Autosport

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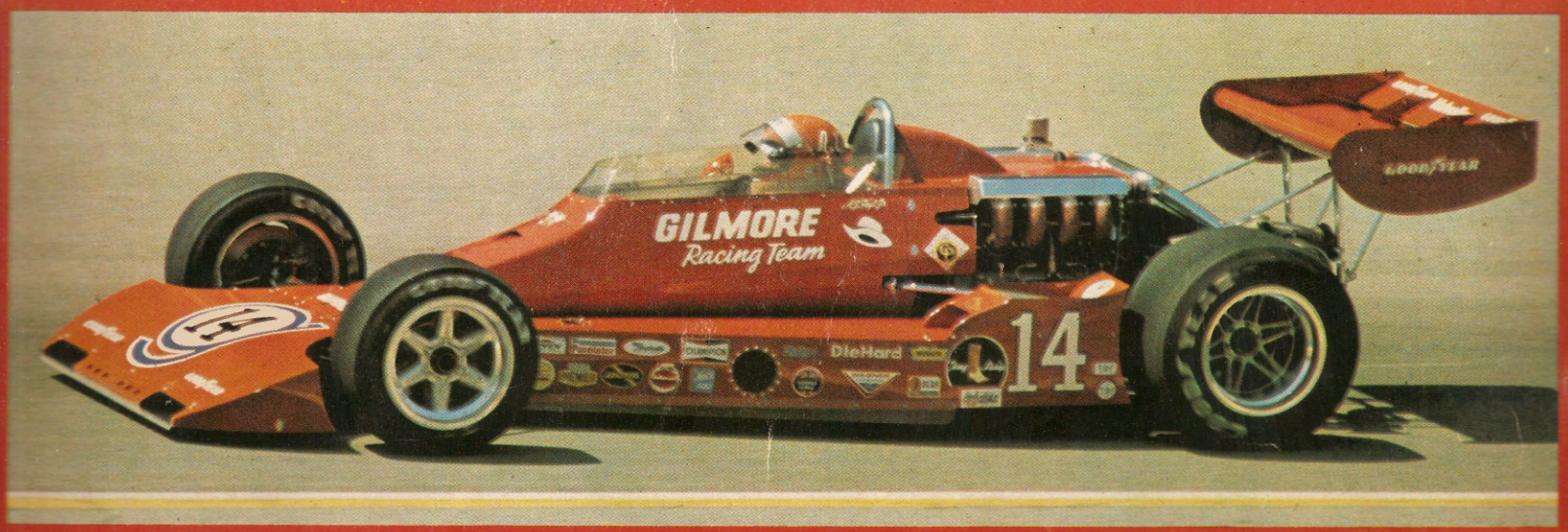
F2: March versus the French



Indy 500: tales from the Brickyard

In colour: F1 Ligier-Matra □ Peugeot 604 test □ Monaco GP prospects

Autosport

May 27 1976 Vol 59 No.9

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ABC

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Next Saturday, the day before the Monaco Grand Prix, the Automobile Club de Monaco will put on their traditional Formula 3 race. As ever, there is an absolutely enormous entry, and the field will go through demanding qualifying processes to determine which lucky drivers get a place in the final.

Lucky they will be. The prestige and logistics of this Formula 3 race have of course made it very much the stamping ground for Formula 1 team managers on the look-out for new talent. In both 1974 and 1975, for example, young British drivers stepped out of the Formula 3 cockpit at Monaco straight into a competitive Formula 1 car, and the faith placed in their F3 performances around the streets of the principality was justified in each case. Tom Pryce and Tony Brise were both instantly competitive in Grand Prix cars, and drivers like Jacques Laffite (1973), Patrick Depailler (1972), Dave Walker (1971), Tony Trimmer (1970) and Ronnie Peterson (1969) went before them into Formula 1, very largely thanks to their F3 successes at Monaco.

Tony Brise did not actually win the race last year, although he did everything but win. However, even Renzo Zorzi, whose name went down in the record books as the winner, was driving in Formula 1 later the same year.

In Zorzi's case, the size of his bag of gold had as much affect on his Grand Prix chances as did his talent, but as far as Monaco F3 winners go, this is the exception, and most certainly not the rule. Talent is what counts. This year, anybody who is anybody in Formula 3 is after the prestige of victory at Monaco. Even established Formula 2 drivers have been doing the rounds in search of an F3 ride, and there is also the prospect of drivers from past — even present — Formula 1. Any driver who feels he has a point to make will be there.

What is noticeable about this year's F3 entry is the scarcity of British drivers who can truly be said to "star" in this ever-competitive category. And, like F3, Formula 2 seems to be in a healthy state at present (as you can read in our Salzburgring report in this issue), yet there is not one British driver who could accurately be described as a potential F2 race winner.

Only one conclusion can be drawn. Formula 1 team managers place a considerable value on F2 and F3 performances when keeping their eyes open for the rising stars. Britain, with one or two notable exceptions in F3, at present has no stars in either category. Therefore, Britain will be fortunate indeed if a new star emerges in the near future from these shores to join James Hunt and Tom Pryce at the top of the sport.

This situation must be taken seriously because, if the picture is as bad as it appears, the possible long-term repercussions could be extremely damaging to the sport in this country. We must have British hopes in Formula 1 to maintain the interest of the national media, for instance, and — however much exposure the sport receives as a result of the very considerable interest shown in James Hunt — it is not possible to rely on just two or three drivers.

There are a number of reasons for the situation (too many British national formulae?), but if any finger of suspicion can be pointed, it really has to be pointed at the British motoring and motor sport trade. At present, only Leyland have the right idea, making seats in the Group 2 Jaguars available to British drivers only; but even they went for established stars. Now that there is a seat vacant, Leyland have an opportunity to put a young Briton into one of their cars. We hope they will take it; nobody else has.

To assess the value of this kind of nationalist policy, one has only to look at France. The long-term policy of backing French racing drivers which was adopted by Renault and Elf, for example, is now really paying off, and we can think of half a dozen young Frenchmen who could make the step into Formula 1 here and now. This healthy state of affairs has obvious benefits, not only to the expanding French motor racing industry, but to her motoring industry as a whole.

Motor racing carries with it enormous prestige. The British motoring industry, with some praiseworthy exceptions, appears to be guilty of forgetting that just now. It's time we took a leaf out of the French book — already being copied by other countries such as Germany with success — and got behind some young British drivers. In Britain's present economic difficulties, they cannot make it up there on their own.

next week

Pete Lyons reports in detail on the glamorous Monaco Grand Prix — In colour, Russell Brookes's successful rally Ford Escort RS1800 — All the news from the Indianapolis 500 — Henry Liddon covers the Acropolis Rally — Silhouette Group 5 cars race at the Nurburgring — Chris Amon: fast recovering past form — Reports of the Thruxton 5000 race and all other Bank Holiday racing*

cover picture

Above: Brazilian Alex Ribeiro in the March-BMW with which he finished fifth at Salzburg last Sunday in the latest March versus Elf versus Martini confrontation, which produced an Elf-March-Martini-Martini-March-Elf result. Report: page 10. Photo: David Winter.

Below: Next weekend, A. J. Foyt will try yet again to score an unprecedented fourth victory in the Indianapolis 500 with this Coyote. Some of Ajay's successes and failures are among the stories spun by Nigel Roebuck in Brickyard Folklore (page 26). Photo: Charles Loring.

* These items were correct at the time of going to press

Andretti's 189.404mph — Hobbs makes Indy grid

The confidence shown by Mario Andretti in his chances of doing well at Indianapolis this year were plaintly evident at the Belgian Grand Prix, where the American was missing out the first weekend's qualifying (and the chance to earn the pole) to race his John Player Lotus at Zolder.

Well, Andretti returned to the Brickyard immediately after his Formula 1 outing and set about practising his Penske-entered CAM2 McLaren-Offy M16C for the final weekend of qualifying which took place last Saturday and Sunday.

On a circuit that still lacked a really quick "groove" from the previous week's rain, Andretti pushed his M16C around the required four laps to end up averaging 189.404mph. It was the first time in nine years that Andretti has had the distinction of being the fastest driver on the grid. However, because of the Indy qualifying system Andretti will start Sunday's race (which you can hear on AFN radio early in the evening) in 19th place. Second quickest on Saturday was Jerry Grant, who managed to qualify the only stock-block engined car in the race, his Eagle being powered by an AMC V8 motor. This was the first serious run for this car, which lapped at 183.617mph.

Mario Andretti — fastest man

Then came 27-year-old Billy Scott in his Eagle-Offy 73 at 183.383mph, pipping Vern Schuppan for the fastest rookie title, even though Vern will start above him on the grid.

The remaining Saturday qualifiers were Salt Walther in his McLaren-Offy M16C (182.797mph), Steve Krisiloff's Eagle-Offy 74 (182.131mph), which is in fact Johnny Parsons's spare car, Al Loquasto's McLaren-Offy M16B (182.002mph), Spike Gelhausen's ex-Revson pole squatting 1972 vintage McLaren-Offy M16 (181.717mph), the youngest runner and rookie at 21 years; Larry McCoy's Rascar-Offy 74 (181.388mph), George Snider's Eagle-Offy 75 and Bob Harkey's Kingfish-Offy 73) both on 181.141mph), and finally Sheldon Kinser's Dragon-Offy 76 (181.114mph).

Eldon Rasmusen qualified his Rascar-Foyt but was then subsequently bumped off the grid. Also bumped off from the previous week was Jim McElreath's ancient 72-series Eagle-Offy.

Lloyd Ruby sparkles

If Andretti had the glory on the Saturday, then it was Lloyd Ruby who stole the thunder on the Sunday, the 48-year-old USAC veteran qualifying his two-year-old Eagle-Offy at 186.480mph. Ruby, who will start his 17th Indy 500 this weekend, only started practising last Thursday and, because of his late appearance, no matter what speed he attained he would have to start near the back: 30th, to be exact.

David Hobbs, Britain's only representative at this year's race (as he was last year), managed to get his Salt Walther-entered McLaren-Offy M16C working reasonable well at last (it's reputedly not a terribly well-kept example) and his speed of 183.580mph, although 14th fastest overall and quicker than his "team-mate", still puts him on the back row having just scraped in.

Joining Hobbs on that final rank are Tom Bigelow (181.959mph) and Jan Opperman (181.717mph), two drivers who were originally bumped from the first weekend's qualifying but who then switched cars, Opperman's being Krisiloff's spare Eagle-Offy 74.

Turbo BMW at 'Ring?

BMW GmbH are still undecided whether they will run their G5 BMW CSL turbo at the Nurburgring 6 Hours race this weekend. They have two problems: a suitable partner for Brian Redman, and continuing gearbox problems.

Redman, himself a contracted BMW driver, first drove the car (which Ronnie Peterson and Gunnar Nilsson raced at Silverstone) at the 'Ring last week. In all, Brian completed about 18 laps of the circuit (over 250 miles), during which time he got down to an 8m 02s "but I had to ease off going up the hill after the Adenau Bridge because the car was leaping all over the road." He also commented that the car was a handful on a smooth circuit, let alone a bumpy place like the 'Ring, and that tempering the car's tremendous power requires quite a lot concentration.

The gearbox problem, which retired the car at Silverstone, was caused by the actual cogs in the gearbox, which it seems are not able to take the power for sustained periods.

Thompson quits Leyland Cars

Because of growing business commitments, Steve Thompson has reluctantly asked to be released from his Leyland Cars contract with both the Broadspeed-prepared G2 Jaguar XJ12s and the G1 Triumph Dolomite Sprints. This effectively means that Thompson, who has been team-mate to Andy Rouse in the British Touring Car series so far this year, has quit motor racing permanently.

It is indeed a sad blow, but Thompson obviously feels his expanding business interests must come first.

A Leyland spokesman told us that, at the moment, they are not thinking of a replacement, and only one Dolomite will be entered (for Rouse) at Silverstone this coming Monday. They may run Derek Bell in the second car at the British Grand Prix meeting, but had not really planned further than that.

Perhaps Ralph Broad has?

Edwards out of luck

Guy Edwards is not having a terribly lucky time at the moment. Having failed to qualify his *Penthouse*/Rizla F1 Hesketh for the Belgian Grand Prix, and had his entry turned away by Monaco (Hesketh only have one car in the F1CA), Edwards nearly lost his Ultramar-backed G6 March-Cosworth DFV last week while it was en route for the Imola sports car race.

Apparently the mechanics in the driver's cab were overcome by fumes and the lorry (with the racer in the back) left the road on the M2 and was totally destroyed. No-one was hurt, and the March was only partially damaged. However, naturally it meant that neither Edwards nor co-driver John Lepp make it to Italy last weekend.

Stephen South — forsaking BMW

South's switch

A couple of months ago we announced that Stephen South, one of Britain's brightest Formula 3 hopes, was to receive works assistance from the March factory and, as part of the deal, South would run Novamotor-prepared BMW engines.

Because of a delay in acquiring the first of these engines from the Italian engine tuning specialists, South's backers felt it would be unwise at such a crucial stage in the season (he is in contention for the BP Super Visco F3 series) to spend valuable time developing and perfecting a new, unproven unit.

So last week a decision was taken to drop the BMW project, buy a Novamotor/Toyota, install it in South's new March 763 chassis, and go it alone.

The car was only just completed in time for the second practice session at the Brands F3 race last weekend, but South adapted quickly and set a reasonable time, considering the car had not turned a wheel until then. Unfortunately an incident in the race eliminated him, and although it was a low speed accident, the impact was enough to bring worried frowns to the team prior to departing for Monaco this weekend.

Looking good

New Zealand's new single-seater formula, Formula Pacific, is being accepted by other countries for a common formula and it is possible that a Pacific championship may be organized.

Japanese, Canadian and New Zealand officials have apparently agreed on the formula and it seems that the Australians may adopt it in stages. The formula was discussed at a recent meeting in Tokyo between senior executives of the four countries' controlling bodies.

Based on Formula Atlantic, draft regulations were drawn up in Tokyo, using New Zealand and Canadian rules. These regulations cover extra Japanese engines.

● Luciano Pavesi, a leading Italian national F3 runner, intends to make his F2 debut at Pau driving a Ralt powered by a Hart engine.

Evans off to Japan

Due to personal reasons, Rupert Keegan has declined the offer to race in Japan on June 6 and his place has been taken by Bob Evans.

The race, which will be held at Mount Fuji, is *not* a Formula 2 event as we first thought, but the second round of the Grand Champion 2-litre sports car series.

Evans will drive the Alpine-Renault A441 which Jean-Pierre Jabouille and Marie-Claude Beaumont raced, individually, in Japan last year. The car is entered by the Le Mans Company, they being sole agents of March, BMW and Alpine in Japan, and it will be prepared by the Japan Motor Racing Centre.

RAC decide to keep G1 for 1977

The RAC Race Committee has now confirmed an earlier decision that production car racing in Britain for 1977 will be run to capacity classes and not to the present system of price classes. Now that this matter of principle has been confirmed, consultation will take place with the SMMT to decide exactly which classes will be run.

The Race Committee also decided that the RAC Touring Car Championship for 1977 should continue to the same regulations as this year.

Andersson to drive F1 Williams in Sweden?

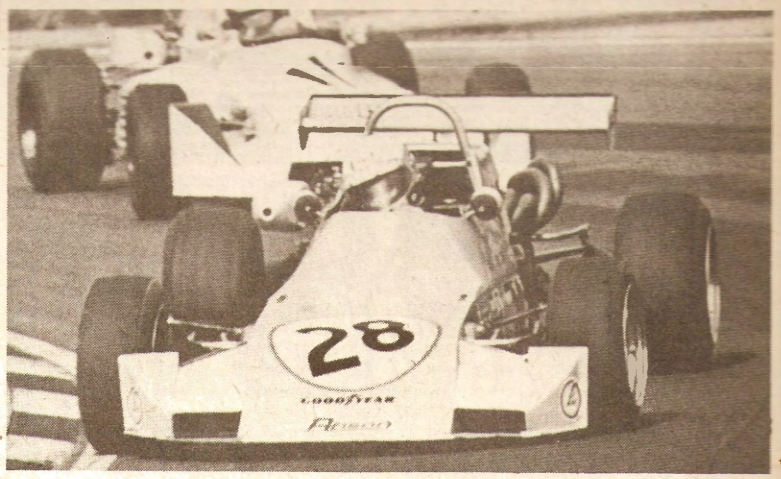
Having seen the instant success of fellow countryman Gunnar Nilsson take him straight into a regular Formula 1 drive, Sweden's Conny Andersson has been making great strides to break into Grand Prix racing and after his F3 performances at the supporting Monaco and Swedish Grand Prix races last year, he must have felt a chance was in the offing.

John Surtees, recognising Andersson's capabilities, gave him a Formula 1 test during the winter months but it came to nothing and Conny went back into F3.

So far this year, he has proved to be one of the men to beat and he goes to the Monaco F3 race this weekend as leader of the FIA European Formula 3 championship. A win or even a good showing (he "won" last year but was penalized for jumping the start) could well give the 38-year-old Swede the break he feels he has earned.

Conny Andersson — F1 chance?

It looks at this stage as if he could drive Jacky Ickx's vacant Wolf-Williams at the Swedish Grand Prix (Ickx being otherwise committed at Le Mans, driving for Porsche).



Dick Parsons, not having driven a racing car for six months, came out of involuntary 'retirement' and put the F3 Anson (built by Tyrrell and Brabham mechanics Bob Simpson and Gary Anderson) on the front row of the Brands F3 grid last Sunday. He hopes to race the car again at Silverstone on June 6.

Osella F2 team troubles

It seems that the four-car Italian Osella Formula 2 team is running into deep water, and the drivers aren't really prepared to swim for it.

The team, which runs a separate two-car works set-up for Austrian Hans Binder and Frenchman Francois Migault and an Italian team for Giorgio Francia and "Gianfranco", has not had too much success this season with the striking looking F2 design, which is, basically, last year's design clothed in new bodywork.

Binder, who switched from an F2 March last year to a Chevron and then on to an Osella, looks like switching back to a Chevron. The Austrian had hoped to organize an F3 ride at Monaco this weekend with a German KWS Chevron (or March), but there is also a chance that he may race a Fred Opert-entered B34 at the Canadian Player's Atlantic race to be held at Westwood this weekend. If not, then we hear that Jean-Pierre Jabouille has been approached by Opert as a more-than-adequate substitute.

Bino Trivellato, the Italian Chevron importer, has also been having words with Francia about the possibility of running in a third Trivellato F2 B34, while "Gianfranco" looks likely to take over Willi Lovato's current car, the Italian being a little disillusioned at not being able to qualify at F2 races.

That leaves just Francois Migault and, ironically, he is the only driver who has scored an F2 championship point for the marque this season.

The Targa still goes on

The unlikely combination of "Amphicar" and Armando Floridia, driving their 2-litre BMW-powered G6 Osella PA2, won the 60th Targa Florio sports car race at the famous Sicilian track on May 16. Although no longer a serious international event, the Targa is still held over eight laps of the 72kms circuit and it still took the winners 5h 48m 46.4s to cover the required distance. "Amphicar" also had the distinction of setting the fastest lap at 37m 24.6s (115.477kph).

Second, nearly two minutes down, was the G4 Lancia Stratos crewed by Carlo Facetti and Gianfranco Ricci with the G5 Porsche Carrera of Franco Bernabei/"Apache" next up.

Gilles at F2 Pau?

The current man of the moment in North America single-seater racing is Gilles Villeneuve, the French-Canadian who has won all four "CanAm" Formula Atlantic races this season driving his Skiroule-sponsored Ecurie Canada-run March 76B. His backing for this season is reportedly worth $135,000....

With the second round of the Canadian Player's series taking place this weekend at Westwood, there is a growing chance that Villeneuve will fly to Europe straight after the event in order to compete at the Pau Formula 2 race on June 7. Although we were unable to confirm the reports at the time, it had been suggested that Villeneuve, whose car in Canada is works-assisted and looked after by former March Engineering director Ray Wardell, will drive a March 762 prepared by Ron Dennis at the French street circuit race.

Janet nearly makes Indy

Attempting to become the first woman ever to qualify for the Indianapolis 500, Janet Guthrie made some competent advances at doing just that during the recent weeks of practising and qualifying. As we outlined last week, Miss Guthrie had been having problems with her Vollstedt-Offy, although she was able to pass both phases of her "rookie" test by last Monday, lapping around the 171mph mark.

Engine problems continued all week for the unfortunate woman which vetoed any chance she had of trying to qualify last Saturday.

It was then that AJ Foyt stepped in, offering Miss Guthrie his spare Coyote-Foyt for a practice run, *not* a serious qualifying attempt.

In 20 laps, Janet started lapping appreciably quicker than she had in the Vollstedt, ending up on 180.796mph. Foyt, having been impressed by her competance to handle a race car at such high speed, then reckoned she would be good enough to make the field given the right equipment, but couldn't allow her to use his spare car for a proper qualifying attempt because he didn't have a sufficiently large enough pit crew to handle two cars.

No drive for Trimmer

Having won the first two rounds of the British Formula Atlantic series in very convincing style, it seems ludicrous that Tony Trimmer will be going to the third round at Croft this weekend . . . as a spectator.

The simple fact is that Trimmer, a former Grand Prix driver with Gold Leaf-Team Lotus and an F3 champion, is without a drive. The car he used in the first two races was a loaned Lola T360 chassis, with an engine supplied sportingly by Peter Wardle.

Trimmer, who has found himself in similar positions before, and knows it only too well, is feeling pretty dejected about the whole affair but is prepared to carry on winning in almost anything.

● Len Terry's Design Auto company (they made the monocoques for the Fittipaldi F1 and Viking F3 cars) has a new telephone number at Ferndown (Dorset) 873549.

Hayje's F1 Dutch drive

Depending on the outcome of this weekend's Formula 3 race, rising Dutch single-seater star Boy Hayje may well find himself racing a Formula 1 car at the Dutch Grand Prix on August 29. Hayje, whose racing activities are managed by race driver Toine Hezemans and Tony Hilderbrand, is currently racing an F3 Ralt backed by F&S Properties.

This company, run by race enthusiasts Bob van der Sluis and Tom Fagel, are prepared to find the necessary finance in order to provide Hayje with a suitable car for the Grand Prix.

Hezemans told us that, although they could buy a car and run it for one race before selling it, it would not achieve their aim. A straightforward hire deal would not be regarded as a practical proposition, either. Perhaps a good Monaco F3 result will steer them in the right direction.

Mikko Kozarowitzky, having left it up to Lola Cars to sort out their troublesome F2 T450 model, saw Ted Wentz qualify the ATS car well up the admittedly confused grid at Salzburg last weekend.

Who'll win Monaco F3?

Ian Ashley, the former Stanley-BRM Grand Prix driver, is making a concerted effort at getting back into the big time by racing a works supported Formula 3 Ralt RT1 at the prestigious Monaco F3 "classic" this weekend.

Ashley, who was orginally hoping to run a Chevron, tested his Ralt at Brands last weekend. Power comes from a Novamotor/Toyota engine hired out by Nova's British representative, John Penistan.

Ashley is obviously hoping for a showing which will get him back in an F1 car. It's a difficult task. Last year, Tony Brise almost won, but his drive convinced the F1 circus anyway. The year before Tom Pryce won, and walked straight into a regular F1 seat, and when you look at past winners of this race, take Jacques Laffite, Patrick Depailler and Ronnie Peterson, you can see why many F3 drivers regard it as *the* F3 race of the year.

Ashley is going to find the opposition tough, for apart from himself, British interest centres around drivers like Rupert Keegan, Stephen South, Mike Young, Ian Flux and Richard Hawkins. The Italians also have a strong representation with Bruno Giacomelli, Riccardo Patrese and Gianfranco Brancatelli, just three who are known race winners. Sweden boasts that hardened campaigner and possible race favourite Conny Andersson with "support" from Conny Ljungfeldt, Eje Elgh, Ulf Svensson and Hakan Alriksson, to name but a few; while Germany looks to young Marc Surer and the experienced Bertram Schafer for good results. Then there's Dutch sensation Boy Hayje, and even possible late entries from F2 regulars Rene Arnoux and Hans Binder.

Pit-stop schedule

The first round of the Goodyear/Marlboro Formula 1 Pitstop Competition did not get off to its expected start at the Belgium Grand Prix. It was supposed to have been between Ferrari and Surtees, but the latter team was not in a position to compete.

The two teams with the best times will go forward to the Grand Finals at Watkins Glen on October 10 and a chance of winning £2000 in prize money.

The next qualifying round will be at the Swedish GP, where March take on Ligier, and then Shadow tackle the Brabham boys at the French; William sand McLaren at Brands Hatch; Penske and Copersucar in Germany; and Tyrell (with 007?) and John Player Team Lotus at the Austrian GP.

● The ex-Sandro Munari Tour of Italy works Lancia Stratos turbo has been entered at Le Mans for Lella Lombardi and Christine Dacremont.

● The Ontario Motor Speedway, the American superspeedway which has had a torrid time (financially) of late, has been chosen as the site for the 1981 World's Fair.

Indy 500 on the box

ITV's Saturday *World of Sport* programme, which is hosted by Dickie Davies, have come to an arrangement with ABC/TV in the United States to show a full 24-minute slot on this Sunday's 60th Indianapolis 500.

It will have an American commentary (Jackie Stewart!) and be screened this Saturday week (June 5) on *Sports Special 1* at 1.00 pm. Don't miss it.

Percy's progress

After five rounds of this year's Keith Prowse-sponsored RAC Touring Car Championship, Win Percy and Bernard Unett are joint leaders having had a pretty easy run so far this year, winning their respective classes every time out. Leading overall positions are as follows, with class leaders asterisked:

1, Win Percy (Toyota Celica GT)* and Bernard Unett (Hillman Avenger GT)*, 45 pts; 3, Gerry Marshall (Vauxhall Magnum 2300 Coupe)*, 33; 4, Gordon Spice (Ford Capri 3000 Mk2)*, 32; 5, Tom Walkinshaw (Ford Capri 3000 Mk2), 27; 6, Peter Hilliard (Alfa Romeo GT Junior), 22; 7, Andy Rouse (Triumph Dolomite Sprint), 20; 8, Martin Thomas (Triumph Dolomite Sprint), 19; 9, Barrie Williams (Toyota Celica GT), 18; 10, Jon Dooley (Alfa Romeo Alfasud Ti), 12 pts.

Briefly . . .

● The BARC have announced two new appointments to its Headquarters staff at the Thruxton circuit. The former General Manager, Sidney Offord, becomes an Executive Director of the BARC while John Wickham, formerly the Assistant General Manager, becomes Competitions Director of the club.

● Rex Greenslade will drive Jon Dooley's Alfa Romeo Alfasud Ti in the sixth round of the Keith Prowse RAC Touring Car series at Silverstone next Monday. Dooley is otherwise engaged that day, driving his Alfa GTV in a Radio 1 production car round at Snetterton.

● Derek Bell, warming up, no doubt, for his Porsche drive at the 'Ring this weekend, took part in a sprint in Belgium last Sunday. Driving a Ferrari 512M along a motorway which was haof closed off might not be your idea of fun, but he won!

● Last year's Monaco F3 winner, Italian Renzo Zorzi, who drove for Frank Williams's F1 team earlier this year, is running in the F3 race again this year driving a Modus-Toyota.

● The Grand Prix driver who sets the best practice time for this weekend's Monaco Grand Prix will receive a Rolex GMT-Master wristwatch (value £258) from Jackie Stewart.

● David Purley who, along with several other ShellSport 5000 competitors, went down to Thruxton last Friday for one of the circuit's "test" days, found that even with silencers, cars were over the required decibel limit. So too was an FF, we hear!

● We ommitted to mention in our Interserie report last week that Scot Robin Smith, driving his ex-Roger Hire 2-litre Chevron B26, finsshed second in class and fourth overall, while Pete Smith's ex-Ian Grob B31 was seventh.

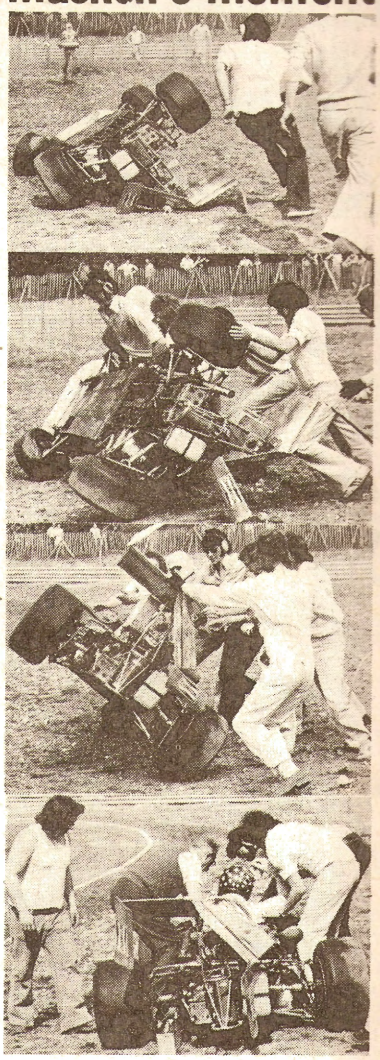
● Chris Barnett's F3 March 753 has been sold to Italian Luigi Scardino and is now fitted with a Cevenini-tuned Fiat engine.

● After two rounds of the Italian national F3 series, Piercarlo Ghinzani heads Sandro Pesenti-Rossi and Gianfranco Brancatelli.

● Chevron Cars are in the process of building a B36 sports car to take a Romeo Ferraris 2-litre V8 engine. The driver is expected to be Carlo Facetti.

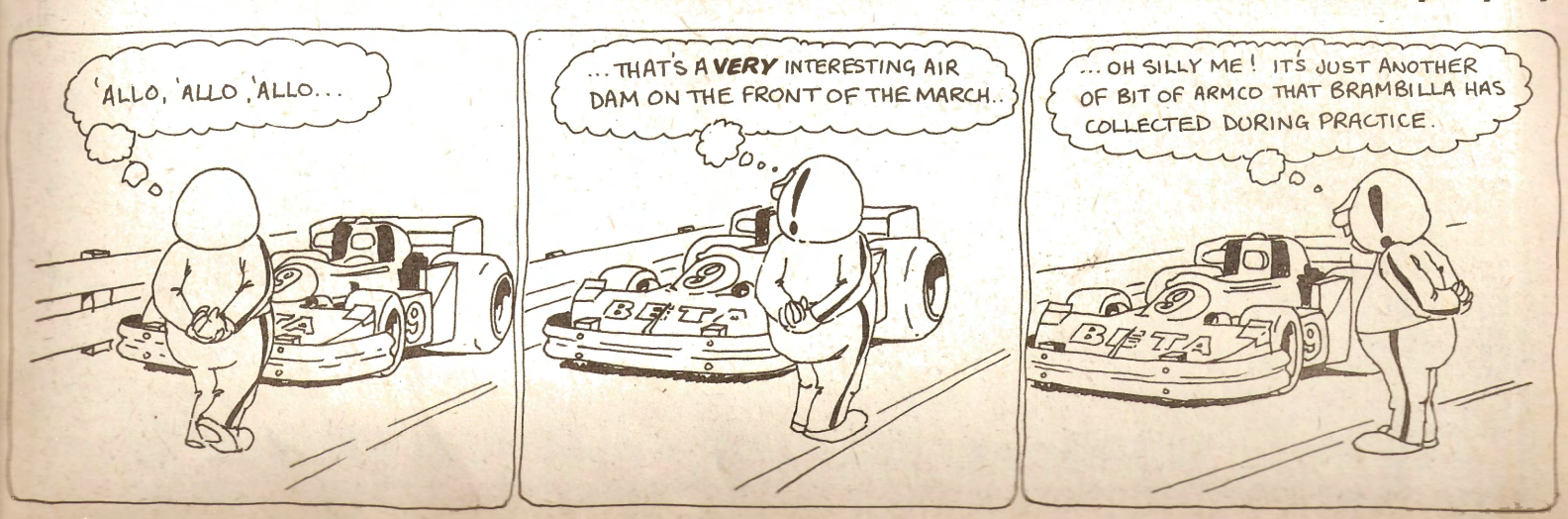
"I can't remember what happened" said Barrie Maskell two days after his spectacular Brands crash in the F3 Dastle. Apart from temporary loss of memory and a few bruises, Barrie was shaken, but not stirred.

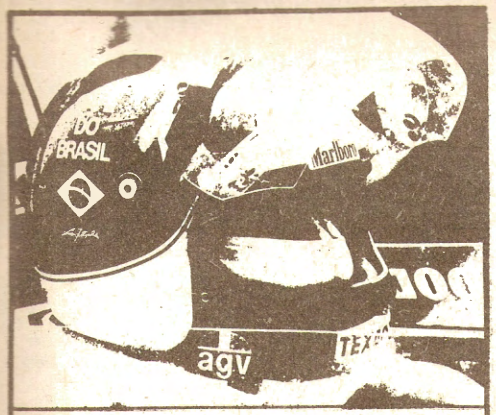
Maskell's moment



catchpole

by Barry Foley





World Championship Round 6

Twelves or six wheels?

CHRIS WITTY outlines the prospects for this weekend's Monaco Grand Prix

Everyone wants to go to Monte Carlo for the Grand Prix, and that means *everyone*. The English go in their thousands, the Italians usually double the English figure, and then there are the French, the Germans and the Americans. Tens upon thousands will cram themselves into every nook and cranny; balconies will be overcrowded; grandstand seats will be more difficult to come by than ones which enable you to see Mick Jagger and his mates perform; the *gendarmes* will be at their most officious; the correct ticket or pass will be impossible to come by. And yet everyone will love every minute of it. Save the actual teams....

Monaco does have an unique atmosphere and, try as the Californians might, it is difficult to imagine a track like Long Beach ever up-staging it. However, as far as street circuits go, Pau and Barcelona, two town tracks still effectively in use, possess a charm difficult to find at Monaco, the haven of social posing.

Mind you, if you've never been, then go. It's an experience never to be missed, truly. Go twice, if you want, but you're mad to make it three in a row. (Rubbish — Ed).

This year's Monaco Grand Prix sees a circuit change yet again. It may not have lost its character completely, but when you see what they are doing to the circuit in order to "make it safe", it makes you wonder why the drivers still bother to race there.

As in 1975, the grid is staggered, and the pole position man will have a seven-metre advantage over the next fastest driver. With the introduction this year of two even tighter corners, it really makes you wonder what it's all about.

The Ferraris of Niki Lauda and Clay Regazzoni have enjoyed the tight twists and turns of Monaco before and should continue to do so, their torquey flat-12 engines barking defiantly off the houses and sending the Italians into raptures, even without spaghetti, lasagne and ravioli.

French fans should also go into raptures listening to the sound of Jacques Laffite's Matra V12-powered Ligier. The twelves are here....

Who will win the Ford race? Well, the six-wheel Tyrrell drivers, having shown so much promise in Belgium, must really reckon their chances around this tight street circuit. Jody Scheckter was visibly quicker than anyone else during tyre testing at Brands Hatch last week and Patrick Depailler, on 'home ground', must have his tail up.

Another Frenchman anxious to do well is the erratic Jean-Pierre Jarier in the Shadow; Jarier always flies around the houses. (Remember last year!) Partnering him will be Tom Pryce, who went so well in the 1975 race.

Ronnie Peterson has always found Monaco a happy hunting ground and March will have a new car for him to use following his Zolder crash. Vittorio Brambilla is again his partner, while Hans-Joachim Stuck and Arturo Merzario complete the four-car Bicester line-up.

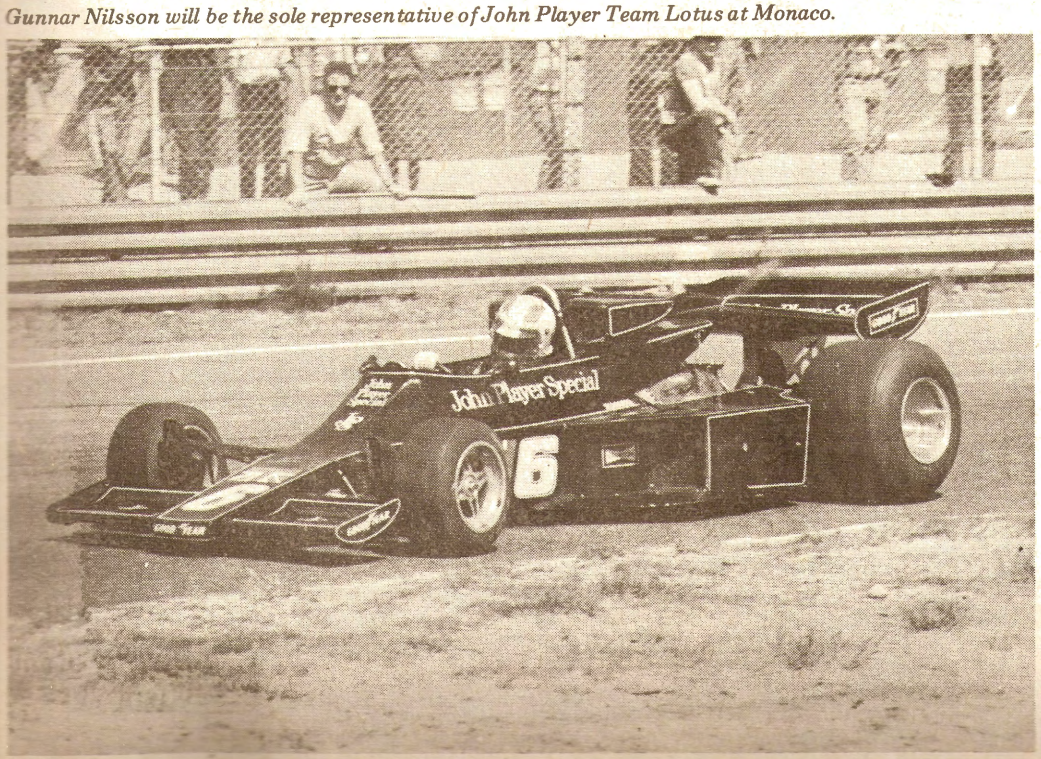
Stuck gains an entry because he has scored points this season, while Merzario is one of the three drivers invited to participate by the organizers. The others are newcomer Henri Pescarolo in a semi-works Surtees and Larry Perkins in the HB Boro.

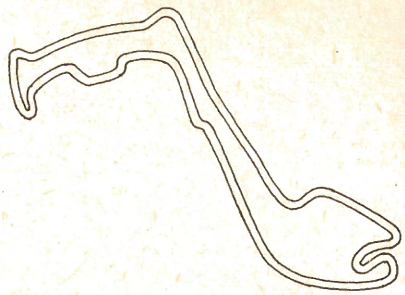
Emerson Fittipaldi automatically gets an entry because he's a past World Champion, although he has scored a point this year as well. So has Alan Jones (Durex Surtees). Also deservedly included thanks to a 1976 points-scoring finish is John Watson in the Penske. The other cars entered (the organizers have accepted 25 to practise, of which 20 will start) are all Formula 1 Constructors Association members.

They are the two McLarens of James Hunt and Jochen Mass, the rebuilt Ensign for Chris Amon, a pair of Wolf-Williams cars for Jacky Ickx and Salzburg F2 winner Michel Leclere, two Martini Brabham-Alfas for Carlos Pace and Carlos Reutemann, a sole Hesketh for Harald Ertl, and just one John Player Special for Gunnar Nilsson.

Who will win? One is tempted to say whoever qualifies on the pole, since the modification at Rascasse "out" and (particularly) St Devote will make overtaking ridiculously difficult in this race. But Ferrari waited 20 years between their victories at Monaco in 1955 (Trintignant) and 1975 (Lauda), and all those Italian fans think 12 months is enough....

Gunnar Nilsson will be the sole representative of John Player Team Lotus at Monaco.





Monte Carlo, Monaco

Lap distance: 2.058 miles.
Lap record: Ronnie Peterson (F1 Lotus-Ford 72D), 1m 27.9s, 83.23mph (established on 2.037-mile circuit)

PREVIOUS RESULTS

1972 (80 laps — 156.00 miles)
1, J-P. Beltoise (BRM P160B), 63.85mph;
2, K. Ickx (Ferrari 312 B2);
3, E. Fittipaldi (Lotus-Ford 72D).
1973 (78 laps — 158.87 miles)
1, J. Stewart (Tyrrell-Ford 006/2), 80.96mph;
2, E. Fittipaldi (Lotus-Ford 72D);
3, R. Peterson (Lotus-Ford 72D).
1974 (78 laps — 158.87 miles)
1, R. Peterson (Lotus-Ford 72E), 80.74mph;
2, J. Scheckter (Tyrrell-Ford 007);
3, J-P. Jarier (Shadow-Ford DN3).
1975 (75 laps — 152.759 miles)
1, N. Lauda (Ferrari 312T), 75.55mph;
2, E. Fittipaldi (McLaren-Ford M23);
3, C. Pace (Brabham—Ford BT44B).

RADIO COVERAGE

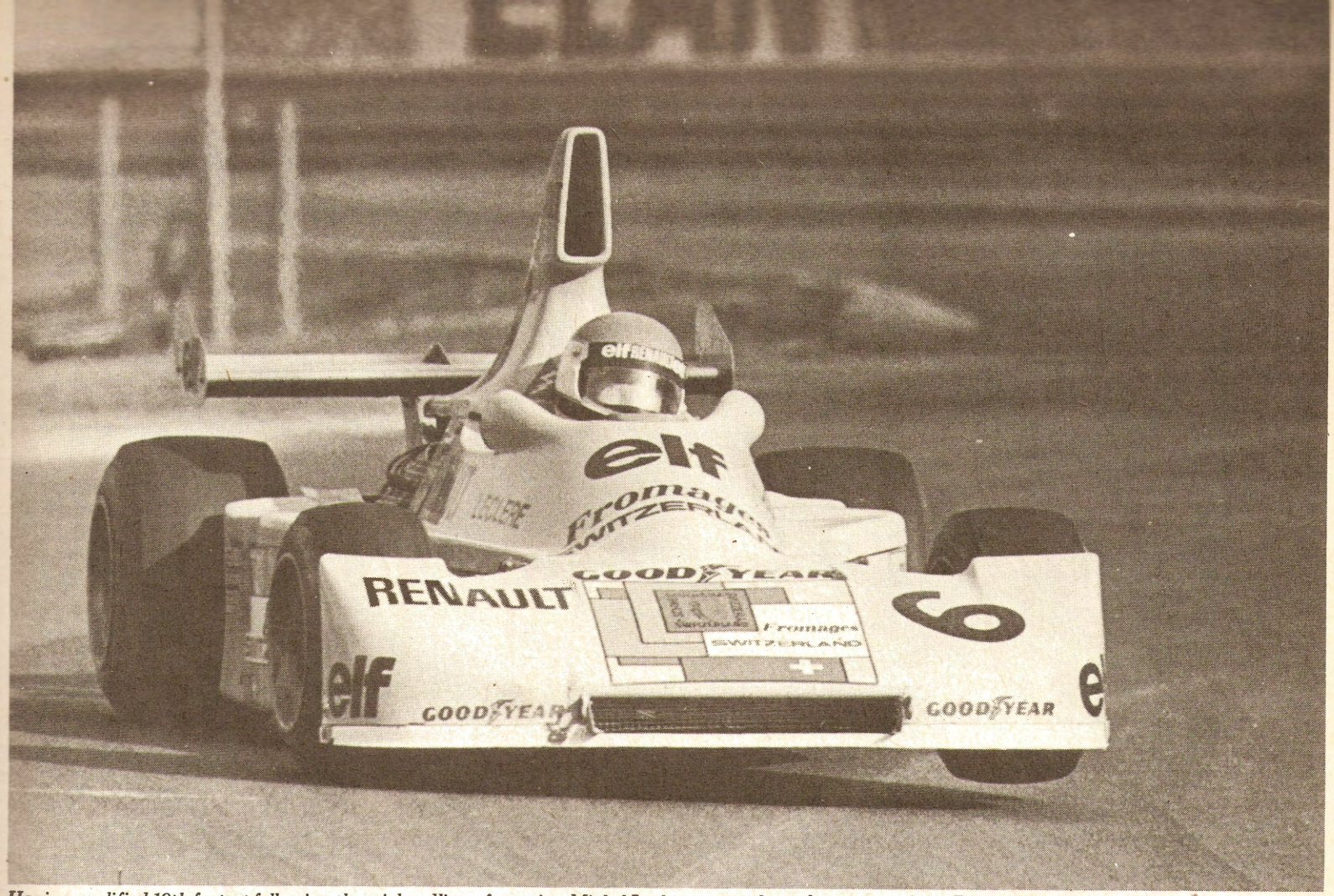
Thursday: BBC Radio 2, 18.45.
Friday: Radio 4, 07.25 or 08.25; Radio 2, 18.45.
Saturday: Radio 4, 08.25; Radio 2, 17.30.
Sunday: Radio 2, 17.00 and 19.00.
Monday: Radio 4, 07.25 or 08.25.

