geometry seen at Silverstone. Using the same Schnitzer engine throughout, Laffite's 1m 28.75s was interestingly only about 1.5s slower than his grid time for the Grand Prix. The assured F2 champion's team seemed to be running things at a slightly more relaxed pace, but it was thus even more interesting to note his problem-free performance.

Just 16/100ths slower was Silverstone winner, Michel Leclere in his works Elf sponsored March, who set his time in the morning session despite an oversteer/understeer situation which was cured for the second session. But the track condition meant that his best then was some 1.3s slower. However, Leclere would be eager to impress in the race.

Heading the second row of the grid was Jean-Pierre Jabouille, the only other driver under 1m 30s. Jabouille's Elf had new front spring mountings which were untested for this race, but the experiment, although satisfactory, had not been compared to the original set-up so that it was hard to gauge the effect of the modification. Jabouille's 1m 29.28s was set with a very long-in-the-tooth Schnitzer engine which Jabouille would replace for the race. It had to be replaced anyway, because after setting fastest time of the second session, in the 1m 30s, the mill called enough and was the first of the Schnitzer casualties of the day, Teammate Gerard Larrousse was to provide the second, very shortly afterwards, but for him it meant a much lower grid position.

Sharing this second row with Jabouille and the first of four drivers with 1m 30s was Patrick Tambay in the second of the works Marches. On this notoriously hard-on-brakes circuit, both Marches had the big rear brake set-up used on the rear at Silverstone by Tambay. Although he set a time good enough for this fourth position in the first session, he improved to 1m 30.07s in the second. The first effort was curtailed somewhat though for Tambay had a small coming together with a spun Gabriele Serblin and slightly damaged his suspension. This was repaired in the pits during the session.

It was good to see Tim Schenken back in a Formula 2 car, and his Project Three entered March was heading the third row on 1m 30.46s. The Australian was generally happy with his car and even though he had a new engine for his second session, he set his quick time in the first. His only problem, he felt, was that he was just a little rusty, but even so, his performance and efforts were typically workmanlike and professional.

Sharing this third row with Schenken was Italian Alberto Colombo in the Trivellato March 752. But his efforts were shortlived for after setting his 1m 30.52s, his quest for an even quicker time got the better of him and he hung out the rear end in a corner, got on to the marbles and the March went off into the Armco. Although the chassis was damaged, and Colombo mildly injured his hand, the team resolved to try and rebuild the car for the race.

The fourth row was headed by Colombo's compatriot, Gabriele Serblin in his Elba Racing March 742 on 1m 30.80s. Serblin's principal problem which caused his indiscretion was that he was missing the rear brakes that he would have liked. After the first session he changed the normal things like calipers, pads, discs, etc, but when things didn't improve, he set to to repipe the older March which he was using in preference to his 752 for comparison.

Sharing this fourth row with Serblin was the five of five on 1m 31s, Hans Binder in his BMW powered Chevron B29. Binder was mainly untroubled and fairly satisfied with his 1m 31.22s, apart from the fact that it wasn't quick enough!

Row five comprised a couple of Italians, Giorgio Francia (Osella) and Maurizio Flammini (March 742) on 1m 31.23s and 1m 31.29s respectively. Francia was in his usual car and fairly contented, but Flammini was not happy with the BMW engine in his March and the Roman student resolved to change the mill for the race.

Splitting these two should have been Hans Meier in the Space Racing run Surtees-BMW TS15A. After setting a time of 1m 31.26s and impressing the team considerably, Meier, who had been letting one wheel ride up the kerb at a long

100 mph right hander, finally dropped it just over the outside edge. The car whipped across the track, hard into the Armco and ripped it out and fortunately stopped there. Various bits of the car came flying off, but the tub saved Meier from injury and although there was a spare car in the truck, Meier had to call it a day.

Last of the 1m 31s was Claude Bourgoignie in the Bang and Olufsen March 752 who lightly dinged one rear wheel in the first session, and after the damage was repaired, there was insufficient time to run the right gears for the second session, so the Belgian hoped to do better in the races.

First of a bunch of 10 on 1m 32s was Francesco Cerulli who once again appeared in Carlo Giorgio's March 742 setting a 1m 32.05s, sharing the row with Bourgoignie. On the seventh row were Willy Deutsch and Ray Mallock in their March 752 and 75B respectively. Deutsch was in trouble with fourth and fifth gears jumping out in the first session, and then had the clutch go in the second so he wasn't very happy. The first British representative, Mallock, set his 1m 32.20s in the second session and felt much better with some second-hand tyres procured from March after a slightly troubled first session. Mallock was having his first race abroad with the money earned at Silverstone's F2 event.

The next row comprised "Gianfranco" and Sandro Cinotti in their March 742 and 752 respectively. Cinotti's Project Three run car had lots of trouble with a non-charging battery and so he kept having to change it, but at least he didn't have any off-course excursions for which he is renowned.

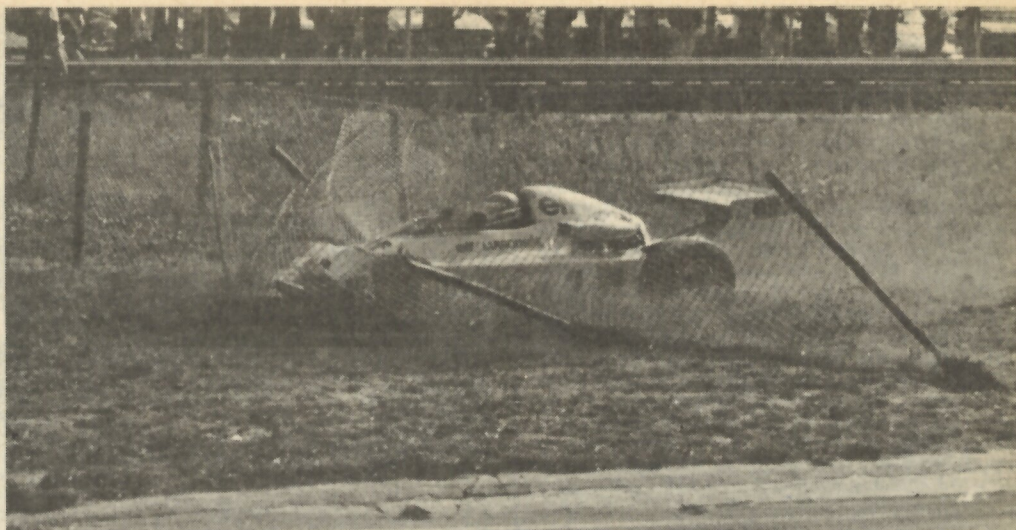
Surprisingly far back, on row 9, was Gerard Larrousse in the second Elf, but he had his problems. In the first session, he had an uncharacteristic off at the tight chicane behind the pits when a brake locked up and he mildly damaged the front end against the catch fencing. After setting his 1m 32.29s in the second session, his newly rebuilt Schnitzer had the number one piston go on him, and that was his session over, so at least we could expect some action from him in the race.

Sharing this row with Larrousse was Hector Rebaque back in the F2 series again in his Fred Opert run Chevron-Hart B30. His second session was somewhat curtailed by the flywheel coming off his Hart engine but otherwise things went smoothly.

Antonio Prado (March 742) and Loris Kessel (March 752) shared row ten. Prado, in his Roger Heavens run March was mainly sorting his car and was reasonably happy, while Chuck Graemiger was trying to do the same to Kessel's car, but wasn't getting too much feedback which he found disappointing.

Bernard De Dryver was the final 1m 32s runner in his B and O March 752, but his second session was curtailed when the clutch packed up. Sharing the eleventh row with the Belgian was Swiss Herbert Muller in his Artos sponsored March 752. Muller missed the whole of the first session when a wheel nut broke, and then had handling problems and an electrical wire off the engine to delay his second session. Muller was not happy.

John Wingfield was the second of the 1m 33s in the Ralt, making his second appearance in F2 this year. "Wingers" only had one spare part, a radiator, so was simply happy to drive around and enjoy himself as only he knows how. Alain Peltier having his one-off drive, and happier than he had



The first incident in a bad weekend for Jean-Pierre Jabouille's Elf team. Gerard Larrousse goes through the second layer of catch fencing during the first practice session.

been at the F5000 meeting at this circuit, was the 24th fastest in Hans Binder's March 752 and the rest of the runners comprised Christian Ethuin (Chevron-Simca B29), Bruno Pescia (March 752), who had a valve drop in the second session, Roland Binder (March 732), Cosimo Turizio (March 742), whose engine let go and he had no spare, Xavier Lapeyre (Chevron B29), and Roby Filannino, the Osella customer who had a lobe come off the cam in the first session.

Max Bonnin, who just got his March 732 prepared in time for the second session, and Luis De Almenara were the reserves, Bonnin getting a run after Turizio failed to start. Francy Jerancic again turned up in his Surtees but was too slow to qualify, although he did some very slow laps in the first race.

PART ONE

Race day was overcast and blustery again and it was under these skies that the flag dropped for the first of the two 24 lap races for F2. It was Leclere who grabbed the lead in the first left hander, followed naturally by Laffite, Jabouille, Tambay, Schenken and the rest, led by Serblin.

They looked for a while as though they'd just get fairly spaced out and finish in that order, for Leclere pulled away from Laffite, Laffite pulled away from Jabouille, and Jabouille pulled away from Tambay. But the works March driver had Schenken very much up his chuff for the first few laps and even more so when Laffite made an early disappearance on lap six. It was one of those niggling little problems which one curses oneself for: the accelerator cable had broken and although the Frenchman came out again, it was an ineffectual repair.

This gave Leclere an even bigger lead over Jabouille, then a gap again to Tambay and Schenken who were still fairly close together, and Serblin now in fifth position already. He was gathering a little bunch behind him comprising Francia's Osella, Flammini's March, and then Hans Binder with Larrousse already looking for a way by.

At this time Cinotti had a quick spin at the chicane behind the pits, holed his sump and then

proceeded to drive back to the pits. The fact was that there was now oil all over half the circuit which made Cinotti most unpopular with his fellow drivers, and not entirely in favour in his team.

Then on lap 12, Schenken seemed to have dropped back a little from Tambay. There was a problem in the gear selection with fourth, just a hint of it, but it was to be his downfall. A lap later, it jumped out of the gear, the engine over-revved and dropped a valve. Tambay was now free of the rest, finding that the petrol load made the handling a bit strange, but pressing on, just one place behind his teammate, Leclere.

The main focal point was now the battle brewing behind Serblin. By half distance, Larrousse had deposed Binder, and in his professional, cool way, was quietly easing up on the sixth placed Flammini. Flammini though dicing with Francia, had taken him once, but now was desperately in Larrousse's clutches. The resistance only lasted two laps for Larrousse, and Francia was passed two laps later. Now there was just Serblin, not an easy proposition, especially as Francia, Flammini and Binder were right behind, although the latter was slowly losing touch.

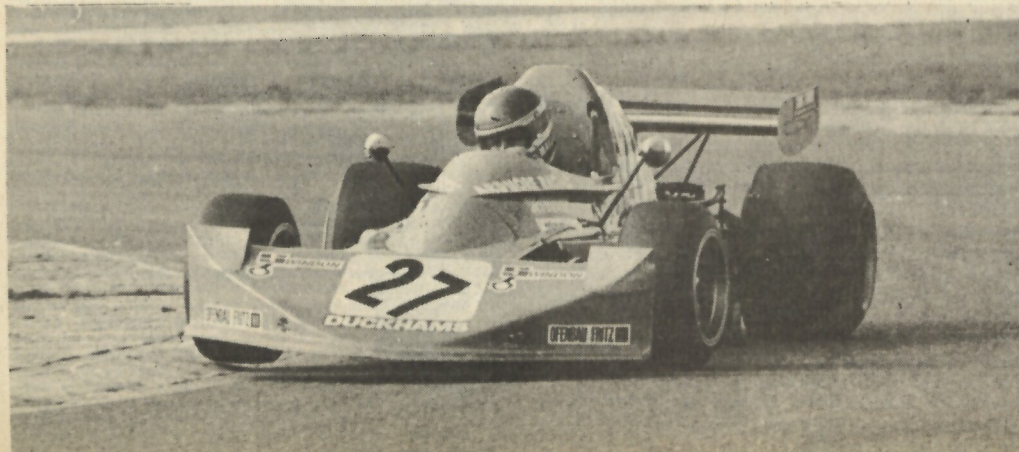
Larrousse had to wait for four laps before slipping by Serblin, but the Italian was not keen on the idea and fought for his place. But it got the better of him on lap 18, for rounding the right-hander second turn, the March slid off into the catch fencing, ripping at the wing and frontal section but not damaging the driver or tub. So with four laps to go Larrousse was an easy fourth. In front of him, his teammate Jabouille was slowly being caught by Tambay. Early in the race, he'd just brushed one of the chicane kerbings, and rubbed off the front splitter which was affecting the handling badly. As Tambay's fuel load lightened, he found his car more responsive and was slowly but surely hauling in the pretty yellow Elf of Jabouille. As Leclere crossed the line with a 22 second advantage, Tambay had closed to within 1.3s of the second placed Jabouille. A further 14s back was Larrousse, and Flammini had vanquished Francia for fifth. Binder was just two seconds behind the Osella.

The final unlapped runner was Ray Mallock, who'd slotted in behind Larrousse early on, and slowly drawn away from Willy Deutsch. But as Larrousse drew away, so Mallock left Deutsch which left Ray in a very lonely eighth position at the end. He really never had anyone to play with but paced himself well and the lap advantage was useful although the oil pressure was causing concern.

Deutsch was the first of those lapped, some way ahead of "Gianfranco," De Dryver, Bourgoignie who had second gear jumping out, Colombo and Pescia, all of whom had been dicing hard together. "Gianfranco" produced what was required at the end to get by De Dryver. Kessel had been among this bunch early on but retired when the fuel pressure disappeared while Muller too had been among them before a moment dropped him back.

As the drivers prepared for the last race of the day, their second 24 lapper, one was left to ponder on what could be done about the 22 second lead that Leclere had. The Elfs were obviously fast and healthy, but 22 seconds was a lot. In the paddock, Schenken took over Cinotti's car as the Italian had been disqualified for turning against the direction of the circuit after his spin, Flammini fitted some

Ray Mallock's F2 efforts get better and better. After a crash at Thruxton, tenth at Silverstone, he scored an excellent sixth at Zolder.



new, unbedded brakes, and Colombo had an engine change.

PART TWO

At the start of part two, it was obvious that the Elf team were determined to go hard, Jabouille led from Leclere, Larrousse, Flammini, Tambay, Francia, Binder and Mallock. Wingfield never made the start as his Swindon blew up on the warming up lap and Laffite was nowhere to be seen at the front — he was well back and the engine sounded right off, diagnosed as a valve spring in his Schnitzer, a complaint of which we shall hear more.

By lap two, the first five already had a small gap to the rest, and a lap later, it was the pleasing sight of two yellow Elfs leading for Larrousse had got by Leclere. In the next few laps Larrousse moved up to Jabouille and left Leclere a little, while Tambay was trying really hard to get by Flammini in the older March, but although the Italian was playing quite fair, it was proving a difficult task. They in turn had pulled well away from Binder now, who had overtaken Francia and Mallock had had to give way to both Deutsch and Bourgoignie as he'd lost his fourth gear but was struggling on well: there were lots more cars behind.

Then on lap eight there was just one yellow car, Larrousse's. This time it was Jabouille who had struck the ill luck, and it was another valve spring, a recently modified part by Josef Schnitzer which had worked well at Silverstone, but wasn't holding at Zolder.

So now it was Larrousse and Leclere, some 10 seconds apart, and then the dicing Flammini and Tambay. The former was getting just a mite hairy in his efforts to keep the Frenchman at bay, but it was all down to the brakes. The unbedded brakes were burnt and there was too much bias to the front. The effect was deteriorating and Tambay was ever closer. Binder was very consistent in fifth place, a long way behind the other two, and Francia had developed a misfire and was slowly slipping back. Deutsch still had Bourgoignie challenging, Mallock was struggling on with no fourth gear, but safe from the battle behind. This was led, or rather queuing up, behind Bernard De Dryver. After a good previous race, he was generally getting in the way of Schenken, Pescia and Muller.

Muller seemed fed up with waiting for someone to get rid of De Dryver, and suddenly appeared right behind him, and a lap later got past. But that wasn't the end of it. In the next lap, Muller disappearing into the catch fencing at a tricky right-hander and got thumped on the head in the time honoured way by a pole; De Dryver claimed to be hit from behind and took off Schenken and Pescia disappeared too.

While this lot had been eliminating themselves, Tambay had finally been allowed past by Flammini who was really getting upset with his brakes, and Bourgoignie had deposed Deutsch.

Larrousse had seemed quite happy up at the front without any problems and a nice lead, but with just a few laps to go, it was Leclere back in front. No Larrousse, no valve spring, the sickness was spreading and the Elf had caught it and robbed him of victory. So now Leclere and Tambay cruised to another 1-2, in the heat and overall. Flammini hung on to his third overall and in the heat and Binder thoroughly deserved his lonely fourth. It took Bourgoignie six laps to catch the misfiring Osella of Francia, and then Deutsch too demoted him but Francia completed the full distance in both races, despite finishing only seventh in this race. Mallock and Schenken completed the unslapped runners. Both Francia and Mallock completed the full distance in laps, so finished an eventual fifth and sixth overall behind Leclere, Tambay, Flammini and Binder. But it was Leclere who'd shown his superiority, smoothness and control, and he now has a Formula One drive to show for it.

Elf Grand Prix Formula 2, Zolder 2 x 24 lap parts

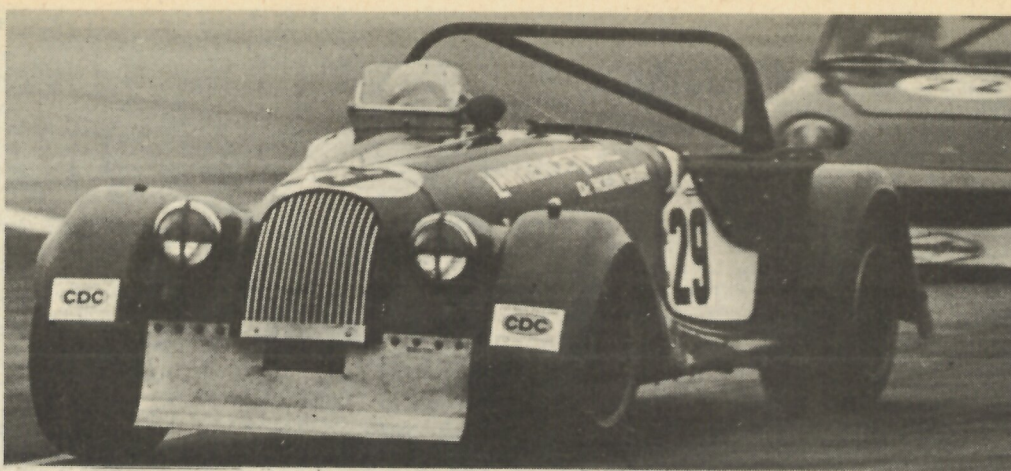
1. Michel Leclere (March-BMW 752) 72m 46.82s;
2. Patrick Tambay (March-BMW 752), 73m 14.40s;
3. Maurizio Flammini (March-BMW 742), 73m 39.89s;
4. Hans Binder (Chevron-BMW 829), 74m 22.85s;
5. Giorgio Francia (Osella-BMW FA2), 74m 35.06s;
6. Ray Mallock (March-Swindon BDG 758), 75m 5.4s;
7. Willy Deutsch (March-BMW 752), 47 laps; 8. Claude Bourgoignie (March-BMW 572), 47 laps; 9. Antonio Prado (March-BMW 732), 46 laps; 10. Roland Binder (March-BMW 732), 46 laps.

Part One (24 laps): 1. Leclere, 36m 25.22s, 168.512 kph; 2. Jean-Pierre Jabouille (Elf-Schnitzer 2J), 36m 47.32s; 3. Tambay, 36m 48.64s; 4. Gerard Larrousse (Elf-Schnitzer 2J), 37m 2.96s; 5. Flammini, 37m 6.27s; 6. Francia, 37m 14.58s.

Fastest Lap: Leclere, 1m 29.47s, 171.500 kph.

Part Two (24 laps): 1. Leclere, 36m 21.60s, 168.792s; 2. Tambay, 36m 25.76s; 3. Flammini, 36m 33.62s; 4. Binder, 37m 6.25s; 5. Bourgoignie, 37m 12.36s; 6. Deutsch, 37m 14.57s.

Fastest lap: Larrousse, 1m 28.69s, 172.978 kph.



Robin Gray is almost invisible in his Morgan Plus 8 in modsports events.

SILVERSTONE

Jordan's big banger thrill

SUNBAC ran their typically efficient annual Silverstone clubbie last Saturday in dry, chilly conditions. SUNBAC'S unique formula of two motorcycle races and six car races made for an enjoyable afternoon's sport and the FF race sponsored by B&I Lines ferry service saw the closest possible finish with John Bright (Royale RP21) and Jim Walsh (Hawke DL12) dead heating on the line after a racelap battle. John Jordan (McLaren M8E) romped home to take the Libre honours after a titanic V8 battle with the Trojan T101s of Chris Choat and Jim Kelly.

The first four wheelers out were masses of F750 tiddlers for their championship qualifier. The early laps saw a long train of cars nose to tail disputing the lead but after a while, and after Rob Wells had spun his Trick Fore, four cars detached themselves from the rest. Tim Green (Time Mk III) took the win as John Giles (JGS Mk5) spun at Woodcote on the last lap while on his tail, letting the closely following Chris Elmes (Maggot) and Lyn Evans (Centaur) through. Giles recovered to finish fourth ahead of Bob Simpson and our Caribbean hero Captain Tony Tobias.

Lurking at the back (on a 10s penalty after practising out of session) for the Esso Uniflo Modsports race was Max Payne's Elan. Max carved through in fine style to take the lead and win despite running out of brakes on the last lap. As a result Brian Mills' E type almost caught him, after an off course excursion himself, with Paul Berman's Elan in tow. Next up Keith Ashby's fleet Midget held off Robin Gray's familiar Morgan +8 (running a standard engine). James Thacker's ex Alec Poole Sprite took the small class after Andy Bailey (his Sprite recognisable with screen and hood again) broke a half shaft and Peter Richings had two spins.

A few of the modsports protagonists were back out to bolster a disappointing entry for the Morgan race. For the first half of the race Robin Gray and Ray Kershberg's Elan battled for the lead until Kershberg's hand shot up and he pitted on lap six. This left Gray to win from his fellow regular Morgan competitor, Chris Cooke in his lightweight orange 4/4. The battle for third place highlighted the race as the 1.3 Midget's of Keith Ashby and David Pearce (in Alan Goodman's car) spent the whole race side by side or nose to tail. At the end Ashby just got the inside line at Woodcote to snatch the class win.

On the first lap of the B&I Lines FF race it looked as if Jim Walsh was going to dominate the race with his Crompton Lighting Hawke but John Bright (Royale) detached himself from the following bunch and latched onto Walsh. After half distance Bright did most of the leading as marshals cleared up various collisions at Woodcote, both leading drivers slowing commendably. It looked like a clear run on the last lap but a couple of errant backmarkers distracted Bright, he ran wide and Walsh shot alongside to dead heat on the line. An admirable arrangement was made for Walsh and Bright to hold the B&I trophy for six months each! A very close, marker bashing, battle for second was resolved in favour of Robin Maydew's Alexis from Kevin Bowditch (Van Diemen), Roy Pagliacci (Lotus) and Alistair McDonald (Merlyn).

There was never any doubt at all that Martin Birrane's Boss Capri would dominate the Patrick Motors Special Saloon event, and he did winning as he pleased by 45s. Second place was taken by Brian Thackray's Escort after a tardy start to fight his way past the battling 1300s of R. Curzon (Escort) and Tony Allies (Mini) who disputed third, and the class lead until the bitter end with the Ford just taking the honours. Malcolm Johnstone's Imp won the 1 litre class whilst all the 850s but C. Gamble's Mini fell by the wayside.

The City of Birmingham Formula Libre thrash ended the day's proceedings and it must have been one of the best libre races ever with three V8 motors battling closely at the front. From the start Chris Choat's F5000 Trojan T101 led with John Jordan's 7.0 McLaren Chevrolet M8E and Jim Kelly (who had Damien Magee in attendance to give advice) in another F5000 Trojan T101. After three laps Jordan hit the front and Kelly demoted Choat to third. Choat fought back getting really twitched up under braking and retook the lead after eight laps but a lap later the inevitable happened; the Trojan weaved a bit too much and Choat slewed off into the catch fencing. This left Jordan to win from Kelly. John Bowtell's misfiring FAtlantic March 73B stuttered on round to third place.

PETER RICHINGS

Duckhams Trophy Formula 750 Championship round (10 laps): 1. Tim Green (Time MkIII), 12m 19.6s, 78.27mph; 2. Chris Elmes (Maggot MkIIIb), 12m 20.4s; 3. Lyn Evans (Centaur), 12m 21.2s; 4. John Giles (JGS Mk5), 12m 27.8s; 5. Bob Simpson (Reliant), 12m 34.2s; 6. Tony Tobias (DNC Mk5), 12m 35.6s. **Fastest lap:** Evans, 1m 11.6s, 80.85mph.

Modified Sports Cars (10 laps): Overall: 1. Max Payne (1.6 Lotus Elan), 11m 00.0s, 87.71mph; 2. Brian Mills (4.2 Jaguar E), 11m 01.4s; 3. Paul Berman (1.8 Lotus Elan), 11m 03.6s; 4. Keith Ashby (1.3 MG Midget), 11m 38.4s. **Up to 1150cc:** 1. James Thacker (1.1 AH Sprite), 79.47mph; 2. Peter Richings (1.1 MG Midget); no other finishers. **Fastest lap:** Andy Bailey (1.1 AH Sprite), 1m 8.6s, 84.38mph. **1151-2000cc:** 1. Payne, 2. Berman; 3. Ashby. **Fastest lap:** Payne, 1m 2.6s, 92.47mph. **Over 2000cc:** 1. Mills, 87.52mph; 2. Robin Gray (3.5 Morgan +8); 3. M. Hayward (3.5 Morgan +8). **Fastest lap:** Mills, 1m 5.2s, 88.78mph.

Morgans and Modified Sports Cars (10 laps): Overall: 1. Robin Gray (3.5 Morgan +8), 11m 21.0s, 85mph; 2. Chris Cooke (1.7 Morgan 4/4), 11m 26.8s; 3. Keith Ashby (1.3 MG Midget), 11m 35.6s; 4. David Pearce (1.3 MG Midget), 11m 36.0s. **Morgans up to 1600cc:** 1. Alan Kennedy (1.6 Morgan 4/4), 80.15mph; 2. Tim Milvain (1.6 Morgan 4/4); 3. Christopher Thorne Morgan (1.6 Morgan 4/4). **Fastest lap:** Kennedy, 1m 10.4s, 82.23mph. **Morgans 1600 to 2500cc:** 1. Cooke, 84.29mph; only starter. **Fastest lap:** Cooke, 1m 7.4s, 85.88mph. **Morgans over 2500cc:** 1. Gray, 2. M. Hayward (3.5 Morgan +8); 3. Ian Giles (3.5 Morgan +8). **Fastest lap:** Gray, 1m 6.8s, 86.65mph. **Modified Sports Cars:** 1. Ashby, 83.22mph; 2. Pearce; 3. Richard Oliver (1.3 MG Midget). **Fastest lap:** Ray Kershberg (1.6 Lotus Elan), 1m 6.4s, 87.18mph.

Formula Ford (10 laps): 1. John Bright (Royale-Whitehurst RP21 and Jim Walsh (Hawke-Scholar DL12), 11m 00.6s, 86.92mph; 3. Robin Maydew (Alexis-Kenney 18B), 11m 10.4s; 4. Kevin Bowditch (Van Diemen-Rowland RF74), 11m 10.6s; 5. Roy Pagliacci (Lotus-Minister 61MR), 11m 11.0s; 6. Alastair McDonald (Merlyn-Scholar Mk24), 11m 11.2s. **Fastest lap:** Bright and Walsh, 1m 5.0s, 89.05mph.

Special Saloons (10 laps): Overall: 1. Martin Birrane (5.0 Ford Capri), 10m 35.6s; 91.07mph; 2. Brian Thackray (1.8 Ford Escort) 11m 20.8s; 3. R. Curzon (1.3 Ford Escort), 11m 23.2s; 4. Tony Allies (1.3 Mini), 11m 24.0s. **Up to 850cc:** 1. C. Gamble (Mini), 71.05mph; no other finishers. **Fastest lap:** Mike Kirby (Imp), 1m 12.0s, 80.40mph. **851-1000cc:** 1. Malcolm Johnstone (Imp), 81.48mph; 2. David Peake (Mini); no other finishers. **Fastest lap:** Johnstone, 1m 9.2s, 83.65mph. **1001 to 1300cc:** 1. Curzon, 84.73mph; 2. Allies; no other starters. **Fastest lap:** Curzon and Allies, 1m 7.0s, 86.40mph. **Over 1300cc:** 1. Birrane, 2. Thackray; 3. Steve Phillips (1.6 Ford Escort). **Fastest lap:** Birrane, 1m 1.8s, 93.67mph.

Formula Libre (10 laps): 1. John Jordan (7.0 McLaren M8E), 9m 32.8s, 101.06mph; 2. Jim Kelly (5.0 Trojan T101) 9m 36.4s; 3. John Bowtell (1.6 March 73B), 9 laps; 4. Robert Craig (MRE 75SP); 5. D. Lowe (Lotus 61MX); 6. Charlie Wills (Hawke DL11). **Fastest lap:** Jordan, 55.0s, 105.25mph.

John Player



The beginning of the end. Just 24 hours before ending up a total wreck, the Adlards Escort negotiates the Mallory Park hairpin.

Eight miles high...

CHRIS WITTY experiences the ups and downs of the Penthouse Challenge in his Adlards of Brixton Ford Escort Sport.

The car was beginning to go better now, a tweak administered before the race seemed to be working and the dreaded wheelspin which means the difference between being a front runner or dead last wasn't quite such an infuriating hindrance. After a good start had been ruined by my total lack of experience at Mexico tactics, I started to try harder. For the next few laps, five of us lapped in extremely close company. Kerb hopping, stones and dust flying up, puffs as wheels locked up. In a strange sort of way I was really beginning to enjoy this Baja-style of motor sport. But it wasn't to last for within the time it takes to blink, my whole world as a racing driver was shattered by the biggest accident I've ever had.

I'd swiftly been pushed to the back of the group who were squabbling over sixth place. Mind you my hanging around at the back of this swerving and snaking queue was similar to playing gooseberry. The end came quickly. Someone dived inside another competitor coming into Russell, that renowned left/right flick at Snetterton, vision was blocked for an instant, the next two dabbed their brakes and, having already committed myself for this flat out, top gear corner, the moment I lifted off, the car became skittish and I exited the corner into the bank. Yes, that bank. The one that has no sensible right to be there and one which has claimed so many luckless competitors in the past.

Stopping from close on maximum speed to nought in less than half a second didn't exactly improve the looks of my pristine machine. Fortunately I managed to extract myself from the wreck but as I turned around to survey the scene, I cursed under my breath. It was directed toward everything. This had been my fourth race in the Adlards of Brixton-prepared Ford Escort Sport and my seventh race in all. I'd been well and truly ko'ed.

The last rites at Snetterton. Sponsors, take note of immense publicity value given by stationary vehicle.



It all started toward the end of last year. I'd always wanted to race but could never decide where to start. Occasionally I'd go through a phase of wanting to do this or that, but, being a journalist, I often found myself preferring to travel across Europe to international race meetings rather than pursue the illusion of becoming a racing driver.

Well, cutting a very long and involved story short, I found myself being persuaded into a journalist's race down at Brands Hatch last November organised as an AUTOSPORT v Motoring News challenge match but my former employers shunned at the idea of mixing it with "drug crazed hippies," or so the story went. Instead it became an AUTOSPORT v The Rest confrontation. Much though I secretly wanted to compete, I tried to opt out. Anyway, the day drew closer and along I went.

Okay so we were only racing in standard Mexicos but I was on cloud nine with nervous tension.

Quickest scribe

I kept thinking about this race as if I were about to clinch the World Championship. Practice was wet and by using common sense in keeping the car neat and stable at all times, I found myself on the pole. I was elated to learn that even a last minute ploy by Mike Doodson of *Motor* to substitute himself with an experienced racing staff member, namely Rex Greenslade, had failed and I was 0.2s quicker. The race was dry and despite lingering slightly at the start, I managed to hold my inside advantage into Paddock Bend, I cringed as I turned into Druids for the first time, expecting to feel the brunt of everyone and his aunt charging madly up the inside. Not so. Around the corner and down through Bottom Bend, I was still in front. It stayed that way for the remaining nine and a half laps.

My next race was once again a Shellsport journalists' event, this time for the *Evening News* Trophy. Venue was once again at good old Brands, a circuit that I know well but the cars were different. This time the Mexicos had been superseded by the new style Escort Sport. To be honest, I was rather more confident than last time and once again the result was the same, although I'm afraid I did have to bodily push the *Motor's* rally editor out of the way. He wasn't too happy about it afterwards, but, on reflection, it was a polite gesture compared to the rough and tumble in the current *Penthouse* series.

Following the first Brands victory, much talk surrounded the uncanny speed of my car. I know that all the Shellsport cars are meant to be equal but it's inevitable that certain cars are quicker than others. I now know that to be true. The new style Sports were definitely slower but that was because of several reasons.

I had decided at this stage that I would take up motor racing on a more regular basis. The Mexico series, now in its fifth season, looked like a sensible bet. It was well policed and, relatively inexpensive.

With that in mind I took an interest in just how the Shellsport cars down at Brands were prepared. They came under the jurisdiction of MCD's recently appointed general manager Jackie Epstein who commissions Colin Clements to painstakingly look after them down at their Brands Hatch base.

The Shellsport Celebrity "series" is now in its third season and they've proved a resounding success in allowing all kinds of people, many totally divorced from racing, to entertain the spectators in a safe and spectacular manner. They're not quick but they're damn good fun.

Unlike the earlier Mexicos, the Sports, which are courteously supplied through the Ford Motor Company, have proved somewhat slower. That's because Colin and Jackie have left the cars completely standard for the first half of this season. Standard? All that is done to them is to fit the Avon cross-ply tyres, which are mandatory, and then fit Bilstein gas-filled pre-set shock absorbers along with uprated springs. The first sport to have these mods was driven by pop star and part time race driver Cozy Powell at Brands a fortnight ago. The slightly stiffer sprung car, like the Mexico, produced a new class lap record for Cozy.

Apart from the Bilsteins and Avon tyres, the cars are fitted with a full-roll cage (supplied by John Aley), a Ford fire-proofing kit and a fire extinguisher plus a four point seat harness.

In order to keep them as equal as possible, Colin Clements and his helpers are constantly switching cars around to keep their road miles on par with each other.

In complete contrast to the Shellsport Escorts

are the *Penthouse* Challenge cars. This is where I really began to find out about British club racing and I can tell you, it certainly opened my eyes.

The Mexico series, as I've already said, has been providing some superbly close fought racing over the past four and a half years. Names like Jody Scheckter, Gerry Marshall, Barrie Williams, Keith Holland, Andy Rouse and Colin Vandervell to name but a few, have all taken part. It had to be a good way to start racing. After all, saloon cars are basically a helluva lot safer than single-seaters and the Mexico Challenge had been intelligently run over the years in order to keep costs to the barest minimum. Above all, I reckoned that the Mexico series would be able to provide me with a good insight into British club racing. It would also teach me the art of close, competitive racing, it required a unique style of driving and, above all, it should be good fun.