TIMETABLE

Practice
Thursday: 11.30-13.00 and 14.30-15.30.
Friday: no practice for Formula 1 cars.
Saturday: 09.30-11.00 (unofficial) and 13.00-14.00.
Sunday: 11.30-12.00 (unofficial).
Race (78 laps)
Sunday: 15.30.
All times indicated are French local time (one hour **ahead** of UK).

CHAMPIONSHIP POSITIONS

World Championship of Drivers (after five rounds): 1, Niki Lauda, 42pts; 2, Clay Regazzoni, 15; 3, Patrick Depailler, 10; 4, Jochen Mass and Jody Scheckter, 8; 6, Jacques Laffite, 7; 7, James Hunt and Gunnar Nilsson, 6; 9, Tom Pryce and Carlos Reutemann, 4; 11, Hans-Joachim Stuck and Chris Amon, 3; 13, John Watson, Carlos Pace and Alan Jones, 2; 16, Mario Andretti, Emerson Fittipaldi and Jacky Ickx, 1pt.



Having qualified 19th fastest following the mishandling of practice, Michel Leclere comes through to win with the Renault V6-powered Elf 2J.

SALZBURG F2

Leclere carves through field to win for Elf

Fine drive by Arnoux — Marches fastest in wet practice — Bad organization mars qualifying — Flammini second for March-BMW

Story and photos by JEFF HUTCHINSON

Round four of this year's European F2 Championship saw its fourth different winner, this time Michel Leclere, following up his team-mate Jean-Pierre Jabouille's victory for the Elf-Switzerland team at the previous round. Leclere had completed the first lap of the 50-lap high-speed blind around the Salzburgring in 14th place. To come home first at the finish was a fabulous effort, but one which was completely overshadowed by that of young René Arnoux in his Martini Mk19.

The ex-karter showed that the shattering form he displayed at the last race before his engine broke was no fluke. He did the same thing again here, pulling away from the rest of the field with comparitive ease and building up a cushion of almost 20 seconds, but with just six laps of the race left to run, he threw it all away. He put a wheel on the muddy infield at the hairpin and spun, damaging the nose section. Leclere, Maurizio Flammini, Patrick Tambay and Jean Pierre Jabouille all rushed by before he could get going again. In the final few laps he managed to re-pass Jabouille, whose car had an ailing motor and only just made it to the finish, while an attempt to take third from his team-mate Tambay resulted in another spin for Arnoux, although this time he kept his place. Front cover man Alex Ribeiro took fifth place in the second works March 762, his car badly set up like many others, for after heavy rain throughout the weekend (until shortly before the race) he had had to guess at dry suspension settings.

Hans Stuck drove a third works March at this race, leading for the first nine laps, but then dropping out with a broken throttle slide coupling. Even without that, his race would have been spoiled by a pitstop, for the lap he retired he was about to stop and change a drooping nose section, which was vibrating badly at high speed.

Sixteen of the 23 starters were classified as finishers, although only the first nine were still on the same lap at the finish. It was a race which once again showed the increasing dominance of the V6 Renault motor over the BMW, while the Hart-powered cars have yet to show their true potential. In this race Eddie Cheever pulled in with a broken engine and 10,000rpm on the clock of his March 762, although until that point he had been a strong front runner.

As a race, it was not exceptional. As a meeting it was disastrous, the entire period at the Salzburgring being spoiled for everyone by the high-handed arrogance (combined with incompetence) of the race's OASC "organizers", who thoroughly deserved the terrible weather and the resultant miniscule crowd.

F2 EUROPEAN CHAMPIONSHIP ROUND **4**

ENTRY & PRACTICE

Things got off to a bad start before official practice held on Saturday. The organizers tried to make Goodyear pay for the privilege of supplying their tyres to the competitors on Salzburgring property, and they tried to impose a £150 fine on Stuck for not turning up on time for scrutineering!

When it came to practice proper, that was also a wash out, in both senses of the word. It had been raining more or less non-stop since the Thursday lunchtime and the entire four hours of practice was run in the wet. The field, which totalled 37 for just 23 places on the grid, was split into two, odd and even starting numbers, each group getting two one-hour sessions.

Both the odd-numbered sessions were run in considerably better track conditions, so naturally their times were a couple of seconds faster on average. It was expected that the fastest 11 times from each group would be ranged down either side of the grid. Not so. The dogmatic Clerk of the Course stuck to an overall times grid, and despite a written protest signed by all the leading teams (including those which stood to gain by the original ruling), he refused to change the grid.

Thus, the first of the even numbered cars was back in seventh place, and at the back end some of the better even runners were pushed off the back of the grid by the lucky "odds".

It was a crazy situation. Some bad times and the miserable weather left everybody in a "Thank God when this is all over" mood, even before race day had arrived.

Heading the eventual "grid" were two of the three works March-BMW 762s brought along to this race, Maurizio Flammini taking pole position almost half a second quicker than Hans Stuck, driving his second race in the original 762 prototype. José Dolhem's Chevron-Hart B35 headed the second row, 1.2s slower than Flammini's best. Beside him was the BMW-powered March 762 of Alessandro Pesenti-Rossi, who looked very at home in the wet.

Eddie Cheever's Project Four March 762, now permanently Hart-powered, came next, the young American really on the edge to get his third-row time. Beside him came Patrick Tambay in the

Tambay's time not very impressive when compared with his team-mate Arnoux who came next, just four-tenths slower despite the much worse track conditions for his session. "Everything seems OK, I just do not know why I am not quicker," said Tambay, who simply did not seem to be throwing his car around to the same extent as Arnoux. René was sliding through every corner in beautiful-to-watch opposite-lock slides. He looked at home.

Also well up, with the same time as Arnoux despite being an even numbered car, was the Chevron-BMW B35 of Roberto Marazzi, who was first given a back-row grid time by the organizers' watches. This was later corrected, without any official notification to the press, incidentally, which was true of just about every other routine fact.

The circuit was using a new chicane before the pits, although there was no official mention of it, nor the difference it made to the overall length of the track. As Charles Mortimer, talking of the organizers of the recent Austrian Motorcycle Grand Prix in *Motor Cycle*, said: "Without any doubt Salzburgring now holds the title of the worst GP of the year, and, in my book, the worst meeting on the racing calendar, too." The closely linked car organizers win the F2 title as well — by miles.

Next up, behind Marazzi, was the first of the two Elf-Switzerland Renault 2 entries, driven by Jean-Pierre Jabouille. He had a brand new engine start to seize during the first session, so he did not get running until the afternoon, which fortunately was the faster of the two sessions. Alberto-Colombo's private March-BMW came next, while beside his was a surprise face in the German-entered ATS Lola, that of Ted Wentz. Apparently usual driver Mikko Kazorowitzky has decided that the Lola T450 chassis is not for him and has given up the drive. Wentz was lucky to have the wet track conditions, for by virtue of some hairy driving he was well placed on the grid.

Next up came the Ralt-BMW RT1 of Freddy Kottulinsky and the March-Hart 762 of Ingo Hoffmann, who was the only Kauhsen team representative of this race because Klaus Ludwig was away racing saloons.

Both the Hoffmann March and Wentz's Lola were running secondary low rear wings as first seen on the Elf at Vallelunga. Jabouille still had the same arrangement here, but his team-mate Leclere's car was still without it, "Because we have not had the time to build the parts," explained Leclere.

Next up was Giancarlo Martini in his Everest backed March-BMW, while beside him was the Osella works car of Ribeiro, slowed up by virtue of his number '4' and the fact that his team had fitted some fresh wets between sessions, "which made the car handle terribly," said Alex. By the time the mechanics ran the half mile back to the paddock, got the old tyres, rushed back and fitted them, it was pouring with rain again and any chance of a good time had really gone.

Hans Binder set sixteenth fastest time overall, which put him on the eighth row, a fortunate place for him to be, for had his time been counting for one side of the grid only, he would only have just got in. Binder looked far from confident about repeating his second place at this race last year, "the car is really bad handling," he said. He came off better than his team-mate Francois Migault however, the Frenchman failing to make the grid as his 'tweaky' specially-built Schnitzer Salzburg screamer BMW was exactly what he did not need around the delicate slippery turns in the wet.

Harald Ertl followed Binder on the grid, the bearded journalist well up among the slower session best times.

The ToJ-BMW FA2 was on Goodyear tyres for this race, and probably the rest of the year, Rosberg unable to learn much in the wet, but he hoped that after some dry laps against the opposition he would start to make some progress with his car, learning first of all just how much slower it really is now that he is running the same tyre wear.

Michel Leclere was one of the worst hit victims of the silly grid decision, but did not seem too worried at the prospect of starting in nineteenth position.

Next to him was the ex-Ertl Chevron B29 used by Helmut Bross at Hockenheim and now being driven for this race by GT ace Manfred Schurti, "my first F2 drive except for a Royale drive in a couple of races a few years ago," said the delighted Schurti who was hoping for more outings in the car.

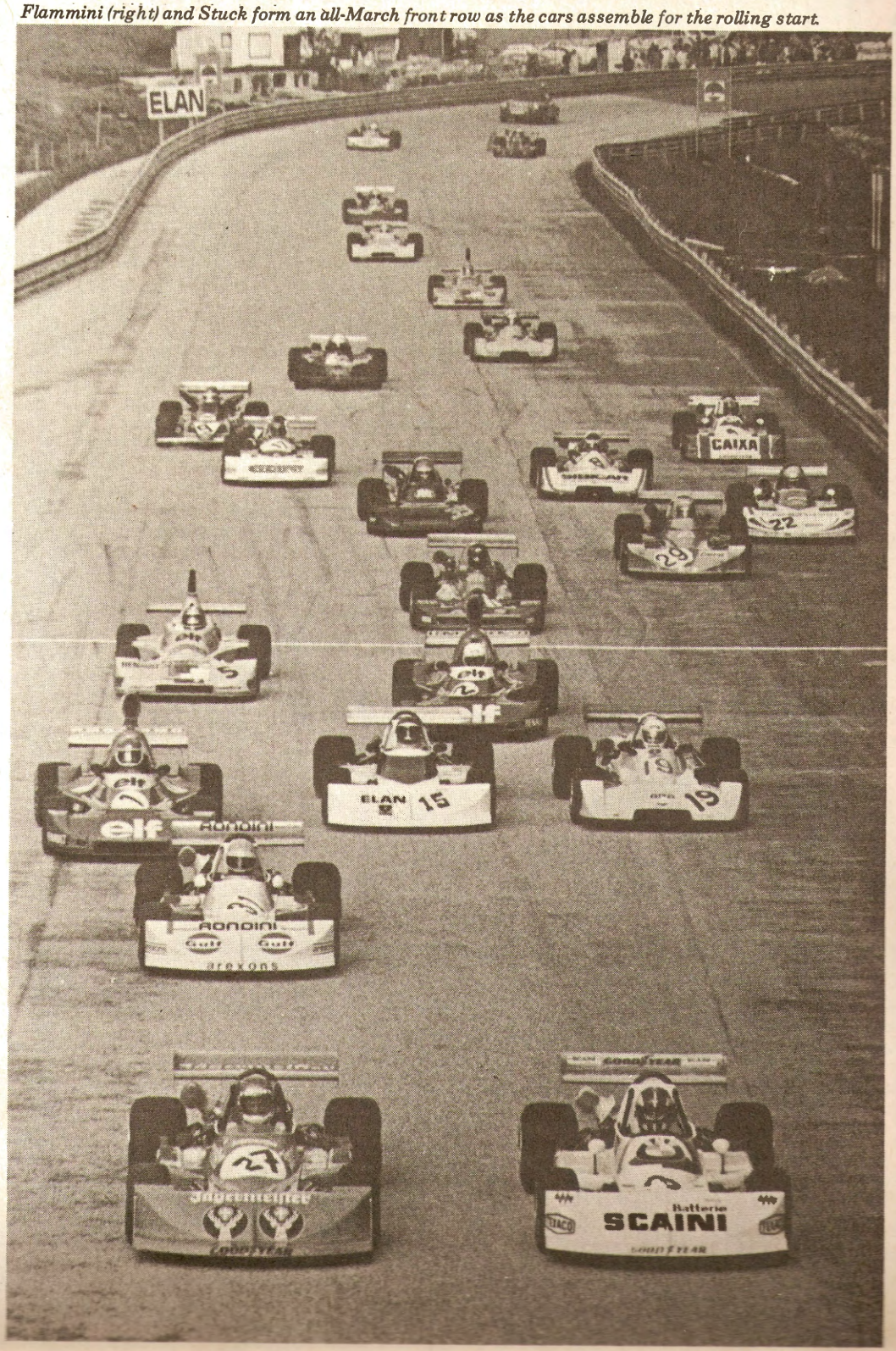
Roland Binder managed to qualify the second Lola T450 running in this race, while completing the grid were Hans Meier and Willi Deutsch in their BMW-powered March 752s.

Heading the reserves list were one Alois Muller and Cosimo Turizio, Muller a new face to F2, driving the ex-Binder March 752 and Turizio a new face this year, but not to F2, with a BMW-powered 762.

Other non-runners were Jean-Pierre Jaussaud, who spent all but six laps of the entire timed practice trying to trace a misfire which ended up being the fly-wheel ignition pick-up arrangement fitted to the ROC Chrysler engines, which was not working right.

Fellow Chevron driver Juan Cochesa failed to ▷

Flammini (right) and Stuck form an all-March front row as the cars assemble for the rolling start.



M. Flammini March-BMW 762 1m 24.05s	H. Stuck March-BMW 762 1m 24.47s
J. Dolhem Chevron-Hart B35 1m 25.27s	A. Pesenti-Rossi March-BMW 762 1m 25.37s
E. Cheever March-Hart 762 1m 25.86s	P. Tambay Martini-Renault Mk19 1m 26.07s
R. Arnoux Martini-Renault Mk19 1m 26.47s	R. Marazzi Chevron-BMW B36 1m 26.47s
J. P. Jabouille Elf-Renault 2J 1m 26.47s	A. Colombo March-BMW 752 1m 27.02s
T. Wentz Lola-BMW T450 1m 27.23s	F. Kottulinsky Ralt-BMW RT1 1m 27.53s
I. Hoffman March-Hart 762 1m 27.93s	G. Martini March-BMW 762 1m 28.22s
A. Ribeiro March-BMW 762 1m 28.67s	H. Binder Osella BMW FA2 1m 28.80s
H. Ertl Chevron-BMW B35 1m 28.93s	K. Rosberg Toj-BMW 201 1m 29.17s
M. Leclere Elf-Renault 2J 1m 29.59s	M. Schurti Chevron-BMW B29 1m 29.60s
R. Binder Lola-BMW T450 1m 29.61s	H. Meier March-BMW 752 1m 29.77s
	W. Deutsch March-BMW 752 1m 30.11s

Non-qualifiers: A. Muller (March-BMW 752), 1m 30.26s; C. Turizio (March-BMW 762), 1m 30.47s; Tony Rouff (Boxer-Ford BDX 762), 1m 30.52s; F. Migault (Osella-BMW FA2), 1m 30.92s; W. Lovatto (Chevron-BMW B35), 1m 30.96s; H. Walther (March-BMW 742), 1m 31.06s; R. Mallock (March-Ford BDX 74B), 1m 31.59s; B. Chevanne (March-BMW 742), 1m 31.62s; J. Cochesa (Chevron-Hart B35), 1m 31.63; I. Grob (Modus-Hart M7), 1m 31.83s; L. Nicolini (March-BMW 762), 1m 36.26s; B. de Dryver (March-BMW 752), 1m 39.33s; X. Lapayere (Chevron-BMW B27), 1m 39.40s; J. P. Jaussaud (Chevron-ROC Chrysler B35), 1m 39.42s.

get his Hart-powered B35 on the grid, his problem being no more than his unfamiliarity with wet racing tracks. "It's only the second time I drove a race car in the wet," said Juan.

Ray Mallock's chances of getting on to the grid with his Swindon BDX-powered March 742 were spoiled by a problem with the limited slip differential, which meant that the car, "was spinning its wheels everywhere," said Mallock looking enviously towards all the newer BMW- and Hart-powered machinery laid out temptingly around him.

"If I could, I would sell the Lola and the March and put the money into one really good chassis," said Mallock.

Tony Rouff was trying another continental race with Brian Lewis's unique Boxer chassis, but like Mallock found he could do with more power than is available from a Swindon BDX in F2, especially this particular engine which had broken a valve spring and "been a bit 'off' ever since."

The wet weather did little to help Ian Grob's race-development programme with his Modus-Hart, which since its last race had had considerable suspension geometry and track changes, but but without too much success it would seem, for he failed to get on the grid — as at all the continental races so far.

"We might well miss Pau and do some serious R and D work, then go back to the races with some definite improvement achieved rather than all this guessing," said Grob.

Despite the terrible conditions throughout practice, the only serious crash happened to the Swiss Hans Walther, who comprehensively bent his March-BMW 742 at the end of the straight, but fortunately not himself.

RACE

A pre-race practice period of 30 minutes, still on a wet track, proved little other than everything was still working OK or that overnight chassis tweaks to improve wet handling were better or not.

One person who did learn something worthwhile, however, was Marazzi, who suddenly found his Chevron out of control under braking. He went off, without any serious damage, the reason for the accident being that the mechanics had not tightened the brake pad retaining straps properly. They popped off and the pads came out, which left Marazzi trying to stop with the bare pistons on the disc, which, not surprisingly, welded themselves together — all in less time than it took for him to wonder what on earth was happening.

Even on race morning nobody was sure what time the race would be starting, "Some time after 3pm," being the general time going around.

Hope for a final break in the weather came at mid-day when patches of blue sky and some sun finally broke through and by race time there was more blue than black. The warm sun soon started to dry the track and there was general chaos as teams made last minute decisions to run on dry settings and, in the case of the Renault-powered cars, change to dry weather gear ratios.

As the Austrian flag fell for the Indy start it was Stuck and Flammini who both led the field away side by side, Stuck eventually getting his orange March ahead by the end of the circuit. From then on the cars take up single file positions for the long fast climb back up the return straight behind and above the pits.

As the coloured snake weaved back up the hill, its scream echoing off the surrounding mountains, it was still being led by Stuck with Flammini next, followed by Arnoux, Cheever, Jabouille, Tambay, Presenti-Rossi, Ribeiro, Kottulinsky and the rest.

It was fortunate that the track was dry, for the opening laps were hectic as all the cars normally up front had to fight their way past slower ones which had been put on the grid ahead of them.

Stuck managed to build up a couple of seconds' cushion in the first few laps, but it took Arnoux only a couple of laps to dispose of Flammini and then he started to pull back the orange March up front.

Flammini was slowly dropping away from this lead battle as the race settled down, his attention turning to Cheever and Tambay dicing for fourth place a few lengths behind, Jabouille having dropped back temporarily after a brief moment. He was heading the second group of cars which consisted of Ribeiro, Ertl, Leclere (who was fast carving his way to the front every lap) and a slipping Pesenti-Rossi who could not hold the group ahead, but was nevertheless having a tough time with Kottulinsky running a fine tenth.

The first lap of the race saw Hoffmann drop out once again, this time through no fault of his own. The mechanical fuel pump had partially seized and snapped the belt. Also out with Hoffmann on the first lap was Schurti, who spun and did not manage to re-start.

Stuck was not able to do much about the advancing Martini behind him, for his March's rear suspension was slowly getting grossly out of the straight because of a high speed vibration. He was just thinking about coming into change it on lap 10, when on lap 9 his engine suddenly turned itself off as the accelerator coupling to the throttle slide parted company. Stuck rolled to a stop and was out for good.

Arnoux swept into the lead, which by now he had built up to five seconds and it was growing steadily every lap. Flammini was now second again, while on lap 10 Cheever's race was also over when he rolled his March into the pits trailing smoke and oil having over-revved the engine and blown it up. Tambay took up the chase of Flammini, while now, the real point of interest was the two yellow Elfs, Jabouille leading Leclere and eating away at the gap to Tambay and Flammini.

Ribeiro and Ertl had dropped away to a private battle of their own for fifth place, as had Pesenti-Rossi and Kottulinsky for seventh spot.

Running a distant tenth was Dolhem, unable to stay with the leading bunch because of a bad set of gear ratios for the hairpin. "Every lap my engine is off the cam and everybody passes me going away on to the straight," he explained.

By this stage, the only real interest lay in the battle for second place, for a brilliant Arnoux was pulling away comfortably from all the opposition, his style neat and his lap times consistently on the 1m 16.0s dead mark, although as his fuel load lightened he managed fastest lap of the race at 1m 14.95s.

The race was all his, but then with just six laps to go his blue Martini failed to herald the start of the 45th lap. Going in to the hairpin he had put a wheel on the slippery infield and revolved the Martini which left it covered in mud and with a very battered looking nose section. "It was my fault," he said later, a mistake which cost him certain victory.

By this time it was Leclere who had taken the lead. After a long dice with his team-mate Jabouille, during which time both Elfs took Flammini and Tambay, Jabouille's car started to drop back with ten laps to go, smoke pouring from the back of the car as oil leaked from the engine over the rear brakes and exhaust pipes.

Flammini moved back to second once more, still being trailed by Tambay, both drivers lacking all the top speed they needed to challenge the front runners because of too much rear wing, but between themselves they were closely matched and well ahead of the next car which was still Ribeiro.

Arnoux re-started his mud spattered Martini just ahead of Ribeiro and looked like claiming third from Tambay on the very last lap, but in his desperation to get by, he spun again at the hairpin and so ended up fourth anyway. Ribeiro took fifth, while Jabouille's car just managed to hold on to sixth: "The oil pressure was reading zero when I took the flag," explained Jabouille.

Ertl's chances of finishing in the points gradually eluded him as the power in his Chevron's battery drained away because of a broken alternator, the car ending its race in the pits after the engine had all but stopped running.

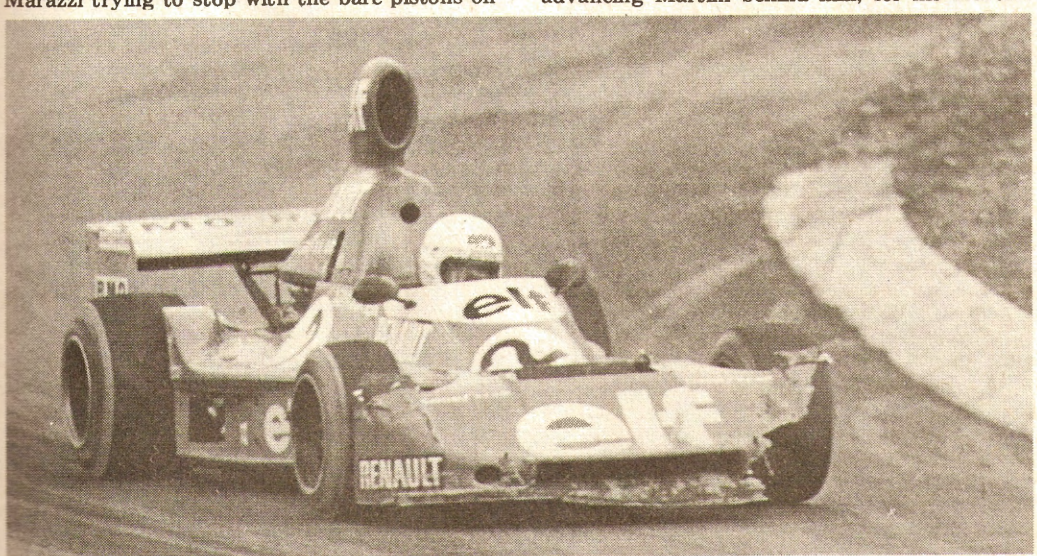
Pesenti-Rossi had finally shaken off the persistent Kottulinsky by the end of the race, but then with three laps to go he threw away seventh place with a spin at the chicane, his March just getting going again as the green Ralt went rushing through.

Dolhem took a distant ninth after a lonely race, his Chevron the last car to remain unlapped.

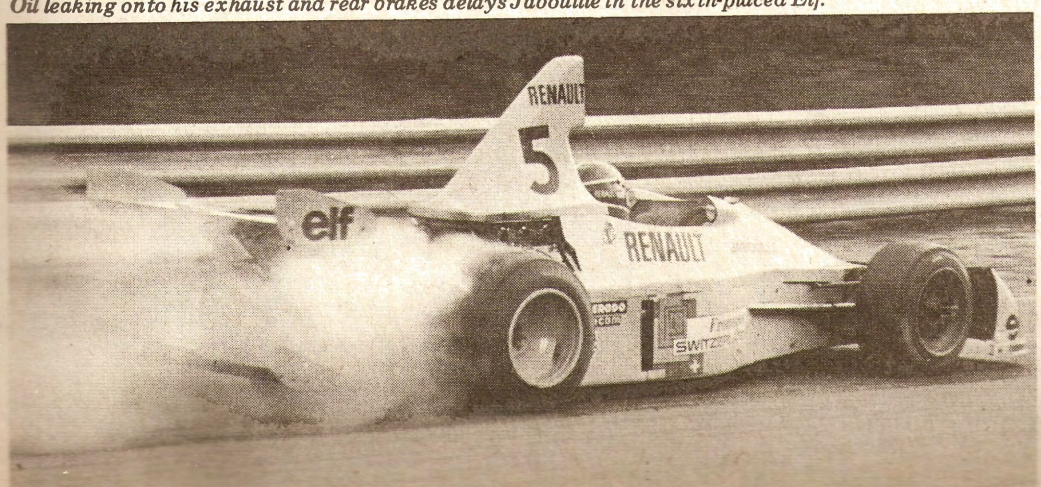
From the back half of the field, Ted Wentz disappeared on lap 26, his engine laying a trail of smoke and, inside the cockpit, the gauges telling the American it was time to head for the pits.

Martini ended his race stuck ungracefully in the sand at the chicane after sliding wide, these being the only other retirements.

With four winners in four races, it would not be surprising to see a fifth different winner in Pau: young Rene Arnoux who before his mistake was in a class of his own.



Above: The drive of the race was by Rene Arnoux — both before and after he bashed his Martini! Below: Oil leaking onto his exhaust and rear brakes delays Jabouille in the sixth-placed Elf.



"Preis von Salzburg"
Salzburgring, May 23, 1976
European F2 Championship — round 4
50 laps

1, Michel Leclere (Elf-Gordini Renault 2J), 1hr 4m 28.82s; 197.49kph;
2, Maurizio Flammini (March-GmbH BMW 762), 1hr 4m 34.43s;
3, Patrick Tambay (Martini-Gordini Renault Mk19), 1hr 4m 36.42s;
4, Rene Arnoux (Martini-Gordini Renault Mk19), 1hr 4m 40.63s;
5, Alex Ribeiro (March-GmbH BMW 762), 1hr 4m 45.78s;
6, Jean-Pierre Jabouille (Elf-Gordini Renault 2J), 1hr 5m 27.56s;
7, Freddy Kottulinsky (Ralt-Heidegger BMW RT1), 1hr 5m 30.04s;
8, Alessandro Pesenti-Rossi (March-GmbH BMW 762), 1hr 5m 34.86s; 9, Jose Dolhem (Chevron-Hart 420R B35), 1hr 5m 41.75s;
10, Hans Binder (Osella-GmbH BMW FA2), 49 laps.

Fastest lap: Arnoux, 1m 14.95s, 203.68kph.

Retirements: Lap 1, Hoffmann (March-Hart 420R F62), mechanical fuel pump seized, Manfred Schurti (Chevron-GmbH BMW B27) spin; lap 9, Stuck (March-GmbH BMW 762), throttle linkage broken; lap 10, Eddie Cheever (March-Hart 420R 762), engine blow up; lap 20, Giancarlo Martini (March-GmbH BMW 762), spin; lap 26, Ted Wentz (Lola-GmbH BMW T450), motor; lap 46, Ertl (Chevron-GmbH BMW B35), alternator failure.

Jean Ragnotti — leading in Greece.

ACROPOLIS

Lancia fail in first half

All three Lancia-Alitalia Stratos team cars are out of the Acropolis by the half-way point was the late news received from Greece just before we closed for press. Bjorn Waldegaard's car retired when an oil pipe line was lost on a stage; Lele Pinto's car broke a drive shaft and Pregliaso's Stratos broke its clutch.

Leading positions at Kalambaka were of a surprising nature with Jean Ragnotti's Alpine A310 ahead of Harry Kallstrom (Datsun Violet). In third position were veterans 'Siroco'/Andripoulos (Alpine A110) with Shekhar Mehta and Henry Liddon running fourth with their Datsun Violet. Neyret's Alpine A310 was lying fifth. The Toyota Celica of Ove Andersson and Corolla of team-mate Hannu Mikkola were both early retirements.

The weather appears to have played a significant part in proceedings when, after an extremely hot and dusty start on Monday morning, unexpectedly heavy and prolonged rain began falling before the Tuesday halt. These markedly changed conditions are undoubtedly suiting the Datsuns of Kallstrom and Mehta, both of whom look well placed to make an "interesting" result a distinct possibility.

Donegal notes

Straight-on at T and into pub. . . . Don't be caught by the leprechauns' devious road alignments in Donegal. Terry Harryman has come to the rescue with sets of pace-notes to help keep you out of the pubs until the end of the rally. Terry is using the same system as previous "Motomail" sets and he will have these completed in a fortnight's time. They will be distributed from a hotel in Donegal and will set you back £15. Terry can take your order now on Larne 2356.

● The LEGENDARY Mike Taylor of Martin Group and apres-rally fame is leaving his job of keeping George Hill's Vauxhall in fine fettle to start his own business in the North East. Mike is also to be married shortly and the Martin Group wish him all the very best. AUTOSPORT's operatives would like to add their best wishes to those of the Martin Group.

Scottish—now Haugland out Coleman in?

Is Billy Coleman driving on the Scottish or not? As we closed for press the situation could best be described as "fluid", for since last weekend several developments have taken place. It is now known that John Haugland's entry at the number two slot has been withdrawn and, although Skoda GB's personnel were unavailable due to a dealer meeting on Tuesday, we were informed that the reasons were "unknown" to them at that stage.

Coleman's co-driver, Dan O'Sullivan, had contacted the Scottish organizers by last weekend and was reported to have requested that their position be reinstated pending the arrival from Dan of a private entry. It would appear that Billy has been involved in a slight difference of opinion with his sponsors, Thomas Motors of Blackpool, over the work required to re-prepare the car for the Scottish. It is known that the car will not be appearing again until Donegal and that Billy will be driving the car there with Peter Scott on the notes.

Thomas Motors could make no further comment and referred us to their press release of the previous week. Billy Coleman was not contactable as we went to press, so it is a situation of wait and see.

Jeff Churchill starts a trend

David "Piggy" Thompson is the proud new owner of a full-specification works type Escort RS1800 which he should have out for the first time on the forthcoming Scottish. Piggy is seeded at 17. The car he has acquired is Jeff Churchill's — Jeff moving "down market" with a humble Avenger, an ex-Derek Tucker car which he will have in action, once back from Chrysler, on the Tour of Britain. Jeff's fellow countryman, Robert James, has also acquired an Avenger in the shape of Bernard Banning's spare — the famous "2 CWT". Robert has not, as yet, disposed of his Escort. Although James had planned to enter into the Texaco Tour, the amount of work required to bring the Avenger up to scratch looks like making this impossible.

The reason for these two familiar Ford drivers switching to group one was summed up by Jeff Churchill when we spoke to him earlier this week. Jeff is disenchanted with the state of the sport in the higher echelons . . . especially the comparison of a competitive £3000 Escort TC of five years ago with the five figure sum of a competitive "2". Jeff mentioned an incident on the Welsh where, in the familiar surroundings of Radnor Forest, Vatanen was taking as much as 5s a mile, more than any difference in driver ability and ringing the cash register bells in Jeff's head that his next expense in a long list of costs would have to be A2 tyres — just one more example of the runaway cost situation which is beginning to have a very detrimental effect on many budgets.

Jeff Churchill: moving wisely.

Jeff considers that he has made his move at what may prove to be the right time, anticipating a late-season situation of a glut of Escort RS1800s up for sale by disenchanted drivers who have found that the expense no longer rationally justifies the means. Robert James' thinking is along similar lines.

One result of these two well liked campaigners switching to cheaper machinery could well set a trend if less experienced drivers heed the wisdom of their words. One thing that is for certain — the Avenger scene, already lively, could well be quite a riot later in the season. Both Jeff and Rob's seasoned stage prowess is only matched by their capacity for extracting a maximum of enjoyment from their sport, and that after all, is what it should all be about.

Tony Fowkes tries hard to find his Merc's limits of adhesion . . . and eventually succeeds. Tony was photographed in secret testing by our camouflaged lensman at the recent Michelin test day at Silverstone.

Munster men

Group one Escort RS2000s, Avengers and hordes of Porsches: it must mean Ireland, in this instance the Limerick MC's Circuit of Munster. Entries have now closed and confirmed starters include Mike and Anne O'Connell who will be using a 2.7 Porsche while preparation work continues on their new Escort 2 to have it ready in time for the Galway September rally. The Carrera brigade also includes Noel Smith with Paul Phelan; Fred Patterson with Derek Johnstone and Jimmy Stewart. Geoff Crabtree's 2.8 car will be travelling from the mainland.

Escort RS2000s will be in the hands of John Leonard, John Bridges, Michael Dolan and circuit driver Richie Heely. Latest entries we have been informed of include Alan Jenkins from Wales, Eamonn Cotter (Escort V6); Wally Hill (adding further variety with the ex-Greg O'Gorman Renault Alpine) and one Terry Cagney from Cork who will be wrestling with the daunting combination of a Lotus Twin-Cam powered Volkswagen Karmann Ghia.

Bugle blasts

Not long now before the Donegal International Rally. The "Ballyraine Bugles" are now arriving on the Special Stage Red Alert desk at an alarming rate. Plum Tyndall's Edition No. 2 informs us that Will Sparrow's hard worked ex-Foley Chevette is entered (privately) and will be setting the stages alight; no doubt giving Billy Coleman and Dessie McCartney a hard time!

CHAMPIONSHIP continued

run with the Team Avon Tyres RS1600 when he rolled on the Friday run while well placed. Richard has been going steadily quicker all year as he has played himself into great form. The Drummond-built engine sounds as sweet as ever and, despite not scoring on the Welsh, he still hangs onto a slender lead. Richard is missing Donegal, which means that he cannot afford any more non-scores if he is to stay at the top, but he shows every intention of being there in the autumn and he is clearly more than capable of lifting the championship with the experienced guidance of Tony McMahon beside him.

Reliability has come to the David Stokes camp, just when the entire team were beginning to lose heart. David's performances on the first two runs of the season were full of problems and on both internationals he has been affected by fog — a condition he does not relish for driving. However, it all came right on the Tavern, where he just scrambled home first in a photo finish with Iliffe. REV is certainly getting long in the tooth now and David even admits that it now needs a new shell. However, making a nostalgic return to Ireland may be all that the car needs (this was originally Adrian Boyd's famous Manx winning car) and David is determined not to let the championship slip from his grasp this year. He is very much the championship

Graham Elsmore — the "find" of 1976.

performer rather than the one event star and, like George Hill last year, he may prove hard to beat if he is granted the reliability which the hard working team deserve. David, with the necessary perseverance and encouragement from the left hand seat, is certain to score well on rounds like the Arkell and the Lakeland Stages which he knows well.

Graham Elsmore is undoubtedly the "find" of 1976 on the British rally scene. He has impressed all observers with his smooth style and rapid stage times in his old car but two non-finishes in the last two championship rounds have seen him drop back to third overall. Graham is not, regrettably, going to Donegal owing to lack of finance, and it would indeed be a sad do if he was not able to continue to make his mark on the scene for want of financial support. His performance on the Welsh before a halfshaft broke in Dovey should have made enough people notice just how good he is. His new RS1800 shell from Boreham should be in action by the Arkell and we hope it is put together with as much Araldite as the five-year-old JEP obviously is. Graham could easily win the championship with the necessary hardware and it is to be hoped that all goes well for him.

Mike Rawson was unlucky to miss the Welsh owing to illness, but he is going to Donegal where he will undoubtedly join many British drivers as a favourite with Irish spectators. Rawson's style is anything but inhibited and he seems to be getting the underpowered "Club" Kadett along quicker with every outing. His drive on the Tavern was most determined and his hard earned third overall and 18 points keeps him in with the leaders. The Kadett is currently being "tarmaced" for Ireland and the phlegmatic Rawson will undoubtedly find plenty to think about in Ireland, where he may be able to put the handling prowess of the car to better effect than in the forests. However, Donegal this year (so experts are currently saying) is going to be faster than ever — and that is very fast indeed — so once again Mike may lose out more on the straight bits than he gains on the corners.

Group 1 capers

If the championship is healthy at the top with all the above drivers prepared to "give it a go" then so, too, it is healthy in Group 1, where 1976 has witnessed the emergence of one H. Inurrieta (or as one member of the cognoscenti described him recently, "That Spanish bloke from Clapham Common"!). Henry has been consistently worrying the RAC G1 contestants with performances which bely the tattered appearance of the old RS2000 (a new shell is apparently in the pipeline but is still a long way off). Henry surprised everyone this year with regular giant killing performances, particularly on the Circuit of Ireland, and then most recently on the Welsh. He now clearly has the confidence to go quickly on loose as well as tar and is driving the car very close to its limits.

A host of Avengers are close behind, however, and the quickest of them (that of Bernard Banning) will be chasing Henry in Ireland. Bernard has not had much luck lately but he is one of the most determined triers in the business, so there will certainly be some excitement from these two. Robin Eyre-Maunsell is unfortunately not competing in Donegal (although we hear that one of the '00' cars may be going very quickly this year!) but Chris Lord, anxious to prove that Vauxhalls do handle well on tar, will be bringing the Elgam Organs car, while David Hardcastle, who frightened and astounded spectators last year, will be returning for another variety guest appearance with the big Capri in which he has driven to some notably high placings this year.

Looking forward

There are six rounds remaining in this the best year yet in the Castrol championship. These are the International Donegal Rally, the Arkell, the Burmah, the Lakeland Stages, the York MC Forest Rally, and the legendary Castrol '76 to round off the season. So there is plenty of excitement in store. The best event so far has been the Cheltenham Festival, but with the Donegal extravaganza almost at hand, and rallies like the Burmah, the Lakeland and the Castrol '76 to come, along with the carnival atmosphere imparted by the Arkell's day in Cirencester Park, there is much to look forward to. We hope that crushing financial burdens will not impose on competitors to the extent that they are forced to curtail their season — there are signs of this happening already.