Taking the plunge

When Ford superceded their popular Mexico Escort with the new style Sport at the beginning of this year, it was with the ultimate aim in phasing the Mexico out over the next few seasons and replacing them with the Sport. However it wasn't quite as easy as it looked. The new Sport was significantly different from the Mexico, not only in body shape but in a number of technical departments such as weight, a different rear axle ratio and different suspension geometry.

At first it was thought that the new Sport would have to be fitted with a different camshaft in an effort to bring it up on par with the current Mexicos. However, it transpired that this wasn't required in the end.

Anyway, it was decreed that I should make my proper racing debut in one of the new style Sports. Here was a car in road trim, complete with radio but it was down to me to turn it into a racer. By now we were getting on for the mid season and already two Sports had been rushing around the tracks driven by fellow motoring journalists Tony Dron and *Motor's* Gordon Bruce. Anyhow, knowing that I was to join them at some stage during the season, I started to take closer notice of the championship and its regulations.

It has always been run by the BRSCC in conjunction with the Ford Motor Company. Regular readers will no doubt be aware of Simon Taylor's (then *AUTOSPORT's* editor) antics in 1972 and 1973 culminating in that spectacular roll at Brands. Well, just to pass briefly through the regs, the competing cars must be to a G1 specification. However, no optional homologated extras can be fitted but racing tyres are allowed. To bring the Sport up to Mexico spec, we're allowed to replace the standard 3.4 diff with a 3.7. No limited slips are allowed thus keeping the rear wheels firmly on the track is one of the real arts in correctly setting the car up. Springing must remain standard but any type of damper may be employed. The engine can be blueprinted but very little done to it so all in all, there are very few loop holes waiting to be taken advantage of, unlike other forms of G1. There's a

Former F5000 ace Steve Thompson, the new Escort champion, drives the most successful Mexico in racing with 13 wins to its credit and two consecutive championships.



far better camaraderie in the *Penthouse* Challenge anyway.

Okay so I had a road car. First thing was to find someone who could prepare it and look after it. A Ford dealer would seem the best bet and so with begging bowl in hand, I found myself sitting in the office of Pat Craig, managing director of Adlards of Brixton, the vast South London Ford dealership owned by race driver and property tycoon Martin Birrane. Adlards had a very go ahead Ford Rallye Sport division based at Clapham Common and here was I trying to persuade them what a great idea it would be for them to back yours truly in the *Penthouse* Escort Challenge.

Must have been the aftershave or something. Anyway I walked out of that office as if I just signed a three year contract with Enzo himself. We were in business and Peter Watson, formerly with the now defunct Willment group, was my liaison man. My car had a home and a very good one at that.

From that day onward, everything fell neatly into shape. There in the workshops were the terrible trio – Dave Price, Danny Mulvaney and Colin Davids – waiting to greet me and eager to tear themselves away from other chores so that they may lovingly prepare my racing car. Dave more or less took charge of the build programme, having spent a lot of time in the past working on



Heading a two wheeling Terry Grimwood on the way to another journalist's race victory at Brands earlier this year.

Fords and having prepared Jeremy Lord's Minilite Lola-DFV. These days he runs and enters Nick May's Formula Atlantic Lola. Danny was to be my regular spanner man while Colin, who occasionally helps out on the Hermetite Capris as well as looking after John Olding's G1 Camaro, used his strength when required.

When the car was delivered, it was just the start of several very hectic weeks. The engine would have to be removed, stripped and blueprinted. Then the whole car would have to be gutted so that it could be fire proofed, have the roll over cage fitted and then be sprayed in Adlards' distinctive black and orange colour scheme. The roll over cage, something which I became very thankful for later on, was manufactured by Safety Devices in Cambridge. What was reassuring about its construction was the forward bracing struts across the top of the windscreen and the forward door pillars.

By some strange quirk of fate, I found myself with two engines but the biggest headache was thinking what to do with them. Blueprinting these days is very expensive. Sparing no cost, I looked around and settled on two firms from both ends of the engine preparation business. One was recommended to me because of vast knowledge of the Ford 1600 cc engine. This was Ron Washer of Davron Developments situated near Silverstone. Ron has had much success in the past with Ian Taylor in Formula Ford and latterly in Clubmans racing with Frank Sytner, Sid Marler, Alex Ferrara and the like. He hadn't attempted a Mexico-spec engine before so the results would be interesting.

The other engine was given to John Dunn's Swindon Racing Engines concern who despite a heavy build programme servicing the UOP Shadow and Penske Grand Prix engines, as well as many Atlantic engines plus developing the Ford Cosworth V6, undertook what was to prove one of his most infuriating engine rebuilds ever, so tight were the rulings.

With the engines and chassis preparation in safe hands, there were still several items to be ironed out. For a choice of dampers, I elected to run German Bilsteins. The only problem would be in the wet as I couldn't slacken them off.

Only one tyre is specified in the *Escort* Challenge. This is exclusively produced by Dunlop and has been since 1973. It's to an intermediate pattern as slicks were banned after 1972. So Dunlop it was.

I think it's extremely important to make sure you're comfortable when you drive a race car. The selection of a Corbeau GT6 seat was absolutely the right choice. With its high back and tapered sides, it gives a reassuring feel to the driver. This again contributed to my well being later on.

As a racing restraint harness, I again feel I made the right choice in fitting a four point Luke harness. This is a comparatively new design, marketed by John Hansford who used to work for Gordon Spice's accessory business. John has now branched out on his own and is solely handling the sale of Luke harnesses. What lured me was their attractive price and construction, especially the extra wide straps over the shoulder which, in the event of an accident, help to prevent the belt cutting into the skin.

A 6kg fire extinguisher was mandatory so a Fire Eater system, provided by Gordon Spice Acces-

sories, along with my fully enveloping Griffin helmet completed the safety equipment.

With all these items assembled, the car began to take shape. Reading the rules carefully, every part was reassembled and every effort at reducing weight (within the regulations) was applied. The Sport is a little taller than the Mexico and has a greater glass area. Consequently the extra weight of the glass makes the centre of gravity a little higher than one would like it.

Perfecting the traction out of corners would be the main objective and this was to prove a long and painful process for various reasons.

At last the car was completed. She looked absolutely immaculate and it was a proud day for me when I drove it out of the workshops to the front of the Adlards Rallye Sport offices. It looked like a million dollars.

While the car was being constructed, I had managed to corner both Ray Cunningham and Keith Kirby of Shell. Once again I had to produce "the hard sell" act and with claims of how my victories in Shellsport Escorts at Brands had put me on the road to international acclaim, I found myself becoming part of the Shellsport family. Well, they knew a champ when they saw one...

When the flag drops...

The day before the car's first race, which was a week before the British GP, up at Oulton, I managed to give it a shakedown run. It all seemed so new and I didn't really know quite what to expect the following day. I was pleasantly terrified.

I knew from the moment I queued up to sign on at Oulton Park that this was my first real race.

Moans and groans time folks. I'm sure I speak for a lot of people with regard to this particular little gripe. Passes for competitors. Some clubs are just too stingy I'm afraid. Adlards have a



Diving inside Simon Alterman's sliding Mexico (right) at Castle Combe recently, the Sports Editor gets to grips with John Waterman's Continental car.

international open trade license. That costs something like £70. Right. We expect more than just four passes for that amount of money. I think holders of these type of entrant's licenses should get greatly improved treatment. I also think it's a cheek to charge us more on entry fees just because we hold an international entrant's license. Surely we're trying to encourage sponsors into the sport, not discourage them. Okay, if we are going to pay more money, then we demand far more in return. If we want an extra ten passes, say for the managing director, his kids and his golfing partner, then there's no reason why we shouldn't get them. I'm not staying this is typical of all clubs, but it goes for a good majority.

I also took note of another interesting happening at that first Oulton race. The circuit. A concerted effort was made by the organising club to ask drivers who had not raced around the track before to attend a special meeting. *Before* practice. We were quite simply informed as to which way the track went and to watch out for various camber changes and so forth. Two weeks later at Cadwell Park, absolutely nothing. The same can be said for every other circuit I've visited since.

That first practice session at Oulton didn't go the way everyone had hoped. We had problems and we were well off the pace. I'd tried reasonably hard in practice only to find that it wasn't hard enough. We had a mechanical problem which we hoped would improve for the race.

I sat there, way back on the grid with cars all around me. It felt funny. I wasn't used to this! The flag dropped and everyone rushed off toward the first corner. Then all hell let loose. Cars were spinning everywhere. "Oh no!" I thought. I was terrified of bending it, especially first time out. The car looked too nice to race, let alone have an accident in. I tiptoed through the carnage and thought, "hmm, if I'd have been any quicker, I'd have been right in the middle of that."

Anyway, while the leaders rushed off into the wild blue yonder, I preceeded to have an actual dice. With whom I wasn't sure of at the time but I really enjoyed it. I eventually got past when he made an error and I was pleasantly chuffed. We still had a lot to do and everyone else was still eyeing us up and down. I hadn't "blown them off". It had been the exact opposite.

The beginning . . .

Two weeks later at Cadwell Park, I tried foolishly to be the "big hero" and tried to stay with a couple of the quick boys. On my second lap around a circuit I'd never raced around before, the car became virtually undriveable. It lifted itself onto two wheels at several points and I found myself a very disillusioned last on the grid. I just couldn't work it out. Such a simple formula seemed totally beyond me. To be truthful, it wasn't as easy as I had imagined. My respect for my fellow competitors was steadily growing. For me it had been a rude awakening.

I finished Cadwell and was happy at picking up a fifth signature on my restricted license. There was very definitely work to do.

One thing which I wanted to try was an adjustable rear shock absorber. I had, in the meantime, had some more Bilsteins air freighted over from Germany via the ultra efficient Rapid Movements freighting concern, but, in a mind that was searching for racing driver-type excuses every day, I was striving to find a solution, I was beginning to think in practical terms. It even extended into organising testing sessions in an effort to improve the car. But the carrot was really

Tony Dron and Gordon Bruce. Their cars were now sorted and running regularly up front. I wanted my car to do the same, it was only fair to everyone concerned.

After a month long break we arrived at Mallory Park for the Fordsport day. I had meanwhile fitted adjustable Spax dampers on the rear and set them to their softest setting. During practice the car seemed to perform a lot better and for several laps, I kept Bruce's similar car in sight. But the times were far from satisfying. Again I was puzzled.

By watching the starting procedure before hand, I was able to get in a nice getaway. Nosing into Gerards, I was right behind Nick Weir's Mexico. Great. 'Hang on' I thought but exiting the long never ending right hander, the revs dropped off and, zap, people started going by. It was a traction problem once again.

After further consultations with Danny and Dave, who happened to be at Mallory to look after Nick May, we made our way across to Snetterton. Again it was a new circuit for me and again, I had to find my own way around. The car seemed better suited to this circuit and I finished practice a little happier, especially having ended up quicker than Weir and Dron, both of whom I'd been lapping with in the session. But they had problems.

Again I scratched my head and this time I reckon I came up with the answer. Another good start saw me again pass the row in front but by trying to keep too tight a line onto the main straight, I lost traction and my advantage was lost. It took me two laps to figure out what I was doing, and remembering that Steve Thompson had once told me that the art of driving these cars was rather like riding a kiddies bicycle with stabilising wheels, we began to enjoy some motor racing for the first time. Dron suddenly zapped

Why we do it.



past me under braking for one corner like there was no tomorrow. Then Geoff Evans did the same a lap later. "Get a grip" I said to myself. I did but my tyres didn't a little later.

. . . of the end

The car was written off and I was thankful to emerge from the dust with nothing more than grazed ankles and bruised shins. I was impressed by the speed of the marshalls, grateful to the quality of the harness, seat and also the roll cage which probably saved my legs from worse injury. I later learnt that a loading of over 4000 lbs had gone through the belts and my body under impact, as Luke tested it on their safety rig afterwards.

What did disillusion me a bit was the circuit's medical facilities. Following the accident, I volunteered to go for a check up. I then had to wait 15 minutes for a doctor and even then, the checkover was confined to a quick pull and twist of my ankle. I know I'm not qualified to comment on technical medical matters, but I was a little anxious (on behalf of other competitors) to be released so quickly and without a check of my eyes or ears. I might have suffered from delayed concussion while driving home. As it was, I just became extremely stiff around the neck.

Suddenly my attitude toward racing safety changed. I survived the Russell bank, primarily because I was in a saloon. Others haven't been so fortunate. So I feel obliged to argue the inadequacies of many of our race circuits from the point of view of safety. I admit that we will never make racing totally safe, but to allow badly positioned obstacles like the bank at Russell to remain after what it has already destroyed isn't doing the circuit much good. But that's another matter altogether.

So there I was, gratefully receiving the condolences of my fellow competitors in the bar afterwards. My car was a total write off and the next race was two weeks away. I looked at Danny who said "get the bits and I'll have it ready for you." I was flattered by his enthusiasm. I'd just slammed umpteen hours of hard slog into a earth bank and the guy wanted to do it all over again.

The telephone rang and John Waterman was on the other end. He'd heard through fellow Mexico dicer David da Costa that I was stuck for a car. He'd had to quit for the season because he'd used up his racing budget. We did a deal and I found myself soon sitting behind the wheel of his ultra quick Mexico. I could now set a direct comparison between my Sport and John's car. It was an interesting exercise and one that I enjoyed. The Combe was a pleasing race for me, pleasing in so far as I made concerted progress upward and, for the first time this season, saw Steve Thompson and the leaders on every lap. That was like winning in itself, certainly at this stage.

The Adlards equipe are now busy building up a brand new car for yours truly, which hopefully I won't invert again. This time, however, I shall be insuring it through Lloyds like I did with John Waterman's car.

After the final Brands race, John's car will be for sale as, no doubt will be a couple more Mexicos. All I can say is if you really want to enjoy a good competitive season of hard fought, but friendly racing, you could do a lot worse than go into the Escort Challenge. Steve Thompson reckons it's been one of the most enjoyable and problem free seasons he's ever had.

I can only thank everyone who's made my racing possible this season. Perhaps the Escort Challenges' gain will be Formula 2's loss?

Short changed?

As a reasonably successful entrant in motor racing it disturbs me to find that when it comes to the end of the season and budgets draw into reality, Championship funds are not what they seem. It appears that because of various reasons, known only to the organisers, that the prize fund in Formula 5000 is down by over £30,000. It does seem very odd to me, as an entrant, with publicity at the beginning of the season which is designed to attract strong support from entrants resulting in a lot of spectator interest that what is advertised, is not true. Surely, if rounds are cancelled in any championship on a block total, then the Championship fund must be spread over the fewer rounds, not deleted altogether.

Various letters have been written to the motor press and, the motoring press themselves, have published numerous editorials exhorting entrants to support motor racing. It cannot be expected of entrants to support Championships where the advertised funds just are not paid.

We had an example of this in Formula 5000 in the recent Bank Holiday meeting at Brands Hatch – most drivers in this Formula and entrants alike, prefer to get away from the small, so called "Micky Mouse" circuits on to Grand Prix Circuits. (One of the main supporters of Formula 5000 has always said that this Formula is a fast, powerful motor sport.) Entrants turn up and, during official practice, the circuit breaks up. This is, of course, after unofficial practice has been allowed two days previously and cars set up, gear ratios chosen and then, the circuit breaks up. At the previous meeting, at this particular circuit, the surface also broke up. Not only is the premier English Bank Holiday meeting jeopardised for entrants and drivers alike but it is spoilt for the general public to whom we are supposed to be selling ourselves.

Entrants, on the whole, arrange for sponsorship and they should themselves turn up for their sponsor. If they say that they are going to race in particular countries, at particular times, sponsors expect them to be there for if something is promised it has to be honoured, if it is not, then the people that fail show up their Formula.

Therefore, is it not the organisers of the Championship's problem not only to sell the Championship to the entrant but, the general advertising and selling of each meeting to the general public (Woe betide the lack of advertising in the Gold Cup.)

Let us get away from the apathy that surrounds our sport. We are all supposed to enjoy it and we are all trying to but, it is very hard when certain elements do not give us the promised support.

LONDON, EC4 RICHARD OATEN
(Richard Oaten Racing Ltd.)

What we want is transport...

Having just read your *Editorial* on the missing crowds at the Silverstone F2 meeting, I feel I must put pen to paper. I myself am a season ticket holder at Brands and have also travelled to most major meetings at other circuits in England this year plus most of the European Grand Prix. But I have one slight problem in that I don't have my own car so have to rely on public transport.

I arrived at Northampton station last Sunday morning and found that the only way to travel the 15 miles to Silverstone was by hitchhiking or taxi at £3 a time. Luckily I found a couple of people in the same predicament as myself so we shared a taxi to the circuit. This is not the first time that I've arrived at a station and found no transport to the circuit and many times I've walked the 5 miles from Andover to Thruxton.

So my answer to circuits who wonder where the spectators have gone is to arrange transport from the nearest station. Not everyone owns a car. They could pick up a few ideas from Brands Hatch who have a most satisfactory service on race-days from Swanley station.

RUISLIP, MIDD.

ALAN DOUGLAS

... and value for money

In reply to your request in your *Editorial* asking for readers' views re the poor attendance at the Formula 2 meeting at Silverstone.

I give the following reasons: perhaps, like myself, people attend the British Grand Prix in July and perhaps, after purchasing a ticket months earlier for a specific route, were sent miles off this route and arrived literally miles away from the Steward's Enclosure and so arrived there late and missed the first two races. After paying extra to enter the paddock I was disappointed to find that with the new pits the cars and drivers are now completely hidden from the public gaze.

I also found the view from the Steward's Enclosure totally inadequate.

When we prepared to return to our car there was only one exit from the pits. Surely it would seem preferable to now spend some money on improving spectator facilities instead of spending it all on the drivers.

With these criticisms in mind, the memory of a ghastly experience at the British Grand Prix, I think many people have decided like my wife and I not to visit Silverstone until the Silverstone authorities prove themselves capable of organising a major meeting.

VICARS CROSS, CHESTER

ROBERT SCONCE

Self-expression

How disappointed I was to see so few spectators at the excellent F2 meeting at Silverstone. Unfortunately, I think the average spectator in this country is completely spoiled when it comes to motor-racing, at all levels. However, if attendances drop to the low figure recorded at Silverstone, I can't see this continuing. I think the best line to follow is the idea suggested by some, of the package deal with several top Formulae and classes run at the same meeting in a more restricted yearly calendar, qualify not quantity being the theme.

I'm not quite sure where F2 fits in, but surely the best way of getting F5000 into a top-class Formula, acceptable to a wider range of spectators, is to introduce an F1 class along with it. I don't imagine to see works McLarens, Tyrrells and Ferraris etc competing in this class, but would give cars and teams like Lyncar, Safir, Maki plus several one- or two-year-old cars a chance to run competitively in a year-long championship. I believe it would also encourage a lot more continental entries (perhaps a two-car March team from Italy), and possibly would help to attract more sponsorship.

I'm sure ten to twelve competitive F1 cars could run with the top 12 or 14 F5000s. This would eliminate the last half-dozen or so slow F5000 cars, who don't belong in international racing anyway. It's a pity there is not a nation-wide single-seater club-championship which could cater for these runners. This could be run in two classes, say over and under 2-litres, and would be the top race at many club meetings (for instance a 20- or 25-lapper at Silverstone).

Quite what formula or class is run with what is hard to suggest. The idea of F5000, FAtlantic and the RAC saloon car championship together being a good one, although I would like to see more F5000 (and hopefully F1) races on European Grand Prix circuits, and no rounds on club-circuits in this country. If the single-seater championship came about then it could be run with the Radio One at Britax Production Saloon championship, and perhaps Supersaloons (or whatever they become). F3 and Formula Ford are healthy enough to fit in easily at any level of meeting.

One important fact is that the whole calendar for the year must be carefully planned well in advance, so that there are not two meetings on the same day that cater for the same under-subscribed class.

I'm afraid the ordinary spectator like myself seldom gets a chance to express his views with the powers to be, but then again I know nothing of the organising difficulties of the circuit owners, and probably some of my ideas are quite unfeasible.

LONDON NW7

B. M. HAWKINS

Sort the system

In your *Editorial* of the September 4 issue, you ask readers why they don't attend F2 races. I attended the one at Thruxton on Easter Monday but was unable to go to Silverstone. However, I went to the final practice for the British GP and saw the same Formulae as supporting races Formula Atlantic, F3 and FF. When Formula 2 first came into existence over 25 years ago it was as a supporting formula and training ground for F1. It is now no longer doing that as FA and F3 are doing just that and FF is doing what F3 was originally intended to do. F2 has become F1A and is used for non-championship F1 races. It is now seen as a main event Formula rather than as a supporting one. It's lost its purpose and should be abolished, along with F5000. There are too many different formulae, and too many promoters trying to put on top events at the same time. In fact, one man prominent in promoting racing stated in an interview that you need all of these different formulae to be able to have a main event at two or three different venues at the same time. F2 here, F5000 there, Atlantic somewhere else, etc. All of these should be on one bill as was the case in the fifties. Remember the Rheims weekends F1, F2, F3, sports and GT. Those are the only five international categories that are needed and could all appear together at a different venue each weekend. I think that F5000 and F2 could be abolished, FA and F3 merged into a new F2 and FF renamed F3. Groups 1-4 could be one GT group and Groups 5, 6 and 7 one sports car group. The only possible exception to this would be if the USAC authorities decide to use a formula similar to F5000 for their championship trail, then an identical formula should be used as our F1.

EMSWORTH, HANTS.

G. H. BELL

No name no face...

Regarding the invitation in your recent *Editorial* for readers to comment following the Silverstone F2 International I would agree wholeheartedly with you in saying what a superb meeting this was. I am a single seater racing car fan and want to see more F2 and F3 races in this country in addition to F5000, Atlantic, FF and FSV. I would also like to see a European 2-litre Sports Car Championship round. Incidentally, I have followed motor sport for over 10 years and attend meetings at most of the English circuits at least once per weekend.

I know the continuance of major meetings such as F2 depends on spectators attending in large numbers and would suggest the following may have something to do with the relatively poor attendance at Silverstone.

1, Lack of star names, ie Fittipaldi, Hunt and Reggazoni. 2, the weather was not hot and sunny. 3, Grandstand charges at £3.50 too high. £2 is as much as most people will pay other than for F1.

In addition, in my own view, whilst Silverstone is ideal for an F1 Grand Prix, F2 and F3 need a more spectacular circuit with a few tight corners and gradients to make the racing really exciting for the spectators and to bring out the drivers' skill. Silverstone is too much of a flat blind.

I would like to see F2 return to Mallory and Oulton Park and let's hope Donington Park reopens as this would surely be ideal for F2 and is centrally situated for spectators. How super it would be to have an F2 or even an international F3 race at Cadwell Park – if only this circuit was developed a little without destroying its special character it would undoubtedly be the finest drivers' circuit in the country.

In closing, if reducing the number of race meetings is unavoidable this should be done very carefully to ensure that there is at least one fairly major championship meeting each weekend of the season being held at a reasonably central circuit. I often feel that, particularly on Bank Holidays, there are too many major meetings, eg F3 at Brands, Atlantic at Silverstone, F5000 at Thruxton and I'm sure the enthusiast is reluctant to miss any of these but, of course, he can only attend one at a time. Some planning in this direction could reduce the number of meetings but still leave the spectator with ample opportunity to see racing every weekend. What we don't want are blank weekends!

LINCOLN, Lincs.

JOHN KNIGHT

Heads in the sand?

May I be the last to add my congratulations to those that have been flooding your office for the last fortnight, celebrating your Memorable Milestone of Motoring Reportage. This must be a time for the staff, both past and present, to look back with some satisfaction — if only in the knowledge that they have taken approximately £300 out of my pocket in the last twenty-five years. Then what is £300 today? Scarcely enough to persuade your Publisher to struggle from his Chesterfield and dictate his excellent "Story of AUTOSPORT" which read like the Headmaster's speech at the Old Boy Reunion Dinner.

Simon Taylor is still a scribe at heart.

I must also mention that it was most fitting to close your scrapbook section with a picture of James Hunt winning at Zandvoort, as at exactly the same time as your story started with Gregor Grant struggling to bring his baby into this cruel world at Silverstone, Lady Hesketh was also struggling with the same problem less than five miles away. (Gregor had the easier task.)

They say that the first sound the New Born Lord heard from inside his oxygen marquee was the wail of the V16 BRM, as the flag dropped and it stopped.

Another interesting reflection from the article is the metamorphosis of the drivers who became journalists 25 years ago to the journalists of today who assume to be drivers. Possibly this is a perfectly harmless situation; personally I believe that it largely explains why AUTOSPORT has fallen into a rut, from which, Dear Ed, I hope you will dedicate the next 25 years trying to extract it.

Now is the time for you to surround yourself with journalists who are old and bitter and to out the sycophantic ball-point racers. Give us criticism where it is deserved, explode the myths, point the finger, but don't give us just another race report which we have already read five days earlier — as is the case if you are fortunate enough to be a postal subscriber who receives his copy the following Monday. If we have got to wait why not give us something worth waiting for? Not just another pat on the back for all those heroes who put on such a *super* show.

I know that when I cry for old, bitter journalists you will come back to me with 'William Nickey' Brittan and his Private Parts. That's fine — personally I can't put them down, and the same goes for his Ghost from the Cockpit. It's good Cocktail Party Chat but I doubt that he will ever match McNally's hunt for the GP Medical Unit, probably because the lawyers won't let him.

What I am asking for is that a little heat be added to the magazine which at the moment is like cold rice pudding. Keep the staff on short rations and hang them up in some dark cupboard over the winter, then by the time the Grand Prix comes round, open the door and throw the World Championship to the Lyons. He may not get his free Marlboro meals or Shadow Sunhat, but who needs them anyway?

You keep telling us that Motor Racing is now a tough, professional, sink or swim business — then why is it's Press still writing for the sports pages of Boy's Own?

Don't you ever hear Gregor's voice from that Great Saloon Bar in the Sky telling you that it's about time somebody took the sport by the ball-joints and shook it? That it's time for you, Citizen Phillips, to prove that your pen is less frangible than the sword.

Good luck

ELLINGTON, HUNTS.

CHARLES LUCAS

Condensed racing

I agree with you that it is astonishing and ridiculous that the splendid Silverstone F2 meeting should have been attended by such a disappointing crowd. It will be tragic if we have to wait another eight or so years to see F2 at Silverstone again.

I have been a keen follower of motor racing since I found myself at North Bank at Crystal Palace on Whit Monday 1969, and have attended most of the major meetings in Britain since then, so presumably I qualify as an enthusiast. My

criticism of most such meetings is that they go on too long so that companions who are unfamiliar with the names of drivers and cars are bored, hungry and, more often than not, cold well before the end. For example, action began at Silverstone on August 31 at 11.50 am and continued until after 6 pm: I would gladly have done without the G1 and Classic Car races to allow the meeting to run from 1 pm to 5.30 pm (or, better still, for the FSV heats to be run on Sunday).

This criticism applies to more meetings than F2 but there is another reason why that formula does not draw the crowds — lack of publicity. This is nothing new, I had followed F1 and F3 for a year before I began to invest in AUTOSPORT and thus discovered that there was a F2 and, furthermore, that a British driver, Derek Bell, was leading the European championship. There is less British involvement (apart from the cars) this year and consequently there was even less advance publicity in the non-specialist press. The crowds will continue to spurn F2 until they know more about it and, it appears, the non-specialist press will say nothing until there is more involvement of British drivers, preferably famous drivers. I feel that this could be achieved by modifying F5000 to make it a true "second formula" by allowing F2 cars to join in. This would be expensive but if the funds allocated to F5000 and Atlantic could be pooled (I would not miss Atlantic) it might be economically attractive. The scrapping of Atlantic would have the desirable effect of diverting competitors back to F3 as well as to the "second formula". My dream of the perfect day of national championship racing would be two heats of F3, two heats of the "second formula" and the two finals, that's all! The prospect of Gethin, Purley, Jones, Evans, Brise, Schuppan, Henton, Crawford, Wentz, possibly Redman, Hobbs and Oliver competing in a single formula must gain publicity and produce the healthy national formula which is essential for successful involvement in international competition.

You are correct, there is too much racing in Britain, the money and the talent are spread too thinly. Concentration of both into fewer formulae can only be to the advantage of all concerned.

BATH ROAD, READING

DR. C. BUCKE

Scared off?

Having been "one of the few" who attended the F2 meeting at Silverstone I must firstly thank the BRDC, the constructors, the drivers, and all the marshals for a thoroughly entertaining and enjoyable day's sport.

However, *where were you all?* I'm talking to the so-called enthusiasts who flocked in their thousands to the same circuit a mere six weeks ago. Perhaps you were scared off by the prospects of having to cope with names like Gabriel Serblin, Alberto Colombo, Giancarlo Martini, Hans Binder and Francesco Cerulli-Irelli. Or perhaps the supporting bill of fare was not to your liking with the cream (a bit thin by the end) of F3 plus FSV with such notables as Keijo Rosberg, Eje Elgh, Miko Kozarowizky and our own John Morrison.

No, the problem is the "spoiled for choice" and "too discerning" British public who will not attend unless "the aces" are present. However, if the up and coming drivers are not given a chance to prove their worth in what is recognised as a proving ground for young talent (hence Ken Tyrrell's presence) then we would be condemned to seeing the same old faces in virtually every major event.

Let's hope the BRDC are not too downhearted and put on another feast of Formula racing next season.

BLACKBURN, LANCs.

STEVE WILKINSON

Worth the effort

With reference to your Editorial of September 4th, I would like to say that to friends, my wife and myself completed a round trip of some seven hundred and fifty miles to attend the Formula 2 meeting at Silverstone. Considering the cost of travelling, plus one night's hotel, meals, etc and the fact that we didn't arrive home until 2 am on the Monday morning, I would like to endorse your opinion that this was an excellent day's racing and well worth the journey to see.

It was also a pleasant change to enter the Silverstone paddock area and be able to walk right up to the pit garages to see the cars, and mechanics at work. In many cases, spectator barriers were conspicuous by their absence and even where there were barriers, these were positioned in such a manner as to allow those interested in seeing the cars etc, to be able to do so. What a complete change from the attitude of the Formula 1 teams at the Grand Prix, who wished to remain anonymous behind closed garage doors and at double the cost to the spectator.

Your theory of too much racing may well apply south of the border, but as far as this side is concerned we cannot get enough, if any, international class racing. The nearest circuit which caters for such racing is Oulton Park, some 240 miles away.

In concluding I would like to thank Silverstone Circuits Ltd, for promoting an excellent meeting and I for one will be present if it is decided to hold such a meeting in 1976.

KILMARNOCK, AYRSHIRE

BRYAN SANSUM

Karting aspersions

As a keen karter and motor racing enthusiast, I feel I must comment on Barry Foley's efforts in "Catchpole" this week.

I fully realise that we, as kart racers, are dogged by the "Lawn mower engined, solid tyres" image of our distant past, when, I must agree, karting bore little relationship to the higher echelons of motor sport.

However, the present state of the art is such that the entertainment value of karting and the lap speeds attained are not only the equal, but easily exceed those of a goodly number of the lower club and national formulae. Need I say more than that Martin Hines, driving a Zip Suzuki, in the recent 250cc RAC British Championships, lapped Oulton Park at an average speed of 86mph?

So, please Mr. Foley, before casting aspersions (whether intentional or through ignorance) on a highly competitive and unarguably entertaining branch of our sport, get your facts and terminology correct.

Thanks for The Best Motor Racing Magazine, and congratulations on 25 great years. I look forward to the next 25 with anticipation.

PENRITH, CUMBRIA.

D. R. LITTLE

Exposé

Gentlemen and Witty: I would very much like to add my congratulations on your 25th Anniversary to the many congratulations which have obviously poured into your office.

I refer to the correspondence pages in last week's edition. Although I think I can be forgiven for not realising that the Rambaut's of Macclesfield were related to John Bolster, I was surprised to discover that your editor comes from a literary background. Also would you be kind enough to ask your Mr 'Frosty' Winter to give me the address of the photographic studio which touched up the photograph of Simon Taylor. It is the only photograph of him that I have seen where in using the principle of the Sun Dial it has not been possible to tell the exact time the picture was taken.

LONDON, SW5.

IAN BRACEY

Last gasp . . .

Mr Lello's letter of August 28 is as wrapped up in bigotry, double standards, and hypocrisy as he claims the August 14 Editorial was. Surely a person of his high moral standards should be totally against motor racing and motoring in general. After all, the trail of pollution and rubbish left behind by the motor car is far greater than that left by cigarette smokers.

To preach the danger of cigarette smoking and enjoy a sport that is an offshoot of the world's most potent pollution producer — the motor car — is far more hypocritical than AUTOSPORT's innocent wish to keep motor racing at its present high standard.

Think again Mr Lello, your sort are doing the sport irreparable damage.

EMSWORTH, HANTS.

N. MILES



Dean Delamont — speaking out

Sporting authorities seem by definition to be unpopular. We read of problems between players and governing bodies in football, cricket, athletics, tennis... you name the game, each one seems to have some form of strife. Perhaps because there's so much money tied up in motor racing, our sporting politics seem even more involved and embittered than most, and the body which forms the target for most of the available armoury of abuse is the CSI — the Commission Sportive Internationale, the governing sporting executive of the International Federation of automobile clubs. This hapless and apparently outmoded, out of touch and largely incompetent body of officials has governed International motor racing for years in a manner which has brought brickbats thundering down around their heads. Yet despite the abuse, their word has been law, and continues to be law, and how does the CSI look from the other side of the fence, from the inside?

Dean Delamont, head of the RAC Motor Sport Division in this country, is the senior British delegate to the CSI. He is a compact, distinguished-looking, softly-spoken politician. He is one of the longest-serving executives on the CSI and has a wealth of organisational experience going back into the 'thirties. As a boy he recalls reading motoring magazines rather than "Comic Cuts," and he even enjoyed his first road accident at the age of 12½ when he ran a four-cylinder Henderson into a tram in Bournemouth, his home town!

He went into journalism, becoming motoring correspondent for Southern Newspapers, and with an engineering course behind him he built various road-going specials. His first wife was the elder daughter of Cecil Kimber, father of MG, and he drove occasionally in such light-hearted events as sprints, hill-climbs and the RAC Rallies of the 'thirties.

During the war Delamont was detailed to write text books on armoured fighting vehicles, and at the Inspectorate of Fighting Vehicles he found such kindred spirits as Gregor Grant — co-founder of AUTOSPORT in 1950 — Dick Shattock of RGS-Atalanta fame, and Col Stanley Barnes who had run the Singer team pre-war.

Delamont had been a founder member of the West Hants & Dorset CC, and immediately peace returned he became very involved with the embryo 500cc movement, editing their magazine

"Well, obviously I can't claim it's perfect. In fact to my mind it is very imperfect, it must evolve to improve its efficiency."

Iota for a while. During this time he dabbled with power boat racing, and did some commentating for BBC Radio's western region. These latter duties took him to Jersey for the International Road Race, and there he met Barnes once again, who was then Competitions Manager of the RAC, looking around for staff. In 1949 Dean Delamont joined the RAC Competitions Department, and at the close of 1954 he took over from Stanley Barnes as its director. In that same year he attended his first CSI meeting, purely as a Technical Advisor to the two British delegates, Earl Howe and Desmond Scannell. He has not missed a meeting of the Commission since those days, and is today its second-most senior serving member. How does he see this controversial institution — and its critics?