Castrol AUTOSPORT RALLY CHAMPIONSHIP 1976

Top scores - after four events

Overall Championship

DRIVERS	Mintex	Cheltenham Festival	Tavern	Western Mail Welsh	Donegal	Arkell	Burmah	Lakeland	Forest	Castrol '76	TOTAL POINTS
1, R. Iliffe	10	17	19	—	—	—	—	—	—	—	46
2, D. Stokes	9	6	20	8	—	—	—	—	—	—	43
3, T. Drummond	17	—	—	16	—	—	—	—	—	—	33
4, G. Elsmore	12	20	—	—	—	—	—	—	—	—	32
5, A. Dawson	20	—	—	11	—	—	—	—	—	—	31
6, M. Rawson	4	8	18	—	—	—	—	—	—	—	30
7, D. Roderick	—	15	14	—	—	—	—	—	—	—	29
8, R. Mullenger	—	10	17	—	—	—	—	—	—	—	27
9, G. Hill	—	16	11	—	—	—	—	—	—	—	27
10, C. Malkin	13	14	—	—	—	—	—	—	—	—	27
CO-DRIVERS											
1, B. Andrews	9	6	20	8	—	—	—	—	—	—	43
2, P. Short	17	—	—	16	—	—	—	—	—	—	33
3, S. Harrold	12	20	—	—	—	—	—	—	—	—	32
4, T. McMahon	10	—	19	—	—	—	—	—	—	—	29
5, P. Valentine	—	16	11	—	—	—	—	—	—	—	27
6, C. Gray	—	8	18	—	—	—	—	—	—	—	26
7, M. Peters	6	19	—	—	—	—	—	—	—	—	25
8, R. Evans	—	18	5	—	—	—	—	—	—	—	23
9, J. Brown	19	—	—	—	—	—	—	—	—	—	19
10, C. Francis	—	—	—	19	—	—	—	—	—	—	19

Group 1 — overall positions

DRIVERS											
1, H. Inurreita	12	7	7	14	—	—	—	—	—	—	40
2, C. Steel	6	13	10	7	—	—	—	—	—	—	36
3, D. Hardcastle	7	14	13	—	—	—	—	—	—	—	34
4, C. Lord	—	11	14	6	—	—	—	—	—	—	31
5, R. Eyre-Maunsell	14	—	—	15	—	—	—	—	—	—	29
6, B. Banning	10	15	—	2	—	—	—	—	—	—	27
7, T. Kaby	—	8	12	5	—	—	—	—	—	—	25
8, C. Daisy	—	12	11	—	—	—	—	—	—	—	23
9, K. Pursglove	3	9	—	4	—	—	—	—	—	—	16
10, T. Pond	15	—	—	—	—	—	—	—	—	—	15
CO-DRIVERS											
1, M. Whale	12	7	7	14	—	—	—	—	—	—	40
2, K. Read	6	13	10	7	—	—	—	—	—	—	36
3, N. Wilson	14	—	—	15	—	—	—	—	—	—	29
4, K. Russek	—	14	13	—	—	—	—	—	—	—	27
5, R. Parrott	10	15	—	2	—	—	—	—	—	—	27
6, B. Rainbow	—	—	12	5	—	—	—	—	—	—	17
7, M. Knutton	3	9	—	4	—	—	—	—	—	—	16
8, D. Richards	15	—	—	—	—	—	—	—	—	—	15
9, S. Suckling	—	—	15	—	—	—	—	—	—	—	15
10, J. Horton	—	11	—	—	—	—	—	—	—	—	11

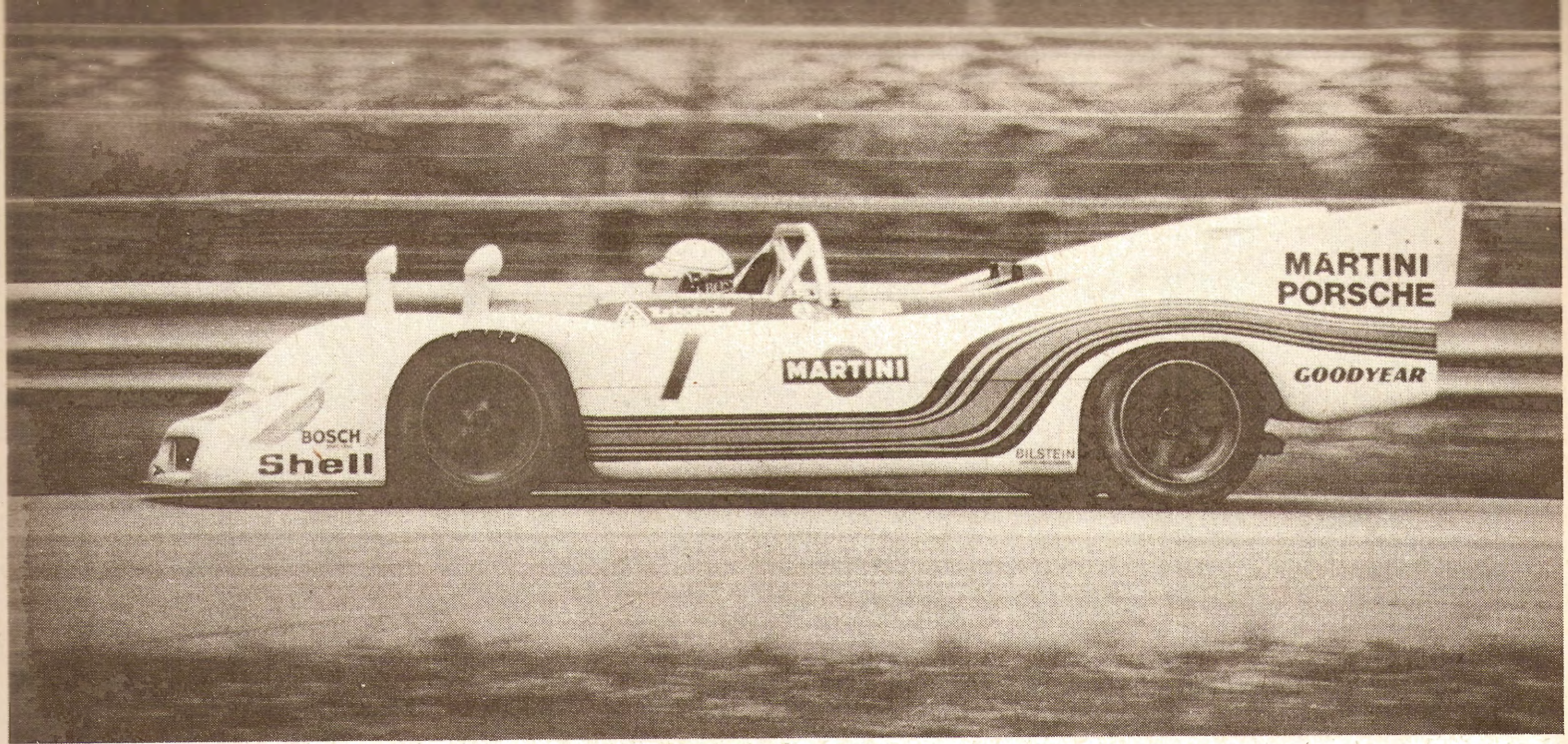
Ladies Championship

DRIVERS											
1, J. Robinson	9	9	9	—	—	—	—	—	—	—	27
2, J. Neate	6	6	6	9	—	—	—	—	—	—	27
3, S. Lawson	—	—	2	6	—	—	—	—	—	—	8
4, R. Clinton	—	—	4	—	—	—	—	—	—	—	4
5, S. Warrell	—	—	—	4	—	—	—	—	—	—	4
CO-DRIVERS											
1, P. Gullick	9	6	9	—	—	—	—	—	—	—	24
2, K. Russek	—	9	6	—	—	—	—	—	—	—	15
3, C. Foster	1	4	1	9	—	—	—	—	—	—	15
4, V. Guest	6	—	4	—	—	—	—	—	—	—	10
5, F. Brake	—	—	—	6	—	—	—	—	—	—	6

Class Leaders

Class A Group 1 up to 1600cc											
1, C. Field	4	6	6	4	—	—	—	—	—	—	20
2, B. Banning	6	9	—	2	—	—	—	—	—	—	17
3, C. Daisy	2	4	9	—	—	—	—	—	—	—	15
Class B Group 1 over 1600cc											
1, R. Eyre-Maunsell	6	—	—	9	—	—	—	—	—	—	15
2, D. Hardcastle	—	9	4	—	—	—	—	—	—	—	13
3, C. Lord	—	6	6	—	—	—	—	—	—	—	12
Class C Groups 2/3/4/5 up to 1300cc											
1, J. Midgley	4	9	—	6	—	—	—	—	—	—	19
2, J. Crosse	—	4	9	—	—	—	—	—	—	—	13
3, M. Oxborrow	—	—	6	—	—	—	—	—	—	—	12
Class D Groups 2/3/4/5 1300 to 1600cc											
1, F. Henderson	—	—	—	9	—	—	—	—	—	—	9
2, D. Robbins	6	—	1	—	—	—	—	—	—	—	7
Class E Groups 2/3/4/5 over 1600cc											
1, A. Dawson	9	—	—	—	—	—	—	—	—	—	9
2, G. Elsmore	—	9	—	—	—	—	—	—	—	—	9
3, D. Stokes	—	—	9	—	—	—	—	—	—	—	9

Scoring: All registered competitors, both drivers and co-drivers, score points commensurate with their overall position. Co-drivers score points even if their driver is not registered. Points are totalled separately in relation to the final championship score first overall, 20 points; second, 19, etc). Only the best eight scores count. Group 1 uses the same system, from 15 points to zero. Classes: first five in overall, scored 9-6-4-2-1.



Jochen Mass on his way to an inherited victory in the turbocharged Martini-Porsche 936.

IMOLA G6

Alfa joins Alpine's attack on Porsche

Another victory for Ickx/Mass Martini-Porsche — Alpines fastest but fail to finish after Jarier builds up big lead — Works Alfa Romeo entry for Brambilla/Merzario provides new challenge with second place

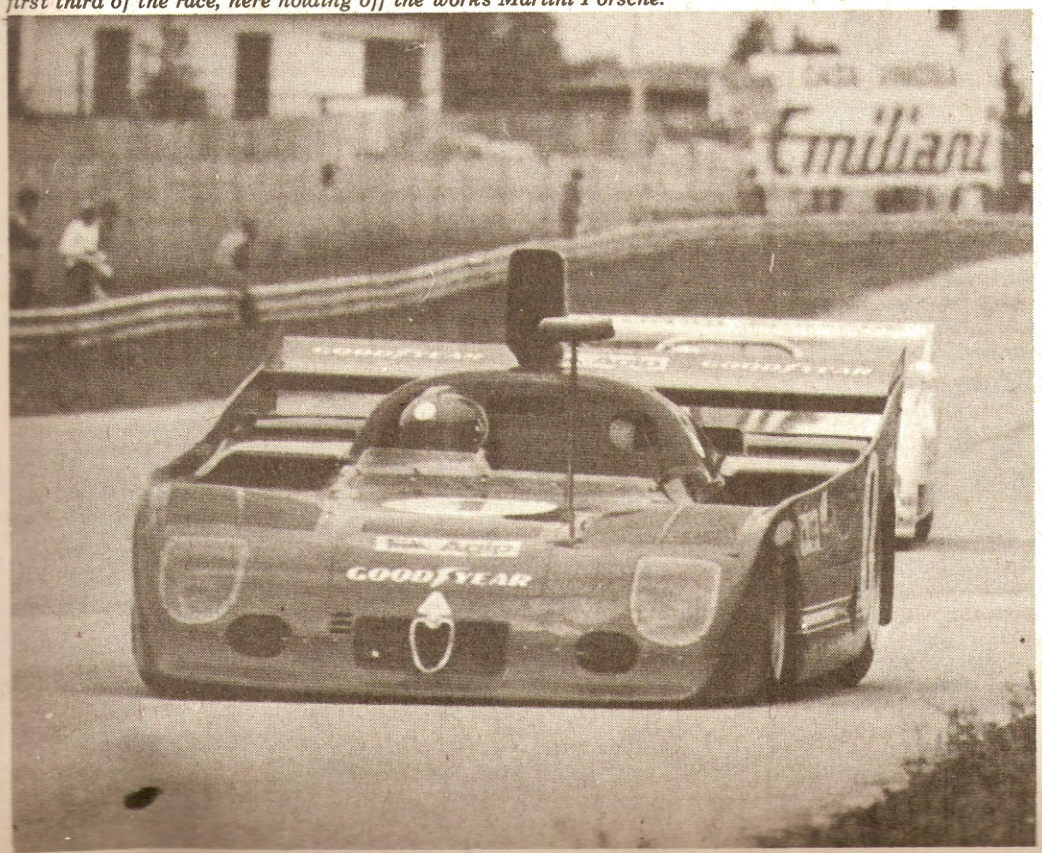
By STEPHEN WRIGHT **Photos by REINHARD KLEIN**

Under a warm Italian sun, the third round of the World Sports Car Championship provided another win for the Martini and Rossi backed works Porsche 936 turbo, the Alpine-Renaults both failing to finish. Extra, and much needed, interest in this championship was provided by the long awaited debut of the turbocharged Alfa Romeo 33 TS 12 which was driven by the Italian pairing of Vittorio Brambilla and Arturo Merzario.

The car finished behind the winning Porsche, crewed as usual by Jochen Mass and Jacky Ickx, albeit four laps adrift although it had been an encouraging debut.

The Imola race conformed to the new regulations in being either a 500 kilometre or 4 hour event; the Italian organisers plumping for the 500 kms which would be around an hour shorter and consist of 100 laps over the much modified circuit.

The turbocharged works Alfa Romeo 33 TS of Vittorio Brambilla/Arturo Merzario ran well for the first third of the race, here holding off the works Martini Porsche.



G6 WORLD SPORTS CAR CHAMPIONSHIP ROUND 3

Imola is very similar to the Osterreichring in some ways, set in attractive countryside to the south of the local town. From the start the circuit bears left, tightening slightly to lead onto a long straight. This turns into a flat out right kink, followed by a shorter straight which brings the driver heavily onto the brakes for a tight 2nd gear left hand hairpin. There follows a steep climb for 400 yards or so which, when cresting the brow, leads into a very long fast left-hander, dipping down into a much slower right hander. This is followed almost immediately by another right and then the circuit continues back up the hill into a fast left kink, ascending still further into the first of the three chicanes.

From this tight 2nd gear artificial corner, the track then sweeps gently left leading into a fast, downhill, 5th gear right hand curve under a bridge. At the bottom of this rapid descent there is a 3rd gear left hander, snatching 4th into the second chicane which is deceptively quick. This is immediately followed by the third chicane, a 2nd gear left/right flick, and then you're back onto the main straight.

It's a very demanding circuit and although nowhere nearly as fast as it used to be, there are very few places where you're not working hard and checking the instruments has to be planned in advance!

ENTRY

The usual white Martini Porsche 936 turbo was entered for Jochen Mass and Jacky Ickx, the car outwardly identical to when it last appeared (and won) at Monza and certainly smarter when first seen at the Nurburgring in black.

Challenging the German car for overall supremacy once again were the French Alpine-Renault A442 turbos, three of which were on hand although the third chassis was kept as a spare.

The driver pairings were Tyrrell Grand Prix driver Jody Scheckter, making a return to the fold and partnering Henri Pescarolo while Jean-Pierre Jarier teamed up with Jacques-Henri Laffite in the sister car.

Their standard of preparation was as immaculate as ever and there appeared to be no major changes to the cars since the last round.

The next interesting entry, hopefully not just

Arturo Merzario.

The works supported Ultramar March-Cosworth DFV for Guy Edwards and John Lepp failed to arrive following a rather unpleasant crash when the team's transporter left the road back in England *(see Pit and Paddock)*. Its inclusion would have increased the works supported entries to six which at least is encouraging.

The two Porsche 908/3s of Reinhold Joest were on hand, one for Jurgen Barth and Horst Godel and the second for Joest and Ernst Kraus.

Two further entries in the large 3-litre class were a heavily modified Lola Cosworth DFV T380 for Mario Casoni and Marco Capoferri plus a similar powered Chevron B36, run by John Blanckney and entered for Enrico Zanuso who chose to do the race on his own as this was permitted.

Finally completing the "big" class came a rather slow Alfa Romeo T33 for Theo Zeccoli which was privately entered, although assistance came from the Alfa mechanics who were on hand to look after their *pukka* works car anyway.

The Italians were staging one of their national championship races within this event which meant that much of the 2-litre class was made up of 1600cc and 1300cc cars. In all 39 cars practised.

The only British entries (in the 2-litre catergory) were the two globetrotting Lloyds/DRA Lolas, immaculately prepared as always. One car was for Ian Bracey and, out of retirement, Tony Birchenough. The other car was handled by Simon Phillips and Belgian FF ace Claude Crespin.

Of the other leading 2-litre runners, the WWKRT March-BMW 75S was entered for Stanislao Sterzel and local yokel "Gimax" as it had been at Monza, while Herbert Muller was sharing the driving in the interesting Francy-Sauber C5 once again with Rodolfo Cesato.

Naturally there were plenty of Italian built Osellas entered, many of them being the latest PA4 model. Most of these cars were BMW powered, some using Schnitzer derived units although one PA4, that driven by Duilio Truffo and "Pal Joe" had the potent Romeo-Ferraris V8 engine which Merzario had lapped so quickly in at Monza the other week.

The field was completed by various other makes; Abarths, Dalleras, the odd GRD and AMS here and there plus Chevrons of various vintage and many cars with their own particular power plant, be it either a Simca, Ford, BMW or Alfa engine.

PRACTICE

On Thursday there was unofficial practice for the 3-litre cars only. With Friday being a rest day, Saturday saw two well spaced ninety minute official practice sessions in which competitors could find a reasonable grid time.

The first session saw most of Italians going well immediately, their circuit knowledge proving a help at least. Among the early pit callers were Zanuso with gear selection problems and the DRA Lola of Phillips with an electrical problem.

During the last ten minutes of the session, Pescarolo went off, "quite slowly", at the first chicane for no reason that he could remember at the time. Being momentarily knocked out by one of the catch fence posts didn't exactly help. Apart from a bruised cheek and a black eye, he was fortunately unhurt. However, he decided not to practise again that day although he took advantage of the unofficial Sunday morning session prior to the race to reacclimatise himself. His best had been 1m 43.60s up until the incident.

Before the second practice, the Martini Porsche received a routine engine change and Ickx announced that the car was going really well although his time of 1m 51.58s was well down on team-mate Mass.

Jody Scheckter, who last raced at Imola in his F2 days, expressed concern about avoiding the slower 3- and 2-litre cars, never mind the national entries.

While the South African may feel he's correct in as much as he did have a big problem with traffic, like most of the faster cars, many felt that it's not the speed differential that counts, more the driver.

During Saturday afternoon, a freshening wind picked up lots of cotton buds which caused minor havoc in the paddock area, choking up Honda generators and the like and getting into the most unlikely, and annoying, places.

The second session started to see the grid take shape and it was the Alpines leading the way, the turbos whistling away as both Jarier and Scheckter cut in the required laps to make it an all French front row, Jarier ending up the quicker by 1.5s. Laffite recorded a 1m 43.01 for comparison.

This time Mass and Ickx were unable to pip German kept the Renaults well within range.

The Brambilla/Merzario car, running on Pirelli tyres, caused same typical Italian panic when it caught fire while out on the circuit.

Merzario brought it to a stop, leaping out while flames licked the engine compartment. The fire, which had been caused by a leak in the fuel system between the tank and the injection system was quickly extinguished and this incident didn't really affect the car's grid placing on the second row.

Of the two British entries, the Phillips/Crespin car collected a stone between the wheel and brake assembly which cut off the bleed nipple leaving the car without this useful asset for a time!

Fastest qualifiers:

Jarier/Laffite (Alpine-Renault A442 turbo)	1m 40.23s
Scheckter/Pescarolo (Alpine-Renault A442 turbo)	1m 41.77s
Mass/Ickx (Porsche 936 turbo)	1m 43.03s
Brambilla/Merzario (Alfa Romeo 33 TS 12 turbo)	1m 44.19s
Barth/Godel (Porsche 908/3)	1m 46.84s
Casoni/Capoferri (Lola-Ford Cosworth DFV T390)	1m 47.10s
Zanuso (Chevron-Ford Cosworth DFV B31)	1m 48.21s
Dini/Anzeloni (Osella-BMW PA4)	1m 48.38s
Truffo/"Pal Joe" (Osella-Ferraris PA4)	1m 48.70s
"Gimax"/Sterzel (March-BMW 75S)	1m 49.34s
Joest (Porsche 908/3 turbo)	1m 49.49s
Cinotti/Piazzi (Chevron-BMW B36)	1m 49.69s
Francisci (Alpine-Renault A441)	1m 51.94*
Filannino/Pettiti (Osella-Schnitzer BMW PA4)	1m 52.04s
Muller/Cescato (Sauber-BMW C5)	1m 52.70s
Tesoni/"Mici" (Osella-BMW PA4)	1m 54.99s
Floridia/"Amphicar" (Osella-BMW PA4)	1m 55.30s
"Gianfranco"/(Osella-BMW PA4)	1m 55.06s
Servanin/Ferrier (Chevron-Simca B36)	1m 55.43s
Birchenhough/Bracey (Lola-Ford T294S)	1m 56.56s
etc.	

* Did not start.
NB: First drivers all achieved starting times.

RACE

The start was clean and most cars were away without problems and after a gap of nearly two lead Scheckter, Brambilla and Mass, all in close company. Then followed a gap to the next bunch which comprised Barth, Casoni, Joest, Zanuso, Spartaco Dini's Osella PA2 (the leading 2-litre runner), Truffo, "Gimax" and the the rest.

The order at the front remained on the second lap but the gap to the fifth placed car had now opened up considerably, such is the superior pace of these works turbo machines.

On the third lap Casoni lost his gears in the Lola and started dropping back into an eventual retirement which was caused by a broken clutch pedal. A lap later saw the first serious retirement, Scheckter pulling off at the hairpin with undisclosed engine problems.

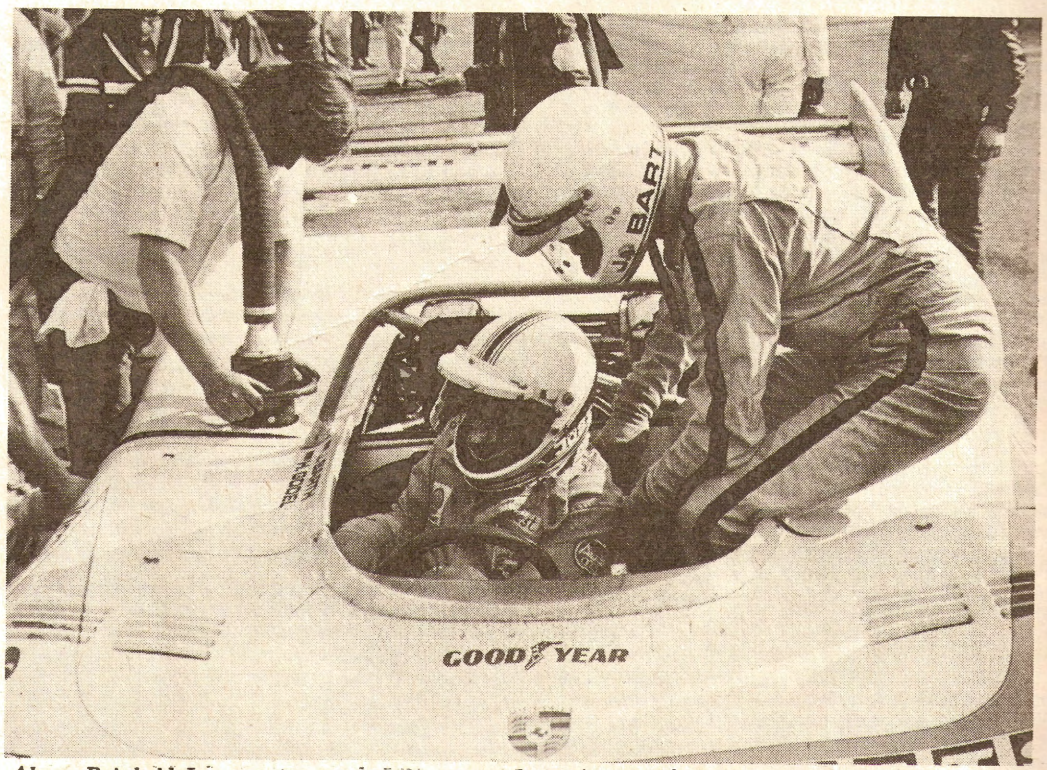
Muller, driving the Sauber, found life not going his way during the early stages and the Swiss-built car was smitten by several punctures before ten laps were even completed, thereby dropping it well out of the running.

At 10 laps Jarier had pulled out an 11s lead over the Alfa which, in turn, was 2.6s up on Mass. Joest was already almost a minute down with the Osella-Ferraris, now the leading 2-litre, sniffing at the Porsches heels and cheekily holding off Barth's similar car and Zanuso's Chevron-DFV.

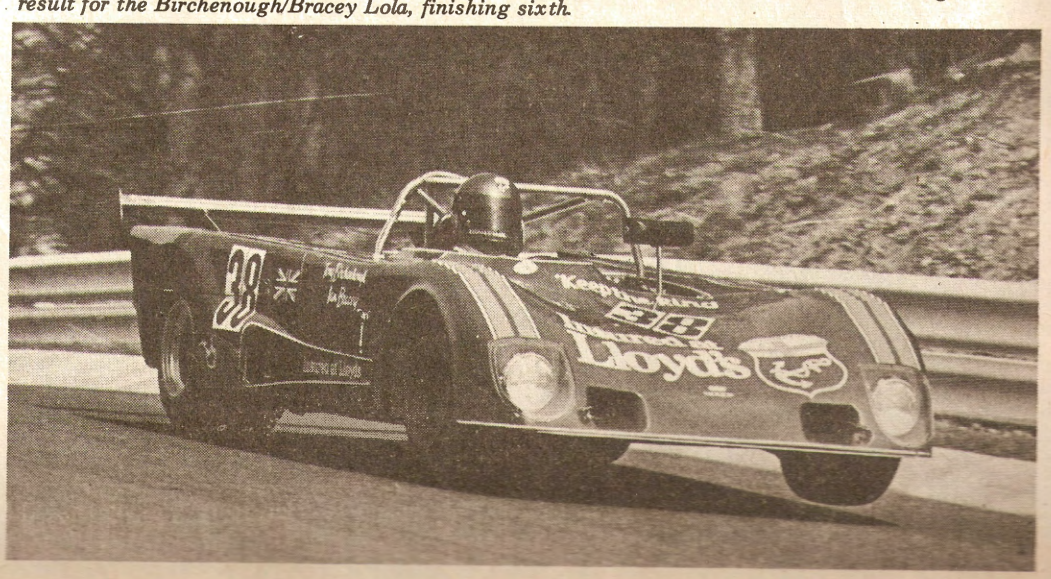
Jarier, having established the fastest lap of the race, continued to increase his lead during the next 10 laps and, with just over half an hour's racing gone, the Alpine was now 16.4s to the good, the Alfa still keeping the Porsche at bay while Joest had already been lapped.

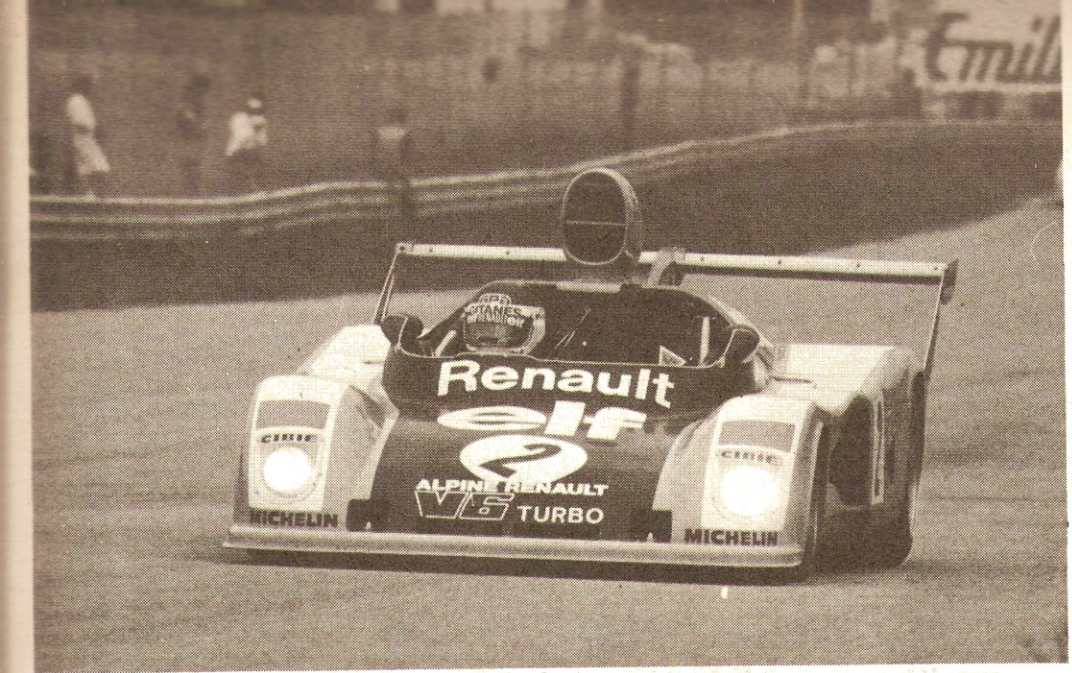
Truffo ended his good race on lap 21 when, while lying 5th, the diminutive Italian collided with the Armco at the fastest part of the circuit and the leading 2-litre runner ended his hopes there and then.

A lap later Zanuso started the first of many pit stops in a vain attempt to cure worsening gearbox



Above: Reinhold Joest again switched cars and ended up in Jurgen Barth's 908/3. Below: a good result for the Birchenough/Bracey Lola, finishing sixth.





Jean-Pierre Jarier turbo-Alpine

IMOLA continued

to Rress but their turbo was lacking in power and the car started wearing almost as well. The Arrows, a new Jean Tabe over front earth seven laps later, this car now lying third, three laps behind the leader at half distance.

On on 37 Mass came into the pits for his routine stop, having overtaken Lafitte and although it cost his Porsche a lap, when the Belgian rejoined he still had a lap's advantage over the Alpine which was closing all the time. It began to look as if a good finish was in store.

Brambilla, now back in third place, although three laps astern, spun at the chicane he ate the kilometre and quickly resumed unlike Dial who couldn't restart his Osella after his similar error and the car had to be pushed to the pits. This effectively took it out of the running for the entire remainder and it later retired with a severed brake pipe near the end.

Lafitte's rapid progress saw him pass Jarier in chase was now on for with 38 laps to go. Laffite was making a distinct impression and it looked on for an Alpine victory.

Then, as it had happened to Jarier, the leader struck disaster with a slower car. Laffite had pulled away from Jabe by several hundred yards or so when he tried to pass the Shadow driven by Stuppa. The cars touched which removed the nose cowl of the Swiss car, forcing its instant retirement. Laffite carried on, thinking everything was alright, until he saw the bad, and pulled into the pits. Fortunately the water temperature had not risen and the engine was not damaged. Regrettably the water temperature had risen and the engine was damaged. Regrettably the water temperature had risen and the engine was damaged. Regrettably the water temperature had risen and the engine was

Gilles Villeneuve continued his winning ways in Canada, recording his fourth successive victory.

Mexican Johnny Gerber was only 0.131s behind with the Bill Scott Chevron B34 after an encouraging practice in which he consistently improved his times despite the deteriorating circuit conditions. Beside him was Bertil Roos, debuting his Gabriel Lola T460. The Swede seemed to adapt quickly to the car and was able to hold the machine in long, oversteering slides through the last corner leading onto the drag strip.

Atlanta front runner Tom Pumpelly was seventh fastest with his March 76B despite being dissatisfied with both handling and brakes, while beside him was Gordon Smiley, having his first race in an Opert Chevron B34 and enjoying it immensely.

Completing the top ten were Price Cobb's March 76B and Tom Gloy's Lola T460. Gloy might well have gone faster had fuel feed problems not ruined much of his second day of practice, while Cobb was bothered with a smoking engine. Hector Rebaque's Carl Haas Lola T460 just missed the top ten having suffered with overheating problems, finally traced to foreign material in the radiator. Elliott Forbes-Robinson had the Tui BH2 beside the Mexican. A strange set of front Goodyear tyres initially gave the car tremendous understeer until the problem was diagnosed and, with an engine change, Allan McCall was hoping for a repeat of the team's recent California successes. The car has been returned to its original '68 suspension settings and appears to work very well. The only alterations are the addition of a modified Lola nose and a 3ins lengthening of the wheelbase to accommodate the oil tank behind the driver's head.

Howdy Holmes was quite some way back in the second Bill Scott Chevron B34. He had a brand new car to replace the one burned in testing at Laguna Seca and mechanic Steve Cole put in yeoman work to get the car ready as the tub had only arrived in Edmonton the day before practice! A second Chevron, an Opert B34 driven earlier in the year by Tom Bagley, now had F2 driver Juan Cochesa installed behind the wheel. Filling the eighth row were Bobby Brown in a Lola T460 rented from Pierre Phillips and Craig Hill in the sister T460 to Bertil Roos's machine. Brown had a lower front wishbone break on his regular B34 and, considering that this is the second time it has happened this year, Bobby thought he should park the car until new and stronger suspension bits could be built.

QUALIFIERS:

Gilles Villeneuve (March-Morris/Ford 76B)	56.13s
Tom Klausler (Lola-Traylor/Ford T460)	56.25s
Bobby Rahal (March-McCoy/Ford 76B)	56.33s
Bill Brack (Chevron-Hart/Ford B34)	56.54s
Johnny Gerber (Chevron-BSR/Ford B34)	56.67s
Bertil Roos (Lola-Hart/Ford T460)	56.85s
Tom Pumpelly (March-Cosworth/Ford 76B)	56.92s
Gordon Smiley (Chevron-Hart/Ford B34)	56.95s
Price Cobb (March-Race Shop/Ford 76B)	56.98s
Tom Gloy (Lola-Phillips/Ford T460)	57.09s
Hector Rebaque (Lola-Traylor/Ford T460)	57.10s
Elliott Forbes-Robinson (Tui-Nicholson/Ford BH2)	57.12s
Howdy Holmes (Chevron-BSR/Ford B34)	57.15s
Juan Cochesa (Chevron-Hart/Ford B34)	57.19s
Bobby Brown (Lola-Hart/Ford T460)	57.30s
Craig Hill (Lola-Hart/Ford T460)	57.37s
Marty Loft (March-Race Shop/Ford 76B)	57.37s
Tim Cooper (March-CRW/Ford 76B)	57.38s
John Storr (Brabham-Cosworth/Ford BT29)	57.47s
Carl Liebich (Chevron-Hart/Ford B29)	57.47s
Cliff Hanson (March-Race Shop/Ford 76B)	57.53s
Dave Walker (March-Nicholson/Ford 722)	57.54s
Seb Barone (March-Cosworth/Ford 76B)	57.59s
Bruce Jensen (Chevron-Hart/Ford B29)	57.59s
Vince Muzzin (March-Race Shop/Ford 75B)	57.70s
Ric Forest (Chevron-Hart/Ford B34)	*
Marcel Talbot (Chevron-Hart/Ford B29)	*
Herman Gugliotta (March-Cosworth/Ford 76B)	*
Wink Bancroft (Chevron-Hart/Ford B34)	*
Syd Demovsky (Chevron-Smith/Ford B29)	*

* Grid positions filled from results of a qualifying race.

RACE

Klausler got a bit of a jump on everyone at the start and seemed to have the edge until Villeneuve stuck his nose inside into the first tight and bumpy right-hand turn, forcing the Lola to give way. From that point, the battle for the lead was effectively over. Rahal slotted inside Brack to take third, while Smiley came through with an excellent start to grab fifth by the end of the first lap. They were followed by Cobb, Roos, Gerber, Pumpelly, Forbes-Robinson, Cochesa and the rest.

Lap 2 proved Rahal's undoing as he went off entering the first corner, ripping the sump and dropping to seventh. He then moved past Roos for sixth before realizing that all the oil had poured out from the bottom of the motor; he retired to the pits. The oil on the track caught out Tom Gloy and he spun, rejoining at the very back of the field, but everyone else soon adapted to the now very slippery conditions.

At the front Brack was making several runs at Krausler, trying to scramble around the outside at the last corner. With Smiley tucked under his wing, Brack finally made a move, taking the Lola on lap 6. He soon pulled out a slight gap on Klausler but found it much more difficult to narrow Villeneuve's small, but effective, lead.

After ten laps things began to settle down as the leaders started to lap into the slower cars. Villeneuve was still a solid leader, with Brack right behind but making no attempt at this stage to put pressure on the French-Canadian. Klausler was an equally close third, content to watch the leaders at this point, Smiley was fourth, while Cobb had settled into fifth in his best performance in two years of Atlantic racing. EFR had moved the Tui into sixth place, 6.4s adrift of Cobb's March, while Roos was seventh holding off a fast-closing Marty Loft, with Gerber and Pumpelly in tow.

The front three runners remained very close, keeping the race alive, but behind them there was little position changing. As they approached half-distance (33 laps), Villeneuve, Brack and Klausler led Smiley, who was now 8s behind Klausler's Lola. Cobb was a solitary fifth followed by an equally lonely EFR. Loft was a solid and impressive seventh in only his second Atlantic race while Pumpelly, Gerber, Hansen, Cochesa and Roos made up the next group.

Further back, both Holmes and Gloy were driving with great verve to overcome early race misfortunes. Holmes had left the road on lap 4 after being involved in an incident with Craig Hill, but continued after some crosscountry motoring minus half the nose splitter.

Pumpelly left the leading runners, retiring when he lost his oil after the header tank broke, ripping off an oil line. On the same lap the leaders moved took the opportunity to follow the white Lola past Hansen, and Juan now led the tight four-car from Hansen, Gerber and Roos. They then all advanced one spot when Loft spun, ending a good drive. He continued on three cylinders before finally quitting a couple of laps later.

On lap 51 Klausler decided it was time to make a move and he slipped inside Brack at the corner leading to the drag strip. Brack, however, swiftly retaliated by retaking the Lola entering the first corner. Within a couple of laps the three leaders moved in to put another lap on Craig Hill's Lola. Villeneuve and Brack made it through, but Klausler was not so lucky. Forbes-Robinson, holding down a solid fifth place, had just been lapped and observed the incident: "Klausler tried to get past him for three corners and finally I thought he had made it. He was inside Hill and obviously had the corner, then Hill suddenly turned into him and Klausler rode up over Hill's front wheel."

That ended a fine race for Klausler, for in addition to bending the monocoque the collision sheared his engine's flywheel. Following the race the stewards held a meeting, agreed that Hill had made an error, and imposed a $500 fine.

Up front it was now a two-car race as the veteran tried to catch the youngster. On this occasion youth triumphed. Thinking that Villeneuve was tiring (he went wide exiting a corner), Brack decided it was time to make his move, only to spin on the next corner. He dropped 14s behind Villeneuve, and with only nine laps remaining the best he was able to do was to close to within 6.8s before time ran out.

With all the late-race confusion, Smiley moved up a place after Klausler's demise to take an impressive third, 20s behind Brack. After he lost contact with the leaders while lapping slower cars early in the race, Gordon ran without company, sufficiently impressing Fred Opert to ensure that he would be in the team at Westwood on May 30. Cobb and EFR also had lonely drives to take the next two places although the same could not be said of the Cochesa-Hansen-Gerber-Roos quartet. Gerber was the first to leave, after spinning on lap 40, before a slowly deflating front tyre and then engine failure forced him out only three laps from the end. Once Gerber had gone, Roos suddenly got moving, getting past Hansen in a neat outbraking move when completing lap 56 and then taking Cochesa with only five laps left. The Venezuelan was taken by surprise as his pit crew had been telling him he had a 7s cushion to the next competitor!

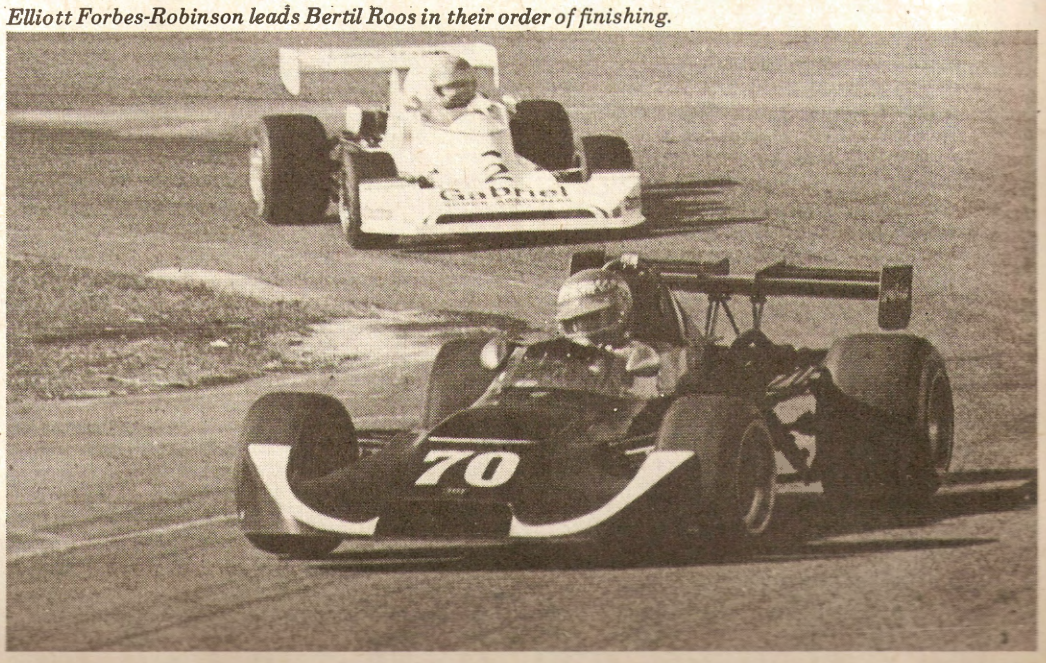
Completing the top ten were Holmes and Gloy, the latter in particular deserving of commendation, for he was driving with several cracked ribs *a la* Niki Lauda.

Player's International
Edmonton, Canada — May 16
65 laps — 97.50 miles
Canadian Formula Atlantic championship — round 1

1, Gilles Villeneuve (March-Morris/Ford BDA 76B), no time and speed given;
2, Bill Brack (Chevron-Hart/Ford BDA B34);
3, Gordon Smiley (Chevron-Hart/Ford BDA B34);
4, Price Cobb (March-Race Shop/Ford BDA 76B);
5, Elliott Forbes-Robinson (Tui-Nicholson/Ford BDA BH2), 64 laps;
6, Bertil Roos (Lola-Hart/Ford BDA T460), 64 laps;
7, Juan Cochesa (Chevron-Hart/Ford BDA B34), 64 laps; 8, Cliff Hansen (March-Race Shop/Ford BDA 76B), 64 laps; 9, Howdy Holmes (Chevron-BSR/Ford BDA B34), 64 laps; 10, Tom Gloy (Lola-Phillips/Ford BDA T460), 64 laps.

Fastest lap: Villeneuve, 56.741s (**record**).

Elliott Forbes-Robinson leads Bertil Roos in their order of finishing.



by John Bolster

Dams and spoilers

First of all, I would like to thank my friend, John Wyer, for his interesting comments (*Correspondence*, February 19), to which I had no opportunity to reply at the time. He is, of course, perfectly correct in thinking that I was writing about the *power* required, both to overcome air drag and mechanical friction, hence the cube. I thought this was obvious because I wrote it out in full in the previous sentence, but if what I said was ambiguous, the fault is mine, as the book to which I referred makes it perfectly clear.

However, I still stick to what I said about wind tunnel testing with stationary wheels, even with fully enveloping shapes, and I shall give just one example. A few years ago, a very fully streamlined Healey recorded some remarkably high speeds on the salt flats. The wind tunnel tests were made with stationary wheels and it was found advantageous to cover over the rear wheels completely. Donald Healey told me that when the car was first tried, there was consternation because it could not reach the speed which had been predicted from the wind tunnel results. The answer was found by accident, for during tuning sessions, the car happened to be driven with the back wheels uncovered and the missing performance was at once in evidence.

I cannot say for certain why this was so, and I do not propose to guess, but the point I am trying to make is that, in that particular case, the expensive wind tunnel testing was largely wasted because the wheels were not rotating. We know, of course, that to cover in the rear wheels usually gives a small but useful speed gain, and the holes in the Healey, when its spats were removed, looked far from aerodynamic, but the stopwatch cannot lie. I expect Donald Healey could give us the full story, if he happens to be tuned in to this wavelength.

There can be little doubt that the competition cars of the future will be mounted on a test rig in the wind tunnel, after which the settings will not be touched at the racing circuit. At present, it is normal for a state of panic to be generated during the practice period, and various bits of aluminium are bolted on in an attempt to achieve stability. These usually consist of a dam to discourage the air from rushing underneath the car and a spoiler to reduce the aerodynamic lift at the rear end. Though these things are unsightly, they do work, inasmuch as they improve the handling, and sometimes even the performance, of badly designed cars.

That a body shape which reduces or even eliminates the necessity for such aids is more efficient, I shall presently show. The curious thing, however, is that these hideous appendages have acquired a cosmetic value, and it is fashionable to attach them to cars which cannot possibly benefit from them. Saloons with high and almost vertical rear windows are frequently seen with large spoilers on their boot lids, for example. That they are totally immersed in the turbulent wake on such vehicles, and can therefore do nothing, either good or bad, for the performance or handling, is neither here nor there. If I may become highly technical for a moment, they have what is known mathematically as a very high crumpet factor in the Kings Road, Chelsea, especially when accompanied by excessively wide tyres.

There's not the slightest doubt, however, that there are certain cars which benefit considerably from bolt-on aerodynamic aids. It's much cheaper than tuning the engine and there's no increase in the insurance premium, though the interest of cops may be aroused. D.I.Y. magazines tell you how to do it, but unfortunately they seldom warn you that, like everything else in motoring, you ought to know what you are doing before tackling the job. It is most irresponsible to advise readers to do something without first investigating fully the disadvantages as well as the advantages.

Let us assume that a man has attached an air dam to his car. He is delighted with its appearance — though why I cannot imagine — and whether or not it improves the handling, he thinks it does, for it's terribly difficult to be impartial when testing a new toy. He probably gets a little more speed or a slight improvement in fuel consumption, and is highly delighted.

Then, he goes for a long, fast run — on an *autobahn*, of course — and after driving hard for an hour or two he hears a curious rattle, followed by an almighty bang and total silence. He opens the bonnet and is able to examine the interior of his engine, without undoing any nuts or bolts, through a large window that has appeared in the side of it. His cheap air dam has cost him very dear.

The manufacturer of his car had thoughtfully arranged for a breeze to blow over the sump of the engine, to cool the oil. By bolting on the spoiler ahead of the sump, he had re-directed the draught, and his sump was travelling in stagnant air. It is not realised how near disaster many engines are, and even a new location for a number plate may bring about the demise of the big-ends. V-type engines, which direct a lot of heat into a short sump, are notoriously delicate in this respect. There exist American cars which are perfectly reliable, but only because their handling characteristics prevent their potential performance from being exploited. The same engines in European chassis blow up with depressing frequency, because improved handling and stability allow all the power to be used, all the time, with insufficient sump area.

Pinch of salt

Thus, articles on how to make your own air dam should be taken with a pinch of salt. If you buy one from a reputable firm, you will be shown the passage they have made for cooling air or, more likely, you will be told that it is now essential to buy an oil radiator, to make up for the cooling area which has been lost. The air which has been deflected from flowing under the car must go somewhere, and it is likely that it will get stuffed through the hole in the front and into the water radiator. It is usual for the fitting of an air dam to reduce the water temperature, but unless an oil temperature gauge is fitted, the owner may be blissfully ignorant of the danger. There's a certain little car which is fitted with an air dam as standard, and though in this case it makes no difference to the speed or stability, it greatly improves the efficiency of the water radiator. In this instance, the car is mid-engined so the dam does not directly shield the oil sump, and if your car is rear-engined, you're laughing.

In addition to the air which is directed upwards, some of the air that collects upstream of the dam may be deflected outwards to join the overall airflow along each side of the car. This is facilitated because the air is flowing from a high-pressure area to two areas of low pressure, but the process can be eased by shaping the dam so that it is rounded in plan, sweeping back from a curved centre to join the overall flow as gently as possible.

The air passing down each side of the car is at low pressure, and consequently the higher pressure under the vehicle causes air to flow outwards diagonally. This interference with the main flow usually causes a pair of vortices to form and the air coming from the dam may greatly aggravate this condition, if it is not fed in with extreme care. These attached vortices along the sides of the car create a certain amount of iift, and any vortex inevitably causes drag, because it takes power to spin a cylinder of viscous air. Therefore, in those cases where air dams give no improvement, or the reverse, it may be that the airflow has been so re-routed as to contribute to the attached vortices.

Nooks and crannies

Another cause of increased drag may be the aforementioned direction of the air towards the radiator. This internal airflow is not well handled in most cars, the air passing over a rough series of baffles, nooks, and crannies, escaping where it can. It would seem logical to reduce the size of the radiator grille when adding a dam to the front of the car.

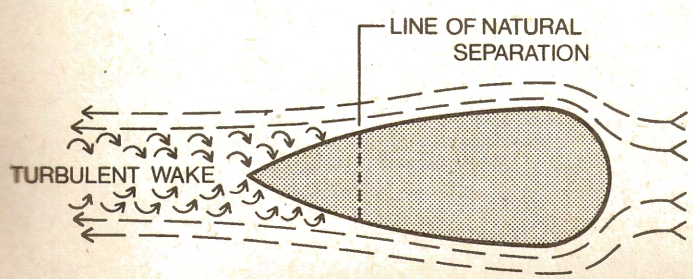
Air dams are popular accessories because they can be easily fitted to existing cars, but many far greater improvements could be made at the design stage. A smooth and rounded nose, blended imperceptibly into a gently rising bonnet, is the first essential. In the past, stylists have insisted on bluff, aggressive fronts, and we have had to spend vast amounts of money on petrol to push the beastly things through the air. Personally, I think aerodynamically nowadays, and a high, square frontal treatment is hideous to me. I am delighted to find that I am not alone in my aesthetic approach and when I am lucky enough to drive a well-streamlined car, I am gratified at the number of people who admire it. Obviously, the lower the nose and the easier the airflow over the top of the car, the less tendency there is for air to crowd in underneath, where it isn't wanted.

Also, it's surprising how small the air entry can be if the interior flow is properly ducted. If some of the air for cooling and combustion is collected beneath the rounded nose, the necessity for a dam, as such, is greatly reduced, though the front should be the lowest part.

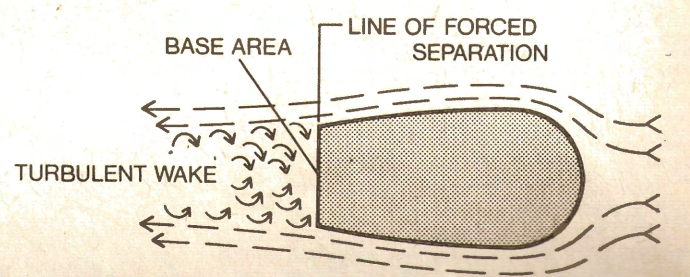
Most modern cars have appallingly rough bottoms and perhaps the sellers of go-faster goodies will make us some bolt-on undershields. In the Brooklands days, the racing fraternity were much more aerodynamics-conscious than they are now, maybe because they were working alongside the pioneers of flying. They studied the airflow between car and concrete intensely, and I think it was Harry Hawker who made various changes to his undershield and then drove over a newspaper. The shape that shifted the paper least was the best.

All competition cars had undershields then, but they became unpopular for road-going sports cars because the heat from the engine and gearbox tended to be reflected upwards through the floorboards instead of being carried away underneath. This was especially so with a separate gearbox amidships, vintage style, but would present fewer problems with modern configurations.

The airflow between a car and the road is difficult to analyse and somewhat complicated. There is a viscous boundary layer in contact with the bottom of the vehicle, which travels with it. The air next to the road is violently agitated as this layer passes over it at speed. In the mixing area under the front of the car, the lower air



Line of flow round a streamlined body. Unless the tail is absurdly extended, separation will take place as indicated.



Bobtailing. Cutting off the tail at the line of separation makes no difference to the drag caused by the turbulent wake.

apparently moves first in the opposite direction and then in the same direction as the boundary layer, probably forming a secondary boundary layer extending to the road. Naturally, the air here becomes extremely turbulent.

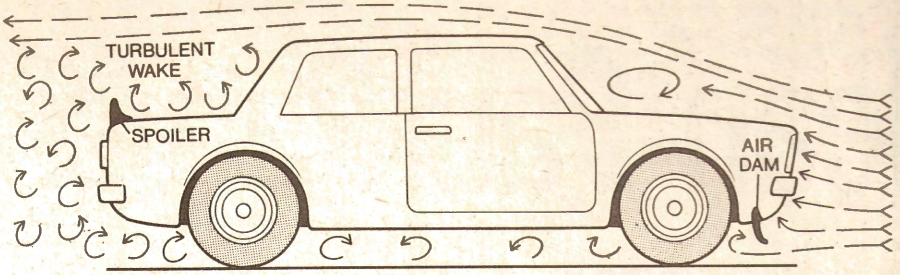
This is a condition promoting both drag and lift, which is why we have tried to deflect the air at the front of the car. The next stage is to sweep the smooth undershield laterally from its lower central point, in a gentle curve which blends with the sides of the car. This allows the trapped air to move out diagonally and flow into the area along the sides, which is at lower pressure, but it must not be overdone or vorticity and turbulence can result.

More important is the shape of the undershield length-wise. Its distance from the road should increase from front to back, rising considerably at the rear, as in an E-type Jaguar or a Citröen CX. This places the high-pressure area beneath the car in communication with the low-pressure wake. With sufficient gradient on the rear of the undershield, its behaviour may be likened to that of the lower surface of an aerofoil, and a highly desirable condition of negative lift may even be attained. Perhaps I am going too fast, so may I summarise the above paragraphs?

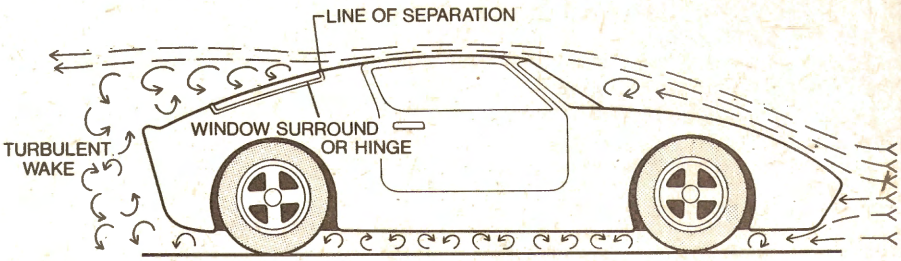
Virtually all conventional cars, in production form, suffer from some aerodynamic lift underneath, which has a particularly adverse effect on the adhesion of the tyres to the road. I hope I have shown that by correctly styling the nose of the car, with an air dam if necessary, we can reduce the airflow under the car by directing it over the top and round the sides. We can make a much greater improvement by covering in the bottom with a smooth undershield, but the most important thing is to raise the rear of the undershield, so as to place the air underneath in communication with the wake behind the car. This latter requirement may be difficult or impossible to achieve by modifying an existing car and is really a matter for the designer. To me, most modern cars are ugly because they suffer from duck's disease, with their rear ends too close to the ground.

Although we cannot eliminate the aerodynamic drag which results from the proximity of the car to the ground, we can considerably reduce it, and we can convert positive lift to negative lift by suitable styling of the undershield. If the bottom of the car is the lower surface of the aerofoil, the top can be suitably related without too great a stretching of the imagination. I would rather ignore the complexities of the windscreen area until another day, owing to considerations of space, and over-simplify disgracefully by regarding the body of the car as an aerofoil, like a section cut out of the wing of an aircraft.

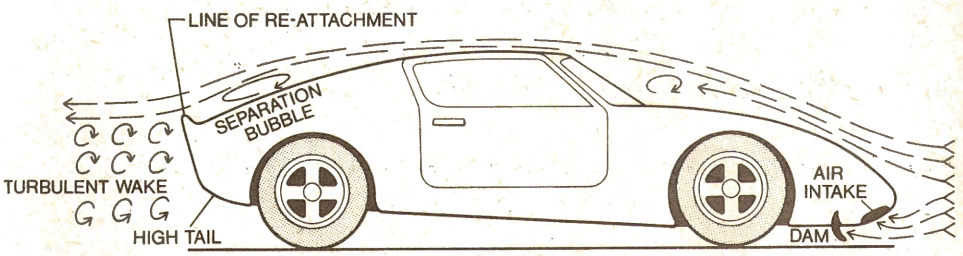
We have already dealt with the lower side of this aerofoil, and eliminated that troublesome lift at the rear end, but now we must deal with the top of it. Let's take a car with a nice, long roof which gradually blends with a downswept tail of so-called "fastback" form. The air flows along the roof and this laminar flow may continue down the tail, but unless the slope is so gradual that the thing is of almost infinite length, separation will take place. This means that the airflow will eventually cease to follow the body contour and will become turbulent.



The spoiler on this saloon is immersed in turbulent wake, and does absolutely nothing. The air dam is probably effective in reducing the airflow under the car, and certainly forces more air through the radiator, but it may have other effects (see text).



At first glance, this looks an effective shape, but a slightly projecting window surround causes the airflow to separate from the sloping tail and greatly enlarges the effective base area, and hence the volume of the wake. The spoiler does nothing. The nose shape encourages airflow underneath, and low ground clearance increases drag.



This spoiler works. The smooth, clean shape allows the airflow to follow the body contour. The spoiler creates a separation bubble ahead of it, preventing the sloping rear top panel from causing lift. The rising gradient of a smooth undershield puts the underside of the car in communication with the low-pressure wake, creating a condition of negative lift. The nose design might render a dam unnecessary.

Bobtailing

At this point, the only thing to do is what is called bobtailing. The rest of the pointed tail must be cut off and sealed up with a more or less flat plate, which is the rear panel of the body. This panel is called the base area, and the smaller it is the lower the drag of the body. If the forward part of the body is "clean", the air may be persuaded to follow its shape closely until it has tapered down to a relatively small area before separation takes place. It is this base area that drags along the turbulent wake and, again over-simplifying perhaps, the smaller the base area the less the volume of the trailing wake and the lower the drag. A typical saloon with an upstanding rear window and separate boot will have a huge base area, for separation will take place at the car's greatest cross-section.

Assuming a well-profiled car, the resemblance to an aerofoil is noticeable and here we come to an unwanted feature of such a shape. When I was in the lower-fourth, my schoolmaster taught me that there's no such thing as suction. He was right, of course, but as this isn't a physics class I propose to use the term to make myself clear. There are vast numbers of possible wing shapes, according to the speed and load of operation, but they all have in common the working principle that they press down underneath and suck on top in order to achieve flight. In fact, a typical aerofoil gets a good deal more lift from suction than it does from pressure.

In the case of a well-streamlined car, the laminar airflow down the top of the tail is having to go faster than the rest of the air because it has further to go. Hence, it's a high velocity, low pressure area. In designing the undershield, we destroyed the lift by tipping the panel upwards, away from the ground, and we reduced the base area at the same time. If we raise the top panel of the body similarly, to reduce the suction, we get a shape like that of the so-called Ferrari Breadvan of a few years ago, or the popular wedge, which certainly prevents the top panel from contributing any lift to the equation, but increases the overall drag by enlarging the base area.

Unfortunately, the usual spoiler, consisting of a ridge across the top of the tail, unavoidably increases the base area. So many people fit a spoiler unnecessarily when most of the lift is coming from underneath the car anyway. It would seem sensible to deal with this at its source, rather than applying a negative lift device on top which may not be necessary. A spoiler of this type may well improve stability and cornering power, with a consequent reduction in lap times, but it must inevitably reduce the maximum speed.

A spoiler works by producing what is called a separation bubble ahead of it, thus causing the airflow to leave the area where the greatest lift is being created and re-attach itself to the top of the lip of the device. It is called a spoiler deliberately, because it spoils the streamlining of the car by increasing the base area. As may be imagined, the height of a spoiler is fairly critical and is affected by several variables, so it's something of a compromise. Unlike the air dam, it's improbable that it will be of much benefit to a road car, as few of these are sufficiently clean aerodynamically to warrant its use. Even a rear window surround that stands slightly proud may cause separation and immerse the spoiler in turbulent air, rendering it totally ineffective. Neverthless, it may make the driver feel good and imagine all sorts of advantages.

If the rear spoiler is largely a cosmetic accessory on an everyday car, it can be a vital piece of equipment on a mid-engined competition car. With a really slippery body, the device certainly works, and where the speed is high and the weight is low, it may be essential. Where the spoiler may also score on such cars is in reducing sensitivity to crosswinds and the improvement in lap times may far outweigh the theoretical loss of maximum speed. Nevertheless, the designer may look upon it as a confession of failure and will try to do without it if he can, but as he is only too conscious that the driver's life is in his hands, who shall blame him if he sticks on a spoiler at the first hint of instability?

In conclusion, may I apologise to the experts for some short cuts and over-simplifications, made deliberately to render the subject less boring and more comprehensible. Perhaps it would have looked better if I had dressed it up with a few mathematical formulae, but when I do they usually get printed backwards, upside down or, to use a technical engineering term, arse-to-elbow. □

Jean-Paul Perusse

Front or rear wheel drive, this personable French-Canadian usually wins. He talked recently with IAN SADLER

Thirty-three year old Canadian Jean-Paul Perusse is, in all probability, Canada's fastest rally driver when judged by stringent European standards. That he is the most versatile is an unquestionable fact. As befits Canada's dual climate, Perusse has mastered two quite different driving styles, a similarity with Scandinavian drivers which extends to his Nordic bearded face and "pilot's" eyes: eyes screwed-up from sun and snow. For summer rallies Perusse uses an ex-works Fiat 124 Abarth Spyder, and for snow a highly developed front-wheel-drive Fiat 128. With both cars Jean-Paul Perusse has enjoyed considerable success and, latterly, the attentions of Fiat (Canada). For Perusse is the nearest thing they have to Roger Clark.

Perusse and Bellefleur crest a yump on their way to winning the 1974 Canadian Winter Rally.

Quebec born and Montreal based, Jean-Paul Perusse works as an electrical engineer to support wife and family between rallies; the sport which has accounted for all his free time since first tackling the forests seriously in 1972. Jean-Paul's introduction to rallying was via a 16mm film of the 1970 Rallye Des Neiges. "After watching the film I thought that rallying looked like a lot of fun." Two weeks later, Perusse was starting the '71 Rallye Des Neiges. "I entered that rally and ended-up losing a wheel and on the roof . . . had lots of fun. It was a VW with six volt headlamps, no studs and just 1200ccs."

Even though Perusse was driving an unsuitable, underpowered, Beetle and his only previous experience was on the winter city streets of Montreal, the Volkswagen was being driven in a way which would see Jean-Paul progress quickly into the premier league. "Especially without the studs, I had to rely on the snow banks to go around the curves and make time by going quickly down the hills. I remember going all the way down one hill, there was a 90 deg corner at the bottom . . . and the wind had blown the snowbank away . . . that's where we finished-up."

Unfortunately, at that time most rallies were more to do with twirling a Curta "pepper-pot" calculator than a steering wheel. Even "stage" events were more concerned with average speed sections, so Perusse looked towards racing;

> "Fiat were disorganized! I wrote a two page list of work needing attention on my car and the guy wouldn't even look at it."

anything would be more fun than running regularity trials. He chose to campaign a 1293cc Downton Mini-Cooper S. "That was really interesting, except that we kept running in a circle; same tracks, same curves and the racing wasn't very close either." Perusse persevered at Mt Tremblant, Trois Rivieres and Mosport for two seasons, running a BMW 2002 after the Mini and winning championship awards up to national level. Then it was back to front wheel drive and something more spectacular. Nothing less than an ungainly Citroen DS21 won him the ice racing championship for 1971. The Citroen was especially good over the roughest sections of frozen lakes. "Ice racing is really something — I still think it's the most enjoyable form of motor sport."

After taking the ice racing title, Perusse returned to rallying for 1972, the scene now including proper national special stage events. Three manufacturers — all importers — had taken the initiative to become involved: Datsun, Fiat and Toyota. These three makes are still the favourites with North American rally drivers, so their 1972 after-help programmes were timely moves into what was a new and rapidly expanding sport. "Fiat had the best programme so I bought a 128 and spent a bit of my own money on it. I ended-up with enough good results to get Fiat fully involved the next year."

The Fiat was largely to App. 'J' except for extra body stiffening and underbody skid-plates resembling a toboggan. Perusse and regular co-driver, John Bellefleur tackled the Canadian National Championship of eight events. The Fiat's engine was in near standard tune that first year, but Perusse quickly points out that the opposition was not very "hot" either and they managed to attract Fiat assistance without even entering the expensive Western counters. "We had not got what *you* would call a full sponsored team, but what *we* would call a full sponsored team. They pay all expenses but we have to keep within a very limited budget. This is now my third year so "fully sponsored". The first year we had a heck of a time developing that 128. You have to reinforce the body everywhere. The biggest problems were the drive shafts. We now have University of Montreal designed shafts — very non-standard!"

Although the Fiat started out in mild tune the car is now to a comprehensive and specialized specification for its big event each year, the Canadian Winter Rally; Perusse has won the event four times out of the past five years. With beefed-up shafts, the gearbox is now back to synchro', a straight-cut set being found to be too eager to jump out of mesh with the rapid reversal strains experienced when traversing such snow-bound roads. Rear suspension has been lowered and strengthened with an estate car transverse leaf, and a pair of trailing arms to assist the wish-bones. Twin 40 or 44mm Weber carburettors are used (depending on camshaft and final drive ratio) to extract a genuine 110bhp. This gives the car a top speed of around 90mph at 8000rpm. It ensures maximum mid-range use of power and a healthy torque figure.

Jean-Paul makes up time against more powerful competitors (Boyce-Toyota; Buffum-Carrera RSR and Ford RS1600) by making maximum use of the 128's superior snow and ice handling. That Perusse's car does not like straight sections was amply demonstrated last year on the Winter Rally by a radar check on a "dry pavement" straight. Buffum's Porsche clocked 102mph while all the 128 could manage was a paltry 66mph. Yet Perusse was only 10s adrift on the 2-mile horse track stage; and ice tyres didn't help either.

Perusse points out that John Buffum has never presented too many problems to him as John has been prone to spoil his rallies with a number of excursions. His main adversary has been Walter Boyce's Corolla. Their times compare within three seconds in five miles of stages.

Jean-Paul aquired the 124 Abarth in suitable style. "I went to Italy and convinced them (for the 1974 WCR qualifying Rideau Lakes) that they *had* to use me as a driver — otherwise they wouldn't win. A bit pretentious on my part, but it was the only way to get on the team. I told them it was just like it is in Africa — if you don't know the back roads you're screwed. You got to take one of the locals."

> "I prefer winter rallies, driving on snow and ice. You can be hairy all the time and be sure you are not going to break any machinery. In summer, one inch out and you'll break everything, maybe including your neck."

Perusse regards the Rideau Lakes that year as one of his greatest experiences. He saw the way the factory Fiat team worked and was not impressed; "They were disorganised! I wrote a two page list of work needing attention on my car and the guy wouldn't even look at it. Markku Alén claimed there was something wrong with third gear on his, so I got his gearbox!"

On the event, Perusse was lying in third place behind team-mates Alén and Paganelli when the box engaged two ratios. The transmission locked solid and Jean-Paul couldn't even get the car off the stage. Of the European drivers Perusse was impressed: "I knew one very wide open stage particularly well. I knew you couldn't be caught out on the crests, where the tops of the trees indicated the road would go a certain way. It didn't really go that way at all. It ran swooping gently for more than five miles and I kept my car flat out — about 115mph — even Bellefleur yawned a few times but to my absolute amazement Simo Lampinen (Beta Coupé) beat me by one second!"

"Boyce found the same thing, it was really experience, though I think generally that with blind driving we can be in the game. We won't beat guys like Mikkola and Lampinen but we will try — hard. . . ."

How did Perusse get to keep Abarth?" They had five cars over for the POR and we kept the best of the five, we hid it and some spares, too. The Italians said: 'We *think* we left it there, but we're not too sure . . . can you perhaps find it for us?' With Fiat (Canada) as my main sponsor we eventually got the car legally 'imported', properly licensed and everything."

Between such anecdotes Jean-Paul Perusse maintains a serious side. Of his two markedly different driving styles Perusse comments: "I prefer winter rallies, driving on snow and ice. You can be hairy all the time and be sure you are not going to break any machinery. In summer, one inch out and you'll break everything, maybe including your neck. That's why its more fun in the winter. Less danger of losing your car, even though studs are only allowed for ice racing."

Jean-Paul Perusse is not often even one inch out. Last year he won seven of the 12 nationals with the Abarth; won the Rally Perce-Neige and came second on the Winter Rally with the 128. For Fiat he brought them the Marques Championship and for himself the Canadian Drivers Championship. Out of 35 international and national starts Perusse has scored 20 firsts, six seconds, three thirds and one fourth. Just five DNFs spanning a five-year career indicates a very special brand of driver.

He is indeed the Roger Clark of Canada and we may soon have a chance of seeing him in action. Jean-Paul is keeping his fingers crossed that he will be competing on this year's Lombard RAC Rally. □

Perusse experienced the Fiat 124 Abarth for the first time on the 1974 Rideau Lakes and went on to win the 1975 National Championship with the car.

Brickyard Folklore

NIGEL ROEBUCK tells some stories from sixty years of the Indy 500

Opinions of the Brickyard vary. "The thing I like most about Indianapolis this year," said Jochen Rindt in 1968, "is that I won't be there!" I once asked Jochen about the technique of driving at Indy, and his answer was typically straight and to the point: "It's no problem as long as you remember to turn left every fifteen seconds. . . ." It is said that USAC Establishment did not regard the Austrian's visits to Hoosier country as the highlight of the month of May. To them, the Indianapolis 500 is *the* race, not merely in America, but anywhere, the last real *machismo* trip in a grey world.

Indianapolis lives on legend. Everything has happened there, great deeds, heroics, catastrophes. With some drivers, the race becomes a total obsession. Eddie Sachs, a main of limited talent, wanted nothing more from life than to win the 500, and talked endlessly about it, to anyone who would listen. As the years went by, his audience decreased. "Some day," he would say, "my kid will be able to say that his daddy won the 500." With Sachs, it was a crusade. Each year, he would stand by his car, "Back Home in Indiana" ringing in his ears, the tears flowing down his cheeks. Like it's a privilege to be here, all you wonderful people out there. . . . In 1961, Sachs had it made. He took the pole, and with three laps to go, had a decent margin over A. J. Foyt. He also had a rear tyre getting down to the canvas. With a fixation like his, you would have expected him to keep going, to hope for the best. But Sachs couldn't handle it, and came in for a new tyre. And Anthony Joseph got to have his name on the BorgWarner Trophy.

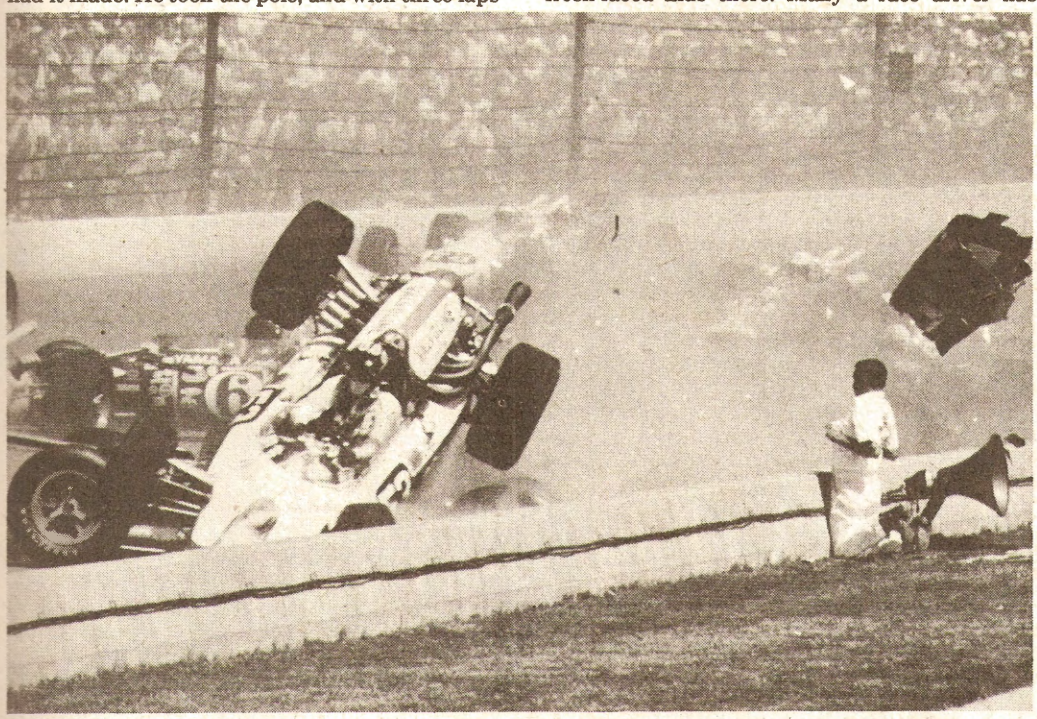
Sachs never came as close again.

USAC drivers are a different breed. I mean, they are *different*. In Gasoline Alley, you will see guys in Nomex who look old enough to be your father. *Grandfathers* compete here, but age does not wither them: they still drive like hell. Nor, it seems, does custom stale their infinite variety. Today, it's the 500. Last night, for many of them, there was a sprint car race; tomorrow, or next week maybe, it'll be a stocker or a midget. From somewhere, God knows, comes their stamina. "I'll keep racing until my peripheral vision starts to go," says A. J. Foyt, now 41 and still well able to hack it with anyone in the world.

Foyt, of cours, is a mere slip of a lad compared with some of his colleagues. Jim McElreath and Lloyd Ruby are both 48, and appear to have no thought of retirement. In 1974, the average age of the thirty-three starters was 36. It is a long, hard route to the Brickyard, and you don't find many fresh-faced kids there. Many a race driver has sprint cars, of the bullrings of Salem, Sacramento, Terre Haute, Eldora. . . . of fighting six hundred horsepower around a half-mile dirt oval, two, three nights a week perhaps, and all for a tiny purse. He's been there.

Possibly it is the incredibly hard apprenticeship of sprint car racing which makes USAC drivers different from other men. The subject of safety rarely crops up. When roll-cages were made obligatory for sprint cars, the drivers reacted strongly. . . . against them! Roll-cages, they said, would take the art out of driving a sprinter. Why, a man could do anything he wanted, without fear of going upside-down. Clearly, it seemed, they felt their honour impugned, and to any sprint car driver of stamp, honour is what it's all about. A USAC driver will have the most colossal accident, suffer appalling injuries time and again, yet will return once more. Mel Kenyon lost a hand some years ago in a shunt at Langhorne, but races still, with a hook which connects arms and steering wheel. Since the accident, he has placed three times in the top six at Indianapolis! According to the 1973 *Indy Yearbook*, Merle Bettenhausen (and I quote) "suffered a setback in his career in 1972 when his right arm was ripped off just below the shoulder as the result of a crash at Michigan International Speedway. . . ." I have to say that "setback" is not the word I would have chosen. But Merle continued to race, complete with artificial arm. As the late, lamented Tony Hancock said in the famous *Blood Donor* sketch, "D'you know, there are some people walking about with hardly anything they started out with!"

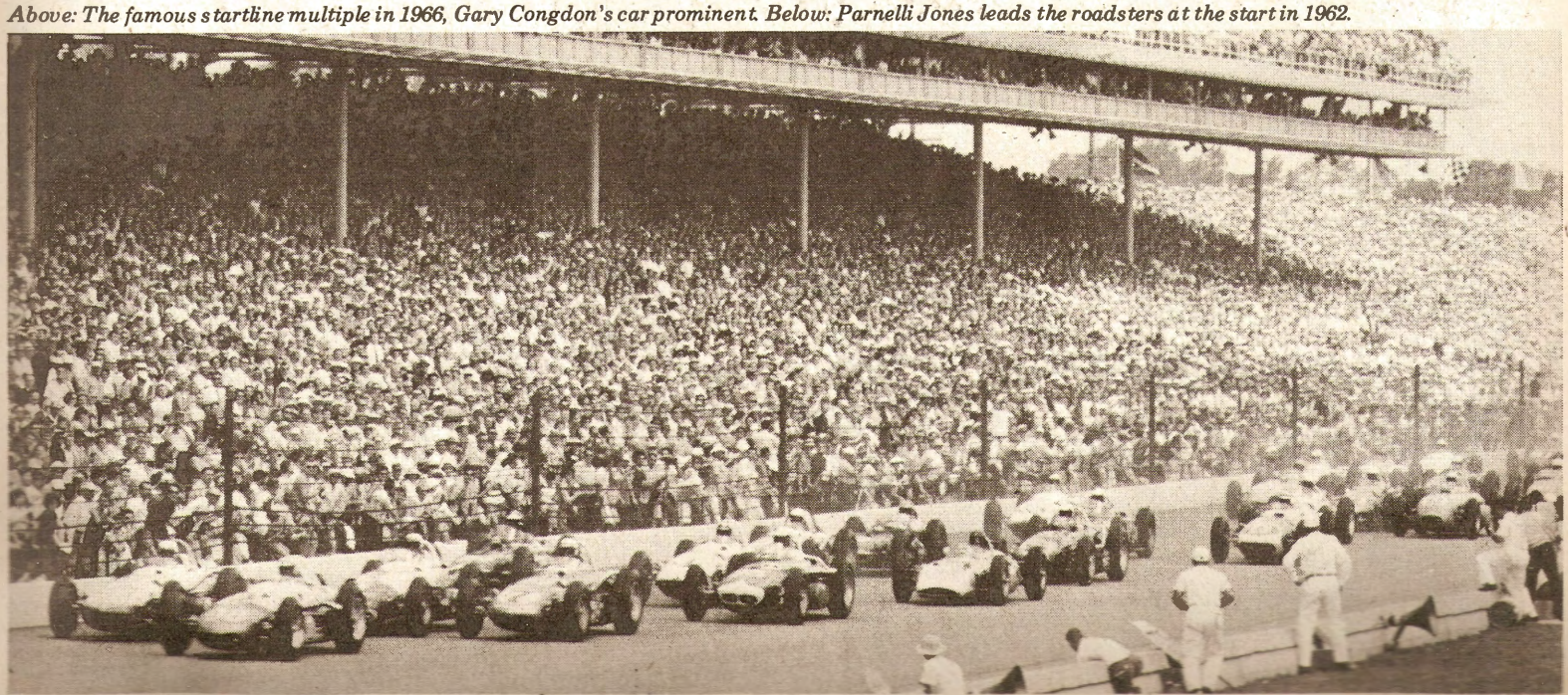
For all the Roman Holiday tradition built up at Indianapolis, the place has seen some truly magnificent motor racing. For many of the Establishment, of course, Indianapolis *per se* died back in 1965 when Jimmy Clark's victory with the Lotus finally brought down the curtain on the front-engined roadsters. Even today, many of the older drivers look back with affection on the roadsters, saying they still don't really feel safe in a rear-engined car. A glance down the list of winners tells part of the Indy story, but by no means all. Some of the very greatest USAC drivers never got to win the big one. Tony Bettenhausen, Pat O'Connor, Don Branson, Lloyd Ruby . . . No one has yet won the race four times, not three times running. Bill Vukovich had two consecutive victories, in 1953 and 1954, and appeared to be heading for a third straight in 1955 when he lost his life after becoming involved in someone else's accident.



Vuky

A hard, abrasive man, Bill Vukovich. When he first started racing midgets, one of his rivals was his brother Eli. From the very start, it seems, Eli was under no illusions. "Don't tangle with me — out there you're just another driver," said brother Bill before they got started. Vukovich, however, became a race driver of consequence and success. Twice he won the 500, and the victories were conclusive. He had the other drivers completely psyched out. Before the 1954 race, he wandered over to a group of drivers to taunt them, "You sons of bitches figurin' out who's gonna be second?" And then he passed on by. At the Brick-

Above: The famous startline multiple in 1966, Gary Congdon's car prominent. Below: Parnelli Jones leads the roadsters at the start in 1962.



had a comfortable lead, the Fuel Injection Special running perfectly. And then Rodger Ward, Al Keller and Johnny Boyd tangled, and instantly the track was blocked. Vukovich's Kurtis-Offenhauser was the first car to reach the *fracas*, and there was simply no place for him to go. He hit Boyd, cartwheeled down the track, and was already dead when help arrived.

Vukovich stories are legion, and my favourite concerns the Pan-American Road Race of 1954. This was a race unlikely to appeal to the GPDA, run as it was on public roads, through mountain passes, with sheer drops everywhere. Vuky was at the wheel of a Lincoln, throwing it around with total abandon, skittering right to the edge of the road, gaping precipices inches away. His co-driver was not a happy man. In fact, he was hysterical most of the time. But all his pleas for Vukovich to cool it, to let him take over, went unheeded. Finally, Vuky did lose it, the car hitting a bank, clearing it and sailing off into oblivion. While the car was airborne, it is said that the driver took his hands off the wheel, looked at his passenger and said, "Okay, man, you drive!"

Vukovich's son, Billy, is now a regular competitor on the USAC Championship Trail. He has not yet made Victory Lane at Indy but usually finishes in the top half-dozen. Billy, it seems, is only slightly more popular than his father. In fact, there is a "Hate Billy Vukovich Club" in the States, and somebody has a fulltime job running it. I mean, it thrives. But Billy smiles occasionally and talks to the press. His parent did neither. . . .

Fathers and sons play a big part in Hoosier folklore. As well as Vukovich, three other Indy sons will take the start in this year's race. There is Gary Bettenhausen, there is Pancho Carter, there is Johnny Parsons, the latter's father winning the race in 1950. Tony Bettenhausen never won the race, although he was unquestionably one of the very greatest USAC drivers. Late one afternoon, after a long test session at Indianapolis, he was asked to test an ill-handling car by a friend, Paul Russo. Unaccountably, the car crashed in front of the pits, killing the driver, and finishing up in the grandstands. Fortunately, they were unoccupied at the time. Eleven years later, Gary was well on course for first place when his McLaren retired a few laps from the end.

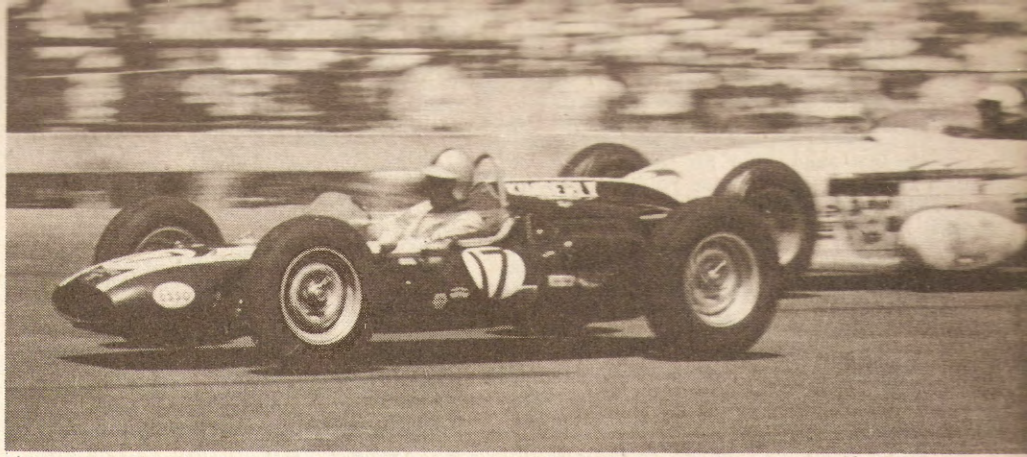
Ajay

Talk of Indianapolis really has to begin and end with the man featured on the cover of this week's issue: A. J. Foyt. When the Texan first raced at the Brickyard, Juan Fangio was World Champion! That was back in May 1958, and A. J. has taken part in every race since. Winner in 1961, 1964 and 1967, he is adamant that he will continue until he takes that elusive fourth trip down Victory Lane. Nor is there any question that he can do it. This is no ageing has-been, pathetically trying to bring back yesterday. At 41, Anthony Joseph remains what he has always been: the best. When he's really on it, there is simply no one like him. Charisma, that's what Foyt has. I remember the first time I saw him, at Brands Hatch in 1964. He was over to drive John Mecom's Scarab in the Guards Trophy. Car and circuit did not get along together, and Foyt retired early. But there he was in the paddock, wearing a leather jacket decorated with a huge badge "Indianapolis 500 Mile Club", and overalls bearing the legend "Sheraton Thompson Special". His helmet was rather more simply decorated. It was plain white, save for a "1" on the front . . . . When Foyt arrived at Brands that weekend, he had lost only twice in his last thirty-seven races! A man like that deserves respect . . . .

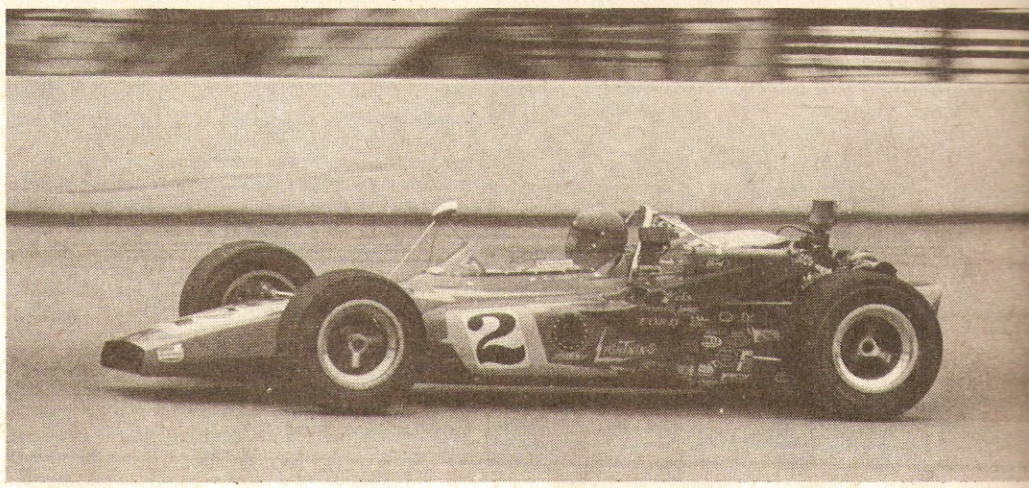
"Happiness is A. J. on the pole" and "Indy is Foyt Country" proclaim the banners. Hoosier people worship him. They like his aggression, beautiful driving style, outspokenness. He is not the archetypal American nice guy, simply runs his life and his racing the only way he knows how. He is totally natural, Humphrey Bogart in a race car, tough as hell but scrupulously fair on the track. There are very few real-McCoy heroes around in the world today, but A. J. Foyt will be a cult figure long after his career ends.

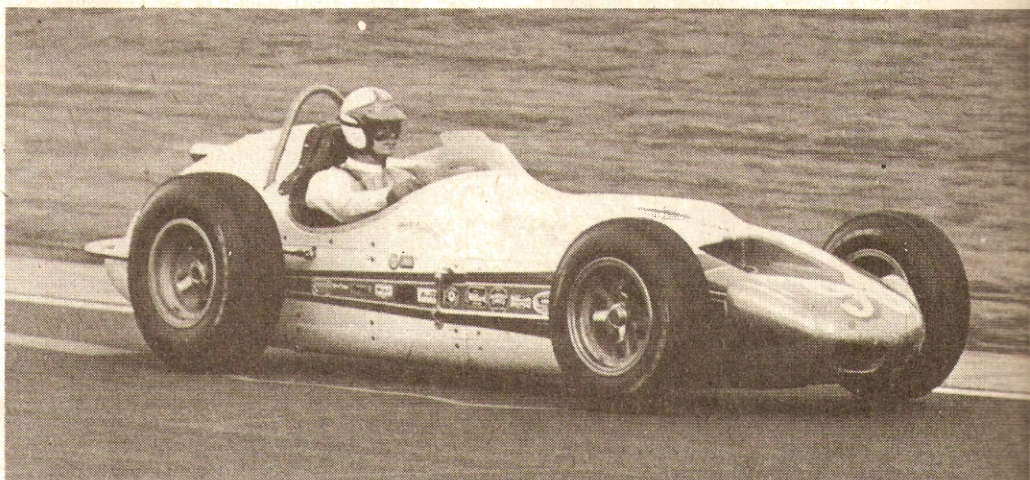
O'Connor and Elisian

Foyt's first race at Indy, in 1958, was marred by an accident on the first lap, which provoked one of the ugliest controversies in recent USAC history. It concerned two men, primarily: Pat O'Connor and Ed Elisian. In all respects, these two were at poles apart. O'Connor, it seemed, had been on the front row when God gave everything out; Elisian wasn't even on the grid. By all accounts, O'Connor, as well as being an exquisite driver, was handsome, witty, charming, and ▷



Above: Jack Brabham's rear-engined Cooper heralded the end of the roadsters in 1961. Below: A decade later, Johnny Lightning struck twice; Al Unser won in 1970 (pictured) and 1971.





Above: Parnelli Jones scores the controversial roadster win in 1963. Below: PJ again, with the STP-turbine car in 1967; panic pitstop for Andy and Joe Granatelli!

Indiana born and raised. Flawless credentials, in fact, for the USAC hierarchy, and certain guarantee of a rave reception every Memorial Day. By contrast, Ed Elisian was scruffy, rough with his cars, somewhat unprepossessing. In addition, from what one has heard and read, there is considerable doubt that his IQ made double figures. But quick! That he was. And this was the only point of contact between O'Connor and himself.

Elisian started the 1958 Indianapolis 500 from the middle of the front row, flanked by Dick Rathmann and Jimmy Reece. In the middle of row two was O'Connor.

At Indy, of course, there is a rolling start, the cars cruising around for two or three laps behind a pace car which eventually peels off into the pits, whereupon the field, still hopefully in perfect formation, moves up to the startline and the man with the flag. Down goes the flag, everybody floors it, and the race is on. That, at any rate is the theory. But often, too often, something goes wrong. In 1958, the front row contrived to *pass* the pace car, disappearing into the middle distance. All the careful organization, build-up, pre-race razzmattazz, all was quickly going down the drain unless somebody did something. Out on the track, the front row was waiting for the pace car to catch up, and the pace car was waiting for the front row to do a lap, pass the field once more and return to station at the head of the pack. . . . At this point, a decision should have been taken by the track officials. Who, after all, was starting the race? Pace car or man with flag?