"Well, obviously I can't claim it's perfect. In fact to my mind it is very imperfect, it must evolve to

Dean Delamont

The director of the RAC Motor Sport division talks to DOUG NYE about the structure of the CSI and how it works.

improve its efficiency, but I don't think the picture is quite so black as the press may paint it. No Government can be popular. How often do you hear people saying 'What a wonderful Government we've got, it really is faultless'? Neither Wilson nor Heath have managed that, so how can an Internationally-based Government of a sophisticated sport expect wide-spread popularity?"

This Government has evolved from the 'tween-wars AIACR (the Association Internationale des Automobiles Clubs Reconnus), which was both a sporting and touring orientated body. The very first motor club, the Automobile Club de France, was formed as a sporting body, hence Paris becoming the International capital of motoring organisation and the use of French as "the language of motor sport," of which more later... As the years passed so an increasing gulf appeared between sporting and touring interests, and when the AIACR was reorganised post-war as the FIA (Federation Internationale de l'Automobile) so two internal divisions appeared, one to govern touring agreements, and the other to govern the sport.

"No Government can be popular. How often do you hear people saying 'what a wonderful Government we've got, it really is faultless'?"

Thus the CSI was born, its members being drawn from the national governing bodies of the sport in (today) 22 countries of varying degrees of interest and, theoretically, of influence. The countries concerned are Argentina, Australia, Austria, South Africa, Belgium, Canada, Great Britain, Germany, Greece, Spain, France, the USA, Italy, Japan, Monaco, New Zealand, Holland, Poland, Switzerland, the USSR, Sweden and Norway. Each country is allowed two members of the CSI, one senior and one junior, but they share just one vote per country, while one member each from Norway and Sweden represents Scandinavia. Some members, like the Australasians, Argentinians or Japanese, are seldom seen.

The CSI elects its own President and three Vice-Presidents, and these four officials, plus three other elected members have the job of nominating members of specialised sub-committees which investigate aspects of the sport, and advise the Commission as a whole on policy matters.

There are three important Sub-Committees, one dealing with Technical Regulations concerning the cars, homologation, etc; another concerned with Circuits and Safety matters; and the third handling Sporting Regulations, the calendar and so on. Other groups deal with Rallying, Off-Road events and Vintage and Historic matters — the latter being surely the most peaceful of them all!

Each specialist committee feeds ideas for things to be done into the central Bureau, and major decisions are then voted on by the Commission as a whole.

This is "The System" which has a track record including the controversial introduction of the 1½-litre Grand Prix Formula in 1961, the short-notice 3-litre prototypes/5-litre production sports cars formula of 1968 which killed the big Fords and Chaparrals, the sudden Formula 1 wing ban of 1969 which took effect in the middle of Monaco practice, the 1600cc Formula 3 which according to Frank Gardner produced cars "soundin' like ducks fartin' through long grass," and such recent

furores as turbocharged 2-litre sports cars and proposed wing and tyre limitations in Formula 1.

The case against all these measures has been proclaimed repeatedly. What of the case for them, which the CSI has never publicly discussed?...

Dean Delamont: "Talk of a wing and tyre limitation really began about three years ago, when the circuits began to say 'Why us? The cars get wider and faster each year and outdate our facilities, isn't it about time the constructors met us halfway?"

"Now over those three years we've had desultory contacts with the Formula 1 constructors, desultory because it's very hard to forge close ties with an organisation which is always changing its representatives. It's difficult to deal sensibly with FICA because it has no Chairman, and they won't elect a Chairman because they don't seem to trust each other. There have always been different people coming to the meetings, each one largely paddling his own canoe, but the common attitude has been largely "We're perfect, we are untouchable."

"It's difficult to deal sensibly with FICA because it has no Chairman, and they won't elect a Chairman because they don't seem to trust each other."

"This attitude built-up a natural frustration, which reached the level where if you cannot attract the donkey's attention by dangling a carrot before his nose, then you whack him over the head, and at least he turns round and looks at you! Since we made our proposals the FICA have been looking at us, and much more sensible talks have resulted from which compromises have been put forward, the constructors meeting the circuits halfway and perhaps agreeing to a freeze on wheels and tyres as they are, pulling wings forward a little and perhaps taking out air-boxes to restrict engine power somewhat.

"The problem will be the wording of the freeze. Some teams currently use 18-inch wheels, and some 20-inch. McLaren are wider than most others, say, so do we let them run wider wheels and limit all the others, or do we let all the others come up to McLaren widths and prevent McLaren maintaining their differential? Some kind of a freeze was basically agreed to in the Ricard meeting, and it was discussed at the 'Ring, but what is 'A Freeze'? What does a politician mean when he says 'There's going to be A Freeze' " the Dean smiles rather wickedly, "and what will the regulation look like when the FIA issue it in French... and what will the English wording look like when the usual rather indifferent translation is made? This really is one of the big problems with the regulations as I see it. The International language of motor sport is English now, not French, but still we have these French-language regulations, imperfectly translated into the truly International language of the sport..."

What are the other imperfections of the Commission as he sees them?

"It needs a better Secretariat in terms of giving service, or appreciation of political problems, and of protocol. The Secretariat is rather inclined to rush around taking *ad hoc* decisions. LeGuezec is doing his best to stem the flood, but if you're going to operate a proper International body you've got to make other people realise they have got to work through proper procedural channels..."

"When I told this to the driver who felt he wasn't being represented he said, 'Ah, but Beltoise doesn't represent us.' What could I say?"

"For instance I was chatting with some people about Formula 1 problems, and one of the drivers was moaning that their views were not considered!

"Now, there is a permanent GPDA seat on the Circuits and Safety Committee, and when the wing and tyre proposals came up Beltoise was sitting there representing the drivers, and he agreed. When I told this to the driver who felt he wasn't being represented he said 'Ah, but Beltoise doesn't represent us.' What could I say? Only 'That's your silly fault, not the CSI's. If you choose to send Beltoise to the meetings, or choose not to stop him going to the meetings on behalf of the GPDA, then you cannot say he doesn't represent

you. The seat is there for GPDA representation, and you'd better make your minds up pretty quickly who does represent your views.'

"There is no way you can govern through a collection of disorganised individuals. If any organisation wants its views to be represented it must first decide what those views are!

"The same thing applies to a large degree with the F1CA. Bernie Ecclestone is doing a good job of getting them together... good for them anyway... whether it's good for the sport or not I might be prepared to enter into an argument..."

Delamont has been speaking quietly, with only rare emphasis in his factual observations, but this point on Formula 1 interests perhaps being harmful to the sport as a whole needs enlarging. In Dean's view the problem is exemplified by the costs of the British Grand Prix, and the other Championship races of the World...

"Looked at purely as a one-off event, the GP can pay its way quite happily, but I am sure that if we are to preserve a high level of motor sport our big races will have to subsidise the small ones. The entrants don't see eye-to-eye on this one..."

"I liken motor sport to a pyramid, with the broad base of club meetings at the bottom providing the schoolroom for drivers, constructors, and officials, which supports the nationals and Internationals resting on top, leading up to the Grand Prix at the pyramid's peak."

"Now so far as the finances are concerned, I think the pyramid should be turned the other way up, with the GP on the point, supporting the rest. This is how it works in many other sports, like cricket for example where a large part of the Test Match revenue will be distributed to the County clubs to help them keep solvent and stay in business to provide the Test cricketers of the future."

"One of the biggest snags to my mind is the failure of the tyre companies to restrict themselves in the minor classes to limited competition."

"In a period of financial restraints, if the Grand Prix retains all the money it will help to destroy the primary school in which the drivers and officials learn their trade, and in which the major competition car constructors earn their living. They need to race their cars to develop them, and something of which we should be very proud is that 90 per cent of the World's racing cars are made in Britain. The Nurburgring SuperVee race before the GP was a triumph for Lola, and British single-seaters are dominant everywhere in the world. So to my mind the major overheads of the minor tracks must be absorbed by the success of the major events. The Formula 1 people should not expect to take every single penny they can wring out of it."

"I suppose it's only natural for a man to put on blinkers and look after himself, but as far as I can see, the Formula 1 constructors can't see that they would be chopping the bedrock from beneath their feet because they don't care whether they race in this country or not. Their present attitude is 'Either people can afford us, or we don't run there,' and I see that as a destructive attitude."

What other dangers does he see for motor sport?

"One of the biggest snags to my mind is the failure of the tyre companies to restrict themselves in the minor classes to limited competition. Is it fair to expect a Formula 3 driver to spend £250 a race for the tyre equipment alone, just to stay competitive? If only the tyre companies would cool their competition in these classes we could have cheaper racing, and that must be good for the sport."

"To my mind the fact that races are being won and lost by tyre companies means absolutely nothing to the public... It's as though Wimbledon were won or lost because somebody had a better racquet than his opponent. Can that be right? The same thing must surely apply in Formula 1? This is a World Drivers' Championship and if everyone ran on standard tyres it would make no difference to the Championship at all..."

"When the tyre company refuses to contemplate change, are they claiming they are no longer competent to make the tyres which were available ten years ago? In Formula 1 the costs of testing and of wheels to stay ahead of the competition must also be an unfair burden for some teams. This is the thinking upon which the original limitation proposals were based..."

The thought of further repressive measures in

what should be a pure and free form of motor sport may make one shudder, but Dean feels firmly that "cost-effectiveness" must be the regulatory theme for the future.

"If you spend more money today you achieve less return for the extra you spend. Today's cars are basically fast enough, noisy enough and spectacular enough. Close enough, most certainly... I personally would like to dream-up regulations which could keep Formula 1 static for a few years. What would be ideal, and I've said this to the F1CA, is probably to go back down the ladder a little bit. We know they're going to climb back up,

"Luckily in the sports car series Alpine haven't done as good a job technically as Porsche did some years back."

but we mustn't have them falling off the top. I am sure the current Formula will be extended beyond 1977, and we must seek to regulate it to keep it good."

The 3-litre Formula is the longest-lived set of GP regulations in history - can we see no end to it?

"I see no reason why it should be changed. The only likely possibility would be if someone came in and spent too much money in it, and unbalanced it... someone like Mercedes perhaps" ... or Renault? ... (smile) ... "Yes, or Renault..."

"Fiat have Ferrari on a reasonably restricted budget while the British teams are just maintaining the balance with their Ford engines. I think the current situation is okay, though as I have said, would it not be in the best interests of the sport to be more technically repressive?" (The 3-litre regulations have since been confirmed until 1981 - Ed)

As would have been the case with the 3-litre racing engine/5-litre stock block proposals for this year's sports car racing season, which were subsequently so nearly wrecked by the turbo-charger rules. How did that state of affairs come about?

"That was, I think" (sotto voce) "an unfortunate example of behind the scenes lobbying." By the French? "Basically, ah, yes, by the French, and the Germans. Some people in the CSI are too theoretical, and this really concerns me for the future. Technical freedom is too expensive, and its time has gone, for the moment anyway, and instead we must concentrate on maintaining the sport with competitive fields to attract spectators..."

"Luckily in the sports car series Alpine haven't done as good a job technically as Porsche did some years back. The problem of course is the equivalence factor of 1.4. This allows 2-litre supercharged engines to run against 3-litre normally-aspirated engines and that's no contest, and everybody has to run superchargers to be competitive. Costs rise, entrants drop out and small fields aren't attractive to spectators. Luckily Alpine struggled to perfect their car and so Alfa Romeo proved very competitive, but when Alpine do perfect their car we'll have another Porsche situation and everybody must have superchargers..."

"The whole idea of the 3-litre/5-litre system was that cars and engines and parts were readily available and everybody could have one, but the CSI's Technical Committee is dominated by theoretical technicians who like the elegant idea of supercharging or turbocharging. I like it too, from the theoretical standpoint, but practically it ruins the sport unless it is on a 2.0 factor as in Formula 1, where the limit is 1½-litres as against 3-litres unsupercharged. It's the equivalence that is wrong in sports cars..."

Why was the announcement of the turbo-charger allowance so late, just a few months before the new season commenced?

"Well, basically this is one reason why the CSI cannot win. We have a stability rule, in which we must allow three years before a change is made. In practice this means that by the time your new rule comes in it's no longer valid or relevant, so people forget their three-year-old agreements and when the new rules begin it's all treated as a terrible shock. A perfect example of this is the current change to free engines in Formula 2. That began three years ago in an SMMT meeting at Forbes House in which Keith Duckworth complained at the cost of modifying stock blocks. Now with six months to go everybody is shouting that the CSI are bloody idiots and are going to ruin Formula 2..."

"In that case, we shall see, but the sports car change was made at fairly short notice because although we had announced the change three

years in advance, there was prolonged argument over what precise form the change should take. Every time a deadline went by, the arguments over the changes to Appendix J just became more intense..."

"In fact the regulations never appeared as originally intended because French, German, Italian and British interests all protected themselves when it came to dotting Is and crossing Ts... and then again we had a French language regulation with a fairly touch-and-go English translation... we really cannot win."

"As I have said, I know the CSI is not perfect, and I want to see it improved but by internal evolution, not by external revolution. The trouble with revolution is that people who start it nearly always prove worse than those they replace, and are soon ousted themselves, so the whole process starts all over again."

"Worker participation seems to be the political 'in-thing' at the moment, and we've had that for years, but the problem is to persuade our workers to resolve their own troubles. They're all so at variance within their own ranks that it really needs a few strong men to come forward to pull them together."

"They would have to be strong men too, and politically-attuned men, with time to devote to their new duties, and unafraid of upsetting people and being shot at..."

"This is one reason why here at the RAC we have ignored representation over the years and have appointed officials rather than elect them. Elected officials tend to be looking over their shoulders the whole time to please their electorate. Imagine the country being run without an appointed Cabinet, by pure delegation. Nothing would ever be agreed upon; nothing would get done. Similarly for the CSI to work as it could do, it needs these strong men from the various interested parties and pressure groups..."

What about the vexed question of countries with strictly limited motor racing programmes, like Switzerland, Poland, Monaco, Greece or the Scandinavian block (particularly Norway) having one vote on the CSI, just the same as such active countries as Britain, the USA, France and Italy?

"Normally for example the Germans won't join forces with the French or Italians, they take a wider view of the sport."

"Well unless we have proportional representation or something like that there's little we can do. Really the five competition car manufacturing nations could produce a power bloc, but they don't, because they don't agree between themselves. Normally for example the Germans won't join forces with the French or Italians, they take a wider view of the sport, more of a British view. This voting question normally balances itself out quite respectably..."

Motor racing was originally a French sport. It was their invention, and despite their wane and now current resurgence the CSI has always given the impression of being French-dominated. Comments?

"French-dominated? No, I don't think so. I think the Secretariat probably gets more feedback from French interests because of its geographical location, in Paris. If it was in London it would get more British feedback, in Milan more Italian feedback and so on. Really I suppose it should be based in a country without motor racing interests - like Luxembourg - to be truly neutral."

"There is a kind of Latin power bloc, for the Italians and Spanish usually vote with the French, but that's only true up to a point. I think that in any form of Committee the permanent staff have more time to put their thoughts across to their members, and in the CSI's case the permanent staff are French. Really the CSI is like the UN, composed of representatives from national Governments, and every interest is capable of doing its own lobbying. The power blocks come and go, and are always changing. It's just a part of an active Government. I would sum-up the CSI as being not perfect, but trying to do a difficult job with the best of intentions... we do try you know..."

This country has one of the most experienced of all CSI members in Dean Delamont, and whether or not the press and public agree with the politics of the bodies he represents is largely irrelevant... the system grinds on behind closed doors. Perhaps Will Rogers put his barely constructive but incisive finger on it when he said; "I don't make jokes; I just watch the government and report the facts..."



Diversification fortnight

Some mornings I wake up and wonder if I chose the right profession. In the last two weeks I have taken part in the Italian Grand Prix, the International Race of Champions at Michigan in America, a rallycross in Holland and an International Superstars athletic event in Belgium.

So why do I wonder about my chosen profession? I won one of the rallycross events, had another victory in the swimming contest and yet another in the gym events. On the race tracks the best I could do was an 8th place at Monza and 9th at Michigan.

At one point the Italian GP was looking good for me. I wound up at the end of practice third fastest overall behind the two Ferraris — which made me the best of the Formula Ford men. I'd finished third in the race last year and although I'm not superstitious I felt that third last year and third on the grid this year was maybe some sort of omen.

How wrong can you be. The chicane at Monza is some 500 metres after the start line so on the first lap it's not used. The field just zaps through on the bypass road — by arrangement with the authorities of course.

So by the time we get around again on the second lap I'm sitting in third place looking at the two red Ferraris pulling away.

What happened as we came into the braking area I don't know. Maybe the tyres were cold, maybe the brakes were cold, maybe my foot was cold but by the time I'd sized it up I knew there was no way I was going to get through. I was plain going too fast.

Maybe a year ago I'd have chucked it sideways, scrubbed off a bit of speed and scrambled through on a wing and a prayer. But you get wiser as you get older. There were 23 cars behind me. I kept my foot on the brakes and eased my way down the escape road, did a 3-point turn and waited for the marshal to wave me back onto the track.

Meanwhile, all sorts of mayhem was afoot in the mouth of the chicane. Nobody is sure who touched who but I could see eight cars in various stages of disarray. Some were hopping in the air, some were banging into each other and others were doing super skilful avoiding jobs.

I was thinking to myself thank God I'm not in that lot when out of the corner of my eye I saw my team mate Patrick Depailler coming down the escape road towards me — backwards!

I thought, Christ in one easy move Elf-Team Tyrrell self-destructs. The marshal with the flag was open mouthed gawping at the scene up the road so I dropped the clutch and powered my way back onto the circuit. Out of trouble.

So there I was something like 8th or 9th which wasn't too bad since a lot of the people in the chicane were about to become pedestrians.

Then two laps later out at the other chicane I was trying real hard to make up lost ground and I

got two wheels onto the grass and clobbered the kerb with a front wheel. Nothing serious, it just knocked me off course a little.

But there was obviously something kinked in the steering department so I stopped at the pit for a quick check up. Roger Hill solved the problem with a smartly placed right boot. He did a basic, but very effective job of straightening a bent steering arm.

So there I was back on the track and in business again I dropped in right behind the two Ferraris which was roughly where I'd left the action one lap before. Ironically I was running in what you might call my rightful place by one lap adrift. Emerson was the only guy to come past. So at the end I was able to watch Clay take the flag, Emerson be second and Niki third and then it was me. Except that instead of being fourth I was 8th a lap down.

Scheckter is interviewed on the fun of rallycross.



A briefing session with John Taylor preceded the works Escort action.



If only... but there's no room for "ifs" in motor racing. If I'd been born in Italy maybe I'd be the Pope and not a racing driver after all.

The rallycross in Holland was more rewarding in terms of pure honest fun satisfaction. I drove a works-prepared Escort and after a bit of a briefing session with John Taylor I went out there and threw it at the corners. I spent most of the time with my foot hard down going in a completely different direction to where the car was pointing. I won the first race and came second in the next one.

A tight plane schedule put a stop to my third attempt so I didn't show in the official results. But it was a lot of fun and all that sideways stuff reminded me of my early days racing Renault saloons in South Africa.

The Superstars thing in Belgium was a last minute job. I was called in the day before when some famous French athlete sprained something important. So I turned up breathless and with no training at all. Pistol shooting, cycle racing, weight lifting, 100 metres sprint, 600 metres steeplechase, swimming, gym events — you name it, it was all happening.

The rest of the cast were all pro-athletes of some sort or other, discus champions looked like extras from a King Kong film, football players who looked like greyhounds, boxers, hurdlers... all them guys who earn their living on their muscles.

In the gym I did 32 push-ups on the parallel bars which is an all-time record for the series and then did 79 squat thrusts in 60 seconds which is also a record. I won that event which kind of upset the athletes a bit. Then I went on to win the swimming as well which really had them psyched out. But that was really the end of it for me. It was just lucky that these two things which I'm good at came at the beginning of the programme.

There were ten events all together. On the second day it rained and we wound up cramming four events into three hours. The two track events plus the bike race and the shooting. At the end of the bike race my legs felt as if they belonged to an old lady. I was fourth. In the 100 metres I was 2nd and in the 600 metres steeplechase wound up flat on my face in the water at one of the jumps. My legs just didn't want to work for me. I finished third. That made me fourth overall.

The big Swedish discus champion who had arms the size of my thighs said to me, "You did well kid for someone who earns his living lying on his back shuffling his feet and twisting a steering wheel around."

I'd never thought of motor racing quite like that.

Bjorn comes from an area some 50 km north-east of Stockholm, where his father runs an arable farm, and where he still helps when his rallying commitments permit. He has always had an interest in rallying, and on one solemn occasion announced to his father that he would be a professional rally driver when he grew up. He was then seven years old. His first event was in 1962, just as soon as he was old enough to compete as a driver, and he took his father as a co-driver. It was one of the Swedish championship summer rallies, and he finished ninth in a class of 35. He already knew a lot about the sport, having been a co-driver on navigational-type events for the previous three years.

From this beginning he gradually progressed; he drove all different types of VW for the local importer who gave an increasing degree of support, starting with the supply of cars at a discount, then supplying special engines and so forth. In 1967 he was invited to team with Ake Andersson in Porsches and this led two years later to what was probably his most important success of all: victory on the Monte Carlo Rally. He won again the following year, after which Porsche stopped competing. It was the first win, in 1969, that established him as a serious contender. "When I won that event, nobody knew my name,"

Bjorn recalls.

After the Porsche days, Bjorn went into the wilderness of freelancing. He drove many interesting cars, like the Citroen Maserati (Moroccan and TAP rallies), a car he could not believe was able to be both comfortable and competitive. He was involved with the semi-official BMW team, and had a "good contract" with them, but that was for one year only, as the fuel crisis curbed their activities. Then came the Fiat days. His first two events for them, in 1973, went badly: he fell off at Burzet on the Monte, he went off badly on the TAP, although he was able to finish sixth on the Moroccan, albeit with a very tired car. In 1974 he drove for Toyota, and in these cars he finished fourth on the RAC and won the Group one award on the Total.

He is a man of immense experience. He has now competed seven times on the Acropolis (and never finished once!) and he has come second and third on Safari rallies; won two Monte Carlos; and three Swedish rallies. His original regular co-driver was Lars Helmer, "a very big man and very funny", with whom he won the Swedish rally — his home event — three times, and now is accompanied by Hans Thorszelius, tall and bearded. He has only been with Hans for three or four years, but now they have an excellent understanding between each other.



INTERVIEW

Waldegaard: fast thinking freelance

A contract to drive for Lancia on rallies is the greatest honour for a rallyman these days — and it is a special honour to win for Lancia on the first major rally on which you drive for them. This is the story of Bjorn Waldegaard, the 32-year-old Swede who started on his career 13 years ago and has now reached his peak. Although he is best known in the past for his drives with Porsche, he has in fact driven a considerable number of cars — starting with Volkswagen, and progressing through BMW, Toyota, Fiat and Citroen. Rallying has been his main activity, although he drove a Porsche 908 prototype on the Targa Florio and has raced touring cars. Martin Holmes recently talked to him about his career.

Most of your successes have been with cars which have had the engine behind the driver, is this because these are your favourite types of cars?

It may be it seems like that. When I started with Porsche, in 1969, I was very lucky and won Monte Carlo straight away and it was a very powerful car, which may be made it as good as it was. When Porsche stopped driving, 1971 or something like that, then I was a freelancer who drove many different cars and never got a really good feeling with any. Right now I am back with a car with an engine driving the back wheels — the Stratos — and again it looks to be luckier than before, so maybe it's a good car for me. I don't feel it so myself, I felt good with other cars as well, but may be it's a good combination for me to drive this kind of car.

How did you come to drive the Stratos?

I was asked in the RAC Rally to drive a Stratos in Sweden for the Swedish rally, and also of course for some more rallies if I felt well with the car, but at this moment I had a contract with Fiat for the Safari Rally, and while it should not be so difficult normally, it was difficult to make a decision how much I should drive for each one of them at this moment.

What happened when Fiat decided not to compete on the Safari Rally?

I can say that I was already invited, before Lancia knew I had a contract, to drive a Lancia in the Safari Rally, but that was of course impossible, but then it happened that the top bosses of Lancia and Fiat decided that they shouldn't compete and try to beat each other, and I don't know anything about that decision, but I do know that Fiat was not coming to the Safari and I got an immediate contract with Lancia.

What difference to your career did your win on the Swedish make, so far as Lancia was concerned?

Of course they were very happy, but already before that I had made a contract with them to do the rallies they had to do this year, or the rallies that I decide are good for me to do, but I think they were very happy to win the Swedish Rally, for that was one of the Rallies Lancia never win.

Do you enjoy the forest or loose surfaced rallies the most or do you prefer snow rallies?

When I started driving many years ago — not many, but some years ago — I was liking more snow rallies, maybe for the reason that it was not such high speed and you had the snow walls to touch instead of the trees and the stones. More

and more, when I started driving for Porsche in 1969 I was very happy the first time I drove with racing tyres on asphalt, that I liked very much at this moment — of course it depends very much on the car. For instance in 1969 when for the first time I drove Porsche in the Monte Carlo Rally, there was quite a bit of snow on the rally. At one stage, a very well known stage for many years, it was 28 kilometres long I think on asphalt, and when I came there I had to drive for the first time, really the first time, with racing tyres. The first kilometre for me was terrible, you know, with this funny steering, and really I was thinking it was stupid to even try to go fast, but later on I felt quite well.

I felt I could go quickly but I was afraid when I was sliding like I had with the racing tyres and at the end of the stage we were all of a sweat with what was going on, but we won the stage by about five seconds to the next car.

Do you feel most at home when you are at a snow rally?

I would not say that, for some time it has been changing for me, I have been very happy to make it on gravel and for an all-round rally driver what I hope I am and what I think I am, I feel quite well at all different grounds. You know I think a rally driver who wants to be all round and wants to make many different cars, I think he must also be good at driving on all different surfaces, but let's say if I should prefer one of them, of course with the Porsche and the Stratos I think I prefer asphalt, but the Stratos is also very good at gravel. So it's very difficult to say which one I like more, if I'm in good form and I'm doing well on the rally then it doesn't matter if it's gravel, snow or asphalt.

Do you have any particular events which are your favourites?

Not really, each country has at least one very good rally, and mostly it is the World Championship rallies where I come in. It's so different in different countries, let's say Sweden has the snow and the cold weather which is very different, for example from East Africa and the Safari Rally, where you also don't have the special stage, just to go full speed or as fast as possible for a long distance, that's completely different. And then you come to England where you have to go very very fast on the closed special stage that I maybe like more than the other kinds of rallies, but still it is about the same driving and then you come to Greece with many bad roads and many mountains to climb. So I have not really a special favourite in

rallies, for all are almost very well organised now since each organiser goes to each other and sees how they are doing. I will say that I have one favourite to drive and that is the RAC Rally, not because you are English but I like very much to do a rally on the secret roads.

Would you like every rally to have a secret route?

No, I would not like, for example, to do the Monte Carlo rally in the Alps without any practice, I find it too dangerous, but in Wales and in England, there are also many mountains where it could be dangerous but they are accepted, I don't know why. Also it's a very big question about whether it should be secret routes in France, a big country, how many could be practising — how could you promise that the routes are secret, that would be impossible I think.

In what way do you prepare yourself for rallies?

I don't make any physical training at all, unless at some time I feel I really want it, but not to be a good rally driver. You know that for each rally we have normally to practise and that means you make yourself set for the rally you are going to take part in, but I don't make any special things. Of course, just before the rally you are trying to sleep a good sleep every night and don't drink too much and just make yourself in very good form. I don't have any ideas about how to make myself in very good form to do a rally in a special way, no.

At what stage do you choose your equipment for a rally? Who makes the decision about the specification of the cars you drive?

That always has to be a decision between the drivers, in the first place and the engineers. At Lancia, for example, Mike Parkes is doing many technical things and testing between the rallies. On the practice for the rally we are testing as drivers on the rally route, and if we find it good we just tell him and if we do not find it good we just tell him to modify something, so at least it is the driver who decides everything, more or less. I am not an engineer, I cannot find out good things from the beginning, but I can tell him when I have tested the good things how it should be done to make it better and also for gear ratio and deciding what tyres we are using, that is just up to the drivers to decide.

What special problems do you and Lancia face with the Stratos?

You know, I have not been a long time with Lancia so I don't know really what they have done but I know for the Safari Rally they have changed things quite a lot in the suspension for it to be good for these kind of events. You know, the European roads are much different from Africa and that means they were testing for about one month and they get very very good suspension out of this big work, and this suspension we are using now for the Acropolis, for we feel we need this kind of long and soft suspension for these bad roads. About the aerodynamics, I think it helps in the high speed, but I don't think it helps so much with the bad roads (what we find in the rally route) as it do in the race circuit; but I don't feel it really, but I know it should help if you look at the wind tunnel. I know that it helps on good asphalt roads, but not so much on bad roads, no.

At what time do you decide which mechanics you will have and which co-driver you will take?

About the co-driver — I have been with my last one, Hans Thorszelius now since four years, or something like that, and you know, he was not a



Bjorn at high speed on a Welsh stage of the '73 RAC in pursuit of Makinen. From a certain second place the Swede slipped to seventh after a maximum on one of the final Wednesday morning stages. The Swede had driven a typically hard rally, getting very close to the leader at one time.

ready co-driver when I took him, but I took him for he was a good friend and he was a man I knew I could stay a long time with. What is most important is to have a 100% good co-driver and at the same time he has built himself up into a very good co-driver, so it can't be more perfect if you are friends and at the same time can work good together. About the mechanics, you know a team who are as serious as Lancia, for example, they have a staff of mechanics who almost all of them come to each rally, not all of them, but they mostly have rally mechanics that I know. Of course, it's as in all works, some of them are what I feel, better in some special work, for example, to change shock absorbers and so on. Of course, I should like to have to change the shock absorbers at the right place where I know the right men for the quick change of shock absorbers are. But you know, all rally mechanics, if you are with your own car, if you are with Lancia or Opel or something, they are all quite good, but as I say, for me when I am private not in a team driving, when I can choose my own mechanics. I have one in Sweden that I have always worked with and he knows me and he knows my cars and he is what I would say is a perfect mechanic. And of course if I were to have a Swedish mechanic always to whom I can explain what problems I have, sometimes it happens that first I have to explain to an English speaking man then he has to speak to the mechanics, it's not a big problem, but of course it's easier for me; it has been easier when I can choose a Swedish mechanic that I know.

When you are driving on the snow or on loose surfaces, is there any particular style that you have which makes you faster than your competitors?

I don't know really. It seems so sometimes, for example in the Swedish rally last year it was Stig Blomqvist and me who was fighting, and the others were quite far back, but I can't tell you how I drive to go faster than other drivers, but my mind is always thinking you must go fast, brake late and accelerate in nearly all visibilities. Never think you are going off the road, just go as fast as possible and use the whole road all the time and if

that looks nice, or even if it is fast and bad looking I don't know about that, just think – go fast.

Tell me about Stig Blomqvist who is obviously the other very good Swedish driver. Do you think he has a better technique than you?

You know, we are driving such different cars, it couldn't be more different, he drives the Saab with the front wheel drive with engine in the front and I drive back wheel drive with engine at the back, so it's completely different. But to beat Stig in the snowy conditions is usually more difficult than to beat (on the Swedish Rally) any other somewhere else. Stig was losing some minutes on the race course, he got many penalties. After that of course I was just saving my position and losing time everywhere, but let's say even if I had not been losing that time, it was a very very hard match to beat him, that I am sure. It's difficult to say off the roads what should happen, but even with exactly the same tyres or as good tyres I think we have been fighting very hard and maybe he wins with some seconds for he drives very fast in the snow, yes.

When you started to drive on tarmac surfaces what did you find was particularly different for your style of driving?

I think I was not trying to go over to the style of racing drivers, I was just going as I did – sliding with racing tyres and just what I told you before, thinking to go as fast as possible everywhere, and that means on the rally route at least that you have to slide and for me it was the right way.

The second time you won the Monte, the rally was much drier and with much less snow, did you find that you were having to change your style?

I don't know really. Maybe I did it without knowing but I think I changed a bit, if I think what I'm doing now when I drive with race tyres, I'm not sliding so much any more. I also remember in the second Monte I won, 1970, for example, the Turini stage. I was going over the Turini the first time with racing tyres on the car but still it was six kilometres of snow – 22 kilometres in total – and I was very angry when I got to the top and was past it, but I was still one second quicker than the second car, it was Alpine. The next time I come to

Turini I was going with the MS tyres with 150 studs, it was about the same speed, it was one or two seconds slower or quicker, I don't remember. The third time I come, I took half studded snow tyres – again about the same time, so difference of tyres and different style of driving at this time doesn't help anything.

If you had a choice in saying which way rallying should develop what would your personal decision be?

I don't like rallies where the road sections are too tight. The rallies should be with special stages that are closed from all traffic where you can go flat out without any danger – other than going off the road of course. As it is in Greece now a little bit – you have to go too fast on the road sections through the villages, and also some other rallies we are doing are that way, Monte Carlo, for example, was. All rallies are coming that way, we drive all day and one night and then we have a rest halt, not so long driving, so it won't be so dangerously tiring. That I think is good.

If you did not go rallying, what else would you do for a sport? Would you turn to racing?

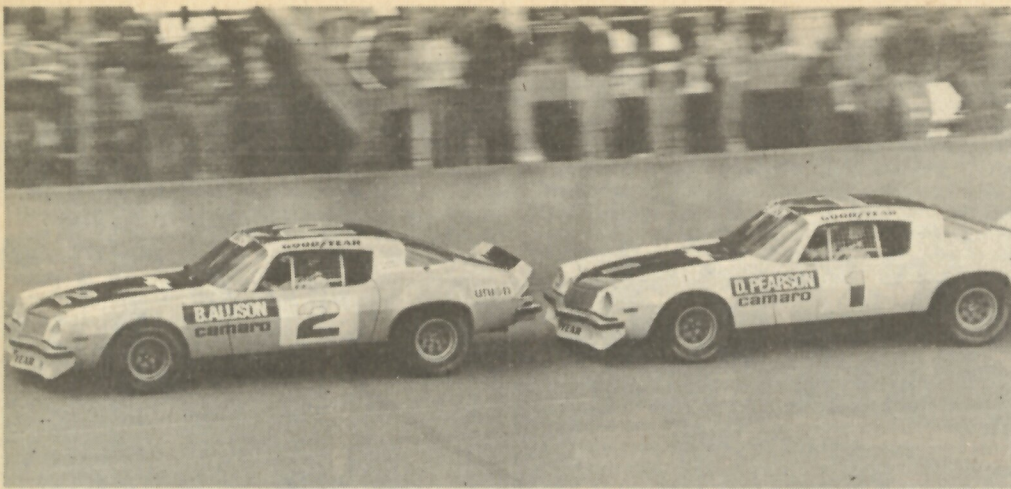
Yes, it is impossible to say no, but when I started driving I just thought, motor cars. Rallies, racing, Formula One, it doesn't matter what I thought, it was all the same for me, but now, after many years rally driving, I don't want to change, I just feel I have been happy with rallying and I don't want to change now.

So you will not follow in the steps of Elford and Larrousse and aim for the higher paid jobs in motor racing?

Not now, if I was going to do that I should have done it five or six years ago and I was very close to doing it at the time when I was at Porsche, but for some reason I didn't start and today I am just happy to be a rally driver.

And finally, if someone offered you the opportunity to drive any rally car at present in the world, what rally car would you drive?

At the moment I feel the Stratos is the strongest and the most competitive rally car. It is my work to be a rally driver and I try to drive the best car and at the moment I think I've got it.



Bobby Allison and David Pearson duelling for the lead which Pearson eventually won by inches.