Sam Hanks, winner of the race in 1957 and now in retirement, was at the wheel of the pace car, and he finally decided to let the pack get on its way *without* the front row! Down pit lane he drove, and the drivers accelerated hard down towards the first turn where they were greeted by yellow flags. Cool it! The race hasn't started yet! Once more they cruised round (*sans* pace car, of course) and as they came out of the last turn, the front row arrived, having finally decided to catch up. Here you had thirty cars cruising and three cars racing, slicing up through the pack. And simultaneously, the starter dropped the flag. . . . Halfway round that first lap, Elisian and Rathmann, scrapping for the lead, touched, and immediately there was chaos. By the time the red flag was shown, eleven cars were destroyed and Pat O'Connor was dead.

The repercussions were enormous. The Bad Guy had killed the Good Guy. Elisian must be banned. A few weeks later, he was involved in a sprint car accident, and again the other driver was killed. There was considerable pressure on the United States Auto Club to rescind his licence. Finally, they did — when he insulted a policeman and had his driving licence taken away! Now that is weird.

The face of the Indianapolis 500 really began to change in 1961, but few — very few — got the message. Jack Brabham finished ninth in a Cooper-Climax. What was remarkable was that this was achieved with about half the horsepower of the Offenhausers. In a straight line, Brabham was left behind, but through the turns the little Cooper was all over the roadsters. Andy Granatelli was one who looked at the wall and saw the writing. But most of the regulars sneered about "kiddy cars" and told themselves the dinosaur would reign for ever. They were still saying that when Jimmy Clark arrived in 1963 with a Lotus and a Ford engine.

Jimmy and PJ

In 1963, the race was all about Clark and one other: Parnelli Jones. The year before, PJ was conclusively the quickest man at the Speedway, leading as he liked both before and after his brakes disappeared. Costing him a lot of time, however, were his pitstops. Down pit lane he would drive, scraping wheels along the wall in a vain attempt to arrest the roadster's progress. On one occasion, one of his mechanics grabbed at the back of the car was pulled off his feet. Did he let go? He did not. He was going to stop that car. By the time Parnelli came to a halt, the mechanic was pretty well skinned. Devotion like that you can't buy.

For 1963 Parnelli was good and ready. At the wheel of J. C. Agajanian's Willard Battery Special, nicknamed "Calhoun", Jones proved the fastest driver during qualifying and started from the pole. But alongside was the Lotus . . . . and the race really was between these two alone. Jimmy led for many laps, to the general consternation of the Establishment. Towards the end, however, Parnelli and "Calhoun" were out front, with Clark second and gaining. But the roadster was losing oil, and Jimmy got just so close and no closer. Colin Chapman pleaded with the marshals to them not to. And at the Brickyard Aggie had more clout than any upstart Englishman. PJ was allowed to continue on his winning way, with Clark an honourable second. In hindsight, it would have been more than sad to pluck Parnelli from the race. All month long, he had been consistently quicker than anyone else, and morally the race was his. But, all the same, some animals are more equal than others. . . . Jimmy, of course, had his year of glory in 1965, when the Lotus 38 simply disappeared, in a race on its own.

From a safety point of view, one of Indy's biggest problems is its narrowness. Speeds, of course, are quite phenomenal, and the track is bounded by a wall all the way round, with no run-off area whatever. When a car spins, therefore, it hits the wall at almost unabated speed. At Ontario, for example, speeds are even higher, but the track is a lot wider, and you have the room to scrub off speed before you hit the wall. Speeds have risen astonishingly in recent years. Parnelli Jones took the pole in 1963 with an average of just over 150mph; ten years later, Johnny Rutherford was the quickest qualifier at 199mph!

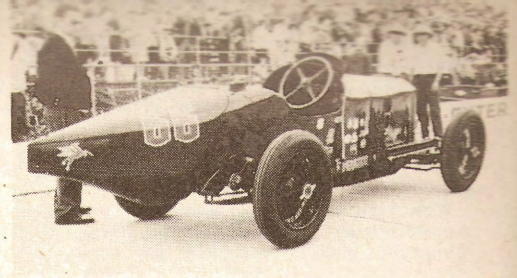
At Indianapolis every year there are many journeyman drivers and rookies who hang around the place in the hope of landing a ride. Among the lesser entries, there is a constant swapping around of drivers and cars. In driver abilities there is a tremendous differential: not everyone is a Foyt or an Andretti, and many are not even close. Quite often a guy who has done well with midgets or sprint cars will be given his big break at the Brickyard, his first drive in a rear-engined car, perhaps, his first taste of 800bhp certainly.

So the guy passes all his rookie tests and, come the first qualifying weekend, he slots his car onto the fourth row, and he's a hero. His experience of running in traffic at 180-plus is still negligible. Race day is altogether different. There he is on the pace lap, in the middle of the field, cars all around him, a full fuel load on board. In goes the pace car, down goes the flag, thirty-three turbo-chargers cut in. Or maybe one doesn't. Maybe a driveshaft breaks somewhere. Maybe one driver makes a tiny mistake. Thirty-three cars, packed close together on a narrow track . . . if any part of the act fails, be it human or mechanical, you have a complete disaster.

The Green Flag

In 1966, there was an almighty accident at flagfall. To this day nobody really knows how it started, but cars somersaulted, wheels flew off, fuel tanks exploded. And somehow, no one was seriously hurt. In 1973, it happened again, and this time people were hurt, on the track and in the stands. When the turbochargers cut in, there is suddenly enough horsepower to lift the front wheels clear of the ground! It really isn't difficult to see how startline shunts occur at Indy. This year, one of the rookies is Eddie Miller, who has established himself as one of the stars of Formula Super Vee in the States. Miller, I'm quite sure, is a very fine driver, but it's one big jump from Super Vee to eight hundred horsepower. . . . As A. J. Foyt has so concisely put it: "If you're runnin' 200mph, and somebody screws up in front of you, baby, school's out!"

For all its shortcomings, I'm completely fascinated by the Indianapolis 500. The track's safety record is appalling, seldom is there a close race to the flag, and often ridiculous, incomprehensible things happen. Like the pace car that came shooting down pit lane and forgot to stop, ploughing into photographers at the other end . . . There is nowhere like it. Ontario, Pocono matter not a damn compared with Indianapolis. For a whole month, the place attracts everybody's time and attention. Year after year, the same people go back there, drivers, spectators, mechanics, passing the time of day, drinking beer, talking of the things they have seen there, the times they remember. Of Pat Flaherty, who brought the John Zink Special home to win in 1956, only to have his throttle cable break on the slowing-down lap . . . of Parnelli Jones's dominant drive with the STP Turbocar in 1967, which ended when a tiny ball bearing disintegrated less than ten miles from home . . . of Troy Ruttman, at 22 the youngest winner of all time, in 1952, who never did anything of note in a race car afterwards . . . of 1969, when Mario Andretti finally broke Andy Granatelli's twenty-year jinx at the speedway . . . of that disputed finish in 1966, when both Clark and Hill headed for Victory Lane . . . of two-time winner Rodger Ward who couldn't get along with the rear-engined cars and quit . . . of the Unser brothers, with four 500 victories between them . . . of Jimmy Bryan, winner in 1958, who always raced with an unlit cigar in the corner of his mouth . . . of that moment of pure magic when Tony Hulman says, "Gentlemen, start your engines!" □



Above: Italian Dario Resta's 1916-winning Peugeot. It was 49 years before another foreign driver (Clark) won the 500! Below: Sam Hanks finally won Indy in 1957; after getting the kiss from film star Cyd Charisse, he announced his retirement in Victory Lane. . . .

INDIANAPOLIS 500 WINNERS

1911	Ray Harroun	Marmon	74.59mph
1912	Joe Dawson	National	78.72mph
1913	Jules Goux	Peugeot	75.93mph
1914	Rene Thomas	Delage	82.47mph
1915	Ralph DePalma	Mercedes	89.84mph
1916	Dario Resta	Peugeot	84.00mph
1919	Howard Wilcox	Peugeot	88.05mph
1920	Gaston Chevrolet	Monroe	88.62mph
1921	Tommy Milton	Frontenac	89.62mph
1922	James Murphy	Murphy Spl	94.48mph
1923	Tommy Milton	H.C.S. Spl	90.95mph
1924	L. Corum/J. Boyer	Duesenberg Spl	98.23mph
1925	Peter De Paolo	Duesenberg Spl	101.13mph
1926	Frank Lockhart	Miller Spl	95.91mph
1927	George Souders	Duesenberg	97.55mph
1928	Louis Meyer	Miller Spl	99.48mph
1929	Ray Keech	Simplex Piston Ring Spl	97.58mph
1930	Billy Arnold	Miller Hartz Spl	100.45mph
1931	Louis Schneider	Bowes Seal Fast Spl	96.63mph
1932	Fred Frame	Miller Hartz Spl	104.14mph
1933	Louis Meyer	Tydol Spl	104.16mph
1934	Bill Cummings	Boyle Products Spl	104.86mph
1935	Kelly Petillo	Gilmore Speedway Spl	106.24mph
1936	Louis Meyer	Ring Free Spl	109.07mph
1937	Wilbur Shaw	Shaw Gilmore Spl	113.58mph
1938	Floyd Roberts	Burd Piston Ring Spl	117.20mph
1939	Wilbur Shaw	Boyle Spl	115.03mph
1940	Wilbur Shaw	Boyle Spl	114.27mph
1941	F. Davis/M. Rose	Noc-Out House Clamp	115.12mph
1946	George Robson	Thorne Engineering Spl	114.82mph
1947	Mauri Rose	Blue Crown Spark Plug Spl	116.34mph
1948	Mauri Rose	Blue Crown Spark Plug Spl	119.81mph
1949	Bill Holland	Blue Crown Spark Plug Spl	121.33mph
1950	Johnny Parsons	Wynn's Friction Proofing	124.00mph
1951	Lee Wallard	Belanger Spl	126.24mph
1952	Troy Ruttman	Agajanian Spl	128.92mph
1953	Bill Vukovich	Fuel Injection Spl	128.74mph
1954	Bill Vukovich	Fuel Injection Spl	130.84mph
1955	Bob Sweikert	John Zink Spl	128.21mph
1956	Pat Flaherty	John Zink Spl	128.49mph
1957	Sam Hanks	Belond Exhaust Spl	135.60mph
1958	Jimmy Bryan	Belond AP Spl	133.79mph
1959	Rodger Ward	Leader Card 500	135.86mph
1960	Jim Rathmann	Ken-Paul Spl	138.77mph
1961	A. J. Foyt	Bowes Seal Fast Spl	139.13mph
1962	Rodger Ward	Leader Card 500	140.29mph
1963	Parnelli Jones	Agajanian Willard Battery	143.14mph
1964	A. J. Foyt	Sheraton Thompson Spl	147.35mph
1965	Jimmy Clark	Lotus powered by Ford	150.69mph
1966	Graham Hill	American Red Ball Spl	144.32mph
1967	A. J. Foyt	Sheraton Thompson Spl	151.21mph
1968	Bobby Unser	Rislone Spl	152.88mph
1969	Mario Andretti	STP Oil Treatment Spl	156.87mph
1970	Al Unser	Johnny Lightning 500 Spl	155.75mph
1971	Al Unser	Johnny Lightning Spl	157.73mph
1972	Mark Donohue	Sunoco McLaren	162.96mph
1973	Gordon Johncock	STP Double Oil Filter Spl	159.04mph
1974	Johnny Rutherford	Gulf McLaren	158.59mph
1975	Bobby Unser	Jorgensen Eagle	149.21mph

Bicentennial takeover

I am writing to voice my concern that the Canadian driving championship (Player's Challenge Series) has passed its pinnacle and is on the decline. As your readers will know, IMSA introduced a Formula Atlantic series this year and there are plans for a ten-race North American series for 1977, five in Canada and five in the USA.

My concern is that one of the best racing series in the world will land in the laps of our friends south of the border. It's not hard to imagine a large sponsor being found in the USA and, before you know it, the number of championship events in Canada will dwindle. Another point is that the cost of a North American series would restrict the number of people who could run in all of the events. I doubt if entry lists would number 50, as they did sometimes last year.

I think that maybe people over here are trying to make Atlantic too prestigious while forgetting budgets are small (Gilles and Bill excluded). The only change I can see benefitting the series is a switch to Formula 3. The reason for F3 is the possibility of lower costs but more importantly, recognition from F1 teams, which Atlantic in Canada seems not to have had.

AUTOSPORT is the best!

GEOFREY WALKER

GEORGETOWN, ONT, CANADA

Keeping it in the club

While I agree with everyone in the recent spate of letters decrying organizers withholding information as to the references of stages on National and International rallies, I feel that constructive, not destructive criticism is called for.

Look at it from the organisers' point of view. There appear to be two clear-cut types of spectator:

1. The serious enthusiast/spectator who follows rallies often for their entirety all over the country. A lot of these people are in fact competitors on a smaller scale in their own areas, and to them the dangers of fast moving vehicles through forestry are as well known as plotting map references.

2. The second type of spectator is rather more unknowledgeable, almost to the point of sheer ignorance in some cases. While I would be the last person to suggest that these people should not be allowed to watch rallies, I feel that they are safer in places that are heavily marshalled, ie Spectator Stages.

It seems to me that type 1 is the group that can be of most help to organizers who, let's face it, are always short of marshals, and my idea is to make available to RAC Competition licence holders, and/or motor club membership card holders, full lists of all stages, including correct times, references, directions of approach, etc. Not that difficult a task, as no paperwork is required other than the printing of the lists, and merely requiring one person to inspect licences before handing out the lists.

If these lists were made available at the Rally HQ, the enthusiasts who follow the rally from start to finish would get the lists rather than the more casual spectator who, "just goes to watch the stage nearest home."

If my recommendations or something similar were adhered to, organizers would not have the old headaches such as badly parked cars, smoking in forests, destruction of property, racing through villages marked as quiet zones, and so on, as the future of rallying as a whole affects the enthusiast directly as well.

GORDON SIMPSON

BURY ST EDMUNDS, SUFFOLK

Practical petrol perk

I think I speak for a great many marshals when I say that, although the last thing in the world that I would want is to be paid for the job I do, as I do it purely for the love of the sport, I am now finding the financial side of things very hard to bear.

I am probably a little above average in the number of meetings I do per year, which stands at about 35 days, but I do have the advantage of being only 15 miles from my local circuit, Snetterton. I generally do about 28 days at Snetterton, and seven days at Brands Hatch, which is about a 200-mile round trip. This means, at 80p per gallon, and 30 miles per gallon, that my expenditure is £58.80p per annum on petrol alone.

As I said, I do an above average number of meetings, but I am very close to my home circuit.

I would therefore like to make a constructive suggestion to help ease this burden on marshals.

I propose that an attempt is made to get a sponsor, to sponsor either meetings or the whole season, to the tune of one gallon of petrol per marshal per meeting.

Using the AUTOSPORT Calendar, and taking only tracks in England, and only restricted national and international meetings, I have worked out the cost.

Assuming that on average 150 marshals attend each meeting, then the cost per meeting with petrol at 80p per gallon is £120. The total cost over the whole season is £21,240.

This cost could be broken down as suggested earlier, meeting by meeting, or it could be halved, by taking Oulton Park, Mallory Park, Brands Hatch, Snetterton and Silverstone as one half, with a total of 90 meetings this year, and all other English tracks, with a total of 87 meetings, as the other half.

The distribution would be at signing on, when each marshal would be given a voucher to be exchanged for petrol at an appointed garage (the circuit garage, or one near it).

The price charged to the sponsor would be 1p more than the retail price, therefore allowing a small profit to the garage.

The rewards to the sponsor would be a mention in the programme, and mentions over the public address system, plus any advertising material which they produce.

This is a brief outline of my thoughts. Via AUTOSPORT, I would be most grateful to hear criticisms and views from as many people as possible.

J. J. CLAYDON

STRADBROKE, NORFOLK.

Echoes of the Ear

It appears from reading the *Correspondence* page of your excellent magazine that at present it is fashionable to "knock" the personnel of AUTOSPORT. Ian Titchmarsh and Nick Brittan seem to be bearing the brunt of the attack. I personally find that Mr Brittan's *Ear* is highly amusing. It gives me a humane view of various racing personalities who, together with readers, are subject to the trials of life in the '70s.

I feel sure these sentiments are echoed by many thousands of readers. Keep up the good work, Mr Brittan — and the rest.

IAN MALTON

SOUTH BENFLEET, ESSEX

Flood of protests

Yet another perfectly good and reasonably well organized stage rally —the Pye Motors Stages — ends in dispute. This time it was the misfortune of Morecambe Car Club's organizing team to suffer the wrath of the crews, and all over 20 yards.

The stage in question (one of an acceptable quality, in an event of fairly good stages), had a river running through it which, because of the recent heavy rain, was over 18ins in depth and therefore not in the spirit of today's type of special stage rallying, where the accent is on speed and not on boatmanship.

Over one third of the crews were either drowned out in the ford (river?) or were baulked while the competitor in front was towed out. While we all accept baulking as a hazard in special stage rallying, it tends to be "the exception not the rule"; this time it was the other way round.

The stage was run in the morning and cancelled, but despite taking all the usual precautions, crews still got stuck in the afternoon, when it was not cancelled.

Surely commonsense would have resulted in not running it, or at least finishing it before the river? At present I understand the organizers have published results, but due to protests are referring the matter to the RAC.

Organizers of stage rallies must realize that many crews put a tremendous amount of time and money into preparing their cars. Particularly on championship events such as this, they do not expect the results to reflect the lucky crews who struggle through a river, but to show the crews who were consistently fastest through the day.

I hope the organizers do not take offence at what I have said, I know they have the best of intentions. The Pye Motors was largely an enjoyable event, with some novel stages. It is an event which I shall return to do again, providing there are no rivers to cross!

CHARLES EVESON
Hartford Motors (Banbury) Ltd

BANBURY, OXON

Something extra

Please publish this letter and help stop an idiotic situation continuing.

I am referring to the blatant moral bending of the "reserves" rule governing motor racing. Let me give you an example: I race a 750F car and on the May 15 Eight Clubs meeting at Silverstone I qualified my car for the second row of the grid. Lo and behold, 20 minutes before the race is called I am informed that I will not be allowed to take up my correct grid position because I am a reserve. Fine! But the National Championship Regulation for 750F competitors state, and I quote, "Final grid positions will be determined from the fastest qualifiers on practice times in their correct practice session from the accepted race and official reserve entry."

The RAC in their wisdom have a rule P17 (c) for reserves which is, and I quote, "offer any competitor whose entry is refused a reserve entry. The number of reserves permitted for a race shall not exceed the number of starters allowed on the grid by more than 30 per cent."

Now, if the maximum race grid at Silverstone is 30 then the *maximum* number of reserves is 10. Guess what! I was listed as 12th reserve, there were in total 17 reserves instead of 10. Ah yes, they said, we have taken on six official reserves and the rest are "extra reserves". Now how the hell can you have extra reserves?. Come off it, Eight Clubs, that is *immoral* rule bending. Take note RAC, it's going to happen again! Pull your finger out 750MC and make sure your own rules are adhered to!

Finally, let me thank Mike Street of the 750MC who was called in and was still presenting my case (duly won) on the 1-minute board while I sat on the back of the grid.

RICHARD TYZACK

LONDON SW15

Figuring it out

We were most interested to note that the Indianapolis cars run with maximum turbo boost pressure of 80 ins mercury, as this is 393 psi! Isn't 80mm a bit more likely?

Also, 1.4psi for the Gordini Renault is a bit low. Why don't they just use an airbox?

M. WALKER, N. LESTON

OUNDLE, NORTHANTS

Then as now?

In our issue 25 years ago this week (May 25, 1951), AUTOSPORT reported the Grand Prix Colombiano at Genoa, in which Stirling Moss disturbed the Ferrari Formula 2 "steamroller" of the time by leading Ascari and Villoresi with ease in his HWM before his differential broke, leaving victory to Villoresi from Peter Whitehead in another Ferrari after Ascari's car had caught fire. . . . We carried a report of the ninth RSAC Scottish Rally, won by Leslie Wood's Jaguar XK120 after a running battle with Denis Scott's MG. . . . Guiseppe Farina (Maserati) beat Froilan Gonzalez and Louis Rosier (Talbots) to win the GP de Paris in the Bois de Boulogne. . . . We previewed the 35th Indianapolis 500 (4½-litre unsupercharged, 3-litre supercharged, like the pre-war Grand Prix formula). . . . And we announced that the RAC had decided it was "most inappropriate" for them to renew their lease on Silverstone after 1951, which cast serious doubts on the airfield's future as a racing circuit.

A slice of life

Why are there no jokes about Chinese, or Australians? Why only Irish jokes? You'd think that the combination of Irishman Sid Taylor, Chinese grandfather Teddy Yip and gritty Aussie Alan Jones going racing on the US F5000 circuit would produce some repeatable funny stories.

You'd be right. Try this one.

After the recent Pocono race they all move off to a typical American pizza house. Up come the sizzling king-sized pizzas, each on a plate about the size of an Elf-Tyrrell front wheel. The ever-smiling waitress offers to cut Sid's into slices. "That would be nice. T'anks vary much," replies the ever-polite Sidney.

"Shall I cut it into four slices or six?" asks the waitress.

"Oh, just four slices please," says Sidney, "I couldn't manage six."

T'ink about it a minute.

No loser's friend

We were sitting around the dinner table at Zolder telling some slightly incredulous foreign journalist friends the lovely story of Harry Marks.

Harry is a professional Winner's Friend. He lives in the Midlands and is an avid race fan, knows everyone by their first name and, as photographers will attest, is probably one of the most famous faces in British motor racing. Check back in your photo album and you'll find F2 winners at Thruxton, Formula Vee winners at Rufforth, 5000 winners at Oulton and Grand Prix winners at Silverstone — they all have something in common. Harry is their Friend. He's there in the picture with them.

Sometimes holding the trophy, sometimes just patting them on the back, sometimes waving to the crowd; but always there, sharing that rare moment of victory with the winners. Everyone around the table remembered a Harry story, and each one raised a smile. Then Colin Chapman appeared. Did he know Harry Marks, asked one of our foreign friends. "You know, the guy who is always there on the winner's rostrum," someone prompted.

Top people read the Ear . . . .

Nick Brittan

Chapman thought for a split second before replying. "No, we haven't seen him for a couple of years."

It wasn't until the entire table burst into laughter that Chapman realized the full significance of what he'd said. But then the man who'd lost the friendship of Harry Marks (some say only temporarily) joined in and laughed, too.

Smear campaign

Smear campaigns seem to be the fashionable thing of the moment. Neither I nor my man who tip-toes through the corridors of power around the Place Vendome can make any sense of the one doing the rounds in Paris.

It is no secret that CSI secretary Claude Le Guezec is not one of the world's most popular men in the topsy-turvy, complex, multi-national political mish-mash of part-timers who govern world motor sport. The question has for a long time been, not will he go; but how long before he goes?

Now the matter takes on an intrigue which would befit a second-rate spy thriller. Those Who Know in Paris say that Le Guezec will not go at all. His future is secure. And all because of a photo he has locked away in a safe.

Jean-Marie Balestre, a respected heavy hitter with friends in the Government and a leading light in the governing body of the sport in France, the FFSA, is said by the rumour spreaders to have been a *collaborateur* during the last war. On its own, that's not serious. It's been said of Frenchmen before.

But, so the story goes, Le Guezec is saying he has a war-time photo of a French gentleman bearing an uncanny resemblance to Balestre wearing a uniform of the other side. The implication is that if Le Guezec gets the push, he'll go out screaming and dragging Balestre down with him.

Quite the silliest rumour of the season.

Take-over talk?

All is not happy in British Clubland. Watch for an upset shortly at the British Racing & Sports Car Club (BRSCC). Could their rumoured move from their Chiswick HQ to Brands Hatch be the opening gambit in a takeover move by John Webb?

For some years, Webb has been vocal in his disappointment in the way visiting clubs handle the race management on his Grovewood circuits. And in fairness, some of them have put on some pretty shambolic performances in front of Webb's public. How much better it would be, he has often conjectured, if he could run his own professional race-organizing club and get things done his way.

Will he take over the BRSCC? Would it be a bad thing if he did? What do the members think? Do they know?

A move to Brands would almost certainly mean the resignation of BRSCC Executive Director Peter Browning. He and Webb have often failed to see eye-to-eye and it is unlikely that he would wish to go and work at Chateau Webb. Ann Bradshaw, Browning's charming and super-efficient Assistant, would be "unlikely to enjoy living in Kent".

The demise of Browning and his Girl Friday would almost certainly call for the election of a new Webb-appointed Chief Executive.

Would this mean goodbye to the BRSCC as we know it today?

Could it also establish a precedent for a circuit taking over an established motor racing club? Could Donington, due to open next year, take over the BARC?

The BARC seems to be in the sort of financial trouble which is not self-healing. Last year they ran at a loss, and this year they are faced with an enormous increase in rates which, on paper, presupposes an even bigger loss. And possible liquidation?

A takeover bid would, surely, be welcome. And who more obvious that Donington's owner Tom Wheatcroft? Tom's hearty, bluff, country-style manner belies a laser-like brain, the mind of a political gymnast. A brain which would not cope with something as cumbersome and archaic as the BARC's 1920s-style of Council management.

Handling problem?

When *Penthouse,* the magazine created in the pubic interest, announced with great pizzaz that it was to participate in Formula 1 racing, along with Rizla and Guy Edwards, it promised that it would "take some of the seriousness out of motor sport."

Peter Goldsmith, *Penthouse*'s Merchant of Venus who knows full well the value of tit and bum, appointed the lovely Suzanne Turner (36-24-35) to be the team mascot and handle relations (?) with the press.

Sadly, there wasn't very much to relate to the press at the team's much publicized debut at Zolder. Suzanne spent most of practice standing on the pit counter looking puzzled, bemused, worried and as if the noise of engines was giving her a king-size headache. In the last moments of practice, the tension of will-he-won't-he qualify had her in a tizz-wozz of not knowing whether to bite her nails or stick her fingers in her pretty ears.

Maybe from the alleged £500,000 budget the team will afford to buy her a pair of ear muffs.

Well, they couldn't have taken much more of the seriousness out of motor racing. Qualifying for your grid positions is a pretty serious business.

Goldsmith flew in on the Sunday morning to watch his car make its race debut, only to discover that it hadn't qualified and that apparently no-one had bothered to 'phone and tell him. Maybe that was more of the serious business that they'd decided to take out of motor racing — communication with the team sponsor.

Penthouse were even less enchanted when, late in the day, they discovered that Mr Edwards's talent behind the wheel wasn't enough to get him an entry at Monaco. So all those potential punters in the Principality will remain ignorant of *Penthouse*'s pusillanimous push into motor racing.

Or, is it a bit of a cock-up? The racing team; not the magazine.

Guy Edwards with Suzanne Turner.

Quote of the Week

Bernie Ecclestone when asked for his opinion on the Hunt/McLaren appeal: "My advice to Teddy Mayer was to plead insanity." □

From Stratos to 2CV

By JOHN BOLSTER

The excellent Michelin test day at Silverstone is now called "International" because its scope has been broadened by including a few exotica from places that certainly are not "foreign", like Newport Pagnell. It appears that certain importers have fought shy of entrusting their costly jewels to drivers who treat them with scant respect, so the choice was not so wide this year. Let us not dwell upon an unpleasant subject, but we understand that Porsche have now made their last appearance and we offer John Aldington our heartfelt condolences for a double disaster.

The main object of this event is to allow drivers employed in road testing to sample a broader cross-section of cars than they normally experience; the test day cannot compare with much more extended routines of course, but it provides background information which can be very valuable. I am lucky enough to drive so many cars that the test day was something of a busman's holiday for me, and these few notes are not intended as serious road test reports.

Looking for a suitable machine with which to play myself in I settled on the **Mercedes-Benz 450 SE.** It's always interesting to drive a particular Mercedes model again after a lapse of time, because development work is continuous. This 450 proved to be more refined than its predecessors but it had certainly lost no speed. I saw an indicated 115mph down Hangar Straight against a head wind, which is highly satisfactory. The handling has also been altered, the tendency of the tail to hang out on lift-off being markedly reduced. On the contrary, there is more understeer than formerly and the car is rather more forgiving. When driven very hard, it may tend to run wide if the front wheels hit a bump while cornering, but this will not worry the well-upholstered gents who normally affect this kind of transport.

Opel Kadett GTE: superb handling.

The next car was also from the *Vaterland*, but it could not have been a greater contrast. This was the new **Opel Kadett GT/E**, a competition-type car of which the roadholding and handling could only be described by that most over-worked word, "superb". The cornering power was extremely high and the handling was so sure that to make a mistake was virtually impossible. A five-speed box provided a gear for every eventuality and the little engine furnished masses of torque.

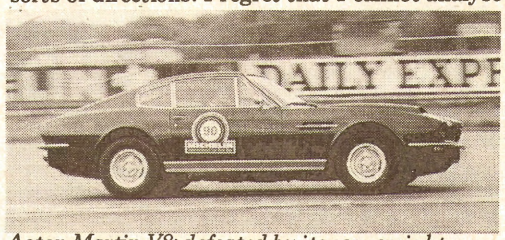
As a fun-car for driving round Silverstone, the GT/E was incomparable. For long, continental journeys it would prove far too noisy and uncomfortable, except for the very young and enthusiastic. In its chosen field, however, it is certainly most competitive, as future rally results will show.

The next car made me very sad, for I have loved earlier Aston Martins from the DB2 to the DB5. This huge **Aston Martin V8** seemed like a monster from the 8-litre Bentley era, a vertiable dinosaur or, as Ettore Bugatti would have said, *un camion de grand sport.* It volleyed and thundered up to 120mph, but sheer weight defeated it on the corners and the handling was soggy, to say the least. Least said soonest mended, so I took out another fun-car in the form of the **TVR 3000M.**

The characteristics of the TVR proved ideal for the Grand Prix circuit. It cornered very fast under perfect control and really was a joy to drive. The overdrive switch on the gearlever knob was most convenient and I saw 110mph on overdrive third. There was some wind noise at high speed, but apart from that the 3000M was the kind of practical sports car that would be completely at home on long business trips, for the ride was surprisingly comfortable. I could live with one of these very easily.

A miniature cloudburst then turned the circuit into a river and I took the opportunity to grab some lunch. However, there was still work to be done, and at least it gave me the opportunity to assess some wet-weather roadholding. Some modern cars are woefully deficient in this department, but from previous experience I knew that the Saab was about the best bet for such conditions. So, I hied me to the place where Eric and Pat Carlsson were holding court. They opined that the weather was ideal for enjoyable motoring, and how right they were!

The stability of the **Saab 99EMS** on a streaming wet road was simply uncanny. I felt completely relaxed straight away and was able to keep up a rousing speed while other cars were pointing in all sorts of directions. I regret that I cannot analyse



Aston Martin V8: defeated by its own weight.

the reasons for the Saab's superiority and must merely remark that the Swedish engines have got it right.

I was somewhat less relaxed at the wheel of my next car. Gerry Marshall had produced a brand new **Lancia Stratos** and, with incredible courage, invited me to drive the vehicle on the now very treacherous track. Merely warning me that it was very, very twitchy, he said goodbye to his beautiful car and, I suspect, headed for the bar!

Obviously, to learn the characteristics of such a car in a few laps of a wet track was out of the question and I made no attempt to exploit its possibilities. Nevertheless, I was able to learn a good deal about it and to understand its virtues and vices. The outstanding feature of the Stratos is its astonishing traction, and even in the wet there was no sign of wheelspin at full throttle in second. The engine is perfectly tractable, but it has little torque and the power is not in evidence much below 6000rpm. The gearing was higher than I expected and I should imagine that most rallies would demand a lower cog.

The Stratos has a very short wheelbase and consequently it is noted for its tendency to swop ends with disconcerting rapidity. The reason for

Mercedes-Benz 450SE: further refined.

this soon became apparent, for the car is a strong under-steerer. I felt instinctively that it would be fatal to lift off in an understeering condition, for somehow the message was there that full understeer would be converted to full oversteer, which means simply that I would have spun off, and what would Gerry say? I think the limited-slip differential starts things off by pushing the front end out of line. Although the car appears to be running out of road, it responds instantly to very slight easing of the throttle, but a modicum of power must be kept on. If the engine power is fed into exactly the right extent, the car handles surprisingly smoothly.

To say that I found out all about the Stratos in a few brief minutes would be ridiculous, and I made no attempt to translate my new-found knowledge into really fast cornering. I feel that the Stratos is not particularly tricky or difficult, but with its low polar moment of inertia it has little built-in stability. For competition work it's a very effective tool, but as a road-going car it might demand too much concentration from its driver. To drive it was a very interesting experience for which I am most grateful.

Again in search of contrasts, I next set forth in a *"deux-chevaux"* **Citroën 2CV.** This is an outstandingly safe car in the wet, for really good roadholding on slippery surfaces is best obtained with soft suspension. Though I like high-performance cars, I can be perfectly happy with a low-powered machine, and I enjoyed every moment of my motoring in this fascinatingly basic form of transport.

Although our economic situation is not particularly favourable to the diesel car, there are other countries where it has enormous advantages and its freedom from pollution is most valuable. I grabbed a **Citroën CX diesel** just as the circuit was about to close and was most impressed with its silence. Except when idling it's as quiet as a petrol engine, and probably even quieter at 70mph. The performance is quite respectable, too.

I am an incurable enthusiast and I thoroughly enjoyed my day at Silverstone. To drive at whatever speed I liked, without giving a thought to speed limits, was a luxury indeed, and my thanks are due to Michelin for asking me along. □

Lancia Stratos: little built-in stability with low polar movement of inertia.

Gerard Ducarouge

Ligier-Matra Team Manager

For five years, beginning in 1968, the French aerospace firm Engins Matra, in conjunction with the Chrysler subsidiary Simca, tried hard for success in Grand Prix racing. At first the engine used was the British Ford-Cosworth V8, and with this Anglo-French combination Jackie Stewart won his first World Championship in 1969. Subsequently, the Frenchmen went on alone with their own power plant, a V12 of competitive performance and memorable exhaust note. With this, Chris Amon led several races and won one in Argentina, but before any Grande Epreuve victories were achieved Matra-Simca withdrew from Formula 1 to concentrate on long-distance sports car racing — at which they were very successful indeed.

Now, in 1976 they are back in the GP circus, or appear to be. In fact the Gitanes-sponsored Ligier-Matra which Jacques Laffite took to an impressive third place in Belgium is essentially a private venture of the manufacturer, Guy Ligier. The involvement of Matra, while real, is much less than a full works commitment. Even the exhaust note, sadly, is muted from the piercing wail of the past. "But you know, it takes horsepower to make noise!" admonishes a practical voice on the team, and it is a notably practical, relatively modest approach the French have adopted this time.

The manager of Ligier's F1 operation is Gerard Ducarouge, who was with the Matra-Simca team through their Manufacturers Championship years. It was his connections with Matra that made the Ligier all-French; originally, the JS5 was to be another Ford-Cosworth kit car.

Now employed by Guy Ligier, working from the small firm's factory at Vichy in central France, Ducarouge has the wide responsibility not only of team management but of overall design and construction matters. PETE LYONS asked him first to describe his own background, and his areas of responsibility with Ligier.

Gerard Ducarouge: Well, it's very simple. I was after completing my studies, in aeronautics, with an aircraft company in France called NordAviation. They made rockets for the Army. I stayed for two years, but it was too much, I will say "static", for me. Every day from eight in the morning until twelve, and beginning again at two in the afternoon; it was too much the same, every day.

Then one day I saw in the paper that there would be a new team in motor racing, Matra-Sports, and they were looking for people to join with them. So I was with the Matra team starting ten years ago.

In sports cars I was in charge completely of the racing department, and the racing department was outside the factory. It was composed of the mechanics, the timekeeper, the drivers; altogether I had 20 or 25 persons, I was the practical man; I said that it's better to have the noses fit onto the chassis in a certain way, or if the car is too much oversteering everywhere and I have an idea I said, "Let's try that". I had the possibility to give an opinion, or an idea, for sure, but I was not in charge of the studies, the theory. I could take a decision, but it was 20 percent maximum.

Now with Guy Ligier, he asked me to be the manager of the racing department in the factory, completely. That means I have to take all the decisions, even if it applies to making the car, designing the car, the organization, everything. I am responsible for the shape of the car, the layout, the suspension, the details of the work, the testing, the boys who do the work. . . .

For sure, I have no idea about all these things, by myself, it's all the know-how I bring from Matra. The sports car was a fantastic car, fantastic. I try to do better, such as the weight centre, but the way with the F1 Ligier is quite the same as with the Matra sports car.

For that I brought with me from Matra one chief designer, Paul Carillo, who worked a lot on the sports car. He is an engineer, and he knows very well the job because he is 20 years in racing. He knows how to make the chassis, the suspension, and so on, but he is not taking any decisions. It is very simple for me to give him the way, and he makes the drawings.

Also we have a young engineer, Michel Beaujean, who is in charge of the calculations, the "*material resistance*"; the parts are passed through him to make sure they are OK to do racing.

After that we have in the factory a department where we are making the parts, we are making quite everything on the car there. We have a chief, who knows very well how to do it, and four guys to fabricate. Plus we have two machinists, and also two or three, depending on the work, to do the *polyestre*, the body.

We have also four mechanics for the prepare the car, and that's all the competition department, sixteen people; it's very small. Plus, of course, at the race we have from Matra one man who is responsible for the engine, totally, and for the timekeeping we have Michelle Dubosc.

Pete Lyons: *What sort of help do you have from Matra? Do they help with aerodynamic studies, that sort of thing?*

No, not at all. For that we pay a company in Paris, an independent consulting aerodynamic firm. The contribution of Matra is only to have a liaison with the engine, and with me at Vichy I have two mechanics and a draughtsman who are given by Matra to Guy Ligier for two years, on a contract. Our agreement is to have a Matra V12 in one car plus a spare engine, and also one engineer from Matra who is completely in charge of the engine; the Ligier team has nothing to do with the engine. This is Jean-Francois Robin, you know, the bearded one, who is a very good friend of mine. We worked together for ten years, and he will be with me everywhere on each circuit. He doesn't live in Vichy, he lives in Paris, but he is a lot with us.

You know, in the beginning the Ligier was designed with a Ford engine, but as soon as I could I tried very hard with Matra and I said, "You know, we are French. In France we have an engine, I know it very well, it's a V12 Matra. I am sure it is potentially one of the best; I don't say the best, but one of the best. I say why not, we are French, so the car will be completely French".

For sure, it costs a little more money for us with the Matra, but we have an engine that we know, and for one thing we don't have to send it to England every time, and wait for the flights, and so on. This way, Matra take the engine after the race back to Paris, we have nothing to do with it.

And if we wish, we can do five thousand kilometres testing and we can use four engines, or five engines. Our agreement is a liaison for the year, we pay to have engines for one car plus a spare. It means we can make a lot of testing if we wish, we can blow up ten engines, and it costs no more money. If we had the Ford, if we blow up an engine we would have to buy another one.

But the Matra engine is very reliable, we almost never have trouble, and of course I prefer to work with all my friends because I know them very well and I know they have a good experience.

Gerard, you must realize your competitors are taking you as more and more of a threat because they are now paying you the compliment of saying that this is really a full-scale Matra works project, that calling it a Ligier is merely a smokescreen. . . .

No, it's not true. Really, really, really it's not true. Matra has really nothing to do with the Formula 1 Ligier. The Matra racing department is completely finished, completely. All the racing people are doing something else, making rockets, or something. At Paul Ricard the old racing shop is turned into a rocket factory. It is impossible to put a racing car in there now.

With Matra we have only a liaison to have the engine, and we pay, for sure, a lot of money for it.

Personally, I have an arrangement with Matra that I am to work with Ligier for two years, from March 1975 to March 1977, and then if I can I will try to make an agreement for one more year after that, to keep with Ligier with the Matra V12.

But this is not Matra, it is Ligier, and you must write that in very big letters! (Okay, okay: LIGIER — Ed).

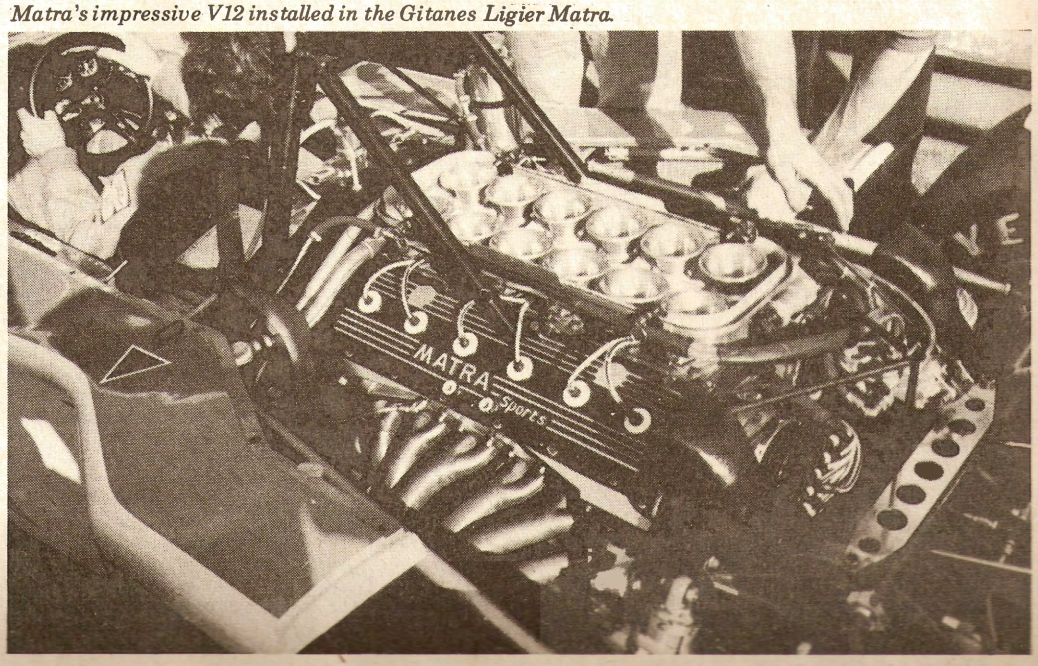
Is Matra, then, engaged in a development programme with the engine, trying to get more power, and so on? A new engine, perhaps?

They have not a big budget to make development. They try to do something always, but they have not a lot to do that. Not a new engine, not this year for sure, because they can only work on small things, the budget is very small. For instance, we are doing the aluminium sleeves for the cylinders (which we did not use by the way in Belgium but will use definitely for the first time in Monaco). Only small things like that.

So this F1 programme is really nothing like as big as the old sports car era.

No, it's not possible, because we have not enough money. We have plenty of ideas, you know, plenty to do, new suspension to design, new body, but we ▷

Matra's impressive V12 installed in the Gitanes Ligier Matra.



DUCAROUGE continued

have no money to do that. It's the problem. And so we have to live with our car like it is now, with a minimum of development.

What is your view of why the Matra-engined Shadow of last year was not a success?

Really, I have no ideas very precise. I think the car was too heavy, that's certainly one of the reasons, and maybe also they didn't try very hard . . . I can remember one of the men of the Shadow team said to me he was willing to make a bet with me for one million dollars that it's impossible to make a car to the weight limit with the Matra engine. I don't understand why, because as I said the engine is a little bit lighter, and our car is OK. Really, I have no better ideas than them, and nothing is bigger. . . .

Is it especially difficult to build a car in France?

It's a lot more expensive than in England, I think, because everything, all the machining, is very expensive. It's not the designing of the car, it's the manufacturing. *Everything* is very expensive in France, the casting for the uprights, the rubber for the fuel tanks, everything. For testing we have to go to Paul Ricard, and it's a long way, and really it's not very useful.

It's not useful sometimes, because if you have overnight a big wind you have in the morning a lot of dust on the circuit and you will be one and a half seconds slower. You will never be sure each day if the circuit condition will change. It is the wind, down there, it's a problem.

What is your overall conception of the car? It seems quite strong.

Yes, that's the most important thing which I brought from Matra. That's to have the chassis strong enough to have in any condition the same geometry you put into the suspension and the ground. Because if you have a chassis twisting, how can you say the camber will stay within half a degree, or something will be within two millimetres, and so on.

Also, for the static safety of the driver. I think it's so important to have around him something very strong. So it's one of the points on which I was very hard, that we have a strong car even if it's heavy.

You selected the Hewland TL200 gearbox. Why not the sports car gearbox from Porsche designs?

Because the Porsche was a synchromesh gearbox and it took too long to change the ratios, and the weight was too high, and also one of the best reasons, it cost exactly five times the price of the Hewland!

What effect do the new F1 rules seem to have, in your opinion?

For the tyre restriction, I think it's a good idea, because of the speed of crashing in the future might be very dangerous for the driver. The regulation about the airbox is ridiculous, because we lose for the engine perhaps something but we gain in the speed. The change with the rear wing will be in the opposite sense from the airbox, and so the result is almost no difference in speed. Really, I don't know why they take these decisions. I spoke with a lot of people of the CSI when they took the decision to cut the airbox, and they said, "It's to make the car slower." I asked, are they sure the car will be slower, and they said, "Certainly." But for me it makes no difference at all, or very, very, very small.

You know, a team which has a lot of money can work a lot to have the same results, with this new regulation.

What actually happened right after the race in Spain, why were you disqualified? We got a story that Laffite made the officials angry because he didn't stop in the inspection area after the race.

Yes, that's right. He explained to me that he didn't know that everyone was supposed to stop in that place at the finish — they made a place right at the start of the pits, on the circuit almost. Jacques did not understand about this when they told the drivers at the driver's briefing, because they said it in English and his English is not so good, you know? So when he saw all the people there, he thought it is better not to stop here because all the people might damage the car or take pieces, or something.

But anyway the organizers became very angry, and they studied the car, and they said the wing is too far back. Not the wing exactly, but precisely the pieces on the side. They measure, and said they are one centimetre too far back — and not the whole thing, only the corner on the bottom.

I asked them, how is this possible, because already on Friday they have measure it and they say it's 79 centimetres, it's OK, no problem. It's impossible for this to change in the race, mechanically impossible, it's very well fixed, and it is the same wing exactly.

So now, exactly like McLaren, we are making an appeal through the FFSA to the FIA. We will know the answer in a few weeks.

The car was going extremely well in Spain, but Belgium was better?

Yes! At one point Jacques was coming to three seconds behind Clay, and he said to me he thinks he would be able to pass. But then Andretti came out from the pits just between them, and he didn't let Jacques pass, and finally Jacques spun. That was two times he had trouble with passing someone, with James Hunt also. But anyway, this happens sometimes, it's motor racing.

It would seem you are not too far from success, for the Ligier has had some very promising races so far.

Yes, I think presently the car is not too bad, not far at all from the best. I think the success of a car is not the success of one driver, or one car, or one team, it is all three things together; that is for sure.

The team is not bad, I think it's good. All the people have a lot of experience. The car is basically certainly not bad, it is a good car, everything seems well. The engine, I think we have the same horsepower that the others use. Presently we have one driver, and you can never know in this case if he is the quickest, if he is the best you can put in the car; if you have two drivers you will know a little bit more, but with one you must wait.

Do you not think that the main reason for your car's performance is the engine? At Zolder, did we not see proof that this is now a new era dominated by 12 cylinders? Certainly the Matra must have a lot of power — it was very noticeable at Long Beach.

You must talk with Patrick Depailler, who said after Zolder that Jacques did not have better horsepower, only better handling! I think we have good horsepower, but I think at Zolder the McLaren, for example, had 500 horsepower, and the V8 has more torque than we also. I don't think the Cosworth is finished, I think there are still good V8s.

At Long Beach, yes, for sure Jacques was overtaking on the straight, but this was because we had the wing turned down, not making a lot of downforce.

Really, I tell you, to do well you we must have all the things right, not just the engine, but the chassis and the driver. Especially, I think Jacques is making fantastic progress, each race he is doing better, making better starts for example. Each race we are making progress. It seems like it is a normal position to make progress every race. I'm satisfied.

Tell us, how is it to design a chassis for the Matra engine, what special problems do you have with weight, cooling, fuel consumption, and so on?

I think most of the people are thinking the Matra V12 engine is heavier than the Ford engine. That's wrong. It's lighter. If you take the engine without the clutch, plus the starter and the ignition box, it's something like three or four kilos less. Definitely. And with the aluminium sleeves it will be four kilos reduced additionally!

The second point, for the cooling we have no more problems than for a Ford engine. At the *banc* when we make all the measures, it is normally, at the same power, that the measures are better with the V12 than the V8 — it's cooler. It means we can use smaller water radiators and smaller oil radiators, if we use the same power.

Now for the fuel consumption, if you would use exactly the same power also you make the same consumption. We are a little higher, because of course we take 12,000rpm and we have 30 or 35 horsepower more. That is not a question of a V12 or a V8 or a V6; if you take more power you have to give more fuel.

What sort of development mods have you done in the past few races?

Only a lot of small things, not spectacular. We have not the budget to do all that we like to do. We have changed the wheels, and we have changed small details with the suspension, like different springs. We have a different wing — and we are just now testing a new wing in the wind tunnel, in Paris at S.E.R.A., it's just like the McLaren wing. We have fixed the problem with the gearbox we had at Long Beach, we asked Hewland to make us special gear ratios for second and also third, and now we have perfect ratios, no problem. But really, nothing very big.

We wanted to try a different shape for the nose, like the Ferrari, to see if it works. But we didn't have enough money for this kind of thing; anyway, I know our own nose works, it comes from the wind tunnel. You must be careful with the wind tunnel, but it is very good for making a comparison, and I know our nose design works very well.

Opposite: Cutaway drawing of the Ligier JS5 (above), pictured with Jacques Laffite at the wheel during the Spanish GP (below).

We have just now finished the second car, we will test it for the first time in a few days. It is very much the same, the only difference you will see is the side of the body is a little different.

How do you rate the prospects of your team for this year, and further into the future?

I know it's impossible to make a bad car when you have the experience of working with Matra, for sure you are not very far from the others. I think for sure we must make a good season, if we have all the possibility of money to make a lot of tests, to do everything we have to do.

It is necessary to make a concentration not on one thing, the engine or the driver or like that, but on everything, to have a good package. But all the teams are trying to do that: to take the best engine, to have the best car they can, to have the best mechanics, the best driver. And for all of that, it's always the same way, you need money. Always you are speaking about racing in F1, you are speaking about money! That's always the problem you have, to find the money to make the team; after, to make the number of cars you need; after, to have the best, or one of the best, drivers; after, to do a lot of testing, to build a private testing circuit like Ferrari (laughs) — and so on and so on. You never finish this speak about money!

Ferrari, I think it is completely normal that they are the best. Like it was normal that we were the best in sports cars. Really, we were not very happy in the last year when we won the races with Matra, because we thought it was normal, it was just normal to win! But if we lost a race, it was like a *catastrophe!* It was terrific, the reaction of the newspapers and so on — just if we lost one race.

Because we were two times World Champion and three times we won Le Mans. It's the way you must be, you must be very near to the best. It is exactly the same now for Ferrari. They are making so many tests, so many thousands of kilometres, it's fantastic. All the days they are working, you know? It takes a lot of money, but it makes the team very nice, very good, and they are successful.

I would have been very happy to go to the Race of Champions, you know, because the Grand Prix will also be there, but I had only one car. It was not technically possible to go from South Africa to France, to England, back to France, and then to California, the time it was too short. So for sure when we race in Brands Hatch we will not be in the best condition, for we will have to discover everything, the gears, the adjustment for the engine, during the official practice. That's the thing; it's only a question of money.

Is there any chance of the French government assisting you?

I don't think so. Each year they said, "Oh, we will see if we can help you out," but never, never we had help from the government with Matra, never. You are waiting for that, you are waiting a long time! No, it's no way for us, we have to find a sponsor. Gitanes is a very nice sponsor, but it's not enough to have a team of two cars and two drivers.

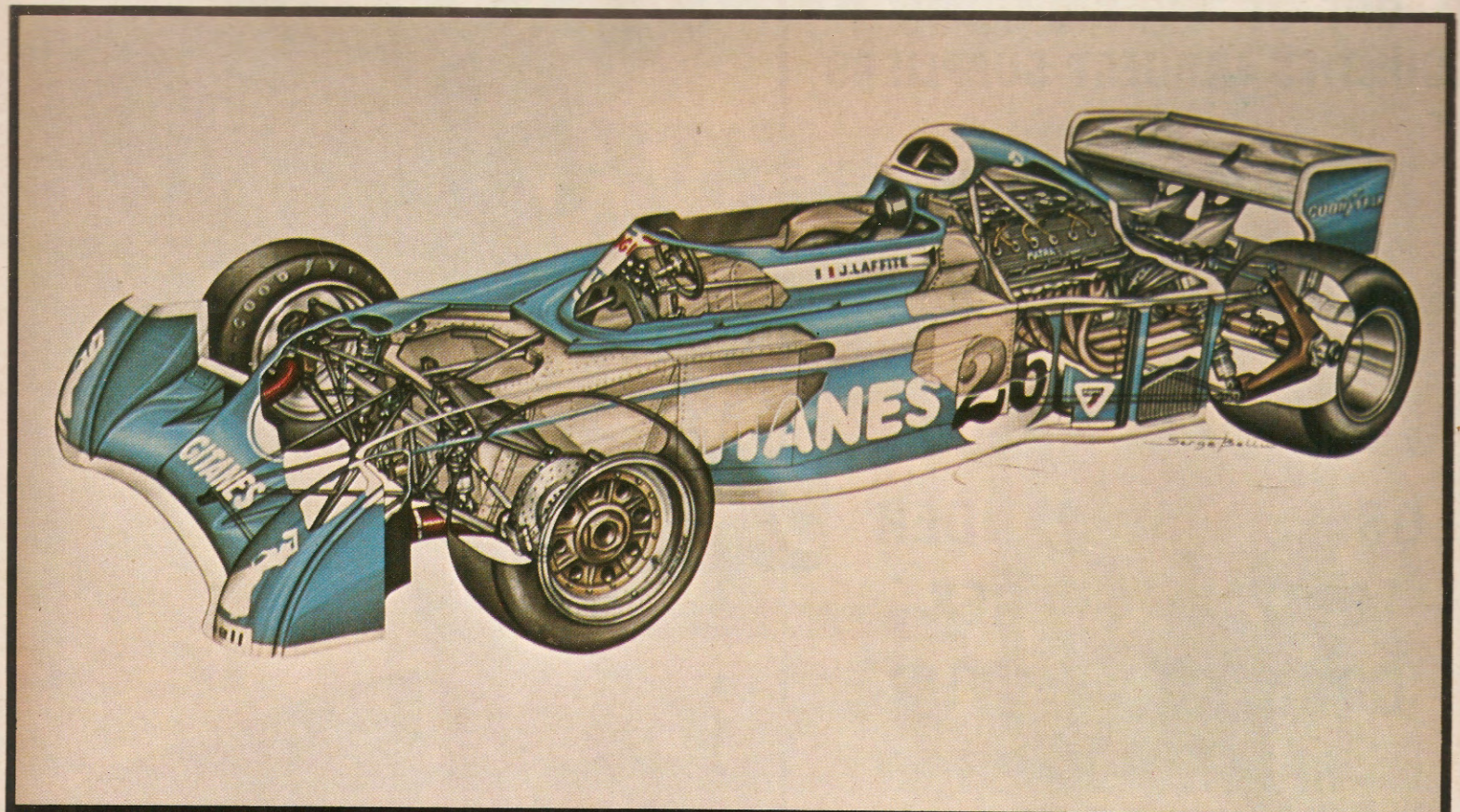
What about running a second car, especially in the French GP?

Really, I don't know yet if we can. I must get enough money to do that. For sure, it would be better to have two cars in all the races — look, you are running very well and you have one small problem and you lose your points, but with two cars you have two times the chance to make a good result. But I definitely do not want to run a second driver without a very adequate budget.

If you do run a second driver, who will he be?

I'm sorry, I can't tell you that. Everybody asks, but it's not possible to say at this time. We don't know if we can have a second one anyway. But you know, you can make a list of the drivers who are available, and you will see very quickly who it must be. . . .

For next year, we don't know exactly what will happen. At the end of the season I will have to see the Matra manager and discuss with him if we will go on one more season with Guy Ligier, or whether I have the possibility to come back to Matra. What they will be doing with racing it is difficult to know presently. □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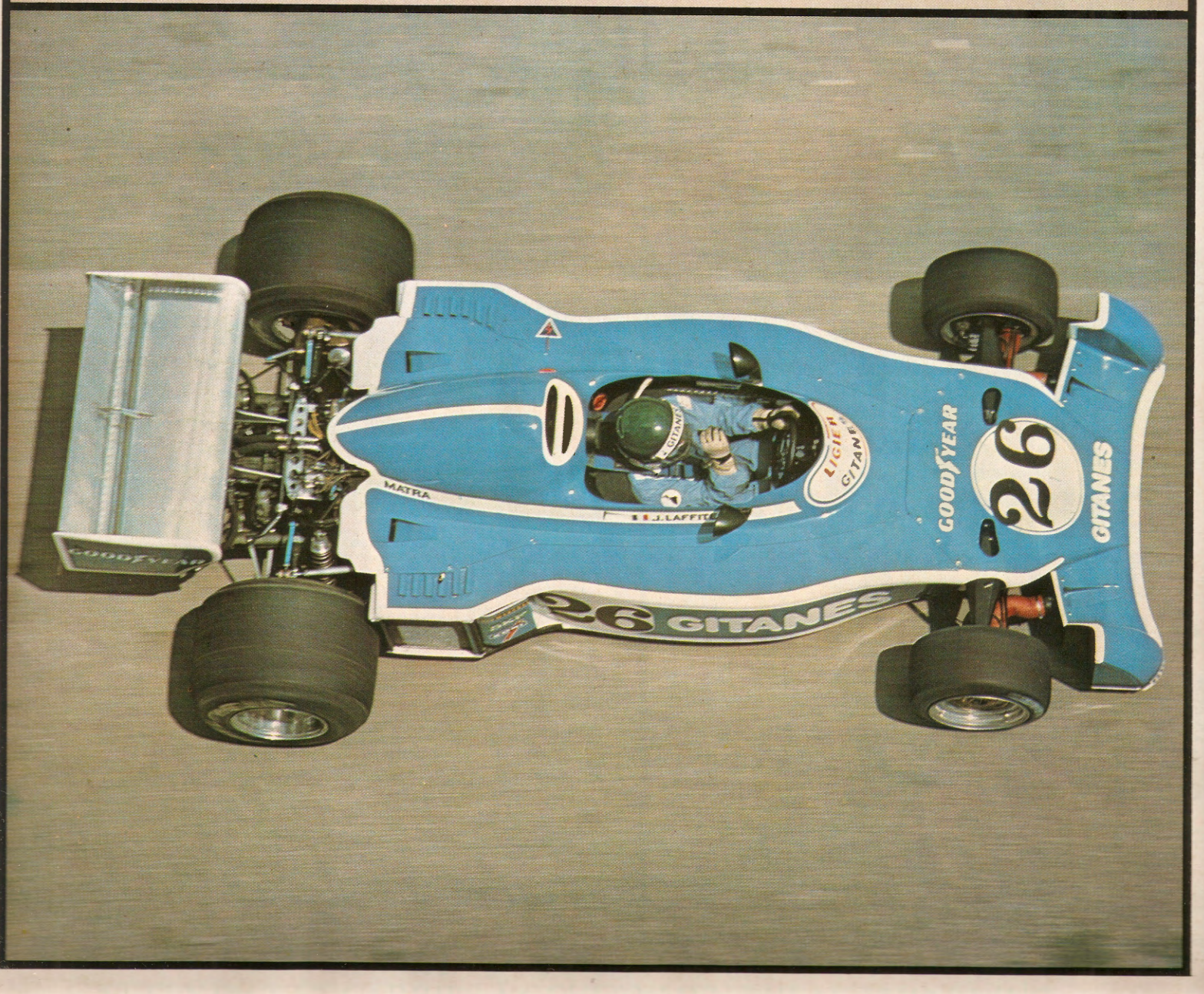
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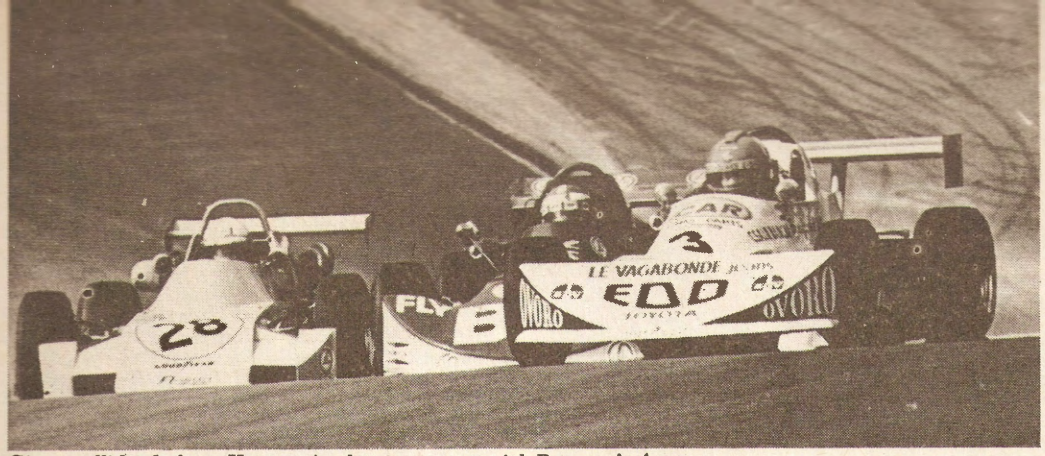


Giacomelli leads from Keegan, in close company with Parsons's Anson.

BRAND HATCH

Giacomelli makes it

Rupert Keegan's fine run of Formula 3 victories finally came to an end at Brands Hatch last Sunday when the the young British GP hope had to give best to his arch-rival Bruno Giacomelli who was, of course, driving the works March. Keegan's BAF March, a two-year-old design, now seems to be losing out to the latest 763 model, and Giacomelli was in no mood to let Keegan play any tricks on him this time. The Italian was visibly fastest in both practice sessions and he led the race from start to finish, this being his first win in the BP Super Visco series and his second F3 win to date. Keegan, if he wasn't able to offer a serious challenge to the Italian, was capable of beating all the other opposition — and, for the first time this season, there was a good-quality entry.

The BARC were playing hosts and, apart from the Formula 3 race, another eight events made up a reasonable day's racing. Rod Birley's Capri beat the Opel Commodores of Tony Lanfranchi and Brian Pepper down the straights to take the Britax honours, Colin Hawker's Formula 1-powered Supersaloon beat Nick Whiting's nimble Escort on the last lap, and Alex Ferrada, the man to beat in the Clubmans series, was beaten for once, by Nick Scott.

The smaller capacity Modsports race provided a flag-to-flag win for Ian Hall's rapid, but dated-looking Mini Jem. Ian Bax (of former Mini fame) was on pole with his Midget, but he had to trail in Hall's wake throughout, although he made a vain attempt to wrest the lead near the end. Simon Packford's Davrian led the 1-litre class initially before falling oil pressure allowed Pat Longhurst's later model Davrian to pull past soon after half distance.

Brian Pepper had his RHD General Relays Commodore on the pole for the Britax event, 0.2s under Tony Lanfranchi's class record. The latter's LHD GS/E was on the outside of the front rank, with Rod Birley's Capri sitting between them. The Capri found the best traction at the start and, although the two Opels (Lanfranchi's *Mayfair*-backed car in front) fell all over the Ford in the corners, there was nothing that either of them could do to change the situation. John Brindley's ex-Robertson Mazda RX3 was next up, having had to fend off Peter Slade's larger capacity RX2 version throughout, both of these Japanese cars easily outpacing Derrick Brunt's Manitou BMW 3.0Si. In the smaller classes, Ian Deavin's Escort and Nick Whiting's Magnum led Jeff Allam's Vauxhall initially; Allam soon took Whiting (later to make an indiscretion) but found Deavin a slightly harder task. Roger Payne's Avenger stroked the smallest price division with ease.

The faster Formula Ford runners put on their customary show which always seems to attract interest, no matter what the quality of the field. Four cars quickly detached themselves from the rest and closely disputed the lead, although the placings never changed throughout. Mike Thompson, the current MCD FF series leader, thwarted every attempt offered by both Wil Arif and Howard Drake, while Brian Songhurst watched from close quarters.

Interest in the *Kent Messenger* 1-litre special saloon event was focused on Pat Mannion's Revolution Wheels Imp which, having had problems in practice, was lurking at the back of the grid. By Paddock, he had already climbed to fifth place but then found further progress hindered by the similar Imps of Colin Craven and Richard Oliver. Meanwhile Rob Mason, now rapidly becoming the ace of rear-wheel-drive rather than front-wheel-drive, was having no problems at the head and he brought George Bevan's Imp home to its fifth win from six outings. Brian Prebble's Imp gave vain chase while Mannion, having succeeded in passing both Craven and Oliver, slid on some oil at McLaren and this allowed Oliver to nip by again.

As is customary with the BP F3 qualifying rounds, there were two practice sessions. The first was appreciably quicker, a lot of oil having been dropped during the course of the morning. Pole was taken by Bruno Giacomelli's works March 763 at 46.0s, which compares with the record (set up on the old track) of 46.2. Alongside the rapid but inconsistent Italian was Dick Parsons in the Dolomite-powered Anson (see *Pit & Paddock*) and Rupert Keegan's familiar BAF March at 46.2 and 46.4 respectively. Also in the forty-sixes were the ever-improving Brett Riley and Mike Young, both in Moduses, the latter's being a brand new works chassis. Sitting unusually far back was Stephen South in his new March 763 (see *Pit & Paddock*) after getting out late in the second session.

Keegan and Giacomelli made exceptional starts, but Keegan's dive over to try and take the inside line into Paddock found it already occupied by his counterpart, and that was it, really. Rupert was unhappy with the way his car had been handling beforehand, so he watched as the works March inched its way further and further ahead, Bruno never putting a foot wrong.

Keegan successfully held off Parsons and Riley, the latter getting by the Anson when Dick found it jumping out of gear, and that's how the leading quartet remained throughout. Parsons dropped further back avoiding some debris flying off Keegan's nose splitter, and briefly taking to the grass.

Further back there was quite a lot of carnage. First, Ian Flux spun his Ralt RT1 entering Clark on lap 6 and Young and South were eliminated in the confusion. Six laps later, Barrie Maskell's Dastle tangled with Bob Arnott's March at Druids and flipped, fortunately without injury to the driver. Arnott continued to do battle with

FF winner Thompson leads Arif, Drake and Songhurst.

patch of oil near the end and losing out to both while he struggled to regain control.

After the race there was some drama when Riley's car was found to be underweight and was excluded, while Giacomelli received a stern reprimand from the RAC stewards for overtaking slower cars under the yellow flags at Druids.

Colin Hawker's DFVW sat on pole for the big saloon event, just 0.2s quicker than his close rival Nick Whiting, and a good race looked in prospect. Hawker got a good start but the engine momentarily died, and Whiting had established a healthy lead by the end of lap 1. Hawker, some way down now, got the bit between his teeth and pulled back the deficit, catching the Escort with three laps to go and then using his superior power to pull past as they started their last lap. Further back behind the Escorts of Tony Dickinson and Zekia Redjep, Dale Minton's Ford Anglia succeeded in holding off the indecently quick Minis of Peter Baldwin and Phil Winter, the latter having led the 1300cc class for the first lap at least.

Alex Ferrada, the Oceanair Clubmans series leader, had to play second fiddle this week to Nick Scott, who took his Mallock U2 to a good win having started from the pole. Ferrada seemed a well beaten man, but he speeded up near the end having held off an early challenge from Don Farthing's similar U2, and made a late if fruitless bid to take the lead at Clarks on the last lap.

Richard Jenvey, having started from pole in the larger engined Modsports thrash, had to wait until three laps from the end before he could find a way past John Cooper's Porsche Carrera. Third, some way back, was Jon Palmer's Marcos-Ford which started to smoke towards the end, while Dave Bettinson's Caterhan Super Seven was not able to hold off Jon Fletcher's Elan for much more than six laps.

The day's racing finished with a consolation Formula Ford race which, unlike the earlier FF race, produced a dice for the lead with place changes, the laurels eventually going to Jon Copson's ancient-looking Crosslé 16F from Ashley Ward's Van Diemen. The latter's task was made easier when early race leader Kim Furner (Royale RP21) clipped Ward's car at Clark on the last lap and skidded off into the bank.

CHRIS WITTY

BARC Modified Sports championship round (10 laps). Overall: 1, Ian Hall (1.4 Mini Jem Mk2), 9m 6.0s, 79.36mph; 2, Ian Bax (1.4 MG Midget), 9m 7.0s; 3, Pat Longhurst (1.0 Davrian-Imp Mk8), 9m 8.4s; 4, Simon Packford (1.0 Davrian-Imp Mk7), 9m 8.8s. **Up to 1150cc:** 1, Longhurst, 79.01mph; 2, Packford; no other finishers. **Fastest lap:** Longhurst, 53.4s, 81.14mph **(record). 1151 to 1500cc:** 1, Hall, 19.36mph; 2, Bax; 3, Keith Ashby (1.3 MG Midget). **Fastest lap:** Bax, 58.2s, 81.45mph **(record).**

Britax Production Saloon Car championship round (10 laps) — overall: 1, Rod Birley (3.0 Ford Capri Mk2), 10m 7.6s, 71.31mph; 2, Tony Lanfranchi (2.8 Opel Commodore GS/E), 10m 8.0s; 3, Brian Pepper (2.8 Opel Commodore GS/E), 10m 8.2s; 4, John Brindley (2.0 Mazda RX3 Coupe), 10m 15.2s. **Fastest lap:** Pepper, 59.4s, 72.95mph **(record). £2001 to £2400 class:** 1, Jeff Allam (2.3 Vauxhall Magnum Coupe), 10m 29.2s, 68.86mph; 2, Ian Deavin (2.0 Ford Escort RS2000); 3, Nick Whiting (2.3 Vauxhall Magnum Coupe). **Fastest lap:** Allam, 61.4s, 70.57mph **(record). £1601 to £2000 class:** 1, Brindley, 70.36mph; 2, Peter Slade (2.3 Mazda RX2); 3, Eric Cook (2.0 Mazda RX3 Coupe). **Fastest lap:** Brindley, 60.6s, 71.50mph **(record). Up to £1600 class:** 1, Roger Payne (1.6 Chrysler Avenger), 10m 51.2s, 66.54mph; 2, Neville Knight (Simca Rallye 1); 3, Geoff Wooldridge (1.2 Lada 1200), 9 laps. **Fastest lap:** Payne, 63.8s, 67.91mph **(equals record).**

MCD Formula Ford 1600 Championship round (10 laps): 1, Mike Thompson (Rostron-ASD/Ford CT75), 8m 46.4s, 82.81mph; 2, Wil Arif (Crosslé-Piper/Ford 25F), 8m 46.8s; 3, Howard Drake (Royale-Minister/Ford RP21), 8m 47.2s; 4, Brian Songhurst (Royale-Rowland/Ford RP3), 8m 47.8s. **Fastest lap:** Thompson, 51.4s, 81.30mph.

Kent Messenger Special Saloon Championship round (10 laps): 1, Rob Mason (1.0 Sunbeam Imp), 9m 0.0s, 80.24mph; 2, Brian Prebble (1.0 Hartwell Imp), 9m 7.2s; 3, Richard Oliver (1.0 Chrysler Imp), 9m 15.0s; 4, Pat Mannion (1.0 Hillman Imp), 9m 17.2s. **Fastest lap:** Mason, 52.6s, 82.38mph.

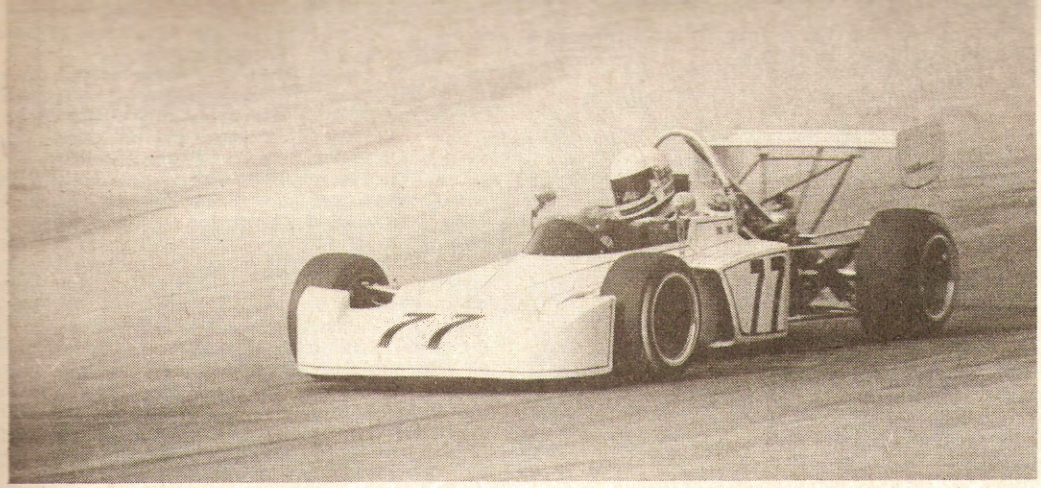
BP Super Visco Formula 3 Championship round (20 laps): 1, Bruno Giacomelli (March-Novamotor/Toyota 763), 15m 35.0s, 92.68mph; 2, Rupert Keegan (March-Novamotor/Toyota 743), 15m 41.4s; 3, Dick Parsons (Anson-Brown/Triumph AS3), 15m 50.2s; 4, Aryon Cornelson (March-Novamotor/Toyota 763), 16m 06.6s; 5, Bob Arnott (March-Novamotor/Toyota 743), 16m 09.6s; 6, Tony Dron (March-Holbay/Triumph 763), 16m 11.0s. **Fastest lap:** Giacomelli, 45.8s, 94.61mph **(record).**

Forward Trust 1000 Plus Special Saloon championship round (10 laps). Overall and over 1300cc class: 1, Colin Hawker (3.0 VW-Cosworth Ford DFV 1500), 8m 22.0s, 86.31s; 2, Nick Whiting (2.0 Ford Escort BDA), 8m 22.8s; 3, Tony Dickinson (2.0 Ford Escort BDA), 8m 47.0s; Zekia Redjep (2.0 Ford Escort BDG), 8m 49.0s. **Fastest lap:** Hawker, 48.6s, 89.16mph **(record). 1001 to 1300cc:** 1, Peter Baldwin (1.3 Mini Clubman GT), 8m 59.4s, 80.33mph; 2, Phil Winter (1.3 Mini); 3, Dave Hancock (1.3 Mini). **Fastest lap:** Baldwin, 52.4s, 82.69mph **(record).**

Oceanair Clubmans Sports championship round (10 laps): 1, Nick Scott (1.6 Mallock U2 ADA/Ford Mk16B), 8m 47.0s, 82.22mph; 2, Alex Ferrada (1.6 Mallock U2 Davron/Ford Mk16B), 8m 48.4s; 3, Don Farthing (1.6 Mallock U2 Holbay/Ford Mk16E), 8m 50.2s; 4, Nick Linney (1.6 Mallock U2 Davron/Ford Mk14/16), 9m 03.4s. **Fastest lap:** Ferrada, 50.8s, 85.29mph **(record).**

BARC Modified Sports championship round (10 laps). Overall: 1, Richard Jenvey (1.6 Lotus Elan), 8m 44.4s, 82.63mph; 2, John Cooper (2.8 Porsche Carrera/911), 8m 45.4s; 3, Jonathan Palmer (3.0 Marcos-Ford V6 GT), 8m 56.0s; 4, Jon Fletcher (1.6 Lotus Elan), 8m 58.6s. **1501 to 2000cc:** 1, Jenvey; 2, Fletcher; 3, Dave Bettinson (1.6 Lotus Super 7). **Fastest lap:** Jenvey, 51.0s, 84.96mph **(record). Over 2000cc:** 1, Cooper, 82.47mph; 2, Palmer; 3, Richard Scantlebury (4.2 Jaguar E). **Fastest lap:** Cooper, 51.0s, 84.96mph **(record).**

Formula Ford consolation (8 laps): 1, Jonathan Copson (Crosslé-Minister/Ford 16F), 7m 13.0s, 80.05mph; 2, Ashley Ward (Van Diemen-Ashtune/Ford RF76), 7m 14.0s; 3, Leonard Greenney (Hawke-Scholar/Ford DL2B), 7m 15.0s; 4, Mike Taylor (Image-Minister/Ford FF2B), 7m 17.2s. **Fastest lap:** Ward, 52.6s, 82.38mph.



Roger Hurst (GRD 375) held off a challenge from Mike Bowers to win the Libre event.

LYDDEN

Hague is not vague

For those enthusiasts longing for the return of the days of "the right crowd and no crowding", a visit to Lydden could be a welcome tonic. Although the West Essex CC reckoned that the crowd on Sunday was "a little above average", it seemed a pity that so few people took the opportunity to enjoy the sunshine and watch an efficiently run meeting produce some very exciting racing. Chris Hague in his Wessex Special CH767 won both his heat and the final of the Reliant 750 Championship round, but his victory was not without its problems.

Richard Owen (Arcos Mk6c) was on pole for the first race, heat 1 of the 750 round, but failed to capitalize on his advantage. Chris Hague took the lead from the outside of the front row, followed by Rob Wells (Warren 700) and Owen. Owen took Wells on the first lap at Pits and chased after Hague, but his challenge for the lead ended on lap 7, when he spun back to third at Chessons. Meanwhile, Chris Elmes (Maggot Mk/111c), who had started from the back due to a lead coming off the fuel pump just before the start, had worked his way up to fourth, only to have an oil union go. The result was not only a disappointed Elmes but a very oily track from the Hairpin down the start/finish area. Although Hague avoided the oil on his run to the flag, Ian Palmer (Reliant Special) and Colin Jones (Centaur Mk6c) both spun at Pits.

One of the most exciting races was the Formula Vee event. Tim Flynn (Scarab) led from pole position but was pressed hard by Rupert West (CM Mk1). West's persistence paid off on lap 3 when he took the lead, and Flynn lost further ground on the fourth lap when he spun at the exit of Pits. This elevated a duelling Ray Simpson (JSR) and Edward Jones (Alpha 73V) to second and third places respectively, Jones taking Simpson on lap 8. On the last lap the leader, who had lost second gear and was having difficulty in finding the remaining cogs, momentarily had a box full of neutrals at Devil's Elbow. Jones drew alongside as they approached the Hairpin and tried to go round on the outside; he nearly made it, but slid onto the grass at the exit, which not only let West get away but also allowed Simpson to retake second place. Exciting stuff.

The excitement started even before the flag fell for the second 750 round. Pole man Roland Nix (Reliant) was left on the line with a dead engine, and he wasn't alone, because Richard Tyzack (DNC Mk 111A) had the same problem. This left Richard Stephens (Jerril 111B) with a flag-to-flag victory, although he was challenged for a while by the rapid DNC Mk3 of Ian Sclanders. However, attention was focused on Nix's fast and spectacular progress through the field. He had taken fifth place by the fifth lap and had caught the scrapping Bob Simpson (Reliant Special) and Tony Tobias (DNC Mk5) by lap 7, eventually passing them both and chasing second place man Sclanders to the line. Tyzack worked his way up to fifth and therefore qualified for the final.

Graham Brewis (999 Cooper S) probably reckoned that the only way he could stay with Tony Whibley (2.3 Firenza) in the special saloon race was by getting ahead at the start! And that is exactly what he did, but Whibley squeezed by going into Chessons on lap 4 and left Brewis to get on with a good drive into second place, ahead of Geoff Bedding (1.7 Anglia).

The Formula Ford race, as usual, provided close racing. Paul Sleeman (Merlyn Mk11A) beat pole man Tony Halliwell (Merlyn Mk11A) away from the line and the two began a furious scrap round the track. Behind, another dice raged between Tony Howard (Crosslé 25F) and Roy Pagliacci (Lotus 61M), with Pagliacci taking Howard on lap 4. Leader Sleeman began to pull away slightly, but Halliwell renewed the pressure and on lap 7 Sleeman spun at the Devil's Elbow and retired, leaving Halliwell to reel off a very stylish, if sometimes hairy, few laps to the flag. Halliwell may have been thankful for the demise of Sleeman, but he was also very thankful that he had even finished, for when he arrived back in the paddock he was alarmed to find that a valvespring had broken.

Rob Wells made a flying start in the 750 final and began to pull comfortably away from the rest of the field. Unfortunately, his glory only lasted until lap 4 when the neat little Warren pulled off with a main bearing run; a familiar affliction for the team. Richard Owen had been holding second place until lap 3 when, under pressure from Chris Hague, he went wide at Chessons and hit the bank, quite badly damaging the Arcos in the process. Hague, in turn, was pushed by Roland Nix, while Richard Stephens was a lonely third ahead of a dicing bunch consisting of Bob Simpson, Ian Sclanders and Tony Tobias. Tobias took Sclanders in a neat outbraking manoeuvre into Pits Bend and nosed ahead. Sclanders later dropped back with a misfire, leaving Tobias and Simpson to fight it out while Hague held Nix off until the line.

The Libre event rounded off the day and gave victory to Roger Hurst (GRD 375). Initially, Paul Sleeman (FF Merlyn) held second place from the Lotus 69 of Mike Bowers, but Bowers soon got by. It soon became clear that Bowers was trying hard, and by lap 7 he was pushing Hurst, but the GRD held him off during the final laps.

As the teams packed up in the relaxed atmosphere of the paddock, a protest was lodged by Richard Owen against the driving tactics of Chris Hague during the 750 final. The Stewards decided that, based on the opinions of witnesses, Hague had not forced Owen into the bank at Chessons — there is no crowding at Lydden.

MAURICE HAMILTON

Reliant 750 Formula, heat 1 (10 laps): 1, Chris Hague (Wessex Special CH767), 8m 45.8s, 68.47mph; 2, Rob Wells (Warren 700); 3, Richard Owen (Arcos Mk6c); 4, Mick Harris (Darvi 3). **Fastest lap:** Hague, 50.2s, 71.71mph.

Formula Vee (10 laps): 1, Rupert West (CM Mk1), 8m 20.6s, 71.91mph; 2, Ray Simpson (JSR); 3, Edward Jones (Alpha 73V); 4, Nick Wadham (Scarab); 5, Mike Baker (Sarak 022/76); 6, Tim Flynn (Scarab). **Fastest lap:** Jones, 48.2s, 74.69mph.

Reliant 750 Formula, heat 2 (10 laps): 1, Richard Stephens (Jerril 111B), 8m 47.4s, 68.26mph; 2, Ian Sclanders (DNC Mk3); 3, Roland Nix (Reliant); 4, Tony Tobias (DNC Mk5). **Fastest lap:** Nix, 50.0s, 72.00mph.

Special Saloons (10 laps): 1, Tony Whibley (2.3 Vauxhall Firenza), 8m 17.2s, 72.41mph; 2, Graham Brewis (1.0 Mini-Cooper S), 8m, 21.2s, 71.83mph; 3, Geoff Bedding (1.7 Ford Anglia); 4, Steve Pattinson (1.3 Mini-Cooper S). **Over 1000cc:** 1, Whibley; 2, Bedding; 3, Pattinson. **850 to 1000cc:** 1, Brewis; 2, Jeff Vowles (1.0 Mini); no other finishers. **Up to 850cc:** 1, Harman; 2, John Tait (848 Mini); 3, Alan Lear (850 Mini). **Fastest lap:** Whibley, 48.4s, 72.41mph.

Formula Ford (10 laps): 1, Tony Halliwell (Merlyn Mk11A), 8m, 75.00mph; 2, Roy Pagliacci (Lotus 61M); 3, Tony Howard (Crosslé 25F); 4, Steve Dunlop (Jamun T5); 5, Ray Turner (Merlyn 17/24); 6, Alex Caldwell (Dulon MP 17). **Fastest lap:** Halliwell, 47s, 76.60mph.

Reliant 750 Formula final (10 laps): 1, Hague, 8m 26.8s, 71.03mph; 2, Nix; 3, Stephens; 4, Bob Simpson (Reliant Special); 5, Tobias; 6, Colin Jones (Centaur Mk6C). **Fastest lap:** Hague and Nix, 49.04s, 72.87mph.

Formule Libre (10 laps): 1, Roger Hurst (GRD 375), 7m 45.4s, 77.35mph; 2, Mike Bowers (Lotus 69); 3, Tony Howard (Crosslé 25F); 4, Geoffrey Illes (Merlyn 20A); 5, Paul Sleeman (Merlyn 11A); 6, Alex Caldwell (Dulon MP 17). **Fastest lap:** Bowers, 45.02s, 70.65mph.

Harrington works to win

The Lincoln MC & LCC organized a successful eight-race programme laced with parades, displays, parachute jumping and drum majorettes at Cadwell Park last Sunday. As is usual at the demanding Lincolnshire venue, the racing was interesting and very definitely enjoyed by both competitors and spectators alike, the highlight being an FF1600 win for Peter Harrington (Lotus 69F) after a tremendous non-championship thrash. The other events, all championship rounds, were keenly contested with victories for Bob Davis (Davis F1300), John Brown (Delta F4), Ian Briggs (Mini 1000), Alain Baillie (Viking Mono) and Malcolm Johnstone and Tony Sugden in Special Saloon Imp and Escort. Main race of the day, a poorly supported Super Vee Silver Cup round, was won by John Morrison (Lola T326).

Racing began when the entire F1300 field appeared to jump the start! Reigning champion Bob Davis, having rebuilt the gearbox of his Davis after it caused problems on his previous outing, led all the way to win convincingly. Pole man Phil Lloyd (Nomad Mk2) tried hard to keep up but had to be content with second, and even an all-out effort towards the close to wrest fastest lap was thwarted by the flying Davis. Vic Waterhouse (U2 Mk14B), who was third on the opening lap and at the close, had a much livelier time than that suggests, being the first of many during the day to spin at Park corner, re-starting sixth but recovering to finish ahead of Steve Collier, Wells, Tony O'Neill, and Graham Kay.

For the first four laps of the F4 qualifier, the ShellSport Delta IRF4 of John Brown was under pressure from the Brabham BT28 of Roy Lewington. Brown had a speed advantage in a straight line and on lap five Lewington, trying to maximise his cornering advantage, spun, without damaging anything, in the confined Hall bends, continuing seventh. Bruce West headed a queue of five cars with his GRD 373 but first John Webb (Monsieur Rochas Aftershave Chevron B15/17C) and then Alex Lowe (Chevron B20) scrambled past. Lowe made a very determined late challenge, ousting Webb from second, and was almost caught himself by the hard trying Lewington.

The competitors in the Leyland Challenge Mini 1000 series were more subdued than their ill-gained reputation would suggest, but even so the order behind Ian Briggs, who led all the way, was continually changing — this time as drivers got to grips with the circuit, not with each other! Finally, following the rapid Briggs home was an even more rapid Phil Spurling, who set fastest lap as he improved from a lowly tenth place. Tom Hurn had started the C-Vet/East Anglian Garages Racing entry from pole and was smoother than most on his way to third. Eric Groves, who had spun away second spot at half distance, was fourth from Rick Cutting, who also spun, and Bryan Dugdale with the Telefunken car.