MICHIGAN/IROC

Pearson times it right

by GORDON KIRBY

photos by CHARLES LORING

As the first round of this year's International Race of Champions worked its way into its second half it settled into a tight, seven car chase. Just like previous Superspeedway IROCs this one too became a foxey pursuit down to the last lap. It became a race of playing out your theories settling them in your mind and then waiting for the end. And with David Pearson, Bobby Allison, A. J. Foyt, Benny Parsons, Emerson Fittipaldi, Mario Andretti and Richard Petty filling the seats of those seven leading Camaros, it was going to be some kind of wild last lap!

Just as they poured past the line and into that final lap, the seven began their attacks. Immediately the line of cars spread itself madly across the pavement, the bellowing Camaros darting around and about each other through the first turn and then making their final flings along the flat backstraight and into the last turn. Not surprisingly it was stock-car ace Pearson, who had crossed the line in second place on every one of the dozen previous laps, who seized the lead going into the last turn and held it to the line ahead of Allison, Foyt, Parsons and Fittipaldi. Phew! What a finish!

ENTRY & PRACTICE

The International Race of Champions, designed and produced by Roger Penske, Les Richter and Mike Phelps, began its third season last weekend. Like last year the first of four IROC rounds was run on Penske's 2-mile Michigan International Speedway and will be followed by two races at Riverside (in conjunction with the final USAC/SCCA F5000 round at the end of October) and a final race at Daytona in February.

Also like last year the four races are being taped and televised by the ABC television network and a dozen Chevrolet Camaros make up the field. Unlike last year, each race is rated equally in terms of points with twelve going to the winner of any race and a single point to the last man. The top nine after Riverside will go on to the last race at Daytona.

The Camaros are virtually identical to the very successful cars which the late Mark Donohue developed last year. The cars are now somewhat stiffer than they were here a year ago and all of the drivers seemed to agree that this made the cars a little more responsive than then. The 350 cubic inch V8s remained in the same comparatively mild tune (approx 450 bhp) and with USAC man Tom Sneva doing the testing the Penske team spent a few days equalising the performance of the twelve cars as closely as possible.

It is in the tyre department where the biggest changes have come about since last year. Goodyear produced a batch of radial tyres (radials were used last year at Riverside and Daytona but not at Michigan) that are one inch taller than the tyres from last season. As the cars were more than a second slower than last year it was assumed by Penske's Shop Manager Jay Signori that the taller tyres were presenting a larger frontal area to the airstream so that the Camaros were therefore slower in a straightline.

Seven of last year's drivers were invited to compete again. Heading the field was current IROC Champion Bobby Unser and his great USAC protagonist AJ Foyt, the man who chased and pushed him (literally) home at Daytona. From NASCAR came a formidable trio of Richard Petty, David Pearson and Bobby Allison while the Grand Prix contingent was led by Emerson Fittipaldi. All of these men were about to start their third IROC while Jody Scheckter was about to start his second. Newcomers to the IROC for this year included Mario Andretti and Al Unser (who have previously been prohibited from competing because of their now-defunct Firestone con-

tracts), James Hunt and Brian Redman representing Britain and this year's Daytona 500 winner Benny Parsons. An invitation had been extended to Niki Lauda but the Austrian was forced to withdraw because scheduled testing of the new F1 Ferrari conflicts with the day of practice at Riverside.

As in previous years a pair of cars were set aside for practice and one Camaro (the black car which won three of 4 races last year) was reserved for qualifying. There was only a bare minimum of practice, that coming in two sessions on Friday before the Saturday race and being used primarily to give the road racers some idea of what 'drafting' is all about.

The first session took place early in the morning before the USAC Championship cars began their long day of practice and qualifying, while the second session didn't start until five o'clock because of mid-afternoon rain which stopped USAC qualifying for nearly two hours. With the four NASCAR drivers busy practicing for Sunday's Dover Grand National (they would arrive for a very brief practice on Saturday and then fly back to Dover after the race) it was left to the USAC drivers to show the others the tricks of 'drafting'.

Foyt and Unser put in one particularly memorable run (the drivers were sent out in pairs for half a dozen laps) when they spent the whole time leaning on or pushing each other. When they came in the Camaro's bumpers, front and rear, were scratched and dented from the 150 mph contact!

Qualifying, consisting of two timed laps and three warm-up laps took place very late in the afternoon under a setting sun and a wintry, chilling wind. Everyone expected that the NASCAR drivers would go faster the next day but after Friday's session it was Mario Andretti who sat on the pole, lapping in 47.64 secs (151.134 mph). He did this time in one of the practice Camaros after the black car gave him trouble (the result of a slipping rev limiter) just as he started his first timed lap. Earlier in the day Mario said he really didn't like stock cars because "all the messages come real slow" and that he would prefer to do this particular thing in single seaters. Even after taking the pole he wasn't much more enthusiastic. "I was about twelve per cent in control," he said, "an' I don't think I got it made any way."

Second quickest was Bobby Unser (47.92 secs) while James Hunt was third fastest (48.07 secs) saying that he did it "by backing off in both corners." Scheckter came next (48.09 secs)

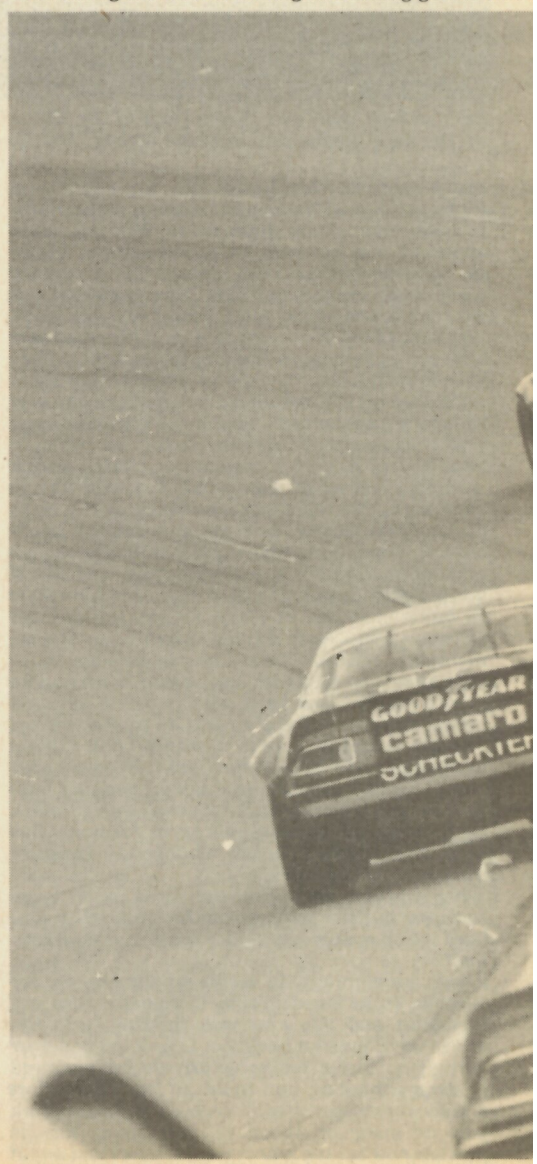
complaining that he'd ruined both of his laps while Foyt was fifth fastest (48.10 secs), diving low off the last turn on both laps and making the man with the flag step back smartly. Fittipaldi came next (48.26 secs), suggesting he could have gone a little faster had he not mistakenly made only two warm-up laps, while Al Unser (48.39 secs) and Brian Redman (48.59 secs) brought up the rear as they made the last runs of the day, after the sun had set and ambient temperatures had dropped to around 45 degrees.

The four NASCAR men arrived the next day and each of them put in four or five practice laps before going out to qualify about an hour before the start of the 50 lap race. The weather was still cool and blustery and perhaps because of the sharp wind (which a number of the drivers in the USAC race had complained about) the stock car men were slower than expected. David Pearson was fastest of the four (48.45 secs), which put him eighth on the grid behind Al Unser. Pearson was followed by Benny Parsons (48.48 secs) and Richard Petty (48.49 secs), both of whom knocked Redman back another couple of places. Allison brought up the rear of the field with a best of 48.66 secs.

On the very last lap of the USAC race Bobby Unser, running a lap behind in third place with an Eagle he had never driven before, suddenly plunged heavily into the wall as he swept off the last turn toward the finish. The car went nose first into the wall and Bobby did a superb job of keeping the Eagle sliding along the wall for as long as possible. Finally the car slid down the track and came to rest on the infield. Unser remained conscious and the chassis itself remained undamaged save for a slight wrinkling of the front bulkhead and footbox, but the shock of striking the wall had delivered the driver a knee injury. Bobby was lifted carefully from the car and taken to hospital.

For a while there was talk of the IROC Champion's place being taken by either Johnny Rutherford or Tom Sneva but it was soon decided to simply give Unser twelfth place and run only eleven cars. Accordingly the grid was rearranged

Thundering around the Michigan banking go the IROC



so that Hunt moved up to the front row, Scheckter and Foyt formed the second row and so on down to Allison who was alone on the sixth row.

RACE

After a long drivers' meeting where everyone made sure they knew exactly what rules and flags were in effect the eleven men came out to climb into the cars they had selected by lot a few hours before. Three times the pace car took them around the Speedway and on the last of these laps it sprinted clear and drove into the pitlane.

The eleven brightly-painted Camaros bunched up as they came off the last turn and exploded towards the starter. Immediately they began weaving and darting, looking for a quick tow or a hole, and spraying themselves wide across the tarmac. Foyt, from the outside of the second row, swung below the sterns of the cars ahead and drove deeply into the first turn so that for a few moments he held himself beside Andretti. But as AJ's car began to 'push' and lose speed Mario's shot ahead, pulling out a small gap to Hunt, Scheckter and Foyt as they poured along the backstraight.

For a few laps the cars streamed about in a tight pack, spreading themselves wide across the pavement as they barrelled off the turns and feinting for position through the deep bankings. During these early laps Andretti held cleanly to the lead, maintaining a cushion of three or four car lengths to the mob behind. It was Pearson, from seventh place, who soon appeared at the front of the group and began to slowly inch up on the leader's red Camaro. But just before the NASCAR man could catch the F1/F5000 man the yellow flag whipped out when Hunt, who had slipped back to tenth ahead of Redman only, suddenly spun through the last turn. James caught the big car neatly and drove around to the pits to have all four tyres changed.

At the front it was still Andretti chased hard by Pearson with Allison and Foyt just behind and even as they tore into the first turn these four broke away from the others. The rest were lead by

Petty and Al Unser, while Hunt was left in the hopeless position of being on his own, well out of touch at the very back.

For a while Andretti continued to lead but now he was coming under increasing pressure from Pearson and Allison, while time after time Foyt would dive inside all of them only to slide up the banking and lose time. Meanwhile Scheckter, who had held a strong third place in the early laps only to find himself stuck in the middle of the second group after the restart, now began to push past the other cars and soon he broke away on his own in fifth place. Lap by lap he began to inch up on the first four but then, on the eleventh lap, he suddenly spun just as his brown car was coming off the first turn and on to the backstraight. "I guess I was just trying too hard," said the Tyrrell driver later. He sorted everything out after a long, ballet-like spin along the grass and carried on, now a firm last behind Hunt.

Just as Scheckter lost all of his chances (other than hoping for another yellow flag to bring the field into close order) the stock-car men, Pearson and Allison began a successful attack of Andretti. Within a few laps they had taken control of the lead and Andretti slipped to the back of the group. As the early leader dropped back the face of this ever-changing race began to take on yet another new look as first Parsons and then Petty and Fittipaldi caught the leading knot. Now, as the race came up to its halfway mark, the leading group had become one of seven cars and for a long time they began a shifting changing battle.

For five laps the field paced about under the yellow flag (these laps did not count as part of the official 50 laps) and then, with Hunt running again but still not back in contact with the group, the starter waved the green flag again. This time the cars swept beneath the flag in very ragged order and immediately the knot of cars broke apart into a couple of loose groups.

In each case it seemed that as a new car joined the group it would be able to carry itself through into the lead and sure enough both Parsons and Fittipaldi were able to push their way into a brief taste of the lead. Emerson was once again giving a very good account of himself against the stock-car

and oval racing experts. On one lap he swept inside three cars, pushing his mauve Camaro all the way down to the dusty apron and letting the car slide up the banking and into the lead. Heady stuff in the face of the aggression of the likes of Foyt and Pearson and Allison and Petty.

So the first IROC round of the year began to work itself towards the finish in a seething, seven-car train. Although Allison and Pearson seemed to dominate the leading places most of the time, Parsons, Foyt and Fittipaldi all showed the ability to push themselves to the front. Petty on the other hand, although tacked on to the leaders, seemed unable to make any of his attacks work and Andretti even though he had led so strongly in the opening laps now seemed, like Petty, to be stuck at the back of the train. Further back Redman and Al Unser were running around together while Scheckter had caught and passed Hunt although, running more than half a lap behind the leaders.

Over the last dozen laps it was Allison who time after time lead across the finish line with Pearson nestled in behind him and as they came up to start the last lap it was the same story again. Directly behind came Parsons who led Fittipaldi, Andretti, Foyt and Petty.

Into the first turn of the last lap they streamed and it was Foyt who made the first manoeuvre diving all the way to the apron and holding himself there inside all the others. Moments later and Parsons too dove for the inside, although not as tight as Foyt, and as they boomed through the banking other cars feinted and darted out of line.

On to the backstraight they streamed, Foyt and Parsons holding the places they had gained but not making any more ground towards Allison. Now as they sprinted along the flat straight it was Pearson's turn to make his move. Suddenly he slashed out of line and towed past Allison so that he was able to swing back across the other car's nose and take his own line into the final turn of the race. Through the corner he edged ahead, but as the cars began to arc out of the turn and aim themselves toward the chequered flag Allison began to pick up speed in Pearson's tow.

Down toward the flag Bobby made one last effort but it was not enough. Pearson held fast to his lead, still a car length ahead of the closing Allison, to score his first IROC win. "I knew pretty early that second was the place to be," Pearson explained later, "and on the next to last lap we were far enough ahead to the third place car that I wasn't bothered about him." Allison meanwhile said that something had broken in his Camaro near the end and ruined his chances. "Didn't you see it smoking?" he asked. No one had.

Foyt's forceful last lap efforts brought him up to third just ahead of Parsons, while Fittipaldi found all holes blocked and could do nothing but hang on to fifth ahead of Petty. King Richard found his car not handling properly and was unable to offer a challenge although he did dive aggressively off the last turn in an effort to force his way by somebody. That he succeeded in doing for Andretti who was directly inside him was clipped by the NASCAR champion's Camaro which sent Mario's car spinning down to the inside turn so that it stopped just short of the guardrail in the middle of a puddle of mud. Mario flicked the car around and drove across the line inside the guardrail on the grass, losing a couple of places to Redman and Al Unser as he did so.

Redman and Unser hung on to the group for a while but after Scheckter's spin they lost contact. For a long time they worked together trying to tow themselves back into the chase but finally Redman pushed himself away from Unser, the latter's car oversteering badly. Andretti's last-turn spin gave Brian seventh and Al eighth place then came Scheckter into tenth. Hunt, complaining that his car oversteered throughout the race faded further and further behind after his spin, pulling wide four laps before the end to let the leaders lap him without drama.

Once again the IROC has given us a remarkable motor race. It looks like being just as closely-fought a series — if not more so — than last year.

**First National City Travelers Checks
International Race of Champions
Michigan, USA — September 13
50 laps — 100 miles
IROC — round 1**

1. David Pearson (5.7 Chevrolet Camaro), 40m 20.6s, 148.725 mph;
2. Bobby Allison (5.7 Chevrolet Camaro);
3. A. J. Foyt (5.7 Chevrolet Camaro);
4. Benny Parsons (5.7 Chevrolet Camaro);
5. Emerson Fittipaldi (5.7 Chevrolet Camaro);
6. Richard Petty (5.7 Chevrolet Camaro);
7. Brian Redman (5.7 Chevrolet Camaro); 8. Al Unser (5.7 Chevrolet Camaro); 9. Mario Andretti (5.7 Chevrolet Camaro); 10. Jody Scheckter (5.7 Chevrolet Camaro); 11. James Hunt (5.7 Chevrolet Camaro), 49 laps.



PRIVATE EAR



NICK BRITTAN

Closed-world code

The kerfuffle at the chicane was over and the Italian Grand Prix was settling down to a pattern when suddenly up pops a pit signalling board saying ICKX—PUMP. Too much Lambrusco at lunch — so I dismissed it.

Sure enough four laps later up it comes again. Christ, have I missed the scoop of the weekend? I'd seen Ickx in the JPS hospitality unit on Saturday and in the Ferrari enclosure on Friday.

Up at the pit counter I find a beaming Robert Perry, former English garagiste now resident of Monaco, about to hang it out again. Was he off his chump I enquired? "Hush," he said looking skyward and holding up the number 17.

I checked as the cars went past. Sure enough, no sign of Mr Ickx. He was off his chump.

John Stephens, the maitre 'd of the Elf hospitality unit, appears at this point, whispers conspiratorily into the Perry ear. Out goes the board again, this time accompanied by the number 25.

Messrs Stephens and Perry eventually confide that it's all part of a devilish plot — coded signals and all that. To whom? To Anthony Marsh, that Dickensian Mr Bumble-like figure, who provides the English commentary at away events.

Marsh, it transpires, is locked away in some Milanese ivory tower far about the heads of us mortals and completely without contact with the outside world. That is to say, he can make contact with the world via his mike, but the world can not tell him what's going on.

Hence the signal board. Is my leg being pulled? What's the code? PUMP—ICKX. Perry explains ... P = Tyres, U = engine, M = gearbox ... and so on.

When a car comes into the pits Perry hangs the number of the car on the board and holds it out pointing to the letter M if, for instance, the problem happens to be gearbox.

Meanwhile Marsh through binoculars understands the whole thing. Thus Marsh scores many brownie points with his fellow commentators for being instantly and mysteriously up-to-date on the problems of the ailing cars.

Makes you wonder why Marconi bothered, doesn't it?

Straining day

The mellow voiced and slightly mysterious Players boss Geoffrey Kent sat through the first half of dinner with a strained worries-of-the-world look on his face. The sort of expression often seen in ads for constipation cures.

Then the subject of private planes was raised and his eyebrows began to unknit. Inevitably the conversation turned to the ... "there I was at 20,000 feet upside down, etc." ... Plane men are

like fishermen once they get wound up.

Kent provided his contribution to the impressive list of near-miss stories. And very impressive it was too. Up in the Alps at 12,000 feet in a twin-engined Somethinorother running on auxiliary tanks when both engines stalled. He switched to main tanks expecting the engines to pick up but they didn't. Meanwhile he and his plane were doing a reasonable impersonation of a house brick. Eight thousand feet, seven ... May Day ... call nearest control for advice on where to land without power. Six thousand.

Explanation: running tanks dry dragged water into fuel lines which had frozen. Five thousand. Repeat after me ... Our Father.

Four thousand and then one of the engines cut in. Deep breath.

Fascinating stuff. And when did all that happen asked a voice at the table? "Yesterday on the way down here," replied Kent. Which explained the still furrowed brow.

No players

As the meal came to a close out came the cigarettes and cigars. Geoffrey Kent, the non-smoking Chairman of Players declined both.

Wasn't it odd him being what he was and being a non-smoker? "Not really, before I joined Players I was marketing director for a firm that made ladies' sanitary towels. When I joined them I pointed out that I didn't use their product but should I ever have the need I would certainly make sure it was their brand that I used. Much the same applies at Players."

Insomnia cure?

I see that the Camaros, outlawed from next year's saloon championships, have gone off and started their own thing. Camaro races all to themselves.

Assuming they have a union, or an association, I put forward to them a surefire method of raising funds for their series.

It goes like this. First stage your inaugural race. Then kidnap six wealthy motor sport enthusiasts and bring them to the circuit. Sit them down to watch the race and then tell them that if they leave before the end they must pay £500. You should have £3,000 in the kitty before the end of lap two.

People who tell me stories like that really are rather unkind aren't they. But I thought the gent who said "I'd rather take a seat at Wimbledon off-season and watch the grass grow. More exciting than Camaro racing," was even more unkind.

Please try harder

Allied Polymer Chairman Peter Fatharly hosted a small cocktail party last week which also turned out to be the European premiere of this year's Indy

Could lumbering Camaros ever provide this kind of spectacle, consistently?



Living with a problem ...

500 film which Fatharly had flown over specially for the occasion.

Guests included two former Indy winners, Graham Hill and Denny Hulme, and inevitably conversation turned to Indy stories — fact and fiction.

Teddy Meyer recalled that when Ontario Speedway opened they got 150,000 spectators to their inaugural race. They rushed out a press release claiming that if Indy was the biggest single spectator event in the US they were now the second. They got a very polite but firm note back from the Indy people the following day congratulating them on their event but pointing out that ... "the second largest spectator event in the U.S., after the Indy race, is the Indy qualification day," collapse of Ontario party.

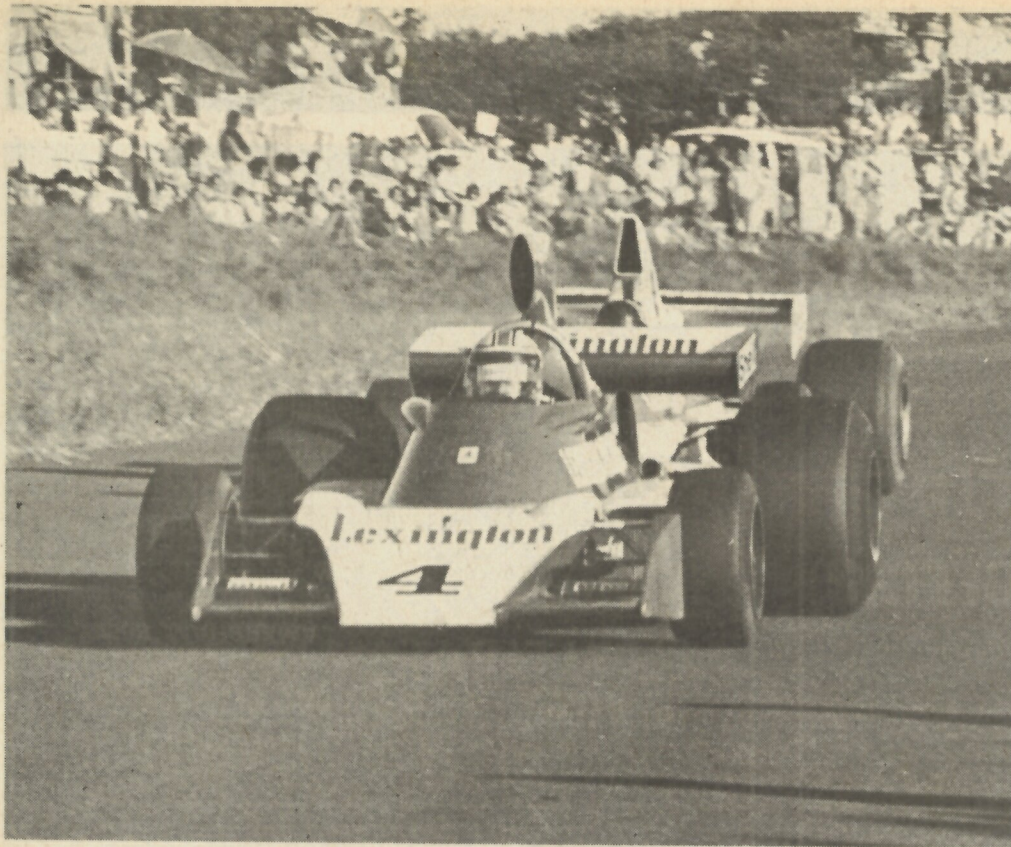
Meyer also revealed that his budget to run a 2-car team this year was around \$500,000. Where did the cars have to finish in order to break even?" was the question.

Pause.

"Not against the wall, that's for sure."

QUOTE OF THE WEEK

Former BRM driver **Niki Lauda** on learning that at Monza Evans' BRM expired in the same place as Beltoise's last year, and for the same reason. "Some people solve their problems. Others live with them."



Ian Scheckter, here leading Dave Charlton, had the race in the bag when the transmission failed.

ROY HESKETH

Charlton the champion?

By winning the eighth race of the nine round series at Roy Hesketh on September 1, Dave Charlton firmly made his presence felt as new favourite to win the South African F1 Championship for 1975. With Charlton's elevation to favourite came the dashing of Ian Scheckter's hopes of the championship through mechanical failure when he was leading the race in convincing style.

Major point of interest in the meeting was the debut of Formula Atlantic in South Africa. It was with great interest that people followed the March of Andre Verwey and no one went away unimpressed with the Formula that is to replace F1/F2/F5000 in South Africa next year.

Most of the fireworks in practice were during the untimed session on Saturday. When the cars were allowed two one hour sessions. During the first session quickest time was posted by Ian Scheckter at 1m 01.5s in the Lexington Tyrrell, the team happy to have cured their recent clutch problems. Dave Charlton recorded a 1m 01.5s. During this period, he did however, feel that there was more to come from the Lucky Strike McLaren as he is now very satisfied with a modified brake system and was using a rather tired engine. Roy Klomfass (Chevron) recorded a 1m 04.1s using his standby 1970cc FVC motor (he destroyed his usual Cosworth in testing) whilst Tony Martin felt that he had no need to practice his Hart powered car unofficially on this, his home circuit. A point of interest was the performance of Andre Verwey's Atlantic March. All eyes were on this car for its first appearance and most people were very interested to see exactly what this type of car was capable of although it was not really regarded as a very competitive example. Quickest time recorded by Verwey in the first hour was a 1m 10.0s, a time which was quicker than most recorded by the ageing Formula 5000s in attendance and was most encouraging.

In the afternoon Guy Tunmer (Gunston Lotus 72) astounded most by recording a very respectable 1m 01.2s in what is considered by most to be very uncompetitive car. Verwey managed to bring his times down to the 1m 8s region and Charlton called it a day when his motor went off song. During the closing minutes of the session Ian Scheckter went out to try and do a few demon laps and establish what he was really capable of. It was during this time that he came across a slow moving Mike Domingo (Brabham BT33) at the end of the straight on the entrance to Quarry

Corner. Scheckter took a chance and tried to make it through the marginal gap. Unfortunately it did not come off and Scheckter made contact with Domingo causing both cars to leave the circuit with rather expensive damage being done to both cars.

The entire right hand side suspension of the Tyrrell was destroyed as well as the airbox and intake system of the motor. Mike Domingo's Brabham suffered less damage but it was still serious enough to make him a doubtful starter with a rear upright and damper destroyed.

In the Lexington camp the damage was not considered a disaster as sufficient spares are carried in case of such incidents. There was fortunately no monocoque damage and all that would be required to get the car raceworthy again would be a lot of work. There was fortunately a spare day during which this rebuild could take place.

The official timed session on Monday morning saw very little excitement and the grid order was: Scheckter 1m 00.5s; Tunmer 1m 01.1s; Charlton

1m 01.5s; Keizan 1m 01.8s; Klomfass 1m 03.5s; Martin 1m 03.8s; Domingo 1m 05.6s; Domingo 1m 05.9s; Booysen 1m 07.2s; Verwey 1m 08.2s; Limberis 1m 09.7s; Hart 1m 11.5s.

It was once again Scheckter who led from the fall of the flag, followed by Tunmer, Charlton, Martin and Klomfass. Keizan (Gunston Lotus 72) had stalled on the line and lost the best part of a lap getting going again. While Scheckter established a lead, Tunmer and Charlton involved themselves in a furious race for second place as the field behind spread out slowly and Keizan worked his way back through the field at a steady pace.

By lap five Scheckter had opened up a gap of 5s on Tunmer, who had Charlton breathing down his neck. On lap six Scheckter coasted to a stop on the entrance to Beacon bend with no power being transmitted to the rear wheels. The car was parked on the grass verge and for the second time this year the long dry grass under the car caught fire. As the grass went up in smoke so too did Scheckter's championship chances; with only a three point lead over Charlton he desperately needed another win to consolidate his position.

All interest now centered around the Tunmer-Charlton duel. Could Tunmer hold off Charlton and so narrow the points gap between Scheckter and the reigning champion? The answer came on lap 12 when Charlton's experience showed and he slipped past Tunmer under braking for Quarry at the end of the straight. From this point Charlton drew away steadily sometimes making as much as a second lap on Tunmer. Behind the order was Martin, Klomfass, M. Domingo, J. Domingo, Verwey, Booysen, Keizan and Ainscough. The latter having had a monumental spin in his Lotus 69 at the end of the straight thought to have been caused by oil leaking onto one of the tyres. Particularly impressive was the performance being put up by Verwey in the Atlantic, the car looking and sounding very, very good.

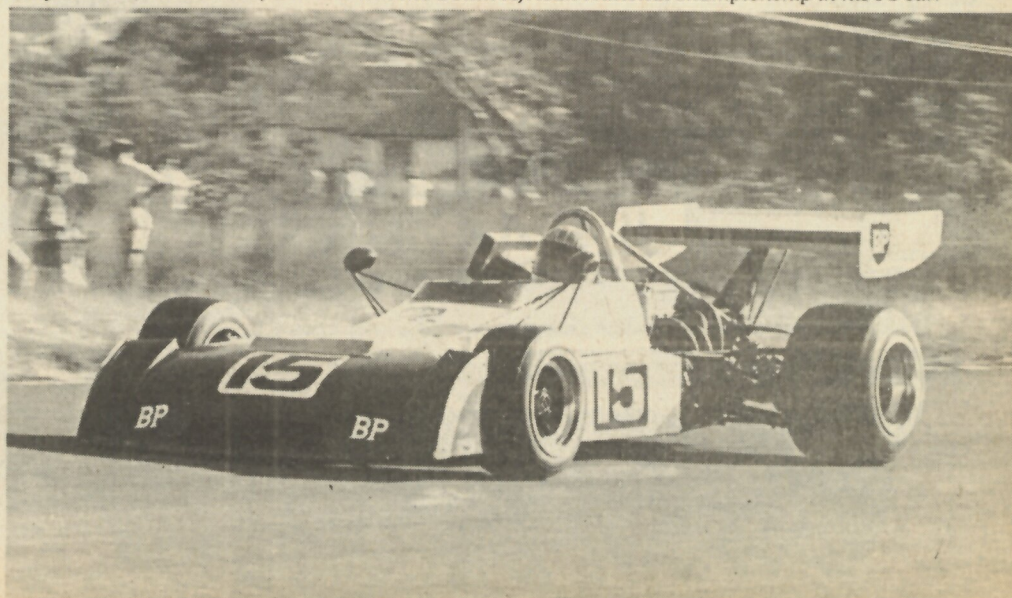
Lap eighteen saw the retirement of Roy Klomfass when the centre of a wheel pulled out. By this stage Charlton had pulled out 4.5 s on Tunmer and Keizan was beginning to make his presence felt in the area of fourth place.

With four of the forty laps left the gap between Charlton and Tunmer was up to 7s and Keizan had got past Tony Martin to third place. Tunmer was apparently having trouble selecting gears and was obviously battling at certain points around the circuit. Lap 38 saw him miss third gear on the entrance to BP bend, this resulted in him going off onto the marbles, losing the car in a big way and crunching into the Armco very heavily. Keizan thus moved into second place almost a lap down. And so Charlton took his second victory of the year and with it a substantial lead in the championship. Following him across the line were: Keizan, Martin, Joe Domingo, Booysen (coasting past the flag after running out of fuel halfway around the last lap) these being the five point scorers in this event.

ALLAN TRIM

1, Dave Charlton (McLaren-Cosworth Ford M23), 42m 1.4s; 2, Eddie Keizan (Lotus-Cosworth Ford 72E) 43m 1.8s; 3, Tony Martin (Chevron-Hart BDA B25) 38 laps; 4, Joe Domingo (Surtees-Cosworth Ford TS9), 38; 5, Len Booysen (McLaren-Chevrolet M10B, 38; 6, Mike Domingo (Brabham-Cosworth Ford BT33) 38; 7, Andre Verwey (March-Ford BDA 722), 38; 8, Guy Tunmer (Lotus-Cosworth Ford 72E), 39; 9, Gary Ainscough (Lotus-Ford BDA 69), 37.

Tony Martin (Chevron B25) can still win the South African National championship in his F2 car.





The Honda at a familiar road test venue somewhere in Kent.

Civic 1500—"quite a proposition"

The Honda Civic in 1200 cc form has already undergone the rigours of the Bolster road-test routine. It proved to be about the best of the small saloons for performance and its only real fault was a tendency to handle like a modern grand prix car when it rained. However, this was due to the dreaded Bridgestone tyres, which have now been superseded by the admirable Dunlop SPs, so I looked forward to driving the bigger-engined version.

The Civic 1500 does not have the 12-valve stratified-charge engine, which is reserved for

those markets where anti-pollution regulations of extreme severity are enforced. Nevertheless, the 1488cc overhead-camshaft unit is designed to have an exceptionally clean exhaust, which may restrict its maximum power a little, though its torque is highly satisfactory. The width of the body is similar to that of the smaller model, but the length is greater by 5½in, permitting four doors to be used and a slightly larger luggage boot to be provided. This latter is still by no means vast, but the short tail is a great help in parking manoeuvres.

Abrupt rear end is typically Japanese. The car is apparently easy to park however.



MacPherson independent suspension supports the steel body at all four corners, with an anti-roll bar in front and rack and pinion steering. The transverse engine mounting allows the bonnet to be kept short, the overall length being remarkably compact at 12ft 1½in. Evidently the manufacturers regard brief dimensions as being of the utmost importance in city traffic, the interior leg-room being a little restricted in consequence, though adequate.

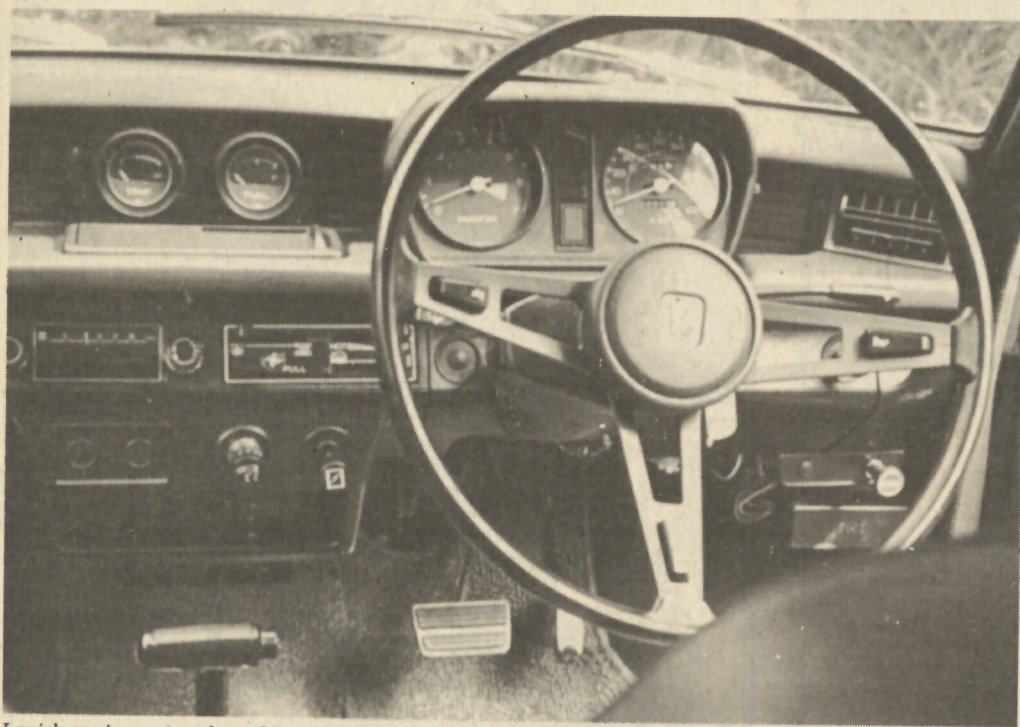
The test car was fitted with the optional Hondamatic transmission. We find that there is a growing interest in automatics among our readers, owing to the curse of stop-go driving, while even racing drivers tend to favour the system for off-duty motoring. The Honda device is far cheaper than an orthodox automatic box, but it is remarkably effective.

Briefly, it contains a fluid torque converter with the exceptionally wide range of ratios from 1 to 1 down to 2.75 to 1, an oil radiator avoiding excessive temperature rise. This suffices for normal driving, but there is a 2-speed manual box for use on precipitous gradients or for dusting off the opposition at the traffic lights. The car is livelier below 50 mph if the low gear is used, but the acceleration in top is surprisingly nimble and I used it all the time in London. Changes may be made on full throttle if desired and the box is crash-proof. There is, of course, no clutch pedal and the quadrant is of the familiar type which only permits the starter to be used in the neutral and park positions.

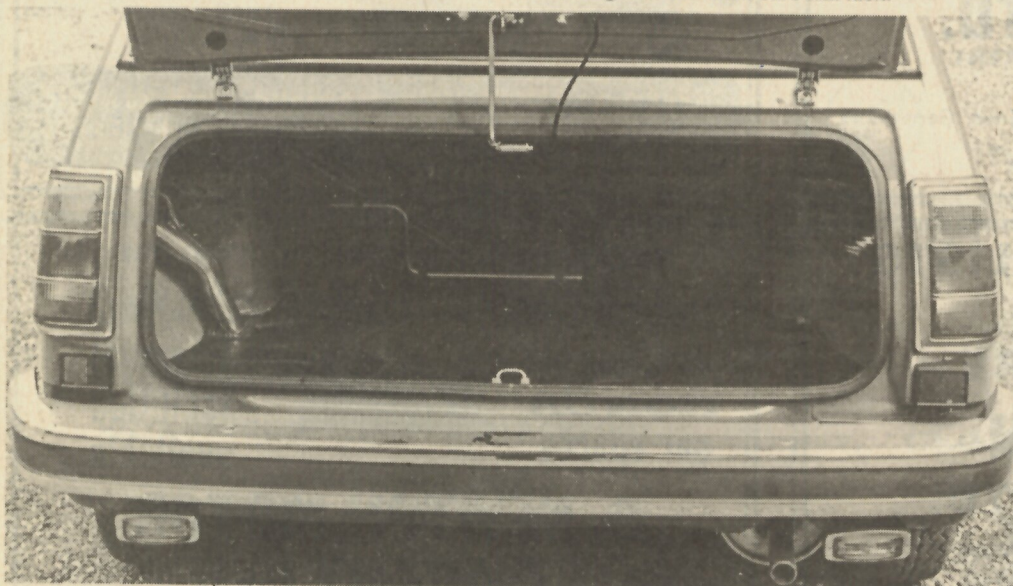
The driving position is good unless one is very tall, all four corners being easy to see when parking in a restricted space. The seat is comfortable, though a little more support for the small of the back might not come amiss. Lavish equipment is a feature, such things as the radio being included, while the rev-counter and speedometer have proper round dials, the latter being unusually accurate. The fresh air ventilation is entirely separate from the heating system and though it works only by ram effect, there's a powerful blast of cool breathing air at surprisingly low speeds.

Although the car resembles the 1200 version, it is more refined, having extra sound-deadening material and a much quieter engine. The little unit is outstandingly smooth and quiet at 6000 rpm, a speed it seems happy to maintain indefinitely. The transmission is outstandingly smooth, too, especially as there are normally no gearchanges, unless the driver feels like selecting "low." As the

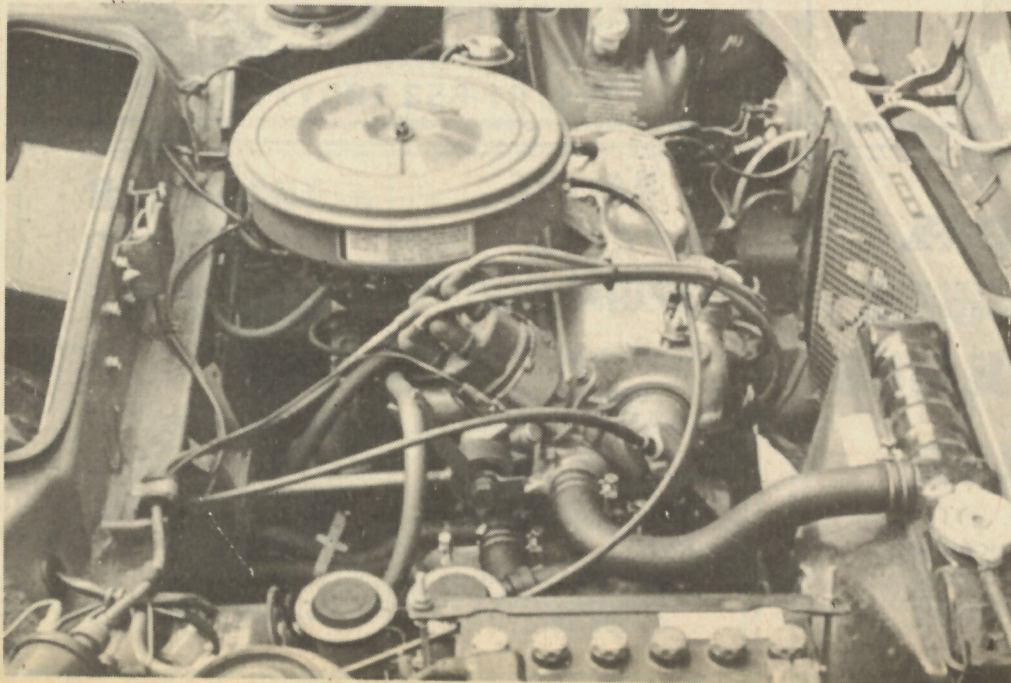
Road test



Lavish equipment and good instrumentation inside; something which British cars still lack.



Above: Boot is not vast but bigger than before. Below: Transverse engine has exceptionally clean exhaust.



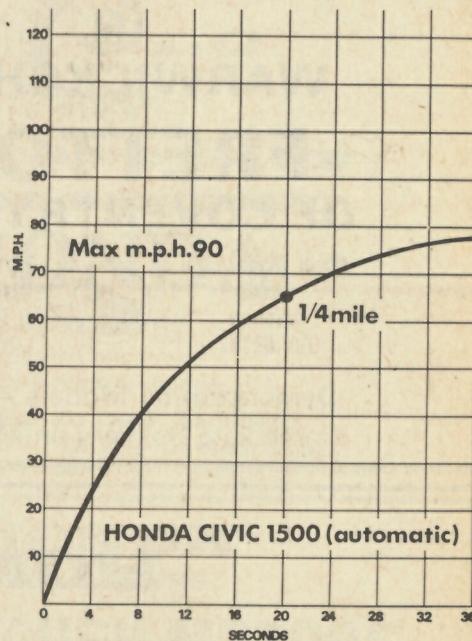
maximum speed worked out at almost exactly 90 mph on several timed runs, it would appear that the fluid drive is fairly efficient at the higher speeds, which is confirmed by a fuel consumption of 30 to 35 mpg — excellent for an automatic. There is no doubt, however, that some acceleration is lost compared with the 4-speed manual gearbox.

That the automatic transmission cannot equal an energetic driver with an orthodox gearlever is obvious, as the performance figures show. Nevertheless, few people drive like that all the time and the Honda feels a lively car when used in heavy traffic. Even an enthusiast can get tired of the clutch pedal in London and this very smooth automatic makes the most trying journeys less tiring.

The steering is light but has plenty of self-centring action. High praise must be given to the handling, which combines a very moderate degree of understeer with exceptionally high cornering power. This is an enjoyable car to drive, responding well to the controls and inspiring the driver's confidence. The brakes have plenty of low-speed bite, which is important, while they don't tend to fade during quite hard driving, though they can get pretty hot.

The ride is on the hard side and though the occupants are comfortable on good roads, there is a lot of thudding and bumping on inferior country lanes. The suspension can be heard at work on bumpy surfaces, but there is no tyre roar on motorways with a sandpaper finish. Though the practised ear can detect some incipient booming. This has been well subdued.

The Honda Civic 1500 is a car with compact overall dimensions, but with its four-door body it can do the work of a much larger saloon. When fitted with the effective but inexpensive Hondamatic transmission, it becomes an almost ideal town car and its taut handling characteristics make it fun to drive in the country. Its appearance may be unmistakably Japanese, but it's a smart little car with a rather sporting look about it. Giving good fuel economy and selling at a competitive price, it's quite a proposition under present conditions.



Car tested: Honda Civic 1500 4-door saloon, price £1,529, Hondamatic transmission £87, both including car tax and VAT.

Engine: Four-cylinders 74 x 86.5 mm (1488cc). Compression ratio 8.6 to 1. 65 bhp (SAE) at 5,000 rpm. Belt-driven single overhead camshaft. Hitachi twin-choke carburettor.

Transmission: Torque converter, ratio 2.75 to 1 at stall. 2-speed manual gearbox, ratios 0.966 and 1.6 to 1. Spur gear final drive, ratio 4.12 to 1.

Chassis: Steel monocoque. MacPherson independent suspension on all four wheels, with anti-roll bar in front. Rack and pinion steering. Servo-assisted dual-circuit disc/drum brakes. Bolt-on steel wheels, fitted 155 SR 12 tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev-counter. Water temperature and fuel gauges. Heating, demisting, and ventilation system. 2-speed windscreen wipers and washers. Flashing direction indicators. Heated rear window. Reversing lights. Cigar lighter. Radio.

Dimensions: Wheelbase 7ft 5.25in. Track 4ft 3.2in/4ft 2.4in. Overall length 12ft 1.5in. Width 4ft 11.25in. Weight 14½ cwt.

Performance: Maximum speed 90 mph. Standing quarter-mile 20s. Acceleration: 0-30 mph 5.6s, 0-50 mph 11.2s, 0-60 mph 16.2s, 0-70 mph 22.9s.

Fuel consumption: 30 to 35 mpg.

All your weekend sport

OULTON PARK

The BRSCC are in control up at Oulton Park on Saturday. We haven't received any details of what they have in store, only that there's the penultimate round of the Penthouse Escort Challenge taking place.

All the usual competitors will be present including the new champion Steve Thompson in the Opposite Lock car. Challenging him hard will be Graham Hollis, Mike Freeman, David da Costa, Nick Weir, our Sports Editor, plus Gordon Bruce and Tony Dron in their new style Sports of course.

First race starts at 2 pm.

SILVERSTONE

The Peterborough Motor Club are in charge at Silverstone this coming Saturday where they are hosts to yet another meeting at this extremely popular Northants track.

The programme features ten races, all except one, are over 10 laps of the club circuit. Classes cater for Specials saloons and Mini Miglia, a Super Visco Formula 1300 championship round, no less than two 750 Formula races, a GT and sports car thrash, plus Modsports, Formula Ford, Monoposto, Formula Four and the longest race of the day for *Formule libre*.

Entries include the up and coming Jim Walsh in the FF race, surely a young man destined to go places, Dave Morgan, Phil Silverstone, Kim Perry, John Giles, Fergus Tait and Captain Tobias.

The first race on what is a very varied and entertaining programme starts at 1 pm.

BRANDS HATCH

Without a doubt, single seater fans will be converging upon "the Hatch" this Sunday where there's a real treat in store. Aside from a round of the Southern Organs Formula Atlantic championship, there's more valuable points at stake in the BP Super Visco Formula 3 series.

Following his brilliant win in the rain at Brands last Sunday, Sweden's Gunnar Nilsson will obviously be the man to watch. Why? In the Atlantic race he's again driving Ted Moore's Rapid Movements Chevron B29, challenging Brands and Atlantic maestro Tony Brise in the works Modus who will be anxious to redress the embarrassing situation of being lapped three times by the flying Swede last Sunday.

While Nilsson and Brise try to out-



Will Gunnar Nilsson, sitting above, be showing things to fellow F3 drivers (left to right) Danny Sullivan, Rupert Keegan and Alex Ribeiro, or to Tony Brise (below)?



physche each other, the Swede will have his work cut out even further for he has to defend his BP F3 championship lead as well driving the works March. Backing him up, in a roundabout sort of way, will be his team-mate Alex Ribeiro. The Brazilian has an outside chance of taking the series so he'll be out for a win without a doubt.

Neither of the Marches have been performing well of late, but the team are currently testing and hope that their defeat a couple of weeks ago by the Ralt and Larry Perkins and the Moduses of Dick Parsons and Danny Sullivan is only a temporary set-back.

Sullivan is Nilsson's nearest BP challenger and he will be anxious to make up for his Silverstone faux pas

at the last qualifying round. Also pushing hard and a likely candidate for victory is Belgian Patrick Neve in the Safir. Other F3 entries include both the Perkins brothers in their Ralts, Chris Barnett, Ingo Hoffman, Pierre Dieudonne, Herve Regout, Graham Hamilton, Rupert Keegan, Richard Hawkins (all in Marches) plus Tim Brise and new sensation Eddie Cheever, both in Moduses.

Besides Brise and Nilsson in the Atlantic race, like the F3s held over 20 laps, there will be entries from Brian Henton in Tom Wheatcroft's own car, a Lola challenge from Ted Wentz and Nick May plus Val Musetti's March to name but a few.

Running alongside the Atlantics and F3s are the FFs, dicing it out in another round of the Brush Fusegear Formula Ford Championship. Two heats and a final are naturally required here and the entries include Matthew Argenti, Glenn Eagling, Fred Sigafoos, Geoff Lees, Tiff Needell, Jim Walsh, Rick Morris, Lou de Marco, etc.

Geoff Friswell, out for yet another win, heads the entry for the National Organs Clubmans Sports Car Championship qualifier. Hoping to beat him are Creighton Brown's similar Mallock U2 plus Malcolm Jackson, David Manley, Peter Deal, Peter Cooke, Ruari Gillies, Barry Foley and several more.

The small class should feature a great tussle between Nick Adams, Arthur Mallock and recent sensation Andy Houston.

Nick Whiting and Tony Sugden head the Escort challenge in the big Forward Trust Saloon race while John Homewood's amazing Imp is

favourite to win the smaller division when they have their race later on.

Finally there's a Shellsport Escort Journalists race for which, we can't seem to find an AUTOSPORT representative. Strange. Wonder why? Anyway, we reckon it'll be a giggle to watch, especially if it's anything like the last round.

The BARC are in charge and this superb meeting starts at 2.30 pm. You won't be disappointed, so come along.

MALLORY PARK

Emperor Rosko, that heart stoppin', beat boppin', dee-jay from gay Paris is guest of honour at Mallory Park this Sunday to present prizes to the winners of the BBC Radio One Production Saloon Car races. This is the 16th round of the championship, which is currently led by Jock Robertson's rapid Mazda RX3.

Jock will be there of course, defending his lead from Tony Lanfranchi, Bill Sydenham, Ivan Dutton, Gerry Marshall, Simon Watson, John Brindley and the like. There's a vague possibility that our editor may be seen pedalling Cozy Powell's Hitachi Mazda as the pop drummer is currently on tour in the States.

Besides the Radio One antics, which should guarantee a healthy crowd, as it always does, there are races for Formula 1300 and Mini 7 while a non-championship Formula Ford event completes the agenda.

The first race starts at 2 pm.

SNETTERTON

The West Essex Car Club are providing Norfolk racing enthusiasts with a six race menu of motor sporting goodies this Sunday.

There's a Formula Vee round, which should see 18 year old Ian Flux continue to show form in his Scarab, a sports combined GT, *libre* event which has John Jordan's 7-litre McLaren M8E plus several rapid Porsches and Lotus Elans. There are two special saloon races, both of which have been entered by Ian Richardson. In one he is down to drive the McInnes Alfasud Ti while in the other, Ian's due to transfer over to his awesome Chevrolet Corvair. A challenge should come from Tony Strawson's Boss Capri. In the smaller classes, George Dickinson's Ford BDA-engined Hillman Californian and Jeff Ward's equally rapid, but 1-litre variant, should rest the individual class honours.

Completing the programme will be races for Formula Ford and Formula Four plus a vintage and historic race. A good entry has been received here so if you drool over pristine GT40s, Austin-Healey, the odd Alvis and such, may we suggest you go along.

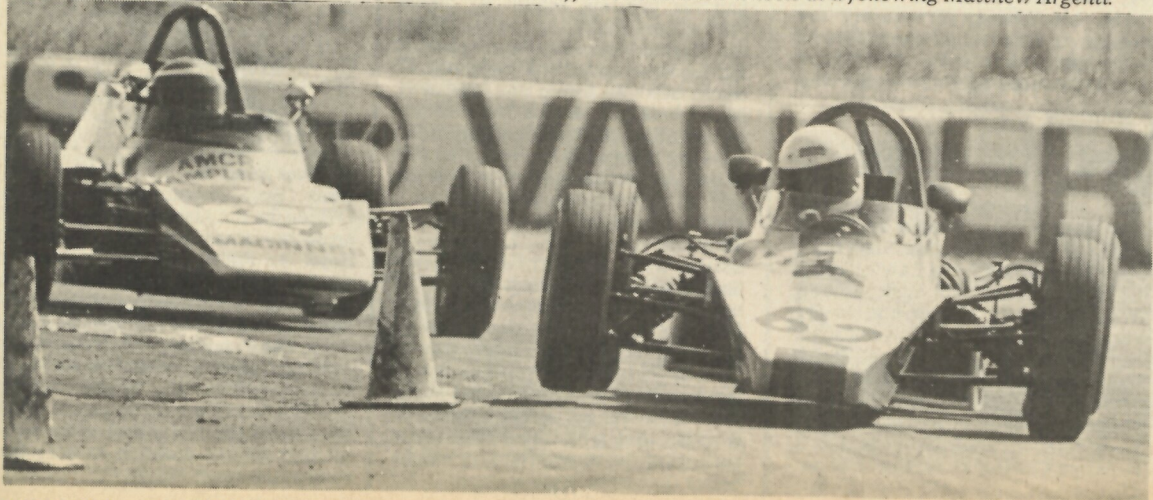
The first race starts at 2 pm.

CROFT

On Sunday the Nottingham Sports Car Club are in charge of a six race programme for four Northern championships and two National championships at Croft. John Morrison heads the SuperVee Silver Cup entry which is the main race of the day, and there's also a Thoroughbred Sports car race. The Formula Ford, Modsports, *Libre* and special saloon events are all final rounds in the local championships. Andy Barton, John Simpson, Mick Starkey, and Doug Niven star in those rounds.

The first event is at 2.30.

Formula Ford racing will be as exciting as ever. Here Geoff Lees cocks his wheels at a following Matthew Argenti.



ROUND 10

Aberystwyth Castrol '75 Can it be better than before?

There remains little doubt among those participants who can remember that far back into the mists of time, that last year's Castrol '75 was a tremendous event not only from the organisational point of view (Wolverhampton and South Staffs CC) or from the quality and duration of the central Wales belt of stages that were used, but also from the festivities angle which reached a peak in the notorious Lord Hill Hostelry at Shrewsbury which is not normally witnessed this side of the Irish sea. This year the host town is

The bulk of the remaining prize money has been raised in the town from its traders. Although entries got off to a slow start, they have been flooding in of late and there are many more crews who will be competing than are indicated on the official entry list. The organisers have however been forced to work within the bounds of this list, so at present Billy Coleman is due to start at the uncharacteristically low number of 154! The organisers however feel sure they will find a way around this particular problem. Other drivers in a similar situation at present are David Stokes, Reg Mullenger, and Paul Martin.

A further last minute headache for David Cozens et al has been a directive from the Welsh Police who will now no longer allow rally car servicing in lay-bys or on the public roads in Wales. The organisers have thus had to find official alternative service areas at the last moment. This factor, in addition to the fact that they are keen to limit the extent and frequency of servicing somewhat, means that over one section of the rally route, in Dovey, there will be 35 miles of stages with no servicing allowed. A stage in the Rheidol group has been lost on account of competitors' behaviour during last year's event. Apparently a local councillor's wife was forced off the road after the finish of a special stage and the inevitable complaint led to the police "black-spotting" the area. Nevertheless Saturday's competitive mileage is appetising indeed as there are over 90 stage miles with just 120 road miles linking the superb stages. Scrutineering will take place at Meirion Motors premises on Friday between 19.00 and 22.00 and on Saturday from 07.00. The first car is away from the Park Avenue start at 08.30 on Saturday (135/587812) and cars will be returning to Aberystwyth from approximately 18.00 onwards. Rally HQ is the Belle Vue Royal Hotel in Marine Terrace. Lunch halt is the Wynnstey Arms, Machynlleth from 11.45. Spectator information is as follows: SS 6, Dyfi, first car due 14.00, approach through Lodge Gates at Aberangell 124/845099. SS 8, Nant-y-Moch Dam (as used last year), first car due at 16.30, 135/755862. (Spectators are requested to park as directed and must approach from Ponterwyd and depart towards Talybont, otherwise



George Hill — critical event.

to be Aberystwyth, that pleasant Mid-Wales seaside resort, whose inhabitants are now so enthusiastic about rallying. A few words from the town's mayor, Councillor Mervyn Jones, seem to sum up the situation: "... great credit must reflect on Ceredigion District Council's Tourist and Engineering Offices;" (referring to the Welsh) ... "now it is the turn of the town council with our own rally, centred upon Aberystwyth, from which we believe nothing but good can come in terms of prestige, greater awareness of our seaside town, and the interest this public spectacle must provide. We feel it is our civic duty to encourage this type of event and to assist it financially and in any other way we can." The town council has voted the rally £100 and Meirion Motors, British Leyland dealers in the town, have offered their premises for the use of competitors and are putting up £200; £150 of which will go to the winner.

Points—Hill retakes the lead

After the Manx, the situation in the Castrol/AUTOSPORT championship reverts to the status quo and George Hill retakes the lead he has enjoyed all season. Crews can count only eight scores out of a possible 12, thus George can score on another two rounds. There are three counters remaining. Positions are as follows: **Overall-drivers:** 1, George Hill 97; 2, Tony Fowkes 87; 3, Laurie Richards 49; 4, Russell Brookes 48; 5, Robert James 46. **Overall co-drivers:** 1, Phil

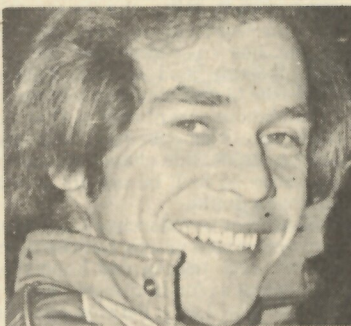
Short 97; 2, Bryan Harris 87; 3, John Tew 49; 4, John Brown and Dave Richards 48. **Group one drivers:** 1, Paul Appleby 79; 2, Ian Lawless 59; 3, Chris Field 54; 4, Tim Walton 48; 5, Tony Baines 39. **Group one co-drivers:** 1, Keith O'Dell 79; 2, Ken Carter 48; 3, Alex Walker 38; 4, Barry Fawkes-Underwood 37. **Lady drivers:** 1, Jill Robinson 36; 2, Jean Denton 25; 3, Jane Neate 24. **Lady co-drivers:** 1, Dylis Rogers 45; 2, Rosanne Clinton 21; 3, Freda Brake 12.



they will risk going against rally traffic on a single track road).

The top crews are seeded as follows: 1, Tony Drummond/Mike Nicholson (Escort RS); 2, Tony Pond/Dave Richards (Lancia Stratos); 3, Tony Fowkes/Bryan Harris (Escort RS); 4, George Hill/Phil Short (Vauxhall Magnum); 5, Chris Wathen/Chris Gorman (Escort RS); 6, Jeff Churchill/Roger Jones (Escort RS); 7, Dai Roderick/Derek Tucker (Escort RS); 8, Barry Lee/John Gittins (Datsun Sunny); 9, Laurie Richards/John Tew (Escort RS); 10, Richard Iliffe/Tony McMahon (Escort RS); 1, Terry Brown/John Thomas (Opel Ascona); 12, Robert James/Brian Tilley (Escort RS); 13, David Jones/Robert Roebuck (Escort RS); 14, Randolph Whittall-Williams/Roger Hemmings (Escort RS); 15, Pat Ryan/Rupert Saunders (Allegro 1300).

Other crews who should go well



Barry Lee — Datsun Sunny drive.

include the very much on-form Gordon Batchelor at 16 who will be trying out his 1300 BDA for the first time, as part of a shakedown for the RAC, David Lang at 19 who has now had his gearbox rebuilt at David Sutton Cars following the failure on the Marina Holidays; Paul Appleby, Ian Lawless and Chris Field out to rejoin battle in group one, and way down at 43, Derek and Terry Evans in their Escort. An entry has been received from Billy Coleman, and it is not certain at present where he will be running, though number 0 would presumably be a good guess. Similarly there are doubts over where Paul Martin and David Stokes will be starting. Martin is being co-driven on this occasion by a friend of David's by the name of Nigel Mills. If the Aberystwyth Castrol '75 is half as good as it was last year it will be a memorable event indeed; there is every reason to suppose that with the enthusiastic support of the town, the rally will be better than ever.

DTV drama: a reshuffle?

The internal rumblings at DTV over the past few weeks have been steadily becoming louder without any official clarification of the picture being made and the personalities involved in the evolving situation remain tight-lipped about the future. The rally team it seems will come under the control of Bill Blydenstein after the Lindisfarne and at that stage Gerry Johnstone is to be appointed team manager. Factory liaison will be provided by Richard Angus. Both Blydenstein and Johnstone will, it is said, be "observing" on the Lindisfarne where only the group one car will be entered. Quite where this leaves Chris Coburn is difficult to say, he was unavailable for comment when we tried to get in touch with him on Tuesday. Again, several rumours surround the situation, one prominent version being that Coburn will soon be seen managing another rally team. In any case, Chris, who was in charge of proceedings on the Manx, will be managing the team as usual on the Lindisfarne. A full turnout of Vauxhalls, both G2 and G1 cars, will be in action on the RAC in November.

That the rally team will eventually move to Shepreth now seems certain but quite how this move will come about, and in what circumstances, remains to be seen. Apparently there was a team meeting last weekend at which the drivers re-affirmed their support for Chris and are thought to have declared that since their contracts are to drive for him for the remainder of the year, they were unable to switch at this stage. All this however remains a matter of conjecture at present and the situation remains very much in a state of flux.

Rally Bristowe

The next round of the *Motoring News* championship, the 12th Rally Bristowe, gets under way this weekend when the first car departs from Kenford Services, Exeter Mercury Motor Hotel at 23.01 on Saturday night. (MR 192/914½856½). The finish is on Sunday morning at the Greenheadland Hotel, Sandford Peverell. Top crews are as follows: 1, Kevin Videon/Peter Valentine (Datsun 240Z); 2, Bill Gwynne/Terry Thorp (Escort RS); 3, Terry Nicholas/Rich Winter (Escort TC); 4, Cyril Bolton/Keith Bolton (Mini); 5, Mick Briant/Peter Bryant (RS 2000). The route is 190 miles in length and timing is Targa throughout.

● Peter Scott will be in Wales next week ... accompanying Hugh O'Brian in the Castrol '75. Hugh will again be campaigning the ex-Derek Boyd ex-Ford France Escort in which both the Boyd brothers have competed, and which O'Brian has recently acquired from Derek. Hugh made an encouraging return to rallying recently when he finished fifth overall on the Bushwhacker, pushing Jan Churchill's Carrera very hard throughout the event. Now he is anxious to make a successful return to stage rallying.

Saturday's Rippin Saltire

The penultimate round of the Gaelic/The Scotsman rally championship takes place this Saturday when the St Andrews and District MC organised Rippin Saltire Rally gets underway from Stonehaven. A total of 100 crews will start the event and the first car is away at 09.00. There are 18 stages (53 miles) in the 260 mile route. The finish will be at the Lomond Hotel, Freuchie where the first car is expected at 18.40. Top crews are as follows: 1, Donald Heggie/George Dean (Escort RS); 3, Bill Taylor/Ian McIver (Escort RS); 4, Charles and Alec Samson (Escort RS); 5, Arthur Jasper/Bill Crabb (Escort RS); 6, Murray Grierson/Bob Anderson (Escort RS); 7, Jim Howden/Ian Marrick (Escort RS); 8, Alan Arneil/Drew Gallacher (Escort RS); 9, Willie Crawford/—; 10, Ian Wilson/Peter Anderson (Opel Kadett 1900).

Stage information is as follows: SS1 Durris, start — 43/781909 earliest arrival 09.14. SS3 Drumtochty, finish — 43/697799 earliest arrival 10.09. SS6 Serpentine, start — 56/437290. earliest arrival 12.01. SS7 St Fort, finish — 56/414251 earliest

arrival 12.10. SS11 Knockhill start — 55/069939 earliest arrival 16.11; SS12 Derilla start — 55/945911, finish — 969871½ earliest arrival 16.34. SS14 Kingseat start — 078½934½; finish — 099955 earliest arrival 17.09. Halfway halt will be at the Fluthers Car Park, Cupar where cars are due from 12.30.

Donald Heggie — change of fortune?



Hughes forums

A series of three forums are being organised in memory of Barry Hughes, and these will take place in Cardiff's Centre Hotel at 8 pm on Tuesday September 23, at the Bowden Assembly Rooms, Bowden, Altringham, Cheshire on Thursday September 25 and at the Oriol House Hotel, St Asaph on Wednesday September 24, again at 8 pm. The panel at the three forums will include names from among the following, Russell Brookes, Brian Culcheth, John Davenport, Colin Malkin, Tony Pond, Chris Sclater, Will Sparrow, and John Taylor. In the chair on one occasion will be Stuart Turner, and on another Tony Mason will be initiating proceedings. There will be a large raffle at each of these gatherings and the star prize will on each occasion be a chauffeur drive around a special stage with Roger Clark. It is hoped that enthusiasts everywhere will support these evenings.

● It was agreed at the RAC on Tuesday to award a trophy on an annual basis to the media for the best coverage of rally events over the year. The trophy and cheque will be donated jointly by the RAC and Lombard North Central and entitled the 'Lombard/RAC Press, Radio and TV Award'. It is to be given to the British newspaper, radio or TV programme which gives the most outstanding coverage of rallying or a rally throughout the year.

● Barry Lee's association with Cambridgeshire Datsun dealers, H. Glover and Son Ltd stretches further than his one-off drive on the Aberystwyth Castrol '75 this week in the Sunny coupe normally driven by Geoff, for Barry is to compete on the Dukeries the following week and these two rallies will form the basic practice for the team's attack on the 1300 class of the RAC Rally in November. Barry will be competing with his co-driver of old on each occasion, John Gittens.

A 'works' spectacular

Practising is now in full swing for the San Remo rally which takes place on the first weekend in October. Simo Lampinen has now completed his recce (not entirely without incident as he collected a tractor in the driver's door on one occasion) and is now back in Finland for the forthcoming national there, the Kesoli Rally. Opel will definitely be bringing two of their new Kadetts for Walter Rohrl and Rauno Aaltonen and of course there will be

● The appeal by Dave Orrick and Geoff Birkett against exclusion from the Hunter Trophy rally run by the Newcastle and District MC last month was heard by the RAC last week. The original exclusion was over timing when the crew refused to leave before getting the time which they thought was appropriate.

The Tribunal upheld their appeal and duly reinstated them in the results, first position as it happened. The club were duly fined £50 costs and their future Hunter Trophy rally will have an RAC observer in attendance to make sure all goes well.

● Charlie Young of Larkhall, navigated by Jack Baillie from Hamilton, went into the lead in the new season's Esso Uniflo championship after a decisive win on the opening event, Strathclyde Police Motor Club's Scotian Rally on September 6/7. The Escort crew were easily the best of the 81 teams in the 150-mile rally, which started at Giffnock and went via a halfway halt at Galston to finish in Renfrew.

● The Stockhill Garage supported Scarborough Stages Rally, promoted by the 62 CC is to take place on October 19. There will be at least 32 miles of stages in the 170 miles total route. Secretary of the Meeting is Mrs F. M. Harrison, 11 Main Street, Irton, Scarborough.

Clark or Coleman?

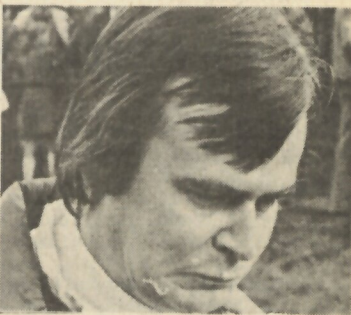
The RAC championship is resolving itself into as hard a fight as the Castrol championship and with seven scores out of ten allowed to count, Billy Coleman can now only score another four points, leaving him with a maximum of 66. Roger Clark can score a maximum of 70, so he can afford to drop three points over the remaining two rounds (Lindisfarne and RAC) assuming Billy gets his maximum points. The situation after the Manx is as follows: 1, Billy Coleman 62 points; 2, Roger Clark 50; 3, Russell Brookes 39; 4, Nigel Rockey 31; 5, Tony Fowkes 30; 6, Brian Culcheth 19; 7, Andrew Dawson and Dessie McCartney 18; 9, Bob Bean 16; 10, Tony Pond 15. Group one is now something of a needle match between Paul Faulkner and Robin Eyre Maunsell — positions as follows: 1, Paul Faulkner 43; 2, Robin Eyre Maunsell 41; 3, Ian Gemmell 30; 4, Russell Brookes 18.

● Team Robert Moss have entered their 1600TC Escort in the Sherry Rally which started last night at midnight from Jerez. The objective is to win the class and get into the top ten. AUTOSPORT will carry a report of the rally next week.

Fiat start '131' testing

Fiat plans for next year seem well advanced now. They will, as we forecast some time ago, be concentrating their rally efforts on the 131 Mirafiore saloon which is being fitted with a 2-litre 16-valve engine similar to the one which has powered the Spyder so successfully and reliably in the past. However because the car is in only limited production, it will be eligible for group four. Markku Alen reports that he has seen it already and says that it looks very promising indeed. Apparently it is some 70 kilos lighter than the Spyder. Already one or two of the prototype cars have been running in Italian Championship events and Fiat seem very happy with the state of development.

Their resident chief engineer, Giorgio Pianta, is apparently going to take one of these cars on the Tour of Italy which takes place between



Markku Alen — impressed.

the 14th and the 18th of October; though this version will be fitted with a development of the Fiat 130 V6 engine alleged to be producing some 300 bhp and mated to a de Tomaso transaxle!

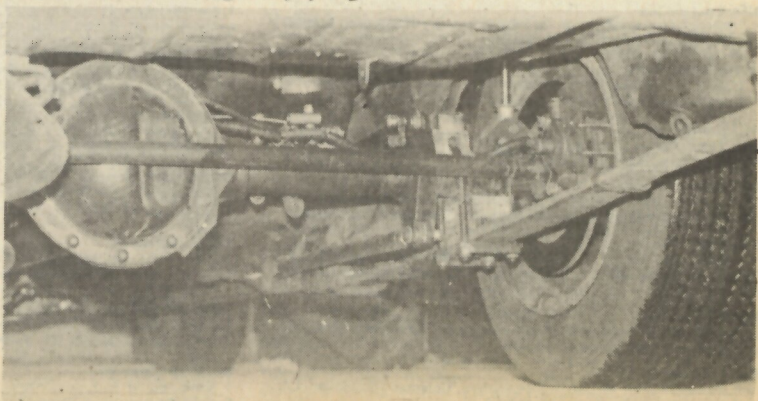
Neither Mikkola or Darniche are going to drive for Fiat again this year although they have contracts which have been fully paid up by the factory until the end of the year. This of course leaves Mikkola free for the RAC for which Toyota must be very glad.