A back-marker contrived to lay an oil slick on the warm up lap for the Varley Batteries Monoposto round and this caused considerable consternation in the early laps. David Coombs (Manta 75/B) led away at the start but was passed by a determined Alan Baillie (Viking) at Park on lap 3. When Coombs, now being less cautious in the slippery conditions, attempted to regain the lead with a similar manoeuvre a lap later, he lost the Renault-engined car, having a big moment on the grass which took him very close to a concrete marshals' post. Baillie ran out the winner, the Viking starting to misfire as it took the flag, with Peter Gillette (Genie 13) second having shaken off Trevor Scarratt (Brabham BT21B).

A small field contested the 1000cc BARC Northern Special Saloon race. After the early demise of Alan Smith, when the Raven Petroleum Racing with Flux Insurance Mini went straight on at the Hairpin on lap 1, the only interest in the race was Malcolm Johnstone (Imp) teasing Steve Morton (Mini) at the head of the field, Johnstone pulling away easily in the closing stages to win. An isolated third was the up to 850cc class-winning Greenham Fork Lifts Mini of Barry Reece.

A full grid of FF1600s produced an exciting non-championship race. Initially ten cars were in the leading bunch, clawing their way up the infamous Mountain, before threading into single file through the tortuous Hall bends and spilling out

69F), Tony Barley (Royale RP21) and Glen Eagling (Van Diemen RF75), had detached themselves at the front by half-distance. Bright, who had not raced at Cadwell for two years, found the attention of the acknowledged circuit expert Harrington too much and he spun off into a ditch at Hall, leaving Harrington to win — just. Barley managed to block the apparently faster Eagling to finish a very close second. Team-mates Brian Thompson and Martin Wood, in the Weir St Light Engineering Royale RP16s, headed the rest.

Just nine Super Vees started and seven finished the VW Silver Cup round, John Morrison winning easily — if 12 laps around Cadwell can ever be easy — with the Votex Automotive Lola T326. The race was saved from being a complete bore by Bruce Venn and Bill Burley, the former's Elden holding off the latter's Royale all the way to claim second by 0.4s. Glenn Hay was the only casualty, being taken to hospital with suspected broken collarbone after crashing his Royale.

The over 1000cc Special Saloon thrash was also processional, although Tony Sugden's progress with the winning Brook Hire Liverpool Escort was a pleasure to watch. Alastair Lyall's similar car gave spectacular chase but fell back to be almost caught by Mike Newman's smart Holden & Hartley (Burnley) Ltd Firenza. Geoff Byman (GBD Mini) was fourth, a long way ahead of his 1300cc rivals.

ANDY LEEDER

Esso Uniflo Formula 1300 Championship round (8 laps): 1, Bob David (Davis F1300), 13m 28.4s, 80.15mph; 2, Philip Lloyd (Nomad Mk2), 13m 39.8s; 3, Vic Waterhouse (Mallock U2 Mk14B), 14m 10.6s; 4, Steve Collier (Wells), 14m 28.0s; 5, Tony O'Neill (Mallock Mk11B), 14m 32.4s; 6, Graham Kay (Mallock U2 11B), 14m 36.4s. **Fastest lap:** Davis, 1m 38.4s, 82.31mph **(record).**

Hempsall Transport Formula 4 Championship round (8 laps): 1, John Brown (Delta IRF 4), 13m 04.4s, 82.61mph; 2, Alex Lowe (Chevron B20), 13m 23.6s; 3, Roy Lewington (Brabham BT28), 13m 24.0s; 4, John Webb (Chevron B15/17C), 13m 26.2s; 5, Bruce West (GRD 373), 13m 29.4s; 6, Eddy Heasell (Brabham BT38C), 13m 32.2s. **Fastest lap:** Brown and Lewington, 1m 35.4s, 84.90mph **(record).**

Gilbert Centenary Mini 1000 Championship round (8 laps): 1, Ian Briggs, 15m 05.6s, 71.55mph; 2, Phil Spurling, 15m 10.6s; 3, Tom Hurn, 15m 14.4s; 4, Eric Groves, 15m 24.8s; 5, Rick Cutting, 15m 33.0s; 6, Bryan Dugdale, 15m 48.4s. **Fastest lap:** Spurling, 1m 51.2s, 72.84mph.

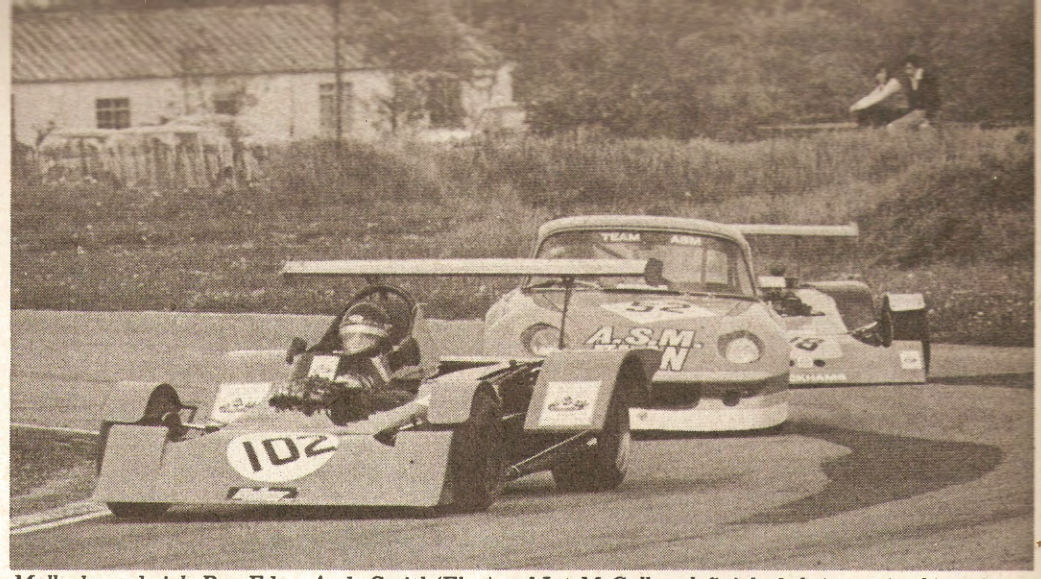
Williams & Glyn's Formula Monoposto Varley Batteries Championship round (8 laps): 1, Alan Baillie (Viking Mono), 13m 20.6s, 80.93mph; 2, Peter Gillette (Genie 13), 13m 27.4s; 3, Trevor Scarratt (Brabham BT 21B), 13m 31.2s; 4, Tony Ford (Emberton 2B), 13m 41.4s; 5, John Lancaster (JCM 6+), 14m 17.0s; 6, John Chambers (Chamox Mk2), 14m 17.4s. **Fastest lap:** Baillie, 1m 37.8s, 82.84mph.

ATS Special Saloon Cars, BARC Yorkshire Championship round (8 laps): 1, Malcolm Johnstone (1.0 Hillman Imp), 15m 25.4s, 70.02mph; 2, Steve Morton (1.0 Cooper S), 15m 32.2s; 3, Barry Reece (850 Greenham Mini), 15m 55.6s. **Up to 850cc:** 1, Reece, 67.81mph; 2, Philip Gurr (Filmik Mini); 3, Tony Wilson (Morris Mini). **Fastest lap:** Reece, 1m 56.4s, 69.58mph. **851 to 1000cc:** 1, Johnstone; 2, Morton; 3, Paul Gerrish (Mini). **Fastest lap:** Johnstone, 1m 52.4s, 72.06mph.

Hartford Motors Formula Ford (8 laps): 1, Peter Harrington (Lotus-Scholar 69F), 13m 26.0s, 80.39mph; 2, Tony Barley (Royale-Neil Brown RP21), 13m 27.2s; 3, Glen Eagling (Van Diemen-Scholar RF75), 13m 27.4s; 4, Brian Thompson (Royale-Rowland RP 16), 13m 41.4s; 5, Martin Wood (Royale-Rowland RP16), 13m 47.6s; 6, Nigel Haywood (Merlyn-Scholar MK29A), 13m 47.8s. **Fastest lap:** John Bright (Royale-Smith RP21) and Harrington, 1m 39.2s, 81.65mph.

Greens of Faldingworth Formula Super Vee, Volkswagen (GB) Limited Silver Cup Championship round (12 laps): 1, John Morrison (Lola-Daghorn T326), 18m 26.2s, 87.86mph; 2, Bruce Venn (Elden-Daghorn RS), 18m 38.8s; 3, Bill Burley (Royale-Heidegger RP18A), 18m 39.2s; 4, Ronnie Grant (Taurus Rolt M24), 18m 54.0s; 5, Alan Smith (Modus-Rolt M2), 19m 27.8s; 6, Mike Tobitt (Lola-Daghorn T250), 19m 29.6s. **Fastest lap:** Morrison, 1m 30.2s, 89.80mph.

Auctioneers Hammer Special Saloon cars, BARC Yorkshire Championship round (8 laps) — overall and 1301-2500cc: 1, Tony Sugden (1.8 Ford Escort BDE), 13m 33.8s, 79.62mph; 2, Alastair Lyall (1.8 Ford Escort PVC), 13m 46.8s; 3, Mike Newman (2.3 Vauxhall Firenza), 13m 47.0s. **Fastest lap:** Sugden, 1m 39.8s, 81.16mph. **1001 to 1300cc:** 1, Geoff Byman (GBD Mini), 76.83mph; 2, Bob Morey (Mini); 3, Peter Holley (Anglia). **Fastest lap:** Byman, 1m 44.0s, 77.80mph.



Mallock sandwich: Ray Edge, Andy Smith (Elan) and Ian McCullough finished their race in this order.

CROFT

Cook staves off Barton

With a programme of five races at Croft last Sunday, the Nottingham SCC could only attract a small number of spectators and the smallest entry list seen at this circuit for a long time. The afternoon proved to be a relaxing one, with the accent fairly and squarely on the enjoyment of the competitors in true "clubbie" style.

In usual Croft fashion, a Formula Ford race started the programme. Mick Starkey (ATS Merlyn) was on pole position and after the first lap was never in any real danger of losing the race. Behind Mick, the interest was very much centred upon the fight between Richard Philip (Crossle 20F) and Ken Pickering (Jamun T5B) in which no quarter was given, the second place at stake going to Philip eventually.

As there were only 15 FF1600s entered, their second heat was also an allcomers event, with grid positions dependent on the later of two practice sessions and the overall result decided on aggregate times from the heats. Of this latter item, nothing appears in the official results, but no-one seemed to mind! Mick Starkey again made a good start, but after four laps the battling duo of Pickering and Philip were ahead, with Philip Jeffrey in the Alan Morton Jacobs Jamun T3C in third place and Starkey fourth. After Philip retired on lap 8, Starkey fought back to second place behind Pickering but could not catch him.

A mixed Modsports and Clubmans race gave a win to the Mallock Mk17 of Ray Edge from Andy Smith's ASM Elan, with the Mallock of ex-Spridget driver Ian MacCullough in third place overall, Ian setting a new class record into the bargain. Jim Adamson in the Rock Engineering Group Davrian Mk7 collected a puncture at Oxo right in front of the Mallock of David Sugden, the ensuing avoidance modifying the Mallock's nose, which meant a pit stop.

The Alan Pond Special Saloon race turned out to be an Escort benefit, with various engine sizes in the first three places, and another Ford, a Falcon this time, in fourth. Paul Rhodes (1300cc Escort) led all the way ahead of the 1700cc car of Peter Pitman and Keith Bowmaker's home-brewed 4700cc version, which took until the third lap to get ahead of the similar-engined Falcon of Malcolm Stevens. First of the tiddlers home was the Mini of Leslie Scurr, followed by the Imp of Keith Hardy, who inherited sixth place when a mix-up in the pits caused John Travis (999 Mini) to pull off a lap early. Misfortune struck at the present very unlucky 5700cc Sunbeam Rapier driver, Pe[illegible] Taylor, when the engine "just stopped" (probably ignition failure) heading for Sunny Co[illegible]er on the first lap.

Formule Libre always rounds off Croft meetings, nd this time was no exception. Derek Cook (Chevron-BDA B27) again led Andy Barton (March-BDE 73B/75BB) over the line after Andy had tried every way to get past the yellow Chevron, including getting his nose run over at one point and being forced to drop back with glassfibre trailing. Alo Lawler (Chevron B29) had a spin at the Chicane, this time without damage, while trying to make up for a 10s penalty on his way to third place.

PAUL BOOTHROYD

The Ladies Cup race for Formula Ford, heat 1 (12 laps): 1, Mick Starkey (Merlyn-Scholar Mk11A), 15m 08.4s, 83.22mph; 2, Richard Philip (Crosslé-Scholar 20F), 15m 12.2s; 3, Ken Pickering (Jamun-Scholar T5B), 15m 18.0s; 4, Chris Lawson (Van Diemen-Minster RF73), 15m 30.6s; 5, Philip Tingle (Van Diemen-Minster RF74), 15m 32.6s; 6, David Manners (Nike-Scholar 10), 15m 36.8s. **Fastest lap:** Starkey, 1m 14.8s, 84.23mph.

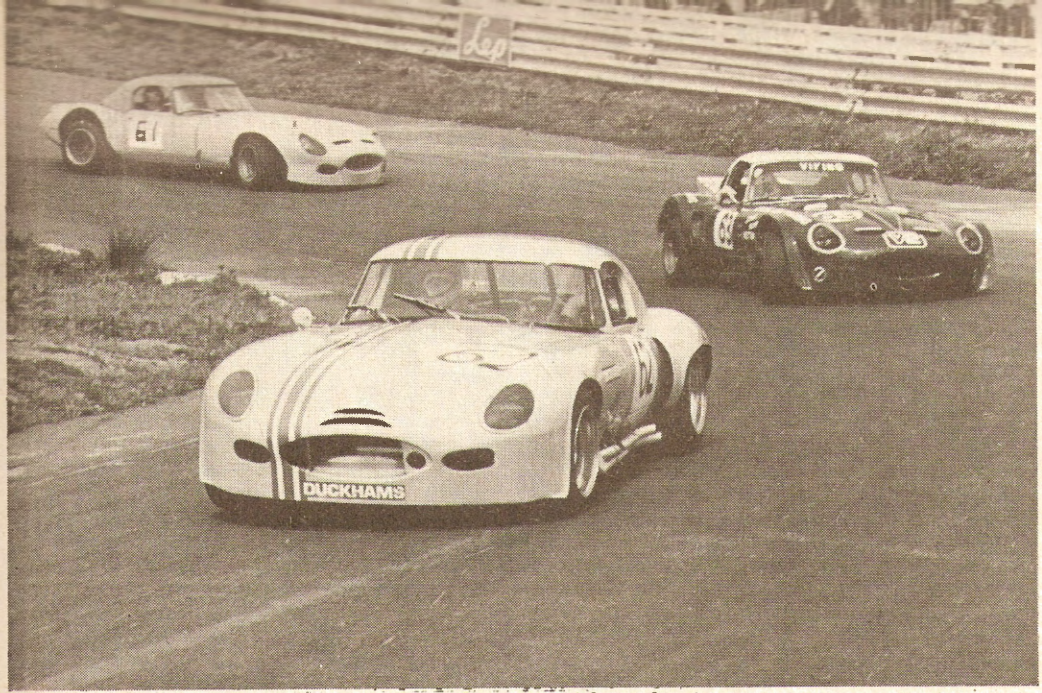
Modsports and Clubmans Super Sports (12 laps) — overall: 1, Ray Edge) Mallock U2-Davron Mk17), 14m 19.0s, 88.00mph; 2, Andy Smith (1.6 Lotus Elan), 14m 50.6s; 3, Ian McCullough (1.6 Mallock U2), 14m 51.0s; 4, Geoffrey Lambert (1.6 Mallock U2 Mk14E), 15m 22.4s. **Fastest lap:** Edge, 1m 09.6s, 90.52mph. **Class A Clubmans:** 1, Edge, 14m 19.0s, 88.00mph; no other finishes. **Fastest lap:** Edge, 1m 09.6s, 90.52mph. **Class B Clubmans:** 1, McCullough, 14m 51.0s; 2, Lambert, 15m 22.4s; 3, George Valente (1.6 Mallock U2 Mk11B), 15m 25.4s. **Fastest lap:** McCullough, 1m 12.6s, 86.54mph **(record). Modsports up to 1150cc:** 1, Ron Kirkman (1.1 Davrian-Imp Mk7), 14m 46.0s, 78.21mph (11 laps); no other finishers. **Fastest lap:** Kirkman, 1m 18.8s, 79.95mph. **Modsports 1151-1500cc:** 1, Garry Wilson (1.5 AH Sprite), 14m 47.0s, 78.12mph (11 laps); 2, John Read (1.3 AH Sprite), 15m 44.2s (11 laps); no other finishers. **Fastest lap:** Wilson, 1m 18.8s, 79.95mph. **Modsports over 1500cc:** 1, Andy Smith (1.6 Lotus Elan), 14m 50.6s, 84.44mph; 2, Michael Smith (1.6 Lotus Elan), 14m 53.8s (11 laps); no other finishers. **Fastest lap:** Andy Smith, 1m 13.0s, 86.30mph.

The Ladies Cup race for Formula Ford, heat 2 (12 laps): 1, Pickering, 15m 17.8s, 82.37mph; 2, Starkey, 15m 22.0s; 3, Phillip Jeffrey (Jaman T3C), 15m 32.0s; 4, Richard Gorne (Elden-Minister Mk10X), 15m 40.6s; 5, Manners, 15m 47.2s; 6, Lawson, 15m 47.8s. **Fastest lap:** Pickering and Starkey, 1m 15.2, 83.78mph.

The Alan Pond race for Special Saloon Cars (12 laps) — overall and over 1300cc: 1, Paul Rhodes (1.9 Ford Escort), 15m 20.4s, 82.13mph; 2, Peter Pitman (1.9 Ford Escort), 15m 27.4s; 3, Keith Bowmaker (4.7 Ford Escort), 15m 51.4s; 4, Malcolm Stevens (4.7 Ford Falcon), 15m 53.2s. **Fastest lap:** Rhodes 1m 15.2s, 83.87mph. **Up to 1000cc:** 1, Keith Hardy (1.0 Chrysler Imp), 16m 27.0s, 70.21mph (11 laps); no other finishers. **Fastest lap:** John Travis (1.0 Mini), 1m 27.8s, 71.75mph. **1001-1300cc:** 1, Leslie Scurr (1.3 Mini-Cooper S), 15m 48.2s, 73.08mph (11 laps); 2, Dave Horsley (1.3 Mini-Cooper S), 15m 03.4s (11 laps); no other finishers. **Fastest lap:** Horsley, 1m 23.4s, 75.54mph.

Formule Libre (12 laps): 1, Derek Cook (1.6 Chevron-Cook BDA B27), 12m 57.6s, 97.22mph; 2, Andy Barton (1.8 March-Barton BDE 73B/75B), 13m 00.4s; 3, Alo Lawler (1.6 Chevron-Swindon B29), 13m 36.0s; 4, Ken Brown (1.6 Mallock U2 Mk16), 14m 02.2s (11 laps); 5, John Lambert (1.6 Mallock U2 Mk14E), 14m 3.6s; 6, Dave Morgan (1.6 Merlyn 25/29), 13m 28.8s (10 laps). **Fastest lap:** Cook and Barton, 1m 03.4s, 99.37mph). **Up to 1600cc:** 1, Cook; 2, Lawler; 3, Brown. **Fastest lap:** Cook, 1m 03.4s, 99.37mph. **Over 1600cc:** 1, Barton; no other finishers. **Fastest lap:** Barton, 1m 03.4s, 99.37mph.

Cadwell Mini-train led by David Abbott from Tom Hurn.



Brian Murphy led the E-type battle until forced to retire with overheating.

OULTON PARK

Walker strides ahead

Whatever their record at Oulton Park, Lancs & Cheshire CC had no weather problems at Longridge on Sunday and the club's second event at this circuit was again most successful. With sponsorship from the LEP Group, the meeting saw fine wins for John Walker (March 742) in the Libre race, Alan Stringer (Crosslé 30F) in the Formula Fords and Tim Green (Time) in the 750 Championship round.

750s opened the meeting with two 15-lap heats, the first of which saw Tim Green more rapidly up to second spot behind John Giles (JGS) after a back-of-the-grid start. In the second heat, D. A. Robson's Viking won narrowly from Trevor Hegarty's Hegar. The final was hotly contested throughout by Green and Giles, with Green just managing to open a gap at the end as they lapped the rest of the field. Bob Wright (Centaur) worked his way up well to finish third, while Graeme Maclaren's DNC scraped home in fourth place.

Three E-types provided the main interest in the Modsports race, Brian Murphy's 4.4-litre version having little trouble in winning from John Oxbrough's similar Viking Engineering car. John Myerscough (4.2 E-type) held third initially, chased by Dave Abrams (1.3 Midget), but a collision with a much slower car early on damaged the nose of the Jaguar sufficiently to put it out with overheating just before the flag.

The Formula Ford grid had John Kent's Tickled Trout Hotel Royale RP21 in an unfamiliar second spot behind Alan Stringer's Crosslé, but it was Kent who took the early lead. Behind him came George Emmett (Hawke), Stringer and Paul Gardner (Nike). Before the Royale could get too far away, Stringer scrambled through into second and began to close the gap slightly. Soon, the Royale began blowing out oil smoke on each of the hairpins. By lap 13 Stringer was leading and Kent was falling back but still ahead of the third place dice between Emmett and Gardner, which eventually went in favour of Gardner with Emmett being further penalised by 10s, though still keeping fourth.

George Hard had an easy win in the up to 1-litre Special Saloon race after Peter Cartlidge's practice accident rendered him a non-starter. The Lex Motors Mini pulled steadily ahead of James Jacks's Imp, which in turn opened out a comfortable gap over Bob Trotter's Mini.

The second saloon race saw a thrilling dice between Dave Taylor's 5-litre Cortina and newcomer Terry King's Escort. Unfortunately for Taylor, it ended somewhat abruptly when his gear lever snapped, leaving him in neutral as he entered Quarry with King right on his tail and preparing an attempt at passing. The resultant collision left King still mobile enough to go on to a well-earned win, while the Cortina was credited with second in class. The 1300cc class again went to Ken Tomlinson's Rallye Equipe Mini, but Norman Hinds had the satisfaction of setting fastest lap before retiring his already clutchless Mini when its brakes locked on.

A 20-lapper for MGs gave Keith Webster a handsome victory over Michael Hewitt's ex-Des Richardson Frogeye (MG?), with Paul Entwistle leading the other MGAs by a long way in third place. In a race for rally cars, most of the field tried to find new ways round Longridge's two hairpins, but Robin Farrington showed how it should be done and in very neat style lapped all of them. The commentator loved it. . . .

Warren Booth (Lotus 69) secured pole position for the Libre race but beside him was John Walker, having only his first outing in the ex-Harrisons March 742. Behind these two were Joe Applegarth (Brabham BT23C) and Peter Dugdale (March 733) so all looked set for another good Libre race at Longridge.

Booth shot into the lead at the start from Walker, Applegarth and Dugdale, but on lap 2 a mysterious electrical fault set in and the Lotus fell back down the field, eventually retiring. This left the yellow March out ahead and, driving very coolly yet rapidly, Walker kept it there until the flag. The Brabham and March held station behind, while Charles Munro's Chevron took fourth after an exciting moment lapping Tom Dootson (Piper) and John Briggs (U2), who were having the closest scrap of the race.

PETER McFADYEN

Formula 750 Championship Round, heat 1 (15 laps): 1, John Giles (JGS), 7m 13.0s; 2, Tim Green (Time), 7m 14.0s; 3, Graeme Maclaren (DNC), 14 laps. **Fastest lap:** Giles, 28.0s, 55.52mph. **Heat 2 (15 laps):** 1, D. A. Robson (Viking), 7m 51.2s; 2, Trevor Hegarty (Hegar), 7m 52.6s; 3, Mike Blanchard-Cole (R750), 8m 16.0s. **Fastest lap:** Robson, 30.2s.

Formula 750 Championship Round, final (20 laps): 1, Green, 9m 35.6s; 2, Giles, 9m 36.8s; 3, Bob Wright (Centaur), 19 laps; 4, Maclaren, 19 laps; 5, Robson, 19 laps; 6, Martin Reed (Cowley), 18 laps. **Fastest lap:** Green, 27.8s, 55.92mph.

Modsports (20 laps) — up to 2000cc: 1, Dave Abrams (1.3 MC Midget); 2, Ian Knowles (1.3 AH Sprite), 19 laps; 3, Keith Webster (1.1 MG Midget), 19 laps. **Fastest lap:** Abrams, 27.4s, 56.73mph. **Over 2000cc:** 1, Brian Murphy (4.4 Jaguar E), 8m 58.8s; 2, John Oxbrough (4.2 Jaguar E), 9m 13.2s; no other finishers. **Fastest lap:** Murphy, 26.2s, 59.33mph.

Formula Ford (20 laps): 1, Alan Stringer (Crosslé 30F), 9m 1.0s; 2, John Kent (Royale RP21), 9m 7.6s; 3, Paul Gardner (Nite Mk10), 9m 8.4s. **Fastest lap:** Stringer, 26.2s, 59.33mph.

Special Saloons up to 1000cc (20 laps): 1, George Hard (1.0 Mini), 9m 47.0s; 2, Charles Munro (1.0 Hillman Imp), 10m 1.6s; 3, Bob Trotter (1.0 Mini), 10m 6.4s. **Fastest lap:** Hard, 28.6s, 54.35mph.

Special Saloons 1001-1300cc and over 1300cc (20 laps): 1, Terry King (1.8 Ford Escort), 9m 22.0s; 2, Ken Tomlinson (1.3 Mini-Cooper S), 9m 26.2s; 3, Jim Jones (1.3 Mini-Cooper S), 19 lapsø1. **Over 1300cc class:** 1, King; 2, Dave Taylor (5.0 Ford Cortina); no other finishers. **Fastest lap:** King, 26.8s, 58.0mph. **1001 to 1300cc:** 1, Tomlinson; 2, Jones; no other finishers. **Fastest lap:** Norman Hinds (1.3 Mini-Cooper S), 27.2s, 57.15mph.

MG cars (20 laps): 1, Keith Webster (1.3 MG Midget), 9m 57.2s; 2, Michael Hewiit (1.3 AH Sprite), 10m 21.6s; 3, M. Paul Entwistle (1.6 MGA t/c). **Fastest lap:** Webster, 29.0s, 53.60mph.

Rally cars (20 laps): 1, Robin Farrington (1.9 Ford Escort RS1600), 9m 44.8s; 2, Tony Worswick (1.6 Ford Escort), 19 laps; 3, Colin Wild (3.0 Ford Capri), 19 laps. **Fastest lap:** Farrington, 28.6s, 54.35mph.

Formule Libre (25 laps): 1, John Walker (1.6 March 742), 10m 39.8s; 2, Joe Applegarth (1.6 Brabham BT23C), 10m 44.4s; 3, Peter Dugdale (2.0 March 733), 10m 46.0s. **Fastest lap:** Walker, Applegarth, Dugdale and Charles Munro (1.9 Chevron), 25.0s, 62.18mph.

McGarrity's fourth win

Race winners at the IMRC's Mondello meeting, held on a bitterly cold and dull Sunday, May 16, included Patsy McGarrity, Trevor Templeton, Rosemary Smith, Stee Griffin and Ed Mahon. And if these names appear familiar, it's because they have been doing most of the winning at Mondello Park this year; however, we have seen some very good racing. McGarrity maintains an unbeaten record of four wins out of four starts with his Atlantic Chevron B29, and Mahon holds a similar record in Modsports with his Midget. Since David Kennedy left to seek fame and fortune in Formula Ford "abroad", Templeton has taken over as the home king, taking his new Crosslé 30F to a most convincing victory to add to two Mondello wins scored with a Van Diemen. Miss Smith lost once to Mattie McNamara's similar Escort-FVC in the big saloon class, and but for gearbox failure on Easter Monday Griffin would undoubtedly have four instead of three 1350cc class wins with his Smarties Mini.

About the only spot of excitement in the opening race, a tedious handicap for veteran and vintage cars, was when a wheel parted company from Tony Dowling's rapid little 1172cc ACJ Special and he came to a harmless halt at Shell corner. Winner was Alan Shattock in a BMW 319 from Tony Colley in his late father Dudley's famous Frazer-Nash, David Dunn having retired his pristine Lagonda on lap 1.

As expected, Stee Griffin in his gay Mini absolutely dominated the 1350 class of the Special Saloon race, and Rosemary Smith was the overall winner, taking Griffin on the last lap to reduce her 30secs start deficit and take the flag with 0.4s in hand with her 2-litre Escort-FVC. Mattie McNamara led Miss Smith for six laps until he spun his similar Escort at Duckhams, an uncharacteristic *faux pas* which he attributes to being caught on oil deposited by Seamus O'Connor's Mini during practice, and he recovered to finish third. His Mini repaired after his Easter Monday roll, Cyril McCabe took a class second to Griffin.

The first Formula Ford heat was easily won by Trevor Templeton in his new black-and-gold Crosslé, with Paraic Mooney second in his smart Merlyn Mk29 and the amazing Tommy Mullin third in the almost ancient Crosslé 16F nearly 10s ahead of the 25F of Alan Cahoon.

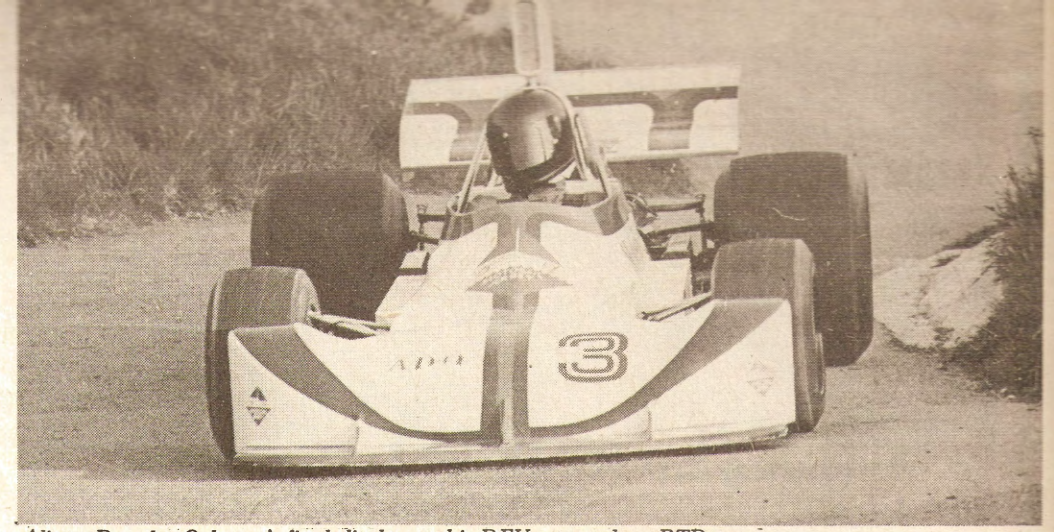
There was a full field of production saloons for the Supersave race, with the Group 1 cars of Robert Ward and Jody Carr not allowed to run as the regulations governing prod saloons are similar to the BBC Radio 1 series and do not permit the use of homologated options. Plum Tyndall led into Shell, his Onsala Magnum Coupé chased by Ray Moore (Mazda RX3) and Larry Mooney (Audi 80GT), while John Hynes in the BMW CSi blocked off the 3-litre Capri of Russell Connell and the rest of the gang. Tyndall then had a big spin at Duckhams and Mooney, after contact with Moore, used his autocross experience to take to the grass and lead on lap 3. Once in front, Larry pulled away to leave the others to "mess themselves up", as he rightly remarked afterwards, and eventually Hynes was second but only by 0.2s from Moore, and Tyndall failed to displace Trevor Gourley's Escort RS2000 for fourth. Again the little Honda Civic of Gerry McGarrity was ahead of several potentially faster and more powerful cars, including the spinning Capri of Connell.

There was a two-car Group 1 race in which Ward's Dolomite Sprint and Carr's RS2000 crossed the line abreast, with the judges awarding first to Ward, who then spun at Shell after he had looked like spinning all throgh the seven laps!

Richard Parsons (Crosslé 25F) dominated the second FF heat, leading home the similar Crosslé of John Eastwood and Dan Daly in his new Hawke DL15. The Atlantic race was the fastest so far at Mondello this season, Patsy McGarrity winning by 0.6s from his brother Harold, and Bill Gowdy in third place made it a Chevron 1-2-3. Patsy also put in the first 80mph lap of the year. Des Donnelly was never higher than fourth in Gerry Kinnane's March 74B, 7.2s down on Gowdy at the flag but a long way ahead of Eddie Jordan in the ex-Ken Fildes Lotus 69. Derek Shortall, fresh from his record breaking day at Enniskerry hillclimb, had an unhappy race in the Vista-

Lane loses his lead

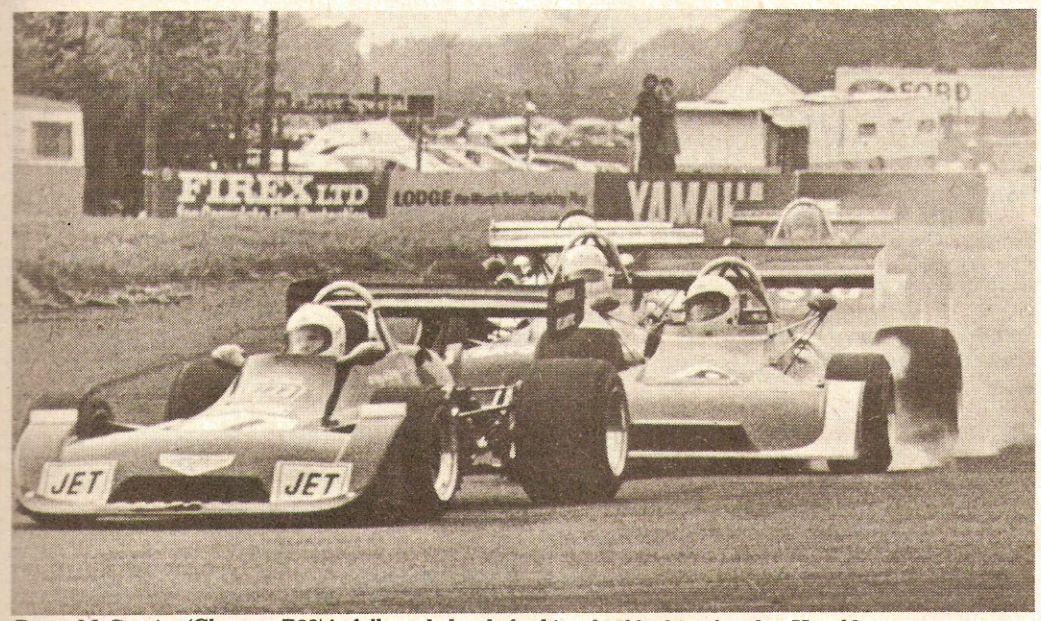
Before Alister Douglas-Osborne made the final climb of the day at Gurston in the Motosail (Jersey) Pilbeam-DFV R22, it looked as though just two hundredths of a second would decide the day's BTD. Roy Lane's time of 31.21s was just that tiny margin ahead of ADO and Chris Cramer in the Grünhalle Lager March after a determined wheel-locking effort in the Fenny Marine GM1. However, ADO's last run was superb, neat as well as patently fast, the car benefiting from using softer cams in its DFV engine. The time: 30.39s, just 0.09s outside Lane's hill record. The South West Centre of the BARC had a beautiful day and a fine entry for this, the fifth round of the Guyson/BARC Hillclimb Championship, and although positions in the Championship were not available at the end of the meeting there is no doubt that Russ Ward stays ahead after another spectacular day's sport in the John Brown Motors Sprite, but with John Meredith's Cooper S now lying second. Douglas-Osborne now leads the Guyson/BARC BTD Awards series by two points from Lane.



Alister Douglas-Osborne's final climb gave his DFV-powered car BTD.

Two of the day's five record-breakers came in the saloon classes, Charles Barter (Golden Springs Watercress Hartwell Imp) lopping 0.29s off the 1-litre Special Saloon time and Nigel Mustill chipping 0.09s off the 850cc time in his Mini. Among the Touring Cars Dale Clement's Cooper S proved extremely rapid, beating off Stuart Browne's Escort TC. Terry Tattam lay second in the Championship at the beginning of the day, but a very bad misfire dropped him right out of the reckoning. John Meredith had another good day with the Mini he shares with Bob Forth, this very light car heading the Fenny Compton Garage version of Patrick and Roger Walker.

Haverfordwest's Stuart Watts had the distinction of breaking a class record by the largest margin (0.71s) with his familiar Elan, fending off the redoubtable Paul Channon in the lovely red Cobra in the process. Russ Ward might just as well have been in a class of his own but, although he didn't break any records, he was trying very hard, flinging the Sprite about in an apparently effortless manner. The battle for supremacy among the Clubmans cars — the Formula 3 of hillclimbing — continued fiercely. This time it was Jeremy Hunt on top with a time 0.23s under the existing record, leaving Brian Moyse (U2-Swindon Mk16) runner-up and Anthony Boshier-Jones (U2-IWR Mk11/16) wondering where he was losing over a second to Hunt. Jeremy Lord, better known as a circuit racer in former years, was the final record breaker (0.10s under the existing figure) in the ingenious BDA-engined Dextra in the 1300cc GT & Sports-Racing division, beating Richard Fry in his ex-Cramer U2 Mk11B with BL power.



Patsy McGarrity (Chevron B29) is followed closely by his wheel-locking brother Harold.

As usual there was a tremendous variety of *petites cylindrées* competing for the 1100cc racing category, and this time victory fell to the homely-looking but astonishingly fast Vincent twin-engined JW4 of Anthony Bayley Jerry Sturman's Vixen VB1 was runner-up despite almost losing the lot on his second run, while Sandy Hutcheon held off the rest in the Barber Watts Motor Insurance Ginetta G17, which went off colour on its second climb. Among the 1600s there was never really any doubt about Rob Turnbull's win; his time was enough to put him in the top-eight runs and was 0.82s quicker than David Way's FVA-engined Ensign.

There were many minor incidents on Sunday, which often served to delay proceedings, but none was more spectacular than the departure into the cornfield after Ashes by John Hart (Brabham-FVA BT18). Happily there was no apparent damage and he still took third in class. In the class runs for the big single-seaters ADO made it by a tenth of a second from Roy Lane, despite touching a kerb at Karousel on his first run and appearing to miss a gear on his second (and faster) climb. David Franklin was very smooth in the Wendy Wools March for third here, but Chris Cramer almost had his March get out of hand at the Karoulsel on his second climb.

It was rather late when the final run-off took place, but for those spectators who remained there was a first-class finale to the meeting. Lane might have reduced his time further, but on his second run he got distinctly out of phase at the Karousel. Cramer actually looked slower on what was his faster run — neatness counting as ever — while Franklin brought his time down well after having to lift off out of Ashes on his first climb.

CHRIS MASON

Chevron B27, sixth after an "off" at Dunlop.

The celebrity race proved to be quite a lively affair, high-lighted by the dice for first between DJ Pat Kenny (Renault 5TS) and singer-comedian Brendan Grace (Datsun 120Y), which Kenny won by just 3s after Grace was twice badly baulked. Radio Telefis Eireann's Mike Murphy finished third in an Escort 1100, just holding off the Avenger 1300 of showband star Derry Whitelaw.

Templeton ran away with the FF final, easily beating the 25F trio of Alan Cahoon, John Eastwood and Richard Parsons. Mooney retired after 10 laps and Dan Daly stopped on the last lap with the nosecone adrift on his Hawke DL15, after both had held down second places. Tommy Mullin was a highly creditable fifth in the seven-year-old Crosslé 16F, best of the Modello Racing Drivers School entries. The FF championship, without a sponsor since Ford of Ireland and Irish Shell withdrew, is now being sponsored by Castrol Ireland.

A long, drawn out afternoon's racing ended with the Modsports race, in which Ed Mahon again demonstrated his superiority by beating the similar Midget of Morgan Dempsey by 13.8s. Third was Brendan Lynch in the ex-Gale Aldon-Midget, and Dave Waters was the only other to go the full distance with his Sprite.

BRIAN FOLEY

Veteran/Vintage handicap (7 laps): 1, Alan Shattock (BMW 319), 11m 20.6s, 51.18mph; 2, Tony Colley (Frazer Nash), 11m 22.4s; 3, David Miller (MG PA), 11m 33.6s; 4, Tony Beatty (MG TD), 11m 49.4s; 5, James Casey (Morgan 4/4), 11m 26.6s. **Fastest lap:** Tony Dowling (ACJ Spl), 1m 20.0s, 55.80mph.

Special Saloons (10 laps): 1, Rosemary Smith (Ford Escort-FVC), 11m 25.2s, 67.62mph; 2, Stee Griffin (Mini), 11m 25.6s; 3, Mattie McNamara (Ford Escort-FVC), 11m 39.4s; 4, Cyril McCabe (Mini), 11m 58.0s; 5, Thomas Mahon (Mini), 12m 33.4s; Donal Carroll (Imp), 9 laps. **Fastest lap:** Smith, 1m 04.4s, 69.32mph.

Production Saloons (10 laps): 1, Larry Mooney (Audi 80GT), 13m 11.4s, 56.41mph; 2, John Hynes (BMW 3.0CS), 13m 20.0s; 3, Ray Moore (Mazda RX-3), 13m 20.2s; 4, Trevor Gourley (Ford Escort), 13m 29.4s; 5, Alan Tyndall (Vauxhall Magnum Coupe), 13m 30.6s; 6, Gerry McGarrity (Honda Civic), 14m 40.6s. **Fastest lap:** Tyndall, 1m 15.6s, 59.05mph.

Group 1 (7 laps): 1, Robert Ward (Triumph Dolomite Sprint), 9m 00.6s, 57.80mph; 2, Jody Carr (Ford Escort RS2000), 9m 00.6s, no other starters. **Fastest lap:** Carr, 1m 13.8s, 60.49mph.

Formula Ford, heat 1 (10 laps): Trevor Templeton (Crosslé 30F), 10m 53.6s; 2, Paraic Mooney (Merlyn Mk29), 11m 05.0s; 3, Tommy Mullin (Crosslé 16F), 11m 15.4s. **Fastest lap:** Templeton, 1m 04.6s, 69.10mph.

Formula Ford, heat 2 (10 laps): 1, Richard Parsons (Crosslé 25F), 10m 57.2s, 67.92mph; 2, John Eastwood (Crosslé 25F), 11m 08.4s; 3, Dan Daly (Hawke DL15), 11m 13.0s. **Fastest lap:** Parsons, 1m 04.8s, 68.89mph.

Formula Atlantic (15 laps): 1, Patsy McGarrity (Chevron B29), 14m 20.0s, 77.86mph; 2, Harold McGarrity (Chevron B27), 14m 20.6s; 3, Bill Gowdy (Chevron B25), 14m 23.2s; 4, Des Donnelly (March 74B), 14m 30.4s; 5, Eddie Jordan (Lotus 69), 14m 54.2s; 6, Derek Shortall (Chevron B27), 15m 08.6s. **Fastest lap:** P. McGarrity, 55.8s, 80.00mph.

Celebrities (10 laps): 1, Pat Kenny (Renault 5TS), 15m 15.6s; 2, Brendan Grace (Datsun 120Y), 15m 18.6s; 3, Mike Murphy (Ford Escort 1100), 15m 36.0s; 4, Derry Whitelaw (Hillman Avenger 1300), 15m 36.2s.