● Laurie Richards is anxious to point out that his concern over the car at the start of the Marina Holidays Rally (it was refusing to start on the key) was entirely due to the fact that Lloyds had been supplied with the wrong type of starter motor from Lucas; and was in no way a reflection on Lloyds preparation.

● Due to the late publication of the regs, Tynemouth & District MC has received permission from the RAC to extend the closing date for entries for the Lindisfarne on October 4. Entries will now be accepted until September 27 by Keith Gray, 59 Glencoe Avenue, Cramlington, Northumberland (Tel Cramlington 6504).

Already entered are Russell Brookes, Tony Drummond, Brian Culcheth, Pat Ryan, Colin Malkin, Donald Heggie, Tony Fowkes, John Taylor and Piggy Thompson.

Grovelling in the dirt can be most revealing . . . Roger Clark's car in Manx tarmac trim . . . look! no coil springs, no torsion bars, no Watts linkage; merely a Panhard Rod and single leaf spring.



Temptingly large prize fund as Bandama organisers plan coast-to-coast bonanza

The seventh Bandama Rally will definitely now be held between 16-19 December this year. The rally is open to cars of group one to give inclusive and the 5000 kilometre event will be almost identical in format to last year. Total prize fund is £20,000 and there will be a very generous £5,000 to the winner. Starting after Christmas and finishing on the 11th January, the same organisers have planned another motorized spectacular (rather on the lines of "The Great Race?") entitled the Cote

d'Ivoire-Cote d'Azur, the route of which will go exactly as the name implies. The rally is open to all vehicles driven by an engine with two to six wheels and so far there is a £10,000 prize fund with £2,200 going to the winner. There are just nine time controls in the 9264 kilometre route and two stages have been set aside in Morocco which were used on the Moroccan Rally. On September 30th in Paris the organisers are throwing a cocktail party to drum up enthusiasm for the event.

● Last week we intimated that the Tour of Mull had already occurred. Chris Coburn has not yet won the event again, and in fact it takes place in between October 11 and 12th.

● Regulations are currently available for the international Spanish Rally, ECR co-efficient four, which is being held between October 24-26.

● At the beginning of the month Peter Halkyard competed on the Rally on the Dams. As a result of his experiences he wrote a letter to the RAC, a copy of which he also sent to us recently. Since the situation seems to have been a potentially very serious one indeed, we took the opportunity of publishing his letter which appears on the right.

Championship to Perusse

The Canadian Fiat crew of Perusse and Bellefleur have clinched the Castrol supported Canadian rally championship, thus breaking the five year domination of Walter Boyce, Doug Woods and Toyota. Significantly Toyota (Canada) have decided to organise a properly run rally programme next year and Doug Woods has been appointed Competition manager. Two Celica GTs will be campaigned by this team next year, for Boyce/Woods and another

crew. Doug will be over for the RAC in November to spectate and pick up a few hints from Ove Andersson's highly skilled team from Belgium.

Woods tells us that November 1st is the date when the organisers of the as yet embryonic '76 Rideau Lakes must decide whether the rally can be held or not. Apparently a Public Relations company have been hard at work recently trying to find sponsorship for the event.

Promising Hamsterley

News of an interesting addition to the events calendar has just reached us, this is of the forthcoming Tour of Hamsterley, a closed rally promoted by the Teeside Motorsport Group. The rally, which contains no road miles at all, is being held entirely in the compact forest of Hamsterley, near Bishop Auckland hitherto only used on the RAC, where the organisers have skilfully found a 25 mile loop which will be covered in opposite directions morning and afternoon, giving a total of 50 excellent, smooth fast stage miles. The event is being treated as an

experiment by both the RAC and the Forestry Commission; the latter are making available certain fields for spectator car parks. It is hoped that if the day is a success, as it looks as though it must be, the rally will become an annual feature. The Tour of Hamsterley is scheduled for October 25 and regs are available from Colin Stephenson, 3 Ellerton Close, Darlington. There will only be 60 entries available and they will cost £18, a figure which for 50 very good forestry stage miles, does not seem very expensive.

As a competitor in the Rally of the Dams on September 6-7 I was abhorred to hear rumours at the start, of a second rally on the same night, using the same territory and involving Army Land Rovers. These rumours turned into hard fact as the rally progressed and the event developed into utter chaos because of this "clash."

On one competitive section we were stopped by the Clerk of the Course and informed that because of an accident involving the Course car the section had been scrubbed. Apparently this accident had been caused by an Army Land Rover coming in the opposite direction to the Course car and the driver of the Course car having to take avoiding action and rolling the car. This information is based on what I was told at the scene, but a police officer who arrived took all the details and said that a question of dangerous driving by the driver of the Course car would have to be considered. The Land Rover apparently did not stop. There were several stretches of

road where the two routes clashed and the majority of these were in opposite directions.

I entirely agree with the Sports Council motto of "Sport for All" but I feel aggrieved when so much mud is being slung by the government that rallying is using precious fuel etc, I object to employees of that same government using vehicles and fuel bought from my taxes to indulge in a sport that costs, me personally, a lot of money.

As an organiser I am distraught by the fact that we have to submit routes for authorisation by yourselves, RAC the DoE, and Police six months in advance and the Army can go wherever they like, whenever they like. As the Police Officer said at the scene of the accident: "they are a law unto themselves."

I cannot think what damage has been caused to the sport in Derbyshire by this ridiculous situation arising and I would ask you to fight for legislation to bring these Army "manoeuvres" into line with the rest of us.

Manx Trophy—stage times . . .

SS1. Bradden

1, McCartney/Harryman 7; = 2, Curley/Frazer, Coleman/O'Sullivan, Evans/Davenport 8; = 5, Brookes/Brown, Easthope/Magee, Corkill/Wasley 9.

SS2. Newton

1, McCartney/Harryman 3; 2, Clark/Porter 4; = 3, Coleman/O'Sullivan, Pond/Richards, Easthope/Magee 6.

SS3. Santon

1, Curley/Frazer 0; = 2, McCartney/Harryman, Coleman/O'Sullivan; Brookes/Brown 1; 5, Clark/Porter 2.

SS4. Round Table

1, Curley/Frazer, Clark/Porter, McCartney/Harryman, Coleman/O'Sullivan, Brookes/Brown 0.

SS5. Garey

1, Beever/France 8; 2, Clark/Porter 20; 3, McCartney/Harryman 30; 4, Brookes/Brown 39; 5, Evans/Davenport 41.

SS6. Eairy

1, McCartney/Harryman 7; = 2, Curley/Frazer, Clark/Porter 9; 4, Evans/Davenport, 5, Brookes/Brown 11.

SS7. Injebreck

Cleaned, 12 crews.

SS8. Brandywell

1, Trimmell/Kelly 27; 2, Clark/Porter 35; 3, Curley/Frazer 37; 4, McCartney/Harryman 42; 5, Brookes/Brown 46.

SS9. Creg-ny-Baa

1, Curley/Harryman 13; = 2, Clark/Porter, Easthope/Magee, Brookes/Brown 19; 5, Evans/Davenport 21.

SS10. Baldromma

1, Clark/Porter 18; 2, Pond/Richards 19; 3, Sparrow/Raeburn 21; 4, Brookes/Brown 22; 5, Coleman/O'Sullivan 23.

SS11. Ballacoor

= 1, Clark/Porter, Brookes/Brown 24; = 3, McCartney/Harryman, Pond/Richards, Easthope/Magee 34.

SS12. Dreemskerry

1, McCartney/Harryman 25; 2, Clark/Porter 27; 3, Brookes/Brown 28; = 4, Rocky/Scott, Sparrow/Raeburn, Easthope/Magee 29.

SS13. Hibernia

1, Clark/Porter 40; = 2, Pond/Richards, Brookes/Brown 43; 4, Sparrow/Raeburn 44; = 5, McCartney/Harryman, Easthope/Magee 45.

SS14. Ballachurry

1, Clark/Porter 6; = 2, McCartney/Harryman, Sparrow/Raeburn 7; = 4, Curley/Frazer, Brookes/Brown 8.

SS15. Glascoe

= 1, Curley/Frazer, McCartney/Harryman, Coleman/O'Sullivan 17; = 3, Clark/Porter, Easthope/Magee 18.

SS16. Andress

1, Curley/Frazer 5; 2, Clark/Porter 6; 3, Brookes/Brown 7; = 4, Coleman/O'Sullivan, Evans/Davenport, Sparrow/Raeburn, Easthope/Magee 8.

SS17. Lhen

1, Curley/Frazer 35; 2, Brookes/Brown 37; 3, Easthope/Magee, 4, Clark/Porter 41; 5, McCartney/Harryman 46.

SS18. Curraghs

1, Clark/Porter 43; 2, Brookes/Brown 50; = 3, Curley/Frazer, McCartney/Harryman 53; 5, Sparrow/Raeburn 55.

SS19. Brandywell

1, Clark/Porter 59; 2, Brookes/Brown 72; 3, Curley/Frazer 77; 4, McCartney/Harryman 84; = 5, Coleman/O'Sullivan, Pond/Richards, Sparrow/Raeburn 90.

SS20. Broughjaig

1, Curley/Frazer 10; 2, Clark/Porter 14; 3, Brookes/Brown 16; 4, McCartney/Harryman 24; = 5, Coleman/O'Sullivan, Easthope/Magee 25.

SS21. Ballagryr

1, Clark/Porter 13; = 2, Curley/Frazer, Brookes/Brown 16; = 4, McCartney/Harryman, Sparrow/Raeburn 18.

SS22. Staarvey

1, Brookes/Brown 11; 2, Clark/Porter 14; 3, McCartney/Harryman 15; 4, Easthope/Magee 18; 5, Curley/Frazer 21.

SS23. Injebreck

1, Curley/Frazer 20; 2, Easthope/Magee 21; = 3, McCartney/Harryman, Brookes/Brown 22; 5, Clark/Porter 23.

SS24. Garth

1, Curley/Frazer 20; 2, Easthope/Magee 21; = 3, McCartney/Harryman, Brookes/Brown 22; 5, Clark/Porter 23.

SS25. Back of the Moon

= 1, Clark/Porter, Easthope/Magee 12; = 3, Curley/Harryman, Rocky/Scott, Sparrow/Raeburn 14.

SS26. Eairy

1, Easthope/Magee 24; 2, Curley/Frazer 25; = 3, Clark/Porter, McCartney/Harryman, Brookes/Brown 27.

SS27. South Barrule

1, Clark/Porter 60; 2, Curley/Frazer 72; 3, McCartney/Harryman 77; 4, Brookes/Brown 78; 5, Easthope/Magee 83.

SS28. Ballanank

1, Curley/Frazer 11; 2, Clark/Porter 12; 3, McCartney/Harryman 13; 4, Brookes/Brown 14; 5, Easthope/Magee 16.

SS29. Mullinaragher

1, Curley/Frazer 15; 2, McCartney/Harryman 18; 3, Clark/Porter 20; 4, Easthope/Magee 21; 5, Brookes/Brown 23.

SS30. Brandywell

1, Clark/Porter 4; 2, McCartney/Harryman 7; = 3, Curley/Frazer, Brookes/Brown 13; 5, Pond/Richards 19.

SS31. Ballaleigh

= 1, Clark/Porter; Coleman/O'Sullivan 30; = 3, McCartney/Harryman, Brookes/Brown, Sparrow/Raeburn 31.

SS32. Ronaguee

1, McCartney/Harryman 0; = 2, Curley/Frazer, Clark Porter 1; 4, Brookes/Brown 5; 5, Coleman/O'Sullivan 6.

SS33. Round Table

= 1, Clark/Porter; McCartney/Harryman, Coleman/O'Sullivan, Brookes/Brown, Easthope/Magee 0.

SS34. Glen Rushen

1, Dodsworth/Comish 58; 2, Clark/Porter 61; 3, McCartney/Harryman 68; 4, Brookes/Brown 69; 5, Coleman/O'Sullivan 78.

SS35. Eairy

1, McCartney/Harryman 5; 2, Clark/Porter 6; 3, Brookes/Brown 8; = 4, Curley/Frazer, Coleman/O'Sullivan, Easthope/Magee.

SS36. Baldwin

1, Clark/Porter 42; 2, Easthope/Magee 43; = 3, Curley/Frazer, Coleman/O'Sullivan, Brookes/Brown 45.

SS37. Tholt-y-Will

1, McCartney/Harryman 0; 2, Clark/Porter 1; 3, Easthope/Magee 2; 4, Coleman/O'Sullivan 6; 5, Curley/Frazer 9.

SS38. Curraghs

1, Clark/Porter 13; 2, Curley/Frazer 17; 3, Coleman/O'Sullivan 20; = 4, McCartney/Harryman, Easthope/Magee 21.

SS39. Sartfall

1, Clark/Porter 115; 2, McCartney/Harryman 118; 3, Coleman/O'Sullivan 134; 4, Price/Sones 136; 5, Evans/Davenport 141.

SS40. Staarvey

1, Curley/Frazer 27; 2, Clark/Porter 30; = 3, McCartney/Harryman, Coleman/O'Sullivan 31; 5, Easthope/Magee 32.

SS41. Garey

1, Clark/Porter 14; 2, Easthope/Magee 20; 3, McCartney/Harryman 22; = 4, Curley/Frazer, Coleman/O'Sullivan 28.

SS42. Round Table Two

= 1, Curley/Frazer, Clark/Porter 0; 3, McCartney/Harryman 1; 4, Easthope/Magee 4; 5, Coleman/O'Sullivan 7.

SS43. Newtown

1, Easthope/Magee 14; 2, Curley/Frazer 15; = 3, Clark/Porter, McCartney/Harryman 17; 5, Price/Sones 18.

SS44. Begoade

1, Easthope/Magee 11; = 2, Clark/Porter, McCartney/Harryman 14; = 4, Curley/Frazer, Price/Sones 18.

SS45. Glen Roy

1, Easthope/Magee 12; 2, Clark/Porter 16; 3, Price/Sones 20; 4, McCartney/Harryman 21; 5, Coleman/O'Sullivan 23.

SS46. Snaefell

36 cars clean.

Nilsson's rapid work wins

Predictably Tony Brise clinched the John Player International Formula Atlantic Championship in the pouring rain at Brands Hatch last Sunday. All Tony had to do was finish in the top ten to clinch the title and he obliged Teddy Savory and the Modus team by doing just this. In fact he was ultra careful, and after 42 very wet laps he finished in sixth place, three laps behind the winner. The winner in fact was the Swede Gunnar Nilsson, having only his second Atlantic drive in the Rapid Movements Chevron B29. Nearly all the runners were affected by spins or water in the works including the winner, but into a fine second place came Brett Riley's Chevron B29, which survived a spin. Jim Crawford was the only driver with an outside chance of taking the title, but his Chevron retired while in third place. The BRSCC laid on a somewhat varied selection of supporting races, ranging from karts and Formula 6 to Classic Saloons and Aston Martins, which were all a little subdued in the conditions.

In fact the first race for Production Sports Cars was the best supporting race of the day. Chris Meek's Radio Luxembourg Lotus Europa didn't streak away with this one for a change, Meek driving just hard enough to leave the gap between himself and Andrew Roughton's similar car at one and a half seconds throughout. John Britten's Morgan Plus 8 had been second at the start but Roughton whizzed by at the end of the first lap. Rod Gretton's Team Burgess E Type had just been holding off team mate Colin Blower's TVR until half distance, when the Jaguar had an adventure at Bottom Bend which dropped him from fourth to eleventh. He hauled himself back up to sixth place at the end behind Geoff Till's Jensen Healey which had time to have a spin at Clearways at half distance without losing a place. Chris Alford's Morgan 4/4 narrowly held off Griffiths' MGB to take a class win, while Triple C man Terry Grimwood took the small class with his MG Midget.

The Classic saloon boys were pretty brave taking part in a ten lapper in these conditions, and there was only one who probably wished he hadn't started. That was UOP Shadow employee Andy McLennan, who lost his 2.4 Jaguar at Paddock on the second lap just as he had taken the lead from Bruce Stapleton's Ford Zephyr, finishing up against the armco at the bottom of the hill. Apart from Stapleton's runaway win, the best drive came from Michael Rouse, who started his Mk 9 Jaguar from the back with a 10s penalty after failing to practise in the proper session. It took him just five laps to get up to second place, but he could make no impression on Stapleton who was two seconds a lap quicker. The baby amongst the giants this time was Roger Andreason's little Morris Minor which revelled in the conditions to finish third.

There were two 250cc International kart races on the programme and both were won by 250cc champion Martin Hines in his Suzuki engined Zip. Other than the Atlantics, these were the fastest racers on the track, Hines averaging an incredible 68.34 mph in the second race, just 6 mph slower

than the Atlantic winner's average.

For the final round of the John Player Atlantic Championship, Jim Crawford had to score a win, and Tony Brise fail to finish in the top ten for the Lancastrian to take the title from the Kentonian. Both had practice dings, Crawford doing a wing on the SDC Chevron B29 and Brise a radiator on the works Modus. Crawford was able to get out to practice again just before the end as the track dried just a little and his 57.6s put him on the outside of the front row. However Brise was not so lucky as he was on the outside of the fifth row. Pole position was taken up by March F3 driver Gunnar Nilsson in Ted Moore's Rapid Movements Chevron B29. Peter Wardle got both driver and Surtees TS15 working well at Brands again to occupy the middle spot a second slower than the Swede. SDC patron Stephen Choularton put his F3 plans aside temporarily to concentrate on FA and he was 1.4s slower than his teammate. Bob Muir slid off at Druids in the Birrana, but the spare car stayed in the Bob and Marj Brown transporter as Muir elected not to start, so there was a gap next to Choularton. Tom Wheatcroft had entered Richard Morgan in his car, but in fact it was Brian Henton who drove the car in the end, after Wheatcroft had earlier in the week intended not to run the car at all. Henton, having his first Atlantic race was at the back after a misfire all through practice. Another to be well down was Ted Wentz's Wella Lola. He hadn't done many laps before he went off ruining the nose cone and a tyre.

Miraculously everyone got away cleanly at the start, with Crawford taking the lead from Wardle and Nilsson. Brise got a good start to come through eighth while Henton got an even better one to be behind him. Wardle's bad luck continued when he slowed on the second lap retiring with plug trouble. Meanwhile Brett Riley's Chevron B29 had crept up well from the third row and as they went in to their third lap Crawford, Nilsson and Riley were together and a lap later Nilsson was through in to the lead which he held for the rest of the race.

Two laps later Riley was second and looking as though he could well beat Nilsson's Chevron which was going on to three cylinders intermittently. "Superhen" was really tigering on and by the ninth lap he was up to fourth place, which had been the property of Mike Franey who is now really competitive with the ex-Peter Williams Chevron B27 sponsored by Samatco Ltd. Brise was now sixth a long way down, but just chugging along happy to stay on the track and out of trouble. He was in a very kindhearted mood and let Phil Sharp's Pinch Lyncar past on lap 12.

Major interest as the 42 lap race moved on past one third distance was that Henton was now catching Crawford and by lap 18 the gap was down to half a second. However on the 20th lap the big puddle that had formed at Kidney caught Henton out and the ensuing spin lost him a place to Franey. Three laps later he was back in fourth place again. Riley lost his second to Crawford on lap 30 when the New Zealander spun at Bottom

Bend, but it only took him six laps before he was back in second as Crawford pitted with a fuel feed problem. He went out again in fifth place but only got as far as Bottom Bend before his blue Chevron stopped completely. With Nilsson's motor playing up for the last 20 or so laps, he was really trying hard through the corners to make up for his loss along the straights. Had it not been for Riley's spin it could have been a close finish but in the end there was 7.4s in it.

Henton was third which must have pleased Wheatcroft and upset Richard Morgan, while Franey was an impressive fourth, just over a lap down on the winner. Sharp was a good steady fifth, while Brise was delighted with his sixth place and the JP title even though he was lapped three times. Paul Butler's Victoria Sporting Club Brabham BT28/35 finished for the first time in five races in seventh place while Val Musetti survived a couple of spins in the Bernigra Ice Cream March to finish eighth and was last seen heading towards Sherwood Forest. Of the quick runners Choularton spun at Paddock on lap nine while challenging Brise, doing it good and proper at the same place a few laps later. Wentz and Nick May's Dave Price Racing Lola were never really in the hunt after spinning in unison at Bottom Bend on the second lap. Wentz retired later with a puncture while May finished a noseless tenth after another moment at Bottom Bend.

Former Rallycrosser David Preece was obviously going to revel in these conditions and he put his DB VC on pole for the Post War Aston Martin race. However it was Robin Hamilton's beautiful and highly modified DBS V8 that took the lead, and it looked as though the extra 1.3 litres were enough to see Preece off. However once mixed up in traffic Preece was through and 6.6s was the margin at the end.

Kids between 10 and 17 years of age took the grid next for a four lap Formula 6 race these single seaters utilising 210cc single cylinder 4 stroke engines. It was won by 14-year-old Graham Holland, son of Keith in a Holland Special, the birthday boy averaging 51.02 mph on slick tyres.

Oldham & Crowther Thoroughbred Sportscars were last out and the 10 lapper was led inevitably by John Chatham's Healey 3000. Martin Crowther's "D" Type XK120 did lay second but he did the front end of his Jag no good at all when he went off at Druids on the fifth lap, leaving Peter Foster's Aston Martin DB4 to just hold off an attacking Reg Woodcock in his TR3.

PAUL KING

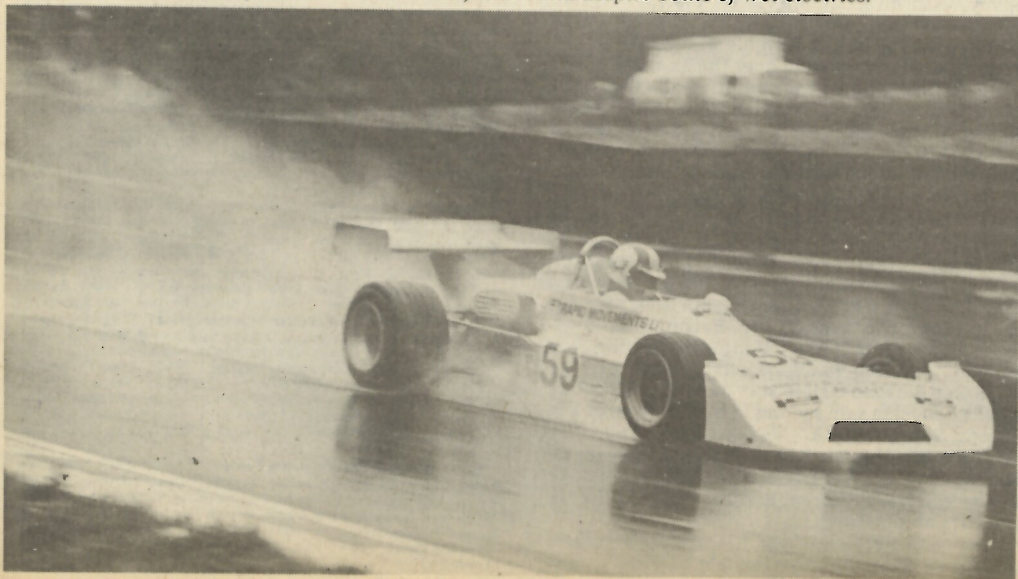
Production Sports Cars £2,250 to £4,000, £1,400 to £2,250 and up to £1,400 (10 laps): Overall £2,250 to £4,000: 1. Chris Meek (1.6 Lotus Europa), 11m 15.2s, 66.11mph; 2. Andrew Roughton (1.6 Lotus Europa), 11m 16.6s; 3. John Britten (3.5 Morgan Plus 8), 11m 31.8s; 4. Colin Blower (3.0 TVR 3000M), 11m 39.8s. **Fastest lap:** Roughton, 1m 06.2s, 67.43mph. **£1,400 to £2,250:** 1. Chris Alford (1.6 Morgan 4/4), 59.86mph; 2. P. Griffiths (1.8 MGB); 3. Gerald Vaughan (2.5 Triumph TR6). **Fastest lap:** Griffiths, 1m 12.8s, 61.32 mph. **Up to £1,400:** 1. Terry Grimwood (1.5 MG Midget), 59.27mph; 2. Ken Davies (1.3 Austin Healey Sprite); 3. Robert Melzack (1.3 Austin Healey Sprite). **Fastest lap:** Grimwood, 1m 12.2s, 61.83mph.

Classic Saloon Cars over 2700cc, 1902 to 2,700 cc, 1,200cc to 1,901cc and up to 1200cc (10 laps): Overall: 1. Bruce Stapleton (2.5 Ford Zephyr), 12m 42.0s, 58.58mph; 2. Michael Rouse (3.4 Jaguar Mk 9), 13m 14.6s; 3. Roger Andreason (1.0 Morris Minor), 13m 30.0s; 4. Peter Deffee (3.4 Jaguar Mk 7), 13m 41.2s. **Over 2700cc:** 1. Rouse, 58.43mph; 2. Deffee. **Only starters. Fastest lap:** Rouse, 1m 16.4s, 58.43mph; **1902cc to 2700cc:** 1. Stapleton; 2. Thomas Jackson (2.6 Wolsey 6/90); 3. John Savage (2.5 Lancia B20). **Fastest lap:** Stapleton, 1m 14.4s, 60.00mph. **1200cc to 1901cc:** 1. Alan Jenkins (1.3 Alfa Romeo Giulietta), 55.06mph; 2. N. Marshall (1.5 Borgward Isabella); 3. Dennis Carter (1.5 MG ZB). **Fastest lap:** Carter, 1m 20.4s, 55.52mph. **Up to 1200cc:** 1. Andreason, 56.51mph; 2. Chris Western (1.2 Ford Prefect); 3. Peter Amey (948 Morris Minor). **Fastest lap:** Andreason, 1m 20.0s, 55.80mph.

John Player Atlantic International Championship (42 laps): 1. Gunnar Nilsson (Chevron-Hart B29), 41m 53.6s, 74.59mph; 2. Brett Riley (Chevron-Nicholson B29), 42m 01.0s; 3. Brian Henton (Wheatcroft-Nicholson), 42m 47.8s; 4. Mike Franey (Chevron-Gray B27), 41 laps; 5. Philip Sharp (Lyncair-Nicholson) 41 laps; 6. Tony Brise (Modus-Nicholson M1), 39 laps. **Fastest lap:** Nilsson, 57.4s, 77.77mph.

Post War Aston Martins, Standard Newport Pagnell, GT and Modified and Standard Feltham (10 laps): Overall: 1. David Preece (4.0 Aston Martin DB VC), 11m 22.6s, 65.40; 2. Robin Hamilton (5.3 Aston Martin DBS V8), 11m 29.2s; 3. David Readie (3.7 Aston Martin DB4), 11m 48.4s; 4. Ian Moss (3.7 Aston Martin DB4), 11m 54.8s. **Standard Newport Pagnell:** 1. Readie, 63.02mph; 2. John Goate (3.7 Aston Martin DB4); 3. Peter Millward (4.0 Aston Martin DB6). **Fastest lap:** Readie, 1m 09.2s, 64.51mph. **GT & Modified:** 1. Preece; 2. Hamilton; 3. Moss. **Fastest lap:** Preece, 1m 06.8s, 66.83mph. **Standard Feltham:** 1. Roy Martin (2.9 Aston Martin DB Mk 3), 57.69mph; 2. Steven Bamford (2.9 Aston Martin DB2); 3. John Moss (2.9 Aston Martin DB2/4). **Fastest lap:** Bamford, 1m 12.6s, 61.49mph.

Oldham & Crowther Thoroughbred Sports Cars over 2700cc, 1650cc to 2700cc and up to 1650cc (10 laps): Overall: 1. John Chatham (3.0 Austin Healey 3000), 11m 35.4s, 64.19mph; 2. Peter Foster (3.7 Aston Martin DB4), 12m 04.2s; 3. Reg Woodcock (2.2 Triumph Tr3), 12m 04.6s; 4. Jeremy Trace (1.6 Elva Courier Mk 1), 12m 06.0s. **Over 2700cc:** 1. Chatham; 2. Foster; 3. Robert Cook (2.9 Austin Healey Sebring). **Fastest lap:** Chatham, 1m 04.6s, 65.07mph. **1650 to 2700cc:** 1. Woodcock, 61.61mph; 2. Roderick MacPherson (2.0 Frazer Nash Bristol); 3. Simon Phillips (2.0 Frazer Nash Bristol). **Fastest lap:** MacPherson, 1m 10.2s, 63.59mph. **Up to 1650cc:** 1. Trace, 61.49mph; 2. Michael Gue (1.2 Lotus Elite Climax); 3. Neil Cawthorn (1.6 MGA). **Fastest lap:** Trace, 1m 10.8s, 63.05mph.





Jeff Ward and Brian Prebble take an early lead from Special Saloons winner Phil Winter's Mini.

THRUXTON

Geoff Lees takes the lead

The BARC's eight-race promotion at Thruxton last Sunday saw a return of the wet, cold and windy weather to which we have been accustomed. Something which we are not accustomed to having though is no commentary but this is what happened since the whole area around Thruxton suffered a power shortage after fallen trees severed overhead power cables. Nevertheless the racing went off without a hitch with wins being taken by David Coombs, John Brindley, John Evans, Bob Davis, Phil Winter and Willie Green while the closest race of the afternoon saw Geoff Lees win the National Organs Formula Ford race, and thus take the championship lead, with Tiff Needell a very close second.

David Coombe made a tremendous start in the Varley Monoposto race and proceeded to dominate the race in his well-constructed Manta 75/M/1. Alan Baillie looked as though he could close the gap at one stage but with Trevor Scarratt again absent, the Viking driver was satisfied to finish a safe second and consolidate his championship lead. Jim Yardley's Beagle had challenged Baillie's Viking in the opening laps but the Beagle floundered in the slippery conditions and Yardley fell back to finish a distance third. Paul Maxwell (Brabham BT21C), Geoff Jackson (Brabham BT21A), and Brian Toft (Anco) had equally lonely races in the next three places with only Toft looking in danger as Nigel Howard Jones closed in his RTW.

Britax Production Saloon car points were at stake in the next race which saw four Camaros finish in the first four. John Brindley made a good start and led throughout but he could not afford to make a mistake on the wet track because Roger Payne lay a steady three seconds behind. Brian Rice provided some entertainment with his sideways antics out of the chicane as he strived to keep ahead of Derek Brunt. Rice had been ninth on lap one but some determined driving saw him finish just in front of Brunt. Gerry Marshall's Magnum had been on the front row and although he finished fifth, the LBC car was not far behind the Rice/Brunt battle. By beating Phil Dowsett in the class Gerry also helped Jock Robertson's championship hopes, the Marshall Wingfield/GP Models Mazda driver finishing sixth overall and first in class ahead of Dowsett and Tony Lanfranchi (Mazda). Tony Stubbs kept his championship hopes alive by winning the smallest class but the Lada driver was helped as Danny Alderton's class-leading Honda Civic dropped back with only fourth gear operative.

The National Organs Formula Ford race

brought together the top three Formula Ford drivers in the country. Geoff Lees had threatened to make a break in the works development Royale RP21 but some typically gritty driving by Tiff Needell saw the Weybridge driver latch on to Lees at half distance. Needell's Crossle 25F snatched the lead on the penultimate lap and parried Lees' thrust up the inside of Allard but it was the Atherstone driver who appeared out of the chicane first having scraped past Needell, almost literally, on the Brooklands straight. Jim Walsh had a lot of bad luck with the back markers and he brought the Crompton Lighting Hawke DL12 home a secure third. Roger Bruce-White made a good impression in only his second race of the year, and his first in the wet on Dunlops, by keeping a steady fourth throughout in his Dulon MP15. Rod Bremner (Crossle) and Bernard Vermilio (Merlyn) finished the points scorers, these two dicing until the flag.

John Evans simply ran away from the field and hid in the Miller Organs Modsports qualifier as the Elan finished half a lap in front of John Cooper's misfiring Porsche, which made a lightning pit-stop on lap three with gear selection bothers. Ian Hall's Mini Jem made a slow getaway from the front row but the Alcoa Man of the Meeting maintained a magnificent third overall throughout and now takes the championship lead by one point as Jenvey, with no front brakes on his Elan, could only finish third in class and sixth overall. Fourth was the preserve of Rob Haigh's well-driven MGA which Andy Bailey harried over the line, the Sprite driver having spent the night replacing bent valves in his engine following a Silverstone disaster. Guy Bedington's E Type had been fourth until the last lap but the V12 silently coasted over the finish line out of fuel after a serious petrol leak.

Brian Cocks thought he was going to trim Bob Davis' lead in the Formula 1300 championship as he put the Elva into the lead off the grid as Davis floundered on pole with a serious loss of traction. Cocks only lasted until lap two before his carbs started icing up. Then Angelo Farina took over for a lap until he rolled his Farina Dison at Goodwood without personal injury, allowing Bob Davis into the lead which he was to hold until the end. Robin Parr did well to stay on the treacherous circuit to finish a safe second in his Hrow with Vic Waterhouse (Mallock Mk14) third and Jim Ravenscroft (Messer 2A) fourth. Martin Lane (Spook) and Paul Webb (Delapena) came next but both would have been higher up if they had kept their cars on the island.

The Esso Uniflo race was not a classic saloon car race for once Graham Goode's 1.3 Ford Escort

retired with a blown engine on lap five, Phil Winter had no opposition. The Imps of Ward and Prebble held second and third throughout while Steve Harris had a similarly quiet race in his Mini in fourth. Dick Belcher made his long-awaited return with the glorious 1.0 Anglia and brought the Banbury Plant car into an encouraging fifth.

To stop Richard Thwaites from winning the Classic Car/Speed Merchants title, both Bill Nicholson and Willie Green had to win their classes with Thwaites not scoring. Willie Geen shot into an ever-increasing lead on the third lap in the glorious JCB Ferrari 250LM which he continued to power round the circuit in awe-inspiring full-blooded slides. Thwaites held second until lap four when the Elva disappeared off the circuit and broke a rear corner. Frank Sytner thus made it a one-two for JCB by finishing second in the Jaguar E Type. Martin Hilton's AC Cobra, Brian Classic's Iso Grifo Le Mans and Mike Ostroumoff's Lola Mk1 lay third, fourth, and fifth respectively throughout. A six-car tussle developed over sixth place and class honours with John Webb's Monsieur Rochas Lotus Elan beating Brian Baker's Lotus 23 and Bill Nicholson's MGB. Thus, with Nicholson coming second in his class and Willie Green winning his class with Thwaites scoring no points we had a tie between Green and Thwaites. The tie breaker was decided in favour of Thwaites who took the Classic Car/Speed Merchants championship in his Eastern Carpet Stores Elva.

The consolation Formula Ford race was won by Timothy Wallwork's Titan which passed Paul Wootton's Dulon two laps before the finish.

COLIN MASTERMAN

Varley Batteries Monoposto Championship round (8 laps): David Coombs (Manta 75/M/1), 13m 28.6s, 83.91mph; 2, Alan Baillie (Viking 1A), 13m 35.2s; 3, Jim Yardley (Beagle Mk3), 13m 54.8s; 4, Paul Maxwell (Brabham BT21C), 14m 19.8s; 5, Geoff Jackson (Brabham BT21A), 14m 24.2s; 6, Brian Toft (Anco Monoposto), 14m 54.0s. **Fastest lap:** Baillie and Coombs, 1m 39.2s, 85.50mph.

Britax Production Saloon Car Championship round (10 laps): Overall and over £2,300: 1, John Brindley (5.7 Chevrolet Camaro Z28), 18m 17.0s, 77.32mph; 2, Roger Payne (5.7 Chevrolet Camaro Z28), 18m 20.4s; 3, Brian Rice (5.7 Chevrolet Camaro Z28), 18m 56.4s; 4, Derek Brunt (5.7 Chevrolet Camaro Z28), 18m 56.8s. **Fastest lap:** Payne, 1m 46.4s, 79.71mph. **£1,700 to £2,299:** 1, Gerry Marshall (2.3 Vauxhall Magnum), 74.48mph; 2, Phil Dowsett (3.0 Ford Capri); 3, Marc Smith (3.0 Ford Capri). **Fastest lap:** Marshall, 1m 52.2s, 75.59mph. **£1,300 to £1,699:** 1, Jock Robertson (2.0 Mazda RX3), 73.87mph; 2, Tony Lanfranchi (2.0 Mazda RX3); 3, Eric Cook (2.0 Mazda RX3). **Fastest lap:** Robertson, 1m 52.0s, 75.73mph. **Up to £1,299:** 1, Tony Stubbs (1.2 Lada 1200), 69.13mph; 2, Peter Jopp (1.3 Mini GT); 3, Neville Knight (1.3 Simca Rallye 1). **Fastest lap:** Stubbs, 1m 59.0s, 71.27mph.

National Organs Formula Ford Championship round (10 laps): 1, Geoff Lees (Royale-Minster RP21), 17m 41.2s, 79.92mph; 2, Tiff Needell (Crossle-Scholar D12), 17m 41.6s; 3, Jim Walsh (Hawke-Scholar DL17), 17m 47.2s; 4, Roger Bruce-White (Dulon-Bright MP15), 18m 04.2s; 5, Rob Bremner (Crossle-Rowland 30F), 18m 15.8s; 6, Bernard Vermilio (Merlyn-Rowland Mk29), 18m 17.2s. **Fastest lap:** Needell, 1m 42.2, 82.99mph.

Miller Organs Modified Sports Car Championship round (10 laps): 1, John Evans (1.8 Lotus Elan), 16m 40.6s, 84.77mph; 2, John Cooper (2.8 Porsche 911), 17m 25.1s; 3, Ian Hall (1.1 Mini Jem Mk2), 17m 28.6s; 4, Rob Haigh (1.9 MGA), 17m 59.6s. **Fastest lap:** Evans, 1m 38.0s, 86.55mph. **Over 3000cc:** 1, Guy Bedington (5.3 Jaguar V12), 77.64 mph; 2, S. Watney (3.8 Jaguar E Type), only finishers. **Fastest lap:** Bedington, 1m 45.6s, 80.32mph. **2001 to 3000cc:** 1, Cooper, 81.13mph; only starter. **Fastest lap:** Cooper, 1m 39.4s, 85.35mph. **1151 to 2000cc:** 1, John Evans; 2, Rob Haigh; 3, Richard Jenvey (1.6 Lotus Elan). **Up to 1150cc:** 1, Ian Hall, 80.88mph; 2, Andy Bailey (1.1 Sprite Mk 1); 3, Simon Packford (1.0 Davrian Mk7). **Fastest lap:** Hall, 1m 43.4s, 82.03mph.

National Championship Formula 1300 round (8 laps): 1, Bob Davis (Davis), 15m 44.4s, 71.85mph; 2, Robin Parr (Hrow), 15m 44.9s; 3, Vic Waterhouse (Mallock Mk14), 15m 59.0s; 4, Jim Ravenscroft (Messer 2A), 16m 11.5s, Martin Lane (Spook), 16m 21.2s; 6, Paul Webb (Delapena), 16m 33.0s. **Fastest lap:** Davis, 1m 55.2s, 73.62mph.

Esso Uniflo Special Saloon Car Championship (10 laps): Overall: 1, Phil Winter (1.3 Longman Mini), 16m29.8s, 85.69mph; 2, Jeff Ward (1.0 Hillman Imp), 16m 51.5s; 3, Ian Prebble (1.0 Hillman Imp), 17m 27.8s; 4, Steve Harris (1.3 Mini), 17m 40.6s. **Fastest lap:** Graham Goode (1.3 Ford Escort BDA), 1m 35.8s, 88.53mph. **Over 1300cc:** 1, John Morgan (3.8 Jaguar Mk1), 77.37mph; 2, Barry Barnes (1.6 Ford Escort); only finishers. **Fastest lap:** Morgan, 1m 47.2s, 79.12mph. **1001 to 1300cc:** 1, Phil Winter; 2, Steve Harris; 3, Reg Powell (1.3 Cooper S). **851 to 1000cc:** 1, Jeff Ward, 83.89mph; 2, Brian Prebble; 3, Richard Belcher (1.0 Ford Anglia). **Fastest lap:** Ward, 1m 39.2s, 85.50mph. **Up to 850cc:** 1, Roger Gill (Hillman Imp), 76.97mph; 2, Roger Saunders (Sigma Mini); 3, Alan Cranstone (Hillman Imp). **Fastest LAP:** Gill, 1m 47.0s, 79.27mph.

Classic Car/Speed Merchants Post Historic Championship round (10 laps): Overall: 1, Willie Green (3.0 Ferrari 250LM), 17m 44.2s, 79.70mph; 2, Frank Sytner (3.8 Jaguar E Type), 18m 09.9s; 3, Martin Hilton (5.0 AC Cobra), 18m 52.6s; 4, Brian Classic (5.3 Iso Grifo Le Mans), 19m 20.0s. **Fastest lap:** Green, 1m 43.8s, 81.71mph. **Over 2000cc Front Engined GT:** 1, Frank Sytner, 77.98; 2, Martin Hilton; 3, Brian Classic. **Fastest lap:** Sytner, 1m 46.6s, 79.56mph. **Up to 2000cc Front Engined GT:** 1, John Webb (1.5 Lotus Elan), 70.12mph; 2, Bill Nicholson (1.8 MGB); 3, Allan Brownlee (1.2 Lotus Elite). **Fastest lap:** Nicholson, 1m 58.4s, 71.64mph. **Over 2000cc Sports racing:** 1, Willie Green; 2, Bobbie Bell (3.8 Lister Jaguar); 3, Sidney Hoole (2.2 Cooper Monaco). **Up to 2000cc Sports Racing:** 1, Mike Ostroumoff (Lola Mk1), 70.72mph; 2, Brian Baker (1.6 Lotus 23); 3, Rupert Glydon (1.2 Lola Mk1). **Fastest lap:** Richard Thwaites (2.0 Elva Mk7S), 1m 45.2s, 80.62mph.

Non Championship Formula Ford: 1, Timothy Wallwork (Titan Mk6A), 13m 43.8s, 72.0mph; 2, Paul Wootton (Dulon-Rowland MP15), 13m 45.2s; 3, Garrett Conklin (Hawke-Minster DL12), 14m 22.2s; 4, Barnaby Holland Martin (Image Ford), 14m 34.8s; 5, Ed Bunker (Royale-Holbay RP16A), 14m 38.2s; 6, Peter Ramella (Minstre Ford), 15m 11.0s. **Fastest lap:** Wallwork, 1m 52.2s, 75.59mph.



Nick Whiting leads Tony Sugden and Davina Galica. Sugden's electrics soon succumbed to the spray giving the Kent Messenger car an easy win.

SNETTERTON

Nick Whiting beats the weather

Continual rain threatened to swamp last Sunday's meeting at Snetterton. Although sections of the circuit were "coned off" to prevent the racing cars sinking into the larger puddles, the efficient Thames Estuary Automobile Club showed no signs of floundering and completed the programme on time. Those who sailed away with the bounty were Nick Whiting (Team Kent Messenger All Car Equipe 2.0 Escort), Andy Diamond (U2 Mk 16) and Ian Flux (Ockley Construction Camberley Ltd Scarab), victorious in the Simoniz Special Saloon, Tricentrol Clubmans and Formula Vee Championship qualifiers, respectively.

The paying public — economic crises aside — must have thought there had been further devaluation when the £1, in their pocket that day, was exchanged for just five ten lappers.

Ian Flux dominated the Formula Vee round. Headed away from pole by Ray Simpson, the nineteen-year-old Embassy/Hill F1 mechanic powered his Shellsport backed car to the front first time along the back straight and, mastering

the conditions, drove smoothly away to a 40s win, consolidating his championship lead. His main points' rivals Peter Wimhurst and Gordon Rae finished third and fifth. Wimhurst, having forsaken his Veemax, was happy with his first outing with the better handling Caldwell, bringing the new car in well behind Simpson's unique monocoque JSR after a spin had almost dropped him into the clutches of Alex Lowe (Valiant II). Rae also spun on the opening lap, and although he quickly climbed back through the field he had to struggle on the last lap to avoid being lapped by Flux.

Having secured the National title, Graham Wenham turned the attentions of his Mick-tuned Mini to the TEAC Mini 7 series. A very slow start saw him being engulfed by the mid-field runners but at half distance he wrestled the lead from Andy Devine, and one lap later he had established the comfortable race winning margin he held to the chequered flag. Devine was further demoted to third by early race leader Bob Addison; fourth,

also recovering from a spin, was Rob Rowley from Roy Finlay and a subdued Alan Corbishley.

Peter Evans offered Gryphon constructor Andy Diamond a drive in the championship leading U2 Mk 16 usually handled by Frank Sytner for the Tricentrol Car Group Clubmans race. After practice "de General", it appeared had at last made a mistake — his choice of driver. The car had been well and truly dinged necessitating a complete rebuild of the back end — no mean feat in the water-logged paddock. During the race all was revealed — it was just done to confuse the opposition — Andy showing his undoubted class as a driver, winning easily despite slowing down the closing stages when a bad vibration developed in the car. Nick Adams was equally in command of the entertaining FF-engined brigade, his class win with the Team Camborough Mallock U2 moving him to the top of the Championship points. Chris Greville Smith (Phantom), having disposed of Alan Webb (Mallock U2) was about to challenge Adams but spun at Sear instead so that class runner-up was Webb just holding off Alex Ferrada's similar car.

Nick Whiting had never beaten Tony Sugden in the wet but as the two Escorts slammed past the pits at the end of the opening lap of the Simoniz Special Saloon thrash, nose-to-tail in one plume of spray, the former's Team Kent Messenger All Car Equipe version was inches ahead of its Brook Hire Liverpool Racing rival. Unfortunately the anticipated ding-dong battle never happened, Sugden's electrics drowning at the next corner and Whiting splashed home to win by over a minute from Divina Galica's Shellsport Southern Organs Escort. Sugden restarted when everything dried out and gained some compensation by setting fastest lap. Richard Long (1.0 Anglia) finished third a long way ahead of his 851-1000 cc rivals. Gerry Glass in his Visual Techniques entered 850 Mini was given an estimated grid position — the time keepers failing to record him during practice — and from the third row managed to hold off Whiting's only challenger for the overall Series' honours, David Enderby (850 Mini) for fourth until lap 7. Glass was relegated one more place by Tony Allies' 1.3 Cooper S, who was defending his class lead from the fast finishing Terry Harmer.

The non-championship FF race provided the day's most exciting racing. Initially David Kemp (Merlyn Mk20A) held a slight advantage over Rob Orford (Van Diemen RF75), Divina Galica (Elden International Racing Elden 17), and Glenn Eagling (Circuit Travel Van Diemen RF75). Orford, sensing a possible chance of success when Kemp was baulked by some backmarkers, closed on the leader only to spin away his chances on lap 9. Kemp himself spun on the last lap recovering to win but he ignored his garland convinced he had only finished second. Davina, who now appears to have "clicked" was making a good impression holding off Eagling until she too spun, braking too late at Sear trying to emulate the local lad who is very familiar with Snetterton. Eagling was only just behind Orford at the close. Fourth, well back, was Robert Coates' Hawke DL11; fifth the Ashtune Van Diemen of Mike Walker who also managed to spin while sixth was Richard Wills, having his third outing in the smart works backed MRE Oselli.

ANDY LEEDER

Formula Vee Championship round (10 laps): 1. Ian Flux (Scarab), 15m 18.6s, 75.13 mph; 2. Ray Simpson (JSR), 16m 02.2s; 3. Peter Wimhurst (Caldwell), 16m 14.0s; 4. Alex Lowe (Valiant II), 16.29.0s; 5. Gordon Rae (Rae), 17m 35.0s; 6. Alan Smith (Project), 9 laps. **Fastest lap:** Flux, 1m 30.0s, 76.68 mph.

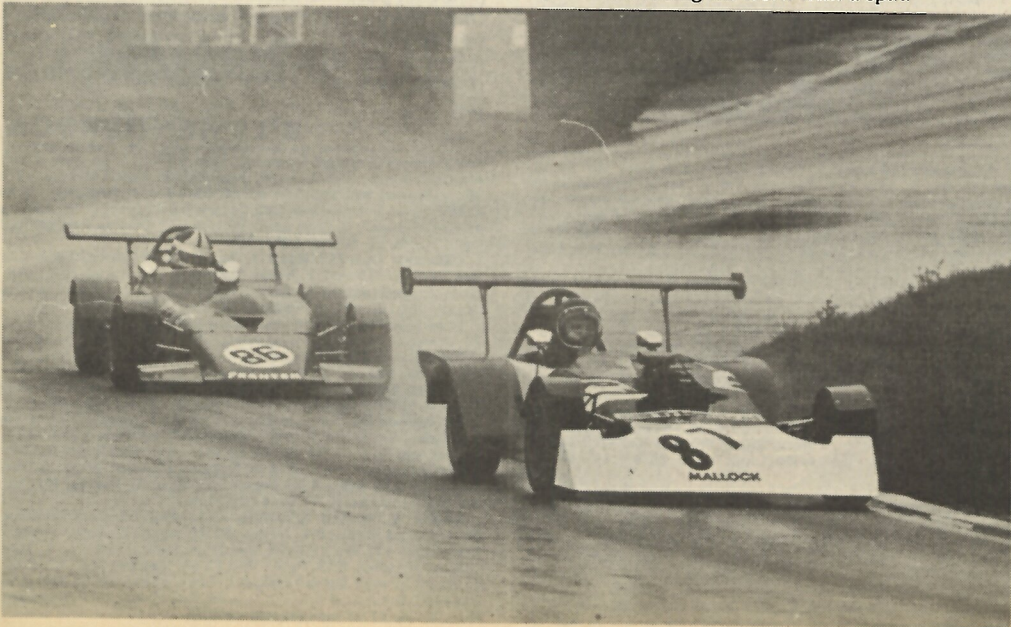
TEAC Mini 7 Championship round (10 laps): 1. Graham Wenham, 16m 49.4s, 68.37 mph; 2. Robert Addison, 16m 52.0s; 3. Andy Devine, 16m 53.2s; 4. Robert Rowley, 17m 23.6s; 5. Roy Finlay, 17m 27.6s; 6. Alan Corbishley, 17m 48.4s. **Fastest lap:** Wenham, 1m 38.0s, 70.42 mph.

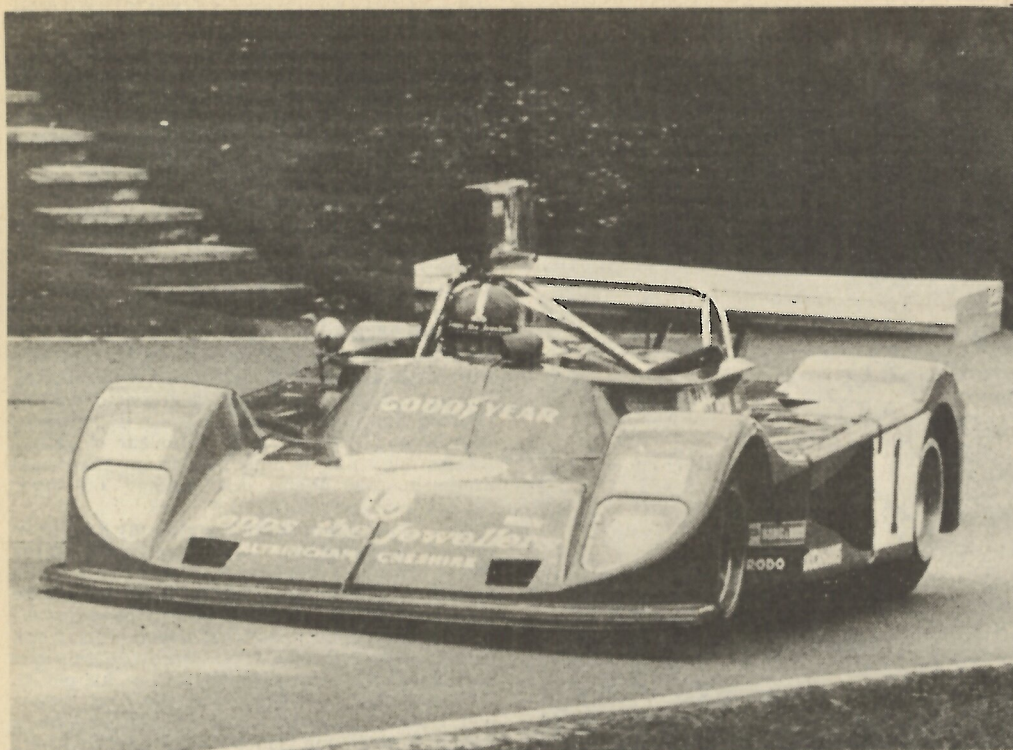
Tricentrol Car Group Clubman's Sports Car Championship round (10 laps): Overall and 1001 to 1600 cc: 1. Andy Diamond (U2 16), 13m 54.0s, 82.75 mph; 2. Ruari Gillies (Gryphon), 13m 59.6s; 3. Peter Cooke (Harrison 7), 14m 16.6s; 4. David Orbell (Stallwood U2), 14m 26.2s. **Fastest lap:** Diamond, 1m 21.4s, 84.99 mph. **Formula Ford 1600 cc engines:** 1. Nick Adams (Mallock U2), 77.77 mph; 2. Alan Webb (Mallock U2-Holbay); 3. Alex Ferrada (Mallock U2-Davron). **Fastest lap:** Chris Greville-Smith, 1m 22.8s, 83.35 mph.

Simoniz Special Saloon Car Championship round (10 laps): overall: 1. Nick Whiting (2.0 Ford Escort), 14m 55.6s, 77.06 mph; 2. Divina Galica (1.9 Ford Escort), 15m 58.2s; 3. Richard Long (1.0 Ford Anglia), 16m 08.6s; 4. David Enderby (850 Mini), 16m 11.4s. **Over 1300 cc:** 1. Whiting, 2. Galica; 3. Tony Sugden (1.8 Ford Escort). **Fastest lap:** Sugden, 1m 26.6s, 79.69 mph. **1001 to 1300 cc:** 1. Tony Allies, (1.3 Mini Cooper S), 70.71 mph; 2. Terry Harmer (1.3 Mini Cooper S); 3. Susan Tucker-Peake (1.3 Tucker Ford). **Fastest lap:** Harmer, 1m 34.8s, 72.80 mph. **851 to 1000 cc:** 1. Richard Long (1.0 Ford Anglia), 71.25 mph; 2. M. Darwell (1.0 Hillman Imp); 3. Simon Sabell (1.0 Mini). **Fastest lap:** Long, 1m 35.0s, 72.64 mph. **Up to 850 cc:** 1. Enderby, 71.04 mph; 2. Gerry Glass (850 Mini); 3. Clifford Watts (Hillman Imp). **Fastest lap:** Enderby, 1m 34.6s, 72.95 mph.

Formula Ford (10 laps): 1. David Kemp (Merlyn-Abbott 20A), 15m 12.0s, 75.67 mph; 2. Rob Orford (Van Diemen-Scholar RF75); 15m 14.4s; 3. Glenn Eagling (Van Diemen-Scholar RF75), 15m 16.2s; 4. Robert Coates (Hawke-Minister DL11), 15m 52.0s; 5. Mike Walker (Van Diemen-Rowland RF75), 15m 55.6s; 6. Richard Wills (MRE-OSelli), 15m 58.0s. **Fastest lap:** Kemp, 1m 27.4, 78.96 mph.

Chris Greville Smith prepares to take Alan Webb's car prior to undoing his work with a spin.





John Lepp won both heats of the 2 litre sports car race with 20s in hand.

INGLISTON

John Lepp takes both heats

The Shand Carpets "100" meeting held at Ingliston on Sunday last benefited from fine racing weather and the presence of Noel Edmonds to attract nine and a half thousand spectators to witness a 10 race programme which became rather drawn out. The programme included two 30 lap parts for International 2 litre sports cars but of the 24 listed only half that number faced the starter, Ian Grob having to bring his second KVG Racing Chevron chassis into use after demolishing one in the Saturday practice against the armco and a tree, while Ian McLaren all but collected a building in practice when a doughnut cried enough, but he and Tony Charnell, who had clobbered a front corner on his Chevron B23 were mobile on Sunday. John Lepp was in winning form with the March and powered away to win both heats and set a new class lap record.

Modsports championship leader Kenny Allen made a superb start in his Clan Crusader to lead pole position holder Mike Nugent (Elan), the latter trying all he knew to pass at Lefthander, as Allen kept his cool until a spin on lap 8 dropped him to fourth place, the pair pulling away from John Kirk (Davrian) who had out-dragged Andrew Smith (Elan). Initially Alex Souter (Elan) led the Jentscot Healey of Eric Liddell until a recurrence of practice bothers slowed the latter leaving Souter to be overwhelmed by Peter Baker who charged the ex-Absalom Ginetta G4 through from the back of the grid to fifth place, helped by Iain Gardner spinning his Davrian off out of the hairpin, this emulated by Reg Forrester-Smith's Ginetta a few laps later.

The up to 1-litre saloon 10 lap race featured a battle for the lead between the Imps of John Fyda and Ian Forrest, the pair running away from the rest led by the Imp of Bill Donald who held a lonely third place until Lawrence Jacobsen had the effrontery to close up, but his challenge faded when his transmission packed up. Up front Fyda got the advantage at mid-distance but Forrest never let up, trying to force the inside line at Lefthander but being forced to take to the grass, then contacting the Agra version which just carried on as he broadsided, to lose ground. Fyda's luck held even allowing him to coast over the line to take the flag when his Imp's transmission cried enough.

The first 30 lap heat of the main event provided John Lepp with a runaway victory with the March Hart 75S, easing away from Richard Scott's Chevron B26, in a secure second ahead of the third place dispute between Guy Edwards' Lola-Hart T390 and Iain McLaren (Chevron B26), doing wonderfully well despite lacking Hart power. Ian Grob was holding fifth place, but behind, Richard

Roberts in the Lola T294 was getting no peace for the hard charging Richard Mallock in the U2-Hart Mk 17 BDA, and they changed places just after Scott departed the race elevating them all one place. Graham Hamilton in the McDonald Shand Ecurie Ecosse Chevron B23 managed seventh place well ahead of Tony Charnell's similar car as John Thorne and John Cole brought up the rear.

The Formula Fords ran a somewhat chastened affair on a slippery track, Stu Lawson tip-toeing his Hawke in front of the Crossle of John

Ian Forrest tries a short cut in his vain efforts to displace race winner Fyda.



Modsports (10 laps): 1, Mike Nugent (Lotus Elan), 8m 57.8s, 68.95 mph; 2, John Kirk (Daurian), 9m 01.4s; 3, Andrew Smith (Lotus Elan), 9m 03.0s; 4, Kenny Allen (Clan Crusader), 9m 07.4s. **Over 1300cc:** 1, Nugent; 2, Smith; 3, Peter Baker (Ginetta G4). **Fastest lap:** Nugent, 52.2s, 71.03 mph (record). **Up to 1300cc:** 1, Kirk; 2, Allen; 3, Iain Gardner (Davrian Agra). **Fastest lap:** Allen, 51.8s, 71.58 mph (record). **Special Saloons up to 1000cc (10 laps):** 1, John Fyda (Agra Imp), 9m 30.9s, 64.95 mph; 2, Ian Forrest (Forrest Imp), 9m 49.0s; 3, Bill Donald (Hillman Imp), 9m 55.8s; 4, Angus Young (Agra Mini), 10m 19.1s. **Fastest lap:** Fyda, 55.2s, 67.17 mph.

Shand Carpets "100" for 2 litre Sports Cars, part 1 (30 laps): 1, John Lepp (March Hart-75S), 23m 49.5s, 77.82 mph; 2, Guy Edwards (Lola Hart-T390), 24m 05.2s; 3, Iain McLaren (Chevron-Ford B26); 4, Ian Grob (Chevron-Hart B31), 24m 15.8s. **Fastest lap:** Lepp and Richard Scott (Chevron B26), 46.8s, 79.23 mph (record).

Part 2 (30 laps): 1, Lepp, 24m 15.0s, 76.45 mph; 2, Edwards, 24m 20.4s; 3, McLaren, 24m 21.2s; 4, Richard Mallock (Mallock U2-Hart Mk 17 BDA). **Fastest lap:** Lepp, 46.8s, 79.23 mph (equals own record).

Aggregate: 1, Lepp, 48m 04.5s, 77.13 mph; 2, Edwards, 48m 25.6s; 3, McLaren, 48m 29.2s; 4, Grob, 49m 02.2s; 5, Mallock, 49m 16.2s. **Formula Ford (10 laps):** 1, John McGilvray (Crossle 25F), 9m 36.8s, 64.29 mph; 2, Stu Lawson (Hawke DL12), 9m 50.6s; 3, Neil Williamson (Van Diemen) 10m 01.8s; 4, Colin Lawson (Van Diemen) 10m 09.2. **Fastest lap:** Stu Lawson, 55.0s, 67.42 mph.

Production Saloons (10 laps): Overall and over £1699: 1, Eddie Labinjoh (Alfa Romeo GTV 2000), 10m 48.5s, 57.18 mph; 2,

McGilvray, George Franchitti (Hawke) and Duncan Hall (Hawke), who collided with Graham Hamilton (Van Diemen) at Caravan letting Colin McLean (MRE), Colin Lawson (Van Diemen) and Neil Williamson, similarly mounted, through. At half distance McGilvray led, but was harried by Stu Lawson, the pressure only being relieved when the Hawke spun at Caravan and restarted still in second place as Williamson annexed third from McLean and Lawson.

The resultant copious dosing of white powder was soon dispersed by the forcefully driven Production saloons, Eddie Labinjoh hustling his Alfa away from the others as usual and leaving Noel Edmonds, whom a large section of the crowd had come to see, to the attentions of Jennifer Birrell who thrust her Firenza past the DJ's Magnum on the inside on the third lap, the pair pulling out an advantage over Doug Niven in Tom Meldrum's Escort Mexico who kept Ian Smith's Mazda at bay. On lap 8 much to the appreciation of the crowd Edmonds repeated Jennifer's manoeuvre and held second place to the flag.

The Clubmans 10 laps was a non-event as Caravan again claimed half the field on the opening lap, leaving Ray Edge to pull out a handsome lead over Alistair Macintosh and Geoff Lambert, while David Manley restarted two laps down, all of them in Mallocks.

The libre event started with a needle as Andy Barton thrust his March 74B through the hairpin on the inside line contacting leader Norman Dickson's similar car, which slid wide but continued, putting on a tremendous display of tigring, late braking at corners to take over the lead on lap 10 of the fifteen. Then he spun off at Caravan on the inside next lap but continued without losing second place. Behind, Andrew Jeffrey kept the Chevron 25 in third place from Bob Rollo (Lotus 69) while John McGilvray and Pete Morrison had a race long dice in their Crossles.

John Lepp and Guy Edwards crept on the start-line before the former shot off again to take command of the second sports car heat, Iain McLaren eased his Chevron in behind Edwards despite finding a damaged tyre which his crew changed before taking his grid place late, while Scott pitted with a puncture to restart only for a few yards. Ian Grob was leading Richard Mallock who again had Richard Roberts' Lola in tow. This lasted till lap seven when the Lola got through and set about and passed Grob, who was hauled in by Mallock until Roberts retired when Mallock took Grob for a well earned fourth place.

For those who waited on, the over 1 litre saloons provided some cracking racing, led off by Hugh Chalmers with the Jas. Ross Avenger ahead of Doug Niven (Ford Boss Capri), Walter Robertson (Escort) and Jim Dryden (Mini Longman), Bill Dryden, however, had thrust the DTV Vauxhall into fourth place by lap two, and by half distance he led with the Avenger second and Niven holding third despite the pressure from Robertson. Jim Dryden was having his work cut out to fend off Frank Gunn's Escort and collected the Mini of Eric Smith at the hairpin, dislodging its bonnet which it promptly ran over and retired.

The final event for sports and special GTs gave Iain McLaren another chance to prove his expertise with the Chevron B26 as he ran off and hid from the field in which Tony Charnell (Chevron B23) was ousted by first a very on-form Dave Manley (Mallock), and then Ray Edge's similar car, while Ken Allen equalled the class record in the Clan Crusader while holding fifth place in front of his ASM teammate Andy Smith (Elan).

BILL HENDERSON

Noel Edmonds (Vauxhall Magnum), 10m 56.4s; 3, Jennifer Birrell (Vauxhall Firenza), 10m 57.4s; 4, Dougal Niven (Escort Mexico), 11m 06.2s. **Fastest lap:** Labinjoh, 63.5s, 58.39 mph (record). **Up to £1699:** 1, Ian Smith (Mazda RX3 Coupe), 55.33 mph; 2, Ian Stirling (Hillman Avenger); 3, Chris Jones (Mazda RX3 Coupe). **Fastest lap:** Smith, 65.4s, 56.70 mph (record).

Clubmans Cars (12 laps): 1, Ray Edge (Mallock U2 Mk 17), 10m 39.0s, 69.63 mph; 2, Alistair Macintosh (Mallock U2 XIB), 11m 22.4s; 3, Geoff Lambert (Mallock U2 Mk 14 E), 11 laps; David Manley (Mallock Mk 17), 10 laps. **Fastest lap:** Edge 50.8s, 72.99 mph.

Libre Cars (15 laps): 1, Andy Barton (March 74B), 12m 10.9s, 76.10 mph; 2, Norman Dickson (March 74B), 12m 24.1s; 3, Andrew Jeffrey (Chevron B25), 12m 29.6s; Bob Rollo (Lotus 69), 12m 54.2s. **Fastest lap:** Dickson, 47.0s, 78.89 mph.

Special Saloons over 1000cc (10 laps): Overall & over 1300cc: 1, Bill Dryden (Vauxhall Firenza), 9m 09.0s, 67.54 mph; 2, Hugh Chalmers (Hillman Avenger), 9m 13.0s; 3, Dougal Niven (Ford Boss Capri), 9m 24.8s; 4, Walter Robertson (Ford Escort), 9m 25.0s. **Fastest lap:** Dryden, 53.0s, 69.96 mph. **1001-1300cc:** 1, Jim Dryden (Longman Mini); 2, Eric Paterson (Colvend Mini); 3, Jim Patrick (Colvend Mini); 4, Ian Rogerson (Cooper S). **Fastest lap:** Eric Smith (Mini 1275 GT), 54.8s, 67.66 mph.

Sports & Special GT Cars (10 laps): 1, Iain McLaren (Chevron B26), 8m 17.8s, 74.49 mph; 2, David Manley (Mallock Mk 17), 8m 36.5s; 3, Ray Edge (Mallock Mk 17); 4, Tony Charnell (Chevron B23 Ford), 8m 42.5s. **Fastest lap:** McLaren, 47.8s, 77.57 mph. **Up to 1300cc:** 1, Kenny Allen (Clan Crusader); 2, Eddie Labinjoh (Fisher Spyder); 3, John Kirk (Daurian). **Fastest lap:** Allen, 52.2s, 71.03 mph (equals record).

Mini's racing boost

Mini racing comes to the club scene in a big way next year, not only through the existing Mini specialist formulas, Mini Seven and Mini Miglia, but an entirely new series: Mini 1275 GT.

The whole package comes as part of a challenge offered by Leyland to find the champion Mini race driver in Britain during the 1976 season. The championship is to be called the Leyland Cars National Mini Challenge and will be run by the Mini Seven Club in conjunction with the BRSCC, with close involvement by Leyland and its distributor dealer network.

Each of the three different formulae will have 18 rounds of their parts of the series. Both Mini Seven and Mini Miglia get new names, Mini 850 and Mini 1000 respectively, and will gain a big boost from being the major races at their meetings. A general scale of prize monies and trophies will be announced at a later date.

For the existing two formulae, regulations will be strictly the same, although the press release states

that there will be changes of "a cosmetic nature".

For the new 1275 GT class, challengers will require a standard car to run at no less than the homologated weight with standard 10 or 12 inch wheels and tyres as per Article 2 of the 1976 RAC tyre regulations. Apart from the normal safety equipment and freedom of shock absorbers, the principle modifications permitted will be on the engine. Leyland ST will provide the parts which together with a limited amount of working will enable entrants to boost their engine performance to about 95 bhp at the flywheel.

The whole series is obviously a big boost to the world of Mini racing, not only in 1275 GT racing but also for the Mini Seven Club whose enthusiasts have been providing close, if low key racing for many years. With the backing and support of Leyland and their ST department, it may provide the type of racing seen in Formula Ford, except from the intrepid "bin" men.

Porsche on the Acropolis

Returning to the calendar after an absence of several years the Quinton MC's Rally Acropolis last weekend produced a fair entry for the 200 mile route in South Shropshire and Herefordshire.

Norman Farrington and John Platt from Redditch were declared winners in their Porsche 911S dropping 14m 22s on a fairly tight route.

They beat John Gibbs/Malcolm Oxborrow (Cooper S), by very nearly three minutes and the third placed crew of Mike Hayton and Terry Wilson (Renault) were a further five minutes down on 23m 18s.

Bill Bengry deputised for his son to take Bill Pardoe round to fourth in a Mazda and they were only 23s down on the third placed crew. Best of the field of 18 semi-expert crews R. Gough/Nigel Hollis finished fifth in an RS 2000 on 26m 4s and the Cooper S of Brian and Keith Ashley came sixth on 28m 5s.

The award for best novices went to J. Way and P. Maddeley in a Capri on 36m 13s.

Tremendous entry for 'Pod

This weekend's big event at Santa Pod looks like being another first class meet, with big entries in the leading classes again. Funny car fans will see the usual Herridge and Hayward twosome plus the Cadderton and Okazaki funny that was imported a couple of months ago and driven by Dale Emery. Who will drive it this time is uncertain, but it is hoped that an American driver will be available, if so he will stay over for the following weekend's meet. The Milodon powered car has tremendous potential to beat Herridge's 6.6s record, a time that Dennis Priddle will also be after in his Donovan Avenger, and with Clive Skilton turning a sensational 6.9s/211mph at Snetterton, there is a chance that he too may enter. Roland Pratt, Liam Churchill and Phil Elson are all expected to make the field as well — giving a possible eight car field.

Top Fuel could run to six cars as well, with Crane and Priddle heading the list, Hayward and Picardo and hopefully Trevor Young and Roz Prior, while Pro Comp should also have similar numbers with Andrews, Cuss, Hall Rowat, Burn and Read in their respective altered and dragsters. The recent revitalisation of Pro Stock continues with Gary Goggin back from Holiday with his Camaro to face Tony Dickson, again in his Camaro, Dave Rose's big 426 HemiCuda, looking for times to match his newfound top speed, John Ledster's Mustang and Mike Churchill's Camaro, though this could have changed hands by the time this appears. Also slated to appear is the Chevy Nova run by Peter Bennet back in 1973 to 10.6s times with Kevin Pilling driving.

It all sounds too good to be true, but even if they don't all make it, a good weekend is promised, with practice qualifying and the odd match race on Saturday, racing on Sunday after a morning practice session.

Ladies in 2CV 'Cross

The intrepid ladies of the British Women Racing Drivers Club who turn their hands from their normal race machinery to Shellsport Escort Sports and even hot rods, are at it again. This time it's 2CV 'Cross. A number of members will be driving at the Clitheroe event this weekend. Among those will be Susan Tucker-Peake, Judy Andreason, Maggie Anderson, Georgie Shaw, Linda Cunningham, Theo Sibley and Glenys Atkins.

A bit of a switch comes about for Renault driver Maggie Anderson who moves over Citroen for this event. All the ladies will be competing for the Pernod Trophy, plus a bottle of Pernod.

● Total Oil and the Slough Evening Mail are entering the world of 2CV Cross with a Citroen at the forthcoming Clitheroe event. It will be driven by Peter Welham, a motoring writer and Total will be providing all the fuel competitors.

Rally cross...

This Saturday sees the final round of the European Rallycross championship organised by TEAC at Lydden on Saturday, sponsored by W D and H O Wills. This year there are two British drivers in the running in the championship: John Taylor in the Escort and Huw Wheldon in the VWK. They're currently lying fourth and sixth in the championship which Dutchmen Cees Teurlings and Dick Riefel currently lead in their VWs. As usual, competitors will have three timed runs of three and a half laps each. There are lots of foreign competitors in the field, and the majority of the championship runners drive Volkswagens, which makes an interesting change to the Escorts and Minis seen around the British rallycross scene.

Practice begins at 9 am and the timed runs start at 12.30 pm but if you can't be there to see it live, BBC TV Grandstand will be covering it too so tune in to see John Taylor pick up as many points as he can on his home circuit. He's currently 20 points behind Teurlings in first place.

...spectacular

The Sporting Car Club of Norfolk and the West Suffolk MC are again promoting a number of races as well as a series of events at the new Snetterton rallycross track between October and April, 1976. Their joint programme for the season includes six events of which the series will be comprised of the four in 1976.

The clubs, who had a hand in redesigning the circuit in conjunction with MCD's Chris Lowe, have also slightly modified their classes structure. These are now: up to 1000cc, 1000 to 1400cc, over 1400cc and rally cars as in the previous series.

The 1975 dates are October 26 and November 23 and the 1976 series dates are January 18, February 22, March 21 and April 25. However, the series so far has no sponsor although negotiations are currently taking place.

PCT series thriller

Mike Stephens powered his way to another overall victory in this year's RAC and BTRDA Production Car Trial Championship last weekend and could be a real surprise packet in the final stages of the competition. He has drawn level with the leaders in the BTRDA series and is only a single mark down on the joint front runners in the RAC contest.

With his Mexico now performing to his complete liking, Stephens powered his way round the 36 sections of the Jack Sivey Trial near Buxton with the loss of only 33 marks.

Stephens headed a field of 44 for the event run by Lancs & Cheshire CC and after a morning total of 29 marks had been placed against him, he then dropped on four more marks on the succeeding 18 sections.

Geoff Spencer (Cooper) was back in form to take the front engined front wheel drive class on 42 marks, a total which left Alan Lockhead and Kevin Caley behind by more than 20 marks. Lockhead came through in the afternoon to take second from Caley after being eight adrift.

Dave Slater had a welcome

return to form and took the class for conventional saloons by a single mark from Dennis Wells' Skoda but while this was a close one. Mike Harrison (Midget) had no contest in the sports car class where Malcolm Brown suffered clutch slip on his Sprite around mid-distance and fell rapidly away from contention.

Mike Hinde (Imp) and Colin Valentine (Stiletto) were only a mark apart at the break in the smaller capacity rear engined class but Hinde pulled out to win by 13 marks in the afternoon.

In the continued absence of Bill Moffatt, Mike Whitehouse took the big capacity Imp class by a single mark from Tony Cooke who very nearly snatched victory after being 13 adrift at the break.

Overall: M. Stephens (Mexico), 33 marks lost.
Class winners: G. Spencer (Cooper), 42 marks; D. Slater (Escort Sport), 53 marks; M. Harrison (Midget), 81 marks; M. Hinde (Imp), 28 marks; M. Whitehouse (Imp), 66 marks. **Ladies:** Mrs J. Burrow (Mini), 124 marks; **Novice:** M. Schofield (Midget), 20 marks.

RAC Championship: 1 = Spencer and Moffatt, 150 pts; 3, Stephens, 149 pts; 4, Valentine, 146 marks; 5, Harrison, 143 marks.

BTRDA: 1 = Spencer, Moffatt, Stephens, 90 pts; 4, Valentine, 87 pts; 5 = Brown and Harrison, 86 pts.

Currently pulling out a useful lead in the Formula Vee championship is Shellsport sponsored Ian Flux, seen below winning Sunday's round at a wet Snetterton by a huge margin.



Pearls on the Madeira

Early on this year the Brighton Speed Trials, the oldest sprint course still in use, had to be postponed. However, sponsorship from Shell, Mazda, Gillham Motors and Messrs, Fribough and Treyer saved the day and last Saturday, better late than never the Madeira Drive kilometre echoed to the sound of racing machinery. The large crowd that watched down from their vantage points onto the seaside course was rewarded with some fine sprinting and a number of class records during the first runs. Unfortunately a heavy shower of rain held up matters at about half distance and from then on a steady drizzle slowed times down. A fire in the top paddock also held matters up for a while.

Star of the day was, once again, David Purley from nearby Bognor who last year set a new record with a borrowed F5000 Trojan. This year he arrived with his Gold Cup winning V6 Chevron B30 and driving on the land side for the first time, recorded a winning time of 19.7s, over a second slower than his last year's best. This was sufficient though to uphold four wheeled honour against the best that Tony Weeden could do with his 500 cc Triumph. Purley declared that he would not run again if it was raining. Even so at the end of the day, along with Johnny Williamson whose Surtees had been firing on seven

cylinders earlier and the McLaren M10Bs of Simon Riley (finding difficulty in getting into gear) and John Bailey, he ran in diabolical conditions for the benefit of the crowd.

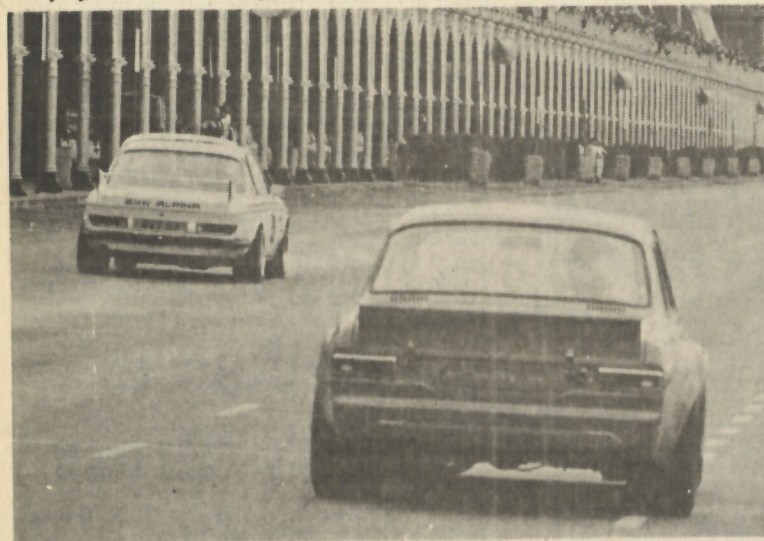
These big single seaters had been allowed to go up the course one at a time but among the rest who set off in pairs, were some exotic cars ranging from Christopher Mann's Grand Prix Alfa Romeo to Frederick Burt's BRM P153, a sister car to John McCartney's, having its first outing since last having been driven in anger by Helmut Marko.

The rest of the huge entry ranged from the hoard of T-type MGs and Bentleys to Ferrari Daytonas and FJ Elvas. However circuit racers were foremost amongst the new record holders, Ray Calcutt's Imp, John Pope's Aston Martin powered Vauxhall Magnum and Bob Marsland's Chevron B31.

BTD: David Purley (3.4 Chevron-LEC/Ford B30 V6), 19.7s.

Class winners: Tony Maslen (2.0 Ford Escort), 23.0s (corrected handicap time); Ray Calcutt (1.0 Hillman Imp), 27.6s (**new record**); Reg Powell (1.3 BLMC Cooper S), 28.1s; Maslen, 26.9s; John Pope (5.3 Vauxhall Magnum-Aston Martin), 23.1s (**new record**); Terry Brown (1.5 Lenham Coupé), 28.1s; Stuart Dean (1.3 MG TA), 37.3s; Gerry Brown (1.5 MG TC), 30.7s; Ian Clark (1.6 Lotus Elan), 26.5s; Robert Oram (3.8 Jaguar E-type), 24.1s; Robert Bradley (4.9 Bentley Mk VI Special), 27.1s; Bob Marsland (2.0 Chevron B31), 22.0s (**new record**); Mike Barker (3.8 Jaguar D-type), 24.8s; Maurice Thomas (1.0 Lotus-MAE35), 26.5s; David Render (2.0 Brabham-Robinson BDA BT35), 22.1s; Purley, 19.7s; Tony Weeden (500 Triumph), 20.05s.

Gerry Tyack scorches away from an Escort in his BMW CSL on Madeira Drive.



Roof buckling victory

The Birmingham printers Terry Smith and Frank Morris went speedcrossing last week end and despite almost losing the roofs of their Mini-Fords they came away with first and second prize money from the £150 made available by the Soar Valley MC for their event at Market Harborough.

Beaten only once, on his last run, Smith headed a fair sized entry mainly comprised of local contenders in the recent BTRDA autocross series. The man who stopped him getting a maximum was Dave Fuell in his big engined Escort, who pipped him by 10 yards after three laps of a somewhat unsmooth circuit which produced a lot of retirements.

Running without windscreens

Smith and Morris both ran into trouble with buckling roofs but did not let this deter them in their chase after the gold.

Smith collected the major portion of the prize money with 15 points, Morris was second on 14 points (being beaten twice in the runs), while Ron Easton (TVR Vixen), and David Stott (Cooper S), shared third place prize money on 13 points apiece.

Dave Fuell (Escort) and Rob Gibson (Sprite) both gained 12 points to share fifth place prize money and Tom Eaton, with 11 points with his Anglia, was sixth. Easton also won an award for the best performance by a road car.

The last straw?

Dave Bettinson was given the cold shoulder by his fellow modsports competitors again at Thruxton last Sunday for the third time. Now Bettinson feels that it may not be worthwhile continuing in his quest to race his Lotus 7 in modsports, especially as it wasn't just a small group of protesters who refused to sign the sheet but the bulk of his rivals. This has sufficiently discouraged Bettinson who now feels that he may put the car away and await the RAC's decision. "I can't see that with this sort of strength of opinion I shall reappear in the Lotus 7 again," said Bettinson on Monday.

But in fact the matter may be settled by the time this is read. The RAC's racing committee were due to meet yesterday (Wednesday) and this was said to be one of the

subjects possibly coming under review. In general, the modsports competitors feel that it is their fault that the situation has arisen. The protesters feel that the RAC have asked for their opinion through the form that has to be signed each time that Bettinson races, and their opinion is now plain, while Bettinson also feels that it was the RAC's fault too. However, he also lays some of the blame on his fellow competitors who encouraged him to go to the RAC and have the Lotus accepted, and have now turned against him: "It's a bit pathetic in a club formula" he protested. But he's still very interested in competing in modsports, and would like to try and borrow or hire another car to complete the Miller Modsports series.

Far out!

A news item running around the drag racing world at the moment is that former funny car driver Billy Meyer, currently engaged as a driver in an American LSR rocket car project, has challenged former holder Art Arfons to a drag race in their respective rocket cars. These vehicles hit 350 mph in around 4½ seconds in a quarter mile in short-distance trim, so the LSR cars, being bigger and heavier will probably not be quite as quick off the mark — but they won't have to be for the race is planned to take place at Bonneville over a 22 mile distance! Side by side at anything up to and even beyond 500 mph might not be everyone's idea of motor racing, but assuming you can move your head fast enough to watch them go by, it should be quite a spectacle!

Nasty

An RAC Tribunal has done a bit of a nasty on the RAC. At the Tribunal last week, it was ruled that as neither the scrutineer nor the steward of the meeting informed the protester as to where and when the engine strip was taking place, the cost of the rebuild should be met by the RAC and the BRSCC.

The matter in question concerned the appeal by Geoff Till against Chris Meek's production Europa which Till claimed to have run without air filters at the Croft meeting on June 8. However, there was insufficient evidence to substantiate the appeal and his appeal fee was returned. Then the Tribunal decided that the costs should be met by the RAC and the BRSCC.

● Murray MacDonald, who has been going well in his first season in autocross with a Porsche engined VW — and was leading his class — will miss the final of the LCAMC Championship at Knebworth Park on October 5. His engine suffered a major disaster recently and the newly married MacDonald has not got the funds to repair it in time. Current series leader is Falcon member David McDine in his 1 litre Mini and he could be overtaken at the double points final.

Victory — at what cost

Driving an Escort BDA reputed to have cost £3,000 and built specially for autocross, Berwick garage owner John Lindores just managed to take BTD at last Sunday's Tynemouth & Dist autocross at Selby House, Farm, Morpeth. A round of the Journal Trophy/ANEC&CCC's championship, the event attracted 55 competitors for three runs over a 1,000 yards course which got faster as the day progressed.

All the best times came on the third runs and Lindores scraped home by a mere four tenths of a second with Dominic Buckley, in a standard RS 1800, easily taking the road going class.

Sponsored by Wingrove Motor Co, the six class event produced few close battles for class honours but Geoff Manners was particularly quick in his 870 Mini returning a quicker time than Trevor Olds in a 1 litre Mini who won the next class.

Peter Thompson, a well known rally man, debuted a Vauxhall Chevette and took third in one of the road going classes but three seconds down on the class winner.

BTD: J. Lindores (Escort), 1m 38.4s.

Class winners: G. Manners (Mini), 1m 39.6s; T. Olds (Mini), 1m 39.8s; H. Currell (Anglia), 1m 46.2s; R. Phillipson (Anglia), 1m 43.8s; B. Finkle (Mini), 1m 45.0s; D. Buckley (Escort), 1m 38.8s.

Happier Divina

Divina Galica seems to be settling into Formula Ford racing quicker than the world of special saloons. In successive weekends, she's been well up in the leading FF bunch, finishing second at Brands Hatch in Radio One day's FF consolation race, and holding down second at Snetterton at the weekend in front of several Snetterton specialists — in the wet too. However, she spun out of the place — it was a good showing. Instead she took a good placing in the special saloon Simoniz round in her Escort. "The delicate control of a single seater is far more akin to my skiing skills, than the brute force required for saloon" says Divina.

Now it's Franklin

Following the penultimate round of the Guyson/BARC hill climb championship at Wiscombe Park last Sunday, promoted by the headquarters of the BARC under the banner of Langtonian Finance, it looks as though the final round of the series at Harewood in a fortnight's time will be a cracker. For yet again the lead at the top of the championship table has changed hands with David Franklin and the Huntsman Ensign leading the way now from the Elan of Guy Brooker, the Carlow Mini of Colin Rogers and another Elan in the hands of Stuart Watts. Watts is really flying through the table and fair weather permitting at Harewood must start as the favourite for the title.

The Wiscombe meeting provided plenty of very rapid hill climbing and several records as well as its fair share of dramas. Favourite for BTD was naturally Roy Lane with the Fenny Marine GM1 and he did not disappoint in the class runs posting 39.40s to take the Langtonian trophy but he was in all sorts of motor and handling problems in the Fastest Eight run off for BTD award points and slipped back to 40.79s which was only good enough to nett him third place but of course he had already won the series.

It was David Franklin who led the way with a climb of 39.90s, still outside his personal best on the hill and he was pushed to the absolute limit by Richard Brown and the Martin BM8 who shook everyone with a tremendous drive to finish just 0.04s down on Franklin and set the first ever sub 40s climb of Wiscombe in a sports racing car. Fourth place in the run-off was taken by the Surtees TS10 of Richard Jones just 0.3s ahead of Terry Smith who was making a very impressive debut in his recently acquired ex-Graham Watts March 733. He headed the Ensign of David Morris



David Franklin — Lane beater

who had set BTD at the previous day's club meeting, the Brabham Repco of Tony Brown and the Techcraft of Roger Willoughby who, having finished a fine second in class to Roy Lane earlier in the day was unable to repeat this form.

BTD: Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 39.40s.

Guyson/BARC BTD Awards Championship Run Off: 1, David Franklin (1.6 Huntsman Ensign LNF373 Holbay), 39.90s; 2, Richard Brown (1.8 Martin BM8 Hart BDA), 39.94s; 3, Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 40.79s; 4, Richard Jones (2.0 Surtees TS10 Hart), 41.26s; 5, Terry Smith (1.6 March 733 Holbay), 41.56s; 6, David Morris (1.6 Ensign LN1 FVA), 42.37s; 7, Tony Brown (5.0 Brabham BT36X Repco), 43.15s; 8, Roger Willoughby (3.5 Techcraft Buick), 53.40s.

Class winners: Terence Tattam (1.0 Mini Cooper), 49.65s; Brian Walker (Ford Escort RS1600), 47.73s (record); Colin Rogers (1.0 Carlow Mini), 46.80s; John Milford (1.3 Mini Cooper S), 45.60s (record); Stuart Watts (1.6 Lotus Elan), 46.50s (record); Paul Channon (4.7 AC Cobra), 45.63s; Russ Ward (1.3 Healey Sprite), 44.90s (record); Chas Courtney (1.4 AH Sprite), 48.02s; Jeremy Lord (1.6 Gryphon C4A Ford), 43.18s (record); Terry Duke (1.3 CTG Mk2G), 48.83s; Stephen Madge (1.6 Mallock U2 Mk14 Ford TC), 43.65s; Richard Brown (1.8 Martin BM8 Hart BDA), 40.60s (record); Sandy Hutcheon (1.0 Ginetta G17 Imp), 44.40s; David Franklin (1.6 Huntsman Ensign LNF373 Holbay), 41.00s; Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 39.40s.

Mazda clarification

The RAC cleared up a slight mis-understanding during their Tribunal session last week concerning the protest earlier this year at Silverstone on April 27 by Jean-Pierre Aux against three of his fellow Mazda drivers. They issued a statement which goes as follows:

A reconvention of the tribunal held on June 16, 1975 stated: "the Tribunal reconvened to clarify their findings made on June 16 in respect of the protest made by competitor, No 45 Jean-Pierre Aux against competitors number 40 (Cozy Powell), 41 (Wendy Markey), and 43 (Barry Andrews) following the BBC Radio One production saloon car race B at Silverstone on April 27 find as follows:

1, the Tribunal sitting on June 16 found competitors number 40, 41 and 43 guilty of using non-standard rear spring in race B at Silverstone on April 27;

2, car No 41 used a non-standard exhaust manifold in the same race;

3, the Tribunal confirms that the penalty and costs were imposed on each competitor in respect of the non-standard rear springs;

4, the Tribunal considered that while the non-standard exhaust manifold on competitor No 41 did not comply with the appropriate regulations, from the evidence submitted it was not a major contribution to the ineligibility of the vehicle and did not therefore consider any penalty should be levied for this technical offence;

5, the Tribunal consider no other clarification of their findings necessary."

End of sentence, end of statement, end of clarifications.

Green fights them off

After a close struggle with two other crews, with the lead constantly changing throughout the 180 mile route, Chris Green and Barry Clark came home winners last Saturday night of the Dalesman Rally run by Airedale & Pennine MC. Sixty crews embarked on an all-time control event which ran in and around the Catterick area and from the start Green/Clark, in their RS 2000, were under pressure from Stan Peel and J. Rawlings in a similar car.

Also joining in were F. Wilson and G. Ward in their Ascona and between them this trio collected the first three places. Green/Clark won on 12 minutes lost, Peel/Rawlings dropped 14 minutes and Wilson/Ward were on 15 minutes. The winners collected the Vincent Ferrand Trophy.

In the other capacity class J. Haygarth/J. Coppin (Toyota Corolla), beat D. Fursland/H. Aspel (Mini), by four minutes, dropping 20 minutes and the best performance by an Airedale & Pennine crews was that of Dave Ashford and Peter Croft in a Mexico on 18 minutes.

● Falcon MC has obtained sponsorship from jazzman Chris Barber for their final round of the LCAMC/Evening Echo Autocross Championship at Knebworth Park on October 5. Regs are now available from Tony Driscoll, 68 Anderson Road, Stevenage, Herts (tel Stevenage 55802) and the event will include a four abreast eliminator and cyclocross.

Render again

A second run time of 31.71s gave Londoner David Render BTD by a wide margin at last Sunday's Shenstone & District CC sprint at their club's own course at Curborough, nr Lichfield. An entry of nearly 70 was obtained for the Elbow Room/Polydor Records Ltd sponsored event.

In his Brabham BT 35 Render finished close on a second ahead of John Ravenscroft, making a welcome return with his McLaren M 10B, and he in turn was over a second up on John Hinley's Brabham BT 38.

Among the 16 classes, Geoff Farmer again beat Neale Johnstone in the battle of the 1 litre Minis while David and Ron Carvell had their own private struggle for honours in their big engined Cooper, the margin being a mere three hundredths. Rob Turnbull returned a tidy 31.83s for second BTD in his Brabham BT 35 to win his class by one and three quarter seconds.

BTD: D. Render (Brabham BT 35), 31.71s.

Class winners: O. Bromage (Vauxhall Ventura), 47.3s; M. Armstrong (Avenger Tiger), 44.1s; J. Dodkins (Porsche 911T), 42.6s; H. Shepherd (Jaguar E), 39.2s; G. Farmer (Imp), 37.3s; D. Carvell (Cooper), 35.9s; R. Hand (Anglia), 37.1s; J. Coles (Turner), 40.5s; A. Wood (Elan), 35.3s; M. Hall (Morgan V8), 38.7s; P. Rambault (AC Ace), 43.6s; M. Green (Lotus 23B), 36.2s; A. Hinds (Mallock U2), 36.3s; R. Turnbull (Brabham BT 35), 31.8s; J. Ravenscroft (McLaren M 10B), 32.62s.

Formula Carrera!

The September 27 Kirkistown event promises to have one of the finest and most interesting power hardtop entries seen in Ulster. For a kick-off there's a Super Saloon race for which Gerry Marshall will be taking Baby Bertha and of course, there's already Arthur Collier's 5.0 Skoda in the country so it should be good value.

But an entirely new form of racing will be Formula Carrera — yes, all the Carrera drivers in the Emerald Isle have been contacted and the idea is to run an event just for Porsche Carreras. The prize money is being put up by Isaac Agnew and it'll be the first such event in the British Isles.

The Super Saloons will be competing for £100 first prize and £50 second prize and any interested parties should contact the Ulster Automobile Club.

● One sour note at the Brighton speed trials was the no-timing three times in succession of circuit clubman's racer Caldwell Smythe. It was all too much for the Londoner who retired in disgust.



It was wet at the weekend. Above, a lake formed at the Snetterton Esses, and below, it was headlight weather at Brands.



Smith despite errors

Despite making two mistakes, on the third and last tests, Trevor Smith was in such sparkling form he still won last Sunday's Loughborough CC's round of the BTRDA Autotest Championship by more than 17 seconds.

Revelling in the tandem tests and showing his mastery of practically everything, Smith set BTD in 790.9s in his Midget on the 16 test event held at the Rolls Royce factory at Derby.

One of the best spectacles of the day was the pairing of John Larking and Phil Darbyshire in their Clubman GTs. The pair were extremely evenly matched and the class could have gone either way until Darbyshire blotted his copybook with an incorrect performance on the eighth and this dropped him to third. Larkin collected the class on

826.2s from Dave Barney on 854.4s and Larkin's win has almost certainly assured him of the class in the championship.

Ray Webb again demonstrated his capabilities with his small engine Sprite beating John Smith's similar car by 40 seconds while Dick Squire (Sprite) had over half a minute in hand over Alan Hunter in the big capacity sports cars.

Thanks to a couple of mistakes by John Calton in his Mexico, Gordon Aird collected the saloon class in his Datsun Cherry. He totalled 885.2s to beat Tony Hunt's RS 2000 by more than 12 seconds while Calton was a further two seconds down on Hunt.

BTD: T. Smith (Midget), 790.9s.
Class winners: J. Larkin (Clubman GT) 826.2s; R. Webb (Sprite), 879.1s; D. Squire (Sprite), 807.3s; G. Aird (Datsun Cherry) 885.2s. **Novice:** F. Orton (Midget), 1025.1s. **Best Loughborough:** A. Bonar (Elan), 926.0s.

Protection

The Race Committee of the RAC has agreed to the principle that a club which has been responsible for the inauguration of a new Formula may apply to the committee for that Formula to be registered as a protected formula. Once a Formula has been protected, other clubs may only run races for the Formula with the prior permission of the club holding the registration. The BRSCC requested registration of the Renault 5, Formula Mexico and the Production Sports Car formulae.

● Regs are now available for the Wolverhampton and South Staffs Car Club's AWMCC championship autocross at Atchley House Farm, Near Shrifnal on September 28. They may be obtained from Mr R. B. Begley at Wayside, 65 Broadway North, Walsall.

BRIEFLY...

● We have been asked to clarify the situation regarding Mike Young's damaged Modus and the alleged insurance hold-up. The assessors were quick to review the situation and maintained that the tub was repairable. This was a lengthy job, hence the delay and non-appearance at Castle Combe.

● For the record, at the recent Rufforth meeting, Chris Alford won the £1400 to £2250 production sports car class in his Morgan, not John Targett, and Alford also took a new lap record at 1m 36.2s. Terry Grimwood took the small class record too in 1m 41.2s.

● The start line trouble in the drag meeting at Snetterton was caused by vibrations from the burnouts moving the photocells out of line, which threw everything into confusion. Skilton withdrew his start line, protest and handed the trophy over personally to Priddle.

● Will it exist or won't it? The RAC Race Committee were due to meet yesterday (Wednesday) to discuss various matters of which one was said to be the dropping of Super Saloons next year. The series could, go ahead again.

● The RAC ruled last week that the attitude of A. Corrigan on the Cheltenham Rally on July 5 when the driver refused to move, blocking the road while disputing his time, was one that was not to be encouraged. Corrigan was reprimanded and costs of £20 awarded against him.

● Vandervell Novice award leader Graeme Dodd failed to increase his score in the series at Silverstone on Saturday following a slight coming together at Copse which saw his Spridget in the barriers with a very flattened rear end. Dodd was fortunately unhurt.

● Northern racing fans are currently cursing their weather. They say that without the sun, they're deprived of one of the best sights currently around in motor racing: a certain prodigious driver getting in a little sunbathing between practice and race.

● More booze for Oldham and Crowther Thoroughbred sports car contenders at Thruxton on October 12; this time it's champagne for the fastest lap man in each class. Dust off your TRs, Healeys etc.

● Regular autocross followers for the last three years, Paul Northall and Roger Dowson, are thinking about rallycross next year. No decision has yet been made on what car to use for it looks as though the Triumph GT6 will not be eligible for 1976.

● The Coventry and Warwickshire MC Ltd will be promoting one of those famous and usually, ultra competitive sprints at Silverstone on October 25 on the club circuit. There's a class for fully silenced and legal road cars, and entries should be sent to R. G. Cakebread, 181 Baginton Road, Coventry CV3 6FX.

● Bitten by the speedcross bug — he has won two in recent months — Peter Withers from Sutton Coldfield is going to spend the winter building a TVR Griffith which will be fitted with the 4.7 litre Ford V8. He intends to use it in the sports car class.

Elvington weekend

The World Records' weekend at Elvington will be held this year on October 4/5 when attempts will be made on a quarter mile, 500 metres, kilometre and mile records. Organisation will be in the hands of the Incorporated Sprint Organisation and both flying and standing start records will be under attack. All classes and categories of powered vehicles will be catered for. Interested would-be competitors are asked to contact the secretary of the event, Len Cole, at 1 Ingram Road, Thornorton Heath, Surrey. Tel: 01-653 4521.

Championship positions

Easo Uniflo special saloon car championship, over 1300 cc: 1, Tony Strawson, 12; 2, Alan Minshaw, 7; 3, Barry Barnes, 5. **1001 to 1300 cc:** 1, Peter Baldwin, 27; 2, Gerry Gough, 12; 3, Grahame Goode, 7. **851 to 1000 cc:** 1, Jeff Ward, 24; 2, Ray Payne, 11; 3, Richard Lang, 10. **Up to 850 cc:** 1, Mike Kirby, 20; 2, Geoff Gilkes, 18; 3, Roger Springett, 8.

Tricentrol Clubmans sports championship, 1001 to 1600 cc fully modified: 1, Frank Sytner, 16; 2, Peter Cooke, 8; 3, Vernon Davies, 6. **Formula Ford engine:** 1, Nick Adams, 20; 2, Alex Ferrada, Alan Webb, 16; 4, Chris Greville-Smith, 6.

JCB Speed Merchants Historic car championship, over 3000 cc: 1, David Ham, Martin Morris, 15; 3, John Beasley, 12. **2001 to 3000 cc:** 1, Willie Green, 24; 2, Frank Lockhart, 18; 3, Hon Patrick Lindsay, Chris Stewart, 4. **Up to 2000 cc:** 1, Simon Phillips, 23; 2, Ted Rollason, 14; 3, Tony Goodwin, 10.

Speed Merchants Team Trophy: 1, Simon Phillips, Robert Cooper, 30; 2, Willie Green, Hon Patrick Lindsay, 28; 3, David Ham, Peter van Rossem and Bruce Halford, Martin Morris, 26.

BRSCC Production sports car championship, £2250 to £4000: 1, Chris Meek, 27; 2, Andrew Roughton, John Britten, 16. **£1400 to £2250:** 1, Chris Alford, 38; 2, John Targett, 18; 3, Gerald Vaughan, 17. **Up to £1400:** 1, Dave Karakas, Terry Grimwood, 15; 3, Chris Wadsworth, 11.

BRSCC Renault 5 EF challenge: 1, Neil McGrath, 131; 2, Dave Hedges, 93; 3, Stuart McCrudden, 87; 4, Trevor Peckham, 82; 5, Keith Collier, 69; 6, Mick Hill, 60.

BRSCC Penthorse Ford Escort championship: 1, Steve Thompson, 83; 2, Mike Freeman, 43; 3, Graham Hollis, 40; 4, Nick Weir, 32; 5, Gordon Bruce, 28; 6, David Da Costa, 21.

Oldham and Crowther Thoroughbred sports car championship, class A: 1, John Chatham, 37; 2, David Preece, 24; 3, John Harper, 22. **Class B:** 1, Reg Woodcock, 52; 2, Alan Ede, 27; 3, Simon Phillips, 26. **Class C:** 1, Bruce Brown, 34; 2, Mike Gue, 33; 3, Jerry Trace, 31.

High mortality rate

Kendal landscape gardener Peter Edwards ably assisted by Gordon Capstick collected a comfortable three minute victory last Saturday night when they won the Furness District MC's R. L. Brown Trophy Rally — an event in which once again there was a high mortality rate amongst the experts class with only 15 of the 40 getting home.

With a 170 mile route round the Lake District and using only one map the only blot on an otherwise very well organised event was an errant watch at the start of the first of the two selectives.

Among the early casualties were last year's winners Chris Huddleston and Vic Horsley, whose Avenger suffered a broken engine in the first half when they were in the leading quartet and another strong team, Dave Lobley and K. Allinson were forced out with head gasket trouble. Several of the other expert crews retired after a variety of incidents, mainly in the first half when many of

them tried to turn the event into a destruction derby.

Driving an RS 1600 Edwards and Capstick dropped 36m 41s to beat Trevor Roberts/Ian Grindrod in their Cooper S who were on 39m 44s. Third, and fastest on the selective which they did in 24 seconds over bogey, were Ron Beecroft and John Millington in an RS 1600 who dropped 40m 2s.

Three minutes further down and fourth spot went to Fred Henderson and Trudi Binks in their Escort on 43m 38s who were nearly two minutes up on Brian Harper and Norman Jackson in another Cooper, who totalled 45m 31s. The RS 1600 of Bob Joyce and Doug Heard completed the leaderboard on 47m 49s.

The semi-expert award was won by Stuart McClure and Dave Ridley in a Mini on 56m 6s while the best novices were John Kendall/Peter Burt in an Avenger GT on 65m 21s. Minisport of Padiham won the Team award.

Scots' successful invasion

Scot Norrie Galbraith went away with a new class record in his Ginetta G15 following last Sunday's chilly but fine Scammonden Hill Climb meeting near Huddersfield, organised by the town's motor club. Sponsored by National Breakdown Service the club attracted 104 entries and there were some exciting class struggles.

Galbraith's new record was set in the second of the sports car classes where he did 26.22s to clip half a second off last year's record. Another Scot Alan Thomson, hill climb champion of his country already, took second in the combined single seater classes with his Chevron B17.

Quickest man of the day was John Lambert who turned in a 23.7s run in his Leda LD27 leaving Richard Sunderland to take the single seater class with his Brabham BT35X in 24.13s.

John Casey and Bobby Fryers set the class battles going with a ding

dong in their Cooper Ss, Casey getting the verdict by 0.02s. Basil Wainwright's four litre V8 Capri did 27.97s which was later equalled by Richard White in his immaculate Escort among the big saloons and last week it was the turn of Mike Gleave to win the small capacity sports car class in front of John Merrills. The Spriteman beat the Midgetman by two tenths.

Bob Prest, who had BTD at the club's May event with his Mallock U2, had to settle for second in the clubman's class to a determined Joe Ward who took his JWD6 up in 25.64s to Prest's 25.70s. The battle of the Terrapins was easily won by Alan Staniforth who beat Eric Gowers by a whole second.

BTD: J. Lambert (Leda LD 27), 23.7s.
Class winners: R. Greenwood (Cooper), 28.9s; J. Casey (Cooper S), 28.8s; V. Mills (Capri), 28.7s; T. Carthy (Mini Special), 28.2s; B. Wainwright (Capri), 27.9s; M. Gleave (Sprite), 28.4s; P. Wilson (Elan), 26.9s; P. Tankard (TVR Tuscan), 27.5s; N. Galbraith (Ginetta G15), 26.2 (record); J. Ward (JWD 6), 25.6s; I. Curtis (Mallock U2), 25.1s; A. Staniforth (Terrapin), 26.3s; R. Sunderland (Brabham BT 35X), 24.1s.



... SO THEY EACH BOUGHT A HONDA

FRANCOISE'S **HONDA**

FITTED WITH **MOMO** LIGHT ALLOY ROAD WHEELS, STEERING WHEEL, SUN ROOF, HITACHI RADIO/STEREO CASSETTE, CUSTOMISED INTERIOR. IT HOLDS HER FAMILY AND HER SHOPPING



DANNY'S HONDA ABSOLUTELY STANDARD, FOR PLEASURE HE RACES AT WEEKENDS, IT HAS HELD LAP RECORDS AT BRANDS HATCH, MALLORY PARK, SILVERSTONE AND OULTON PARK.

THEY BOUGHT THEIR VERSATILE HONDAS FROM
THE SPECIALISTS

RALLYE AUTO SPORT

NEW & USED HONDA CIVIC'S 2 Dr, 3 Dr, Est., 4 Dr. Manual & Auto. IMMEDIATE DELIVERY
DEMONSTRATIONS, SALES & SERVICE

IMPORTERS OF **MOMO** THE ITALIAN WHEEL, STYLED FOR ALL CARS
AGENTS FOR HITACHI

HONDA CIVIC STAGE 1, 2 & 3 CONVERSIONS.

14 WILLIAM STREET, BELGRAVIA, LONDON SW1 9HL Tel. 01 235 1351/2

Also - TRAFALGAR MOTORS, CHESHAM RD., AMERSHAM Tel. (02403) 21441

... AND THEY DROVE HAPPILY EVER AFTER