Formula Ford final (15 laps): 1, Trevor Templeton (Crosslé 30F), 16m 21.8s, 68.20mph; 2, Alan Cahoon (Crosslé 25F), 16m 34.8s, 3, John Eastwood (Crosslé 25F, 16m 41.2s; 4, Richard Parsons (Crosslé 25F), 16m 44.4s; 5, Tommy Mullin (Crosslé 16F), 16m 55.4s; 6, Dave Griffin (Lotus 69F), 17m 05.2s. **Fastest lap:** Templeton, Mullin and Paraic Mooney (Merlyn Mk29), 1m 04.0s, 69.75mph.

Modsports (10 laps): 1, Ed Mahon (MG Midget), 11m 21.6s, 65.49mph; 2, Morgan Dempsey (MG Midget), 11m 35.4s; 3, Brendan Lynch (MG Midget), 11m 59.6s; 4, Dave Waters (A/H Sprite), 12m 10.8s; 5, Francine Flynn (MG Midget), 9 laps. **Fastest lap:** Mahon, 1m 07.0s, 66.63mph.

BTD: Alister Douglas-Osborn (3.0 Pilbeam-Cosworth DFV R22), 30.39s.

Class winners: Dale Clement (1.3 Mini-Cooper S), 41.04s; Nigel Mustill (850 Austin Mini), 43.81s **(Record)**; Charles Barter (1.0 Hillman Imp), 39.13s **(Record)**; John Meredith (1.3 Mini-Cooper S), 38.68s; Basil Wainwright (3.0 Ford Capri), 39.90s; Stuart Watts (1.6 Lotus Elan), 37.09s **(Record)**; Russ Ward (1.3 Allard Healey Sprite s/c), 38.21s; Jeremy Hunt (1.6 Mallock U2-Holbay Mk11/14), 35.12s **(Record)**; Jeremy Lord (1.3 Dextra-BDA), 35.55s **(Record)**; John Pascoe (1.6 Mallock U2-Ford Mk14 t/c), 36.97s; Anthony Bayley (1.0 JW4-Vincent), 36.41s; Rob Turnbull (1.6 Brabham-BDA BT35), 33.91s; Roy Lane (5.0 Fenny Marine-Chevrolet GM1), 31.41s.

Guyson/BARC FTD Awards (top-eight run-off): 1, Douglas-Osborn, 30.39s; 2, Lane, 31.21s; 3, Chris Cramer (3.4 March-Cosworth GA 76A), 31.23s; 4, David Franklin (2.0 March-BMW 742), 31.44s; 5, Ken MacMaster (2.2 Modus-Hart 420R M4), 31.66s; 6, Mike MacDowel (2.0 Ralt-Hart 420R RT1), 32.25s; 7, Turnbull, 33.66s; only seven ran.

by John Bolster

A bold and dignified appearance is more in keeping with prestige than an ultra-slippery profile.

PEUGEOT 604

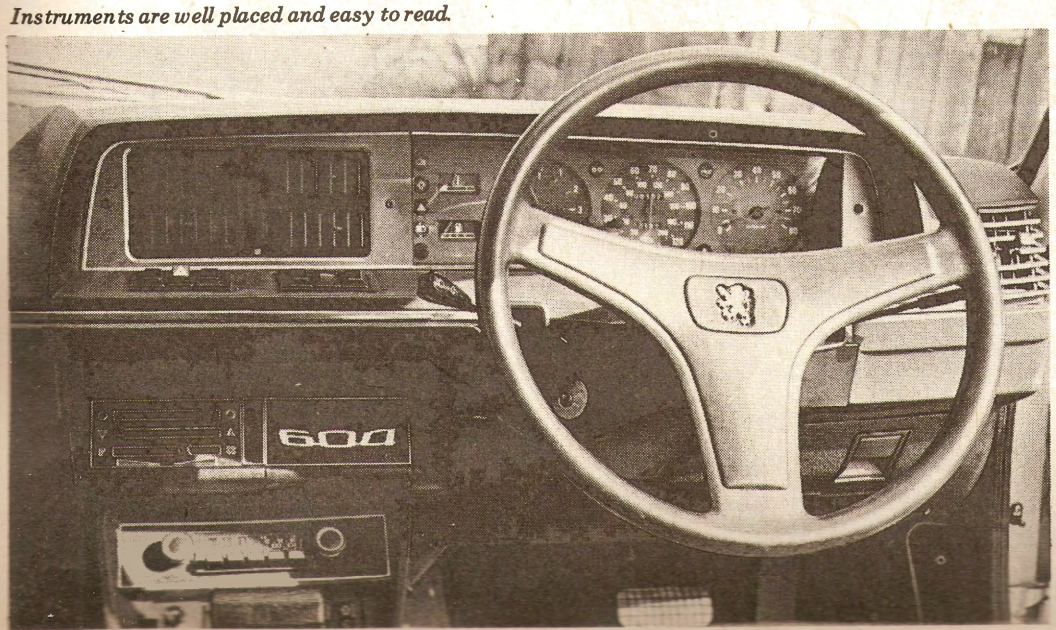
Executive investment

The Peugeot firm is one of the oldest car manufacturers in the world, with an unbroken tradition of building cars that are almost impossible to wear out. The years of supremacy in Grand Prix racing, although unforgettable, are now well over half a century in the past, and the Peugeot has become the car of the doctor, the lawyer, and of the astute businessman who regards his vehicle as an investment. There's nothing flashy about it, and if it costs a little more than you expect, it's because the money is wisely spent on things you can't see.

It is thus of great interest that Peugeot have decided to go up-market and it is at once obvious that the new 604, although larger and more luxurious than previous models, follows the traditions of the marque. Conservatively styled and with a sober interior treatment, it is considerably longer and heavier than the Renault 30TS, which shares its engine design. Both cars are of steel integral construction and have independent suspension of all four wheels, but in every other respect they are totally different. Most importantly, the Peugeot has the traditional rear drive and front engine.

The power unit is the well-known Franco-Swedish V6, with banks at an included angle of 90deg and block and heads of light alloy. Each head carries a single chain-driven overhead camshaft, operating the inclined valves through rockers. An unusual induction system has been developed, a single carburettor with automatic starting arrangements looking after the low-speed range, while a twin-choke carburettor follows on in sequence when real performance is required. A maximum power output of 136bhp is developed at 5750rpm from a capacity of just under 2.7 litres.

Instruments are well placed and easy to read.



The 604 basically has a four-speed synchromesh gearbox, but in fact most purchasers prefer to pay extra for the excellent G.M. Strasbourg automatic transmission and this was fitted to the test car. The three-speed planetary box is in unit with the engine, the torque converter having the unusually wide range of 2.3 to 1. The chassis-mounted hypoid unit has a ratio of 3.7 to 1, which places the maximum speed close to the power peak but prevents over-revving. In any case, the oversquare engine is capable of high revolutions without danger of damage.

Macpherson geometry is employed for the front suspension. The rack and pinion steering has power assistance as standard and advantage has been taken of this to raise the gearing (lower numerical ratio) compared with the 504. Semi-trailing arms of very rigid construction look after the location of the independently sprung rear wheels, and the car is kept on an even keel by anti-roll torsion bars at both ends. There are 10.7ins disc brakes all round, the front discs being hollowed for ventilation, with vacuum servo assistance.

The 604 is a big car, which offers easy entry through the wide doors and exceptional leg room for the rear passengers. The driving position is comfortable and gives a clear all-round view for drivers of all sizes, while the instruments are well placed to be easily read. All the door windows are raised and lowered electrically. Starting from cold is not always instantaneous and the idling speed is very high until the working temperature is reached, though this may have been a matter of adjustment on the test car.

No doubt the angle between the cylinders has been chosen for convenience in designing the manifolding and to give a low overall height. However, there is a disadvantage in departing from the theoretically correct 60deg, as uneven firing intervals must be accepted. When used with a manual transmission, this V6 engine is not as smooth as an in-line six, but the fluid torque converter of the automatic transmission seems to absorb any cyclic variations. Generous use of sound-deadening materials, notably under the bonnet, make this an exceptionally quiet car.

In spite of being large and luxurious, the 604 is a very lively car. In manual form, it is good for 112mph and a 0-60mph time in the 9 seconds bracket. With automatic transmission, it loses about 3mph, but although there is some loss of acceleration compared with a manual car driven in anger, one does not normally make wheelspin starts and snatch the gears. As the automatic car changes up on full throttle, it is actually quicker away from the lights under everyday conditions.

I had been driving a popular four-cylinder car just before I took over the Peugeot and I was at once charmed with its refinement. It is smooth and quiet throughout the range, cruising just as easily at 100mph as at 50mph, though nothing like as economically, of course. It is necessary to realise that a big car, with a considerable frontal area and styling that owes little to aerodynamic considerations, cannot be pushed through the air at 100mph without using a fair amount of petrol. Nevertheless, it should record around 20mpg when driven with some regard for British speed limits. It is, in any case, intended rather for the rich industrialist than for the poor journalist, so a bold and dignified appearance is more in keeping with its purpose than an ultra-slippery profile, perhaps.

The car is very steady at speed but the power-assistance is not excessive and the steering has plenty of feel for fast driving on wet roads. Indeed, the steering is the greatest improvement over the 504, which can be a handful on wet and slippery roads, because it breaks away suddenly and the steering is too low-geared to catch it. The much quicker steering of the 604 is in a different class altogether and the car is a moderate understeerer, becoming neutral when driven harder with perhaps a little over-steer right on the limit. The machine is surprisingly nimble, especially considering its long wheelbase and considerable weight, but it's the infallible grip on bumpy corners that gives the driver the greatest confidence.

If the handling is excellent, the ride is superb. The suspension feels firm and never wallows, yet the bumps just disappear — it's as good as that. There is some roll during hard driving, but it is

The 604 is a big car which offers easy entry through the wide doors and exceptional legroom for rear passengers.

not noticeable under normal conditions. The rear seat ride is outstanding and this comfort is especially appreciated when one is ensconced in a luxurious armchair with almost unlimited space to stretch out, sit up, or pass the decanter. Road noise is not quite so well subdued as in the amazing old 404, but perhaps that's mostly due to the improved mechanical silence. There's some wind noise, too, but at speeds the 404 couldn't reach, anyway.

The brakes stand up to anything short of racing without signs of excessive heat, though the weight to be stopped is considerable. The heating and ventilation systems are of some complexity, though they work well after a little practice with the controls. However, ram effect alone is insufficient most of the time and the fan is rather audible on all but its slowest setting. Night driving becomes a pleasure behind such lights as these.

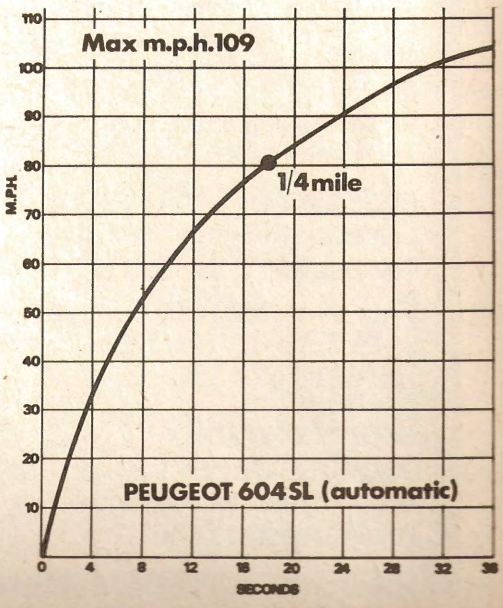
The Peugeot 604/SL gives luxurious motoring for four or five people — at over 100mph if they so wish — with an engine of only 2.7-litres capacity. Until very recently, an engine of over 5 litres would have been employed for such work. There's plenty of luggage space, too, to match the roomy interior, though heavy bags must be lifted fairly high and then lowered onto the floor of the boot — even rich industrialists often have to hump their own suitcases nowadays, I'm told.

Criticisms such as this are trivial indeed and the message is loud and clear. Peugeot have produced another memorable car, more than worthy to carry on the tradition of the 403 and the 404. The 504 sometimes frightened me on wet roads but the 604 gives me the utmost confidence under all conditions. When equipped with the GM Strasbourg automatic transmission, it gives a splendid combination of mechanical refinement and riding comfort that's hard to equal among cars of its engine size. If it's not particularly cheap to buy or to run, it's not intended to be, but as a status symbol for a business executive it may represent quite a shrewd investment. Besides, being a Peugeot it's *increvable,* and if French drivers can't break it, nobody can!

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Peugeot 604 SL 4-door saloon, price with automatic transmission £5294, including car tax and VAT.
Engine: V6 88 x 72mm (2664cc). Compression ratio 8.65 to 1. 136bhp DIN at 5750rpm. Single chain-driven overhead camshaft per bank. One single and one double-barrel Solex carburettor.
Transmission: Fluid torque converter, ratio at stall 2.3 to 1. Automatic planetary 3-speed gearbox, ratio 1.0, 1.48, and 2.4 to 1. Hypoid final drive, ratio 3.7 to 1.
Chassis: Combined steel body and chassis. Independent front suspension by MacPherson damper-struts with coil springs, lower links, and anti-roll bar. Independent rear suspension by semi-trailing arms, coil springs, and anti-roll bar. Power-assisted rack and pinion steering. Bolt-on steel wheels, fitted 175-14 tyres. Servo-assisted disc brakes, ventilated in front, with rear limiting valve.
Equipment: 12-volt lighting and starting. Speedometer. Rev-counter. Fuel and water temperature gauges. Clock. Heating, demisting, and ventilation system with heated rear window. Electrical operation of all four door windows, 2-speed windscreen wipers and washers. Flashing direction indicators with hazard warning. Reversing lights.
Dimensions: Wheelbase 9ft 2ins. Track 4ft 10.5ins/4ft 8ins. Overall length 15ft 5.5ins. Width 5ft 9.5ins. Weight 1 ton 7¼ cwt.
Performance: Maximum speed 109mph. Standing quarter-mile 17.8s. Acceleration: 0-30mph 3.8s, 0-50mph 7.3s, 0-60mph 10.0s, 0-80mph 17.1s, 0-100mph 31.2s.
Fuel Consumption: 18 to 22mpg.

The capacious luggage hold is slightly hampered by a high rear sill.



THRUXTON

Fine entry at main Bank Holiday venue

Derek Bell, Alan Jones, Patrick Neve, David Purley, Mike Wilds, Brian McGuire, Damien Magee, Keith Holland, John Nicholson. . . what a field for Monday's main race of the weekend at Thruxton, the 30 lap Shellsport 5000 round. There are seven races altogether at the Hampshire track on Monday the Shellsport round naturally being the main one and for it, there are some 22 cars entered v& BARC.

Bell and Neve of course drive the very competitive Formula One Brabham BT44s run by RAM Racing and sponsored by Thursdays discotheque in Kensington. The Brabhams are newcomers at this race to the 5000 scene this year, having contested Grands Prix, but they'll be tremedous favourites for honours with the popular Bell, last year's Le Mans winner, driving a Formula One car in racing trim for the first time in some years. Of course, Bell tested the RAM Brabham for AUTOSPORT earlier this year.

Also making his debut in the series this year is Mike Wilds who's taking over the Team P R Reilly Shadow DN2A, renewing his acquantintance with Formula One machinery. Opposing him will be former F3 rival Alan Jones who is expected to return from the Monaco Grand Prix to drive the F5000 March-Bartz he'll be driving in future rounds of the American F5000 series. Jones put up an exceptional performance in a F5000 Lola at Brands Hatch earlier this season.

Then of course, in their 3.4 powered machines, are Damien Magee and David Purley, Magee in particular being successful of late. The above entries to the series threaten the seasonlong battle that has existed between the two British regulars, but both will no doubt continue to fight it out.

Still getting used to their respective mounts, and yet always near the top of the tree are Brian McGuire and Divina Galica. McGuire of course has the smart Williams F1 car while Divina, a local girl, has the Surtees-DFV TS16 which she's been slowly getting used to throughout the year.

In Formula 2 cars are two particularly competitive drivers, Tony Rouff in Brian Lewis' Boxer and John Nicholson in his March. Both should be well up while others likely to be in touch are John Wingfield in his F2 Ralt, Keith Holland in the E L Gibbs Racing F5000 Lola T400 and Bill Gubelmann's F2 March.

Supporting the Thruxton programme are races for Clubmans, Formula Ford, special saloons, Classic Cars and caravans. Heading the Formula Ford entry is Derek Warwick who leads the DJM Records series but among his challengers on Monday will be Geoff Smailes, Rod Bremner, Don Sobering, Philip Bullman, Frank Bayes and David Heale. In the Oceanair Clubmans race, Nick Scott will be particularly trying to win as his main rivals in the championship, the Farthing brothers and Alex Ferrada, are racing at Silverstone. Indeed, some of the Clubmans entries will be dashing to and from Silverstone.

Then there are two Forward Trust special saloon car rounds, the first being the over 1000cc event where Colin Hawker's VW and Nick Whiting's Escort have Jonathan Buncombe's Hillman Imp to deal with. In the next class down, Phil Winter has Peter Baldwin's Mini to contend with while Brian Prebble and Pat Mannion head a whole host of Imps in the smaller race. Finally, apart from the Caravan event, there's a Monsieur Rochas/*Classic Car* round with the two Rochas Lotus Elans of John Webb and Ken Eady up against Steven Smith's GT 40 and Richard Thwaites' Brabham BT8.

Among the other attractions at the circuit are a sky-diving parachute team and the Royal Hussars who have a team of vehicles at the circuit.

The racing starts at 2pm with practice from 9 am.

RUFFORTH

There are 130 entries for Saturday's BRSCC Northern Centre meeting at Rufforth, contesting seven races. There are rounds of the Renault 5 challenge, BRSCC modsports championship, Direct Tapes BRSCC(N) championship for prodsports and the locally based Tate Trophy for Formula Ford and Troy Tire special saloon series. Among the entries are Neil McGrath and Stuart McCrudden (Renault 5), Jon Fletcher (modsports), Chris Meek and Colin Blower (prodsports), Peter Harrington and Fred Sigafoos (Formula Ford), Jim Evans and Keith Bowmaker (special saloons) and Andy Barton, Richard Sims (*libre*).

The action starts at 2 pm.

SILVERSTONE

If you're an MG freak, then Saturday at Silverstone is for you. There are some eleven races for MGs of every sort, you name it, they're at Silverstone: K3, J2, Midget, MGA, TF, TD, TC, MGB and MGC. If you don't like MGs, then there's precious little else to be seen, just the occasional Lotus, Porsche or Triumph. It really is a day for the enthusiast, and it all starts at 11.20 am.

BRANDS HATCH

A full grid of the bigger production saloons heads the programme of an eight race BRSCC organised meeting at Brands Hatch on Sunday, the meeting of the day. They contest the Radio One championship round in two races and heading the list will be that racing DJ, Noel Edmonds. His Opel Commodore captured pole position last time out at Mallory Park, but he has the Opels of Tony Lanfranchi and Brian Pepper to contend with, plus the BMWs of Derrick Brunt and Simon Watson and the Capris of Phil Dowsett and Ivan Dutton. The two larger Radio One classes have their own race, Nick Whiting, Malcolm Prior and Gerry Marshall being contenders for the next class.

The small cass should see an interesting battle between the Mazdas of John Brindley, Paul Haywood-Halfpenny and Peter Slade, while Pete Smith, Trevor Moore and Wendy Markey will be trying to knock Danny Alderton's Honda Civic off the top of the small class.

The main race of the day is the FF2000 Allied Polymer Group FF2000 round where Ian Taylor, Frank Sytner, Tiff Needell, Bernard Vermilio, Geoff Friswell, Stuart Baird, Oscar Notz *et al* will be out to do battle against one another. There's an MCD championship FF race plus consolation event, which will see such Brands aces as Rob Wicken, Wil Arif, Derek Warwick and David Wigdor up against one another. The Sytner of Nottingham Clubmans round has all the usual entries including Nick Adams and Creighton Brown in the Ardmore Team Camborough U2s against Peter Cooke's Harrison and the Pink Panther of Peter Deal. The Simoniz special saloon car event sees such saloon contenders as Colin Hawker in his VW, Nick Whiting's Escort, Clive Richardson's Datsun, Graham Goode's Escort and Susan Tucker-Peake's similar car. And the ladies make another appearance in Shellsport Escorts to round off the day.

It all starts at 9 am with practice, followed by racing from 2.30 pm.

SILVERSTONE

It's Keith Prowse day at Silverstone on Monday when the main contenders for the British Touring Car championship meet to contest a round of their championship over a 50 mile, 32 lap race of the Silverstone club circuit. The entry, as usual, is full, and it will be interesting to see if the usual Walkinshaw/Rouse battle develops again. Tom Walkinshaw (Capri) and Andy Rouse (Dolomite Sprint) have proved to be the main competitors for overall honours in the series, and some tremendous battles they've had. But behind them will be a host of Capris, driven by such regulars as Chris Craft, Gordon Spice, Colin Vandervell, Holman Blackburn and Alec Poole, while Richard Lloyd represents the Opel brigade, and has proved to be competitive, if unreliable up to now.

In the smaller classes, Dave Brodie will be hoping to show the Dolomites a thing or two with his Mazda, and Gerry Marshall (Vauxhall Magnum) will be as spectacular as ever. Win Percy seems to have the measure of his class, supported by an equally spectacular Barrie Williams, while Bernard Unett may run away with the small class but the Alfasuds will be amusing to watch in their efforts to catch up.

Perhaps equally spectacular at this BRDC meeting will be the two heats and a final for Brush Fusegear Formula Ford honours. Jim Walsh and John Bright are the main contenders, but there's also Matthew Argenti, Chris Skellern, Simon Kirkby, Richard Wills and Tom Wood in the 60 car field. There's a combined Formula SuperVee/Formula 3 race, where the F3s not going to Monaco take on all the leading SV drivers including John Morrison, Peter White and Tim Keen. The Clubmans entry, as well as doing their motorway stint, will be contesting a Tricentrol Car Group round, with Creighton Brown, Steve Russell and Vernon Davies among those entered in the big class, and Alex Ferrada and the Farthing brothers in the small class. The seven race programme is backed up with a round of the Oldham and Crowther Thoroughbred Sports Car championship with all the usual entries of TR3s, XK120s, Elva Couriers and MGAs.

Grandstand seating is included free with the admission price of £1.50 for adults and 20p for children and a National bus service operates from Northampton Greyfriars at 12.30 pm. Racing itself starts at 2 pm.

SNETTERTON

From Brands Hatch, both the FF2000 and Radio One fields make their way up to Snetterton where Noel Edmonds once again heads the BRSCC's entry. The races are again split with the smaller two classes going first, and again a battle is expected between the Mazdas of John Brindley, Paul Haywood-Halfpenny and Peter Slade, and Danny Alderton again being the man to beat in the small class. The Opels of DJ Edmonds, pin-up man Tony Lanfranchi and Brian Pepper are against the BMWs of Derrick Brunt and Simon Watson, and the Capris of Ivan Dutton and Phil Dowsett among others, with the smaller class being led by Malcolm Prior's Vauxhall Magnum.

As at Brands, there's an FF2000 20 lapper where Ian Taylor, Frank Sytner, Stuart Baird, Geoff Friswell, Tiff Needell, Bernard Vermilio and Oscar Notz are all expected to be dicing hard for the lead. There's also a Polydor sponsored non-championship Formula Ford event where such diverse names of Rocky Lord, Geunda Eadie and Stefan Lazar are expected to be racing. Hitachi special saloons and a Classic Saloon car event complete the programme.

First race at this BRSCC organised meeting is at 2 pm.

LYDDEN

The Tunbridge Wells MC present a very varied programme of racing at Lydden on Monday. There are races for Formula Ford, Vee, modsports, saloons and *libre*. But apart from this, there is karting, banger racing and rallycross, so no one should be disappointed. Among the drivers are Tim Flynn and coming man Edward Jones in Vee and Nick Jesty, Trevor Hopkins and Edward Punt race in rallycross.

First race is at 2 pm after practice from 10 pm.

OULTON PARK

What have the Earl of Suffolk and Berkshire, Joe Bugner, fifteen traction engines, Bunny Girl Zoe, Lord Oaksey, three steam organs and the Jaeger Pitts special got in common? They'll all be at Oulton Park on Monday, most of them contesting the *Manchester Evening News* Shellsport Escort celebrity race for SPARKS sports stars.

The main race of the day is the RAC British 2 litre sports car championship round over 25 laps where John Lepp should be the easy victor with the Ultramar March against such competitors as Iain McLaren and Robin Smith in Chevrons, Ian Harrower and Ian Bracey in Lolas, Richard Jenvey's Vogue while the numbers are made up by Clubmans cars such as John Davies' Bladon and David Orbell's U2.

Perhaps more exciting in the BRSCC North Western centre organised meeting will be the two heats and a final of the Townsend Thoresen Formula Ford series. Among those entered are David Kennedy, Rick Morris, Mike Blanchet, Bobby Scott, David Lang, Trevor van Rooyen, Kenny Gray and

▷

HOLIDAY RACING continued

John Bright. The modsports event is well supported with entries from Brian Murphy, John Myerscough (Jaguar Es), Jon Fletcher (Lotus Elan) and Gordon Howie, Richard Ward (Spridgets). Finally, there's a special saloon car event with Jim Evans looking a winner in the turbo RS2000.

The racing at Oulton begins at 2 pm after practice from 9 am.

CROFT

The BARC Yorkshire Centre are organising the day's action at Croft on Monday. Feature of the meeting is the Indylantic event with its accompanying celebrity superstar race. It's expected that all the usual Indylantic activities will be included with the usual entries although these are not to hand. Included in the programme for the day are rounds of the BARC(N) championship special saloons and FF1600 championships. There are also rounds of the Players No 6 northern sports cars series and modified sports cars.

The action at Croft starts at 2 pm.

LLANDOW

Main event of the BRSCC South Western Centre's eight race programme at Llandow on Monday is the 15 lap Debenham Escort round, where rally star Ari Vatanen takes on established Escort men David da Costa, Wayne Wainwright, John Waterman and Neil McGrath while among the other races are those for F750, special saloons up to and over 1000 cc, *libre*, and Formula Fords (two heats and a final).

Among the other entries are Kees van der Grint who went so well in the FF event last time at Llandow, Harry Phillips' sprint McLaren M10B, Willie Pascoe's 2.0 Crosslé Chris Hague's Wessex Special and David McCloy's Mini.

Practice starts at 10 am with racing beginning at 2 pm.

MALLORY PARK

Due to exceptionally large entries, there are nine races at Mallory Park on Monday, mainly for the smaller club racer. Kicking off the programme will be those busy Clubmans people, who'll be going on to Silverstone. Leading the entry is Nick Adams who with Peter Cooke must be favorite for the Sytner of Nottingham round. There are two Burgess production sports car races with Chris Meek, Rod Gretton, Colin Blower, Bill Wykeham and Valli, Dave Karaskas and Ken Davies in their Spridgets while in the other race, there are Chris Alford, David Beams, and Gerald Vaughan in their sports cars.

This meeting in fact marks the 25th anniversary of racing at Mallory Park and to celebrate it, the Midland Centre of the BRSCC are organising a ten lap race for 500cc single seaters of the old style, of which there are already sixteen. Then there's a Mini 1275 GT event which should see Alan Curnow trying for another win over Terry Harmer, Terry Attoe and Paul Taft while again for the anniversary there's a historic sports car event. The Formula Ford field has si reserves which speaks for goo racing, while pride of place in th special saloon round goes to Tony Strawson's 7.2 Capri, although Cliv Richardson hopes to have his 2. Datsun and Graeme Walker bring his ex-Poole 2.0 Skoda down soutl for an airing.

Racing at the Leicestershir circuit begins at 2 pm.

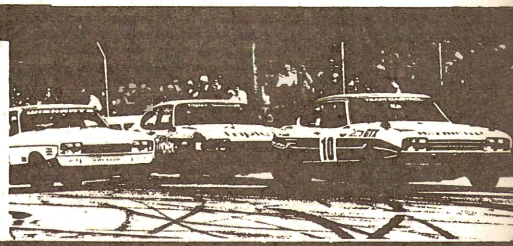
CASTLE COMBE

Feature of the seven rac programme at Castle Combe o Monday is the Monoposto even over 20 laps of the Wiltshire circuit Included in the day's entertainmen are races for Modsports, the Leylan Mini 1000 round and one for the 850 too, a Super Visco F1300 round, Formula 4 race and an event specif cally for Porsches of all types run o a handicap basis.

Racing begins at 2 pm afte practice from 9 am.

International events

Date	Venue	Event
May 27/30	Germany	Hessen Rally — European Rally Championship for Drivers
May 29	Monaco, Monte Carlo	F3, F Super Renault
May 30	Monaco, Monte Carlo	Monaco Grand Prix — World Championship for Drivers & Manufacturers, round 6
May 30	Nurburgring, Germany	Nurburgring 1000 kms — World Championship for Makes, round 4
May 30	Indianapolis, USA	Indianapolis 500 — USAC Championship
May 30	Charlotte, USA	World 600 — NASCAR Grand National Championship
May 31	Thruxton, England	Shellsport European 5000 Championship, round 5



British events

Date	Venue	Event	Status	Club	Start	Details
May 29	Silverstone, nr Towcester, Northants	Race Meeting	C	MG CC (SE)	11.20	MG Silverstone Festival
May 29	Rufforth, nr York	Race Meeting	R	BRSCC (N)	14.00	Renault 5 Challenge, Direct Tapes Prodsports, FF Tate Trophy, Troy Tire Special Saloons, BRSCC Modsport, Clubmans, F Libre
May 29	Barbon Manor, nr Kirkby Lonsdale	Hillclimb	N	Westmorland MC	14.00	RAC/Leaders Championship Round
May 29	Ely Grange, Frant, nr Tunbridge Wells, Kent	Autocross	R	Sevenoaks & DMC	13.30	Champagne Trophy Autocross — ASEMC Championship
May 29	Harrogate, Yorks	Rally	I	Vintage SCC	—	FIVA Rally — Veteran & Vintage Cars
May 29	Ringdown Common	2CV Cross	N	Taunton MC	—	—
May 29/31	Santa Pod, nr Wellingborough, Northants	Drag Meeting	R	BDR & HR	—	—
May 30	Brands Hatch, nr Dartford, Kent	Race Meeting	C	BRSCC	14.30	BBC Radio 1 Championship Car Races — BBC Radio 1 Production Saloons, Simoniz Special Saloons, Sytner of Nottingham Club Sports, Allied Polymer Group FF 2000, MCD FF 1600, ShellSport Escort Ladies Race
May 30	The Post House, Great Barr, Birmingham (MR139/045954)	Rally	R	Shenstone & DCC	—	Three Counties Rally
May 30	Harewood, nr Leeds, Yorks	Speedclimb	R	BARC (YC)	14.15	ShellSport Vintage Historic & Novices Speedclimb
May 30	Rumster, Scotland	Hillclimb	R	Caithness CC	14.30	Rumster Hillclimb — Scottish Hillclimb Championship
May 30	Long Marston, nr Stratford-on-Avon	Rallycross	R	Moto Stage	10.00	Phillips Electrical Rallycross Championship & Special Rallycross versus Hot Rod Challenge
May 30	Sutton Farm, Wansford, nr Peterborough	Autocross	R	Peterborough MC	—	RAC/BTRDA Autocross Championship
May 30	Billington Farm	Autocross	R	GEC Stafford MC	—	BTRDA Clubmans Autocross Championship
May 30	Carr Airfield	Autocross	R	Morecambe CC	—	—
May 30	Sugworthy	Autocross	R	N Devon MC	—	—
May 30	Curborough, nr Lichfield, Staffs	Sprint	R	Dudley & DCC	—	AMMC Sprint Championship
May 30	Woodvale	Sprint	R	Lancs MC	—	—
May 30	Heston Services (MR176/116/774)	Autotest	C	Harrow CC	10.45	Spring Autotest
May 30	—	Autotest	R	E Surrey MC	—	Juniper Autotest — ASEMC Autotest Championship
May 30	Silverstone, nr Towcester, Northants	Autotest	C	MG CC (MID)	11.00	California & BMC Trophy Inter-Centre Challenge
May 30	—	Autotest	R	55 CC	—	East of Scotland Autotest Championship
May 31	Snetterton, nr Thetford, Norfolk	Race Meeting	R	BRSCC (EA)	14.00	BBC Radio 1 Championship Car Races — BBC Radio 1 Production Saloons, Hitachi Special Saloons, Allied Polymer Group FF2000, Classic Saloons, Polydor Records Trophy FF1600
May 31	Silverstone, nr Towcester, Northants	Race Meeting	R	BRDC	—	Keith Prowse Touring Cars etc
May 31	Llandow, nr Cowbridge, Glamorgan	Race Meeting	R	BRSCC (SW)	14.00	BRSCC (SW) Special Saloons, Reliant 750, F Libre, Debenhams Escort Challenge, BRSCC (SW) FF1600, BRSCC (SW) Saloons
May 31	Mallory Park, Kirkby Mallory, Leices	Race Meeting	R	BRSCC (MC)	14.00	Euro-Burgess Production Southern League Production Sports, Sytner of Nottingham Club Sports, Leyland Cars Mini 1275 Challenge, Special Saloons, FF1600, 500cc Single-Seaters
May 31	Oulton Park, nr Tarporley, Cheshire	Race Meeting	R	BRSCC (NW)	14.00	RAC 2-Litre Sports Car race, Townsend Thoresen FF1600, BRSCC Modified Sports, Special Saloons, Manchester Evening News ShellSport Escort race
May 31	Castle Combe, nr Chippenham, Wilts	Race Meeting	R	Hagley & DLCC	14.00	Leyland Challenge 850 & 1000cc Cars, Monoposto, F4, F1300, Modsports, Porsche race
May 31	Thruxton, nr Andover, Hants	Race Meeting	R	BARC	—	ShellSport 5000 etc
May 31	Croft, nr Darlington, Co Durham	Race Meeting	R	BARC (YC)	14.00	Indylantic Car Races: BARC N Championship Races — Special Saloons, FF1600, Indylantic, Indylantic Superstar Celebrity race, Players Northern Sports Cars, Modsports
May 31	Lydden, Lydden Village, Kent	Race Meeting	R	TWMC	14.00	FF1600, F Vee, Modsports, Saloons, 850 Minis, Mini 7, F Libre, Banger & Kart racing, rallycross
May 31	Dormston, nr Inkverrow, Worcs (MR131/977575)	Autocross	R	Hagley & DLCC	13.30	RAC/BTRDA Autocross Championship
May 31	Burstow Lodge Farm, Smallfield, Horley, Surrey (MR187/319441)	Autocross	R	Surrey Sporting MC	14.30	Spring Autocross
May 31	Jenkins Farm, Navestock, Essex (MR161/526958)	Autocross	R	Cheshunt MC	—	—
May 31	Ely Grange, Kent	Autocross	CP	Sevenoaks & DMC	—	—
May 31	St Eval, Cornwall	Sprint	C	Newquay AC	—	—
May 31	Turnworth (MR194/818080)	Prod Car Trial	CP	Dudsbury CC	—	—

Secretaries of the Meeting are requested to send details of all forthcoming events to Miss Linda McRae, Autosport Editorial Department.

Harrington challenges Alan Smith FFengine

Before the non-championship race at Cadwell Park last Sunday, Peter Harrington, the driver of Ed Praxel's Lotus-Scholar 69, lodged a protest concerning the legality of the Alan Smith engine in John Bright's Royale RP21.

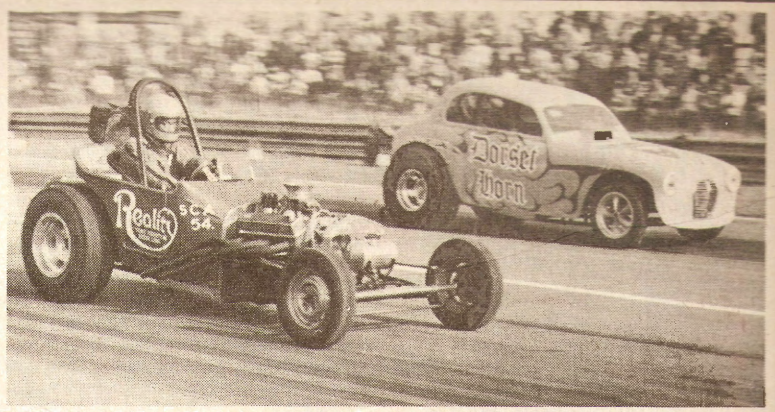
After the race, which Harrington won and in which Bright failed to finish, the motor was stripped and it was ascertained that the inlet manifold had been gas-flowed and according to Alan Smith's Mick Parker "we had taken off the rough edges, but that's all".

The resident scrutineer, Mike Garton, was not too sure of the legality of this — apparently the RAC Blue Book is far from clear on the subject — so the matter is being referred to Top Scrute Howard Mason for clarification.

Bright's engine and the similar Alan Smith motor of Bernard Devaney had both been stripped down earlier in the season and found to be legal but still these protests persist.

Harrington though deserves credit for bringing the matter out at a relatively minor club meeting rather in the heat of a championship round.

Perhaps now the matter can be cleared up so that engine builders know exactly how far they can go in smoothing the casting of the inlet manifold. What a pity it is that the FF1600 regulations are not as clear as those relating to FF2000 where it is clearly stated that the inlet manifold cannot be touched in any way.



Dick Sharpe's Dorset Horn A35-Pontiac takes off against Tony Preston's Model T-Chevrolet; the former won.

Pratt's firey run

Roland Pratt emerged as the lucky hero of the weekend drag meeting at Snetterton after he bailed out of the worst funny car fire yet seen in this country with the win going to Liam Churchill's Euro Exhausts Capri albeit with some luck.

The four car entry of Dennis Priddle, Peter Barnett and the above two was led by Priddle in qualifying with a strong 7.3s at 200mph, but this was an unlucky run for Priddle's Donovan suffered badly and he had to withdraw from competition.

This left Roland with a bye run in the first round, and it was a good one until near the finish when the crankshaft broke in half, leaving the shattered remains of the 392 Chrysler motor on the strip. The oil from his engine hit Roland's firesuit like a blow torch as it ignited.

Setting off the extinguishers and the parachute, Roly covered his face with one arm and hung on the brake lever with the other until the car had stopped from its 180 odd mph, scrambling out of the window alight as the car skidded to a halt, tyres and bodywork burning. Prompt action by the fire crew saved the rest of the car, while Roland was barely singed thanks to his multi-layer firesuit.

When the strip had been cleared, Liam Churchill faced Peter Barnett and won a close race with a 7.5s to 7.9s. With Roland unable to run the final of course, Liam won the elimination by his first run.

The Pro Comp field was once again rather complicated, with breakages altering the order of things. Mike Hall qualified number one with a good 7.76s. but had trouble on his easy bye run and failed to make it out against Jim Rowat in the Rowat brothers' immaculate Chevrolet. Pat Cuss lost to Laurence Burn in the first round, but came back in on the break rule when Burn couldn't make it, then Jim Read had to pull out with a split rocker cover gasket against Cuss, leaving Cuss and Rowat together in the final — both in injected 354 powered dragsters, Cuss's a Chrysler, Rowat's a Chevrolet. Rowat seemed to have the edge until the motor suddenly cut for perhaps a second and then cut in again, but too late, Cuss was ahead again and held on to win with a 9.9s to 11.0s.

Al O'Connor took two out of three wins over Gerry Andrews in the Stones' Tender-Trap Escort with his Chev/Popular, with a best run of 11.2s against the Chev/Escort, having its first outing this year.

Mick Saunders had his first win of the season in Middle Competition with a beautifully judged start of 11.0s to 10.56s. Both cars use similar Chevrolet engines, and similar Model-T derived bodies, and Sue Coles had beaten Bob Messent's legendary Stripteaser to get to the final — a possible omen for the future for the long-reigning Jaguar.

Warwick now Euro Formula Ford winner

The third round of the European Formula Ford championship took place last weekend at Mainz Finthen and once again the British and British-based representation picked up good prize money. Winner of the 30 lap race was Derek Warwick who put his Hawke DL15 on pole and led the race throughout.

Warwick and team-mate Rick Morris were seeing Europe in a racing car for the first time by making their own way down to Germany despite various problems. However, once there, Warwick put his Hawke on pole, 0.4s quicker than David Kennedy who shared his time with Canadian Rod Bremner, the winner of the second round in his Crossle. All these had a relatively clear track in practice, but not so Rick Morris who, with the track teeming with somewhat uncontrollable foreigners had problems getting a good time and was some way back on the grid.

At the start, Warwick took off into the distance with Bremner, Kennedy and the Dutchman Michael Bleekemolen following, all dicing together. But Bremner fell foul of this dicing when Bleekemolen chopped him fairly drastically and the Canadian took off into the undergrowth in what has become an almost characteristic move, the car flipping alarmingly, although Bremner wasn't hurt and the Crossle isn't too badly damaged. Meanwhile Morris also had a moment which dropped him back in the final reckoning. That left Warwick the winner by three seconds from Kennedy and then the Dutchman Bleekemolen with Don Sobering next.

The engine heads of the first five were all checked by Howard Mason, the scrutineer for the series, although much to his chagrin, Bleekemolen's was stripped, but found to be legal.

Lotus v U2

The Lotus 7 of John Lewis was a narrow winner of the BTD award at the annual Goodwood sprint run by Southsea MC. Last Sunday's event attracted 74 entries and Lewis nipped through to win by 0.2s from the shared Mallock U2 of Jonathan Canning and Graeme Bennett.

The latter both set the same time and were not divided by the organisers. There were almost two more dead heats.

First of these was in the first amalgamation at the head of the entry where Paul Huxford just held off Jean Denton in the shared Fiat 128 Coupe. Jean has beaten Paul several times this season and it was his turn last Sunday, the margin being four-tenths.

Brian Hazel and Colin Spence enjoyed their scrap in the next class with Avenger man Hazell heading Spence's Escort by again four-tenths.

By comparison Clive Smith had a comfortable winner in his Capri RS over Geoff Styring's TVR Griffiths. The margin — six-tenths.

BTD: J. Lewis (Lotus 7), 1m 37.8s.
Class winners: P. Huxford (Fiat 128 Coupe), 1m 56.2s; B. Hazell (Avenger), 1m 53.0s; C. Smith (Capri RS), 1m 52.4s; R. McStephney (Imp), 1m 47.4s; P. Nardizzi (Cooper S), 1m 46.4s; R. Funnell (Escort), 1m 40.8s; B. Curd (Elan Sprint), 1m 49.0s; J. Canning (Mallock U2), 1m 38.0s.

JRRDS' good response

The Jim Russell World Championship has had to be renamed the 1976 Jim Russell International Championship due to the FIA claiming that the title is their property. John Payne of the Jim Russell Racing Drivers School reports excellent response from pupils to win the 1976 Van Diemen Formula Ford offered. Any driver who has not entered is entreated to do so as preliminary heats are being prepared.

Over 100 pupils have qualified so far to enter the skid control challenge contest by completing training at Snetterton, but basic entries are disappointing, despite the first prize of one of the schools Merlyns. The leader of the contest at this stage is Louis Aristidou.

● The Scottish Sporting Car Club Ltd are once again putting on the Scottish round of the RAC and BTRDA Autotest championships, the Red Hackle event on June 26, once again sponsored by Hepburn and Ross Ltd, the event takes place at Caterpillar Tractor Co Ltd at Old Edinburgh Road, Uddingston, BTD winner taking the Bo-ness trophy and half a gallon of Red Hackle whisky.

Easter repeat at Santa Pod drags

This weekend at Santa Pod the action promises to be just about as good as it was at Easter with the exception of Don Garlits, with three days action and most of the big names. Clive Skilton hopes to have his new Vauxhall funny car ready for the event, powered by his potent Easter-winning Donovan engine, and he will face Hayward, Herridge, Barnett, Stone, Churchill and Elson. Priddle will probably not be there after his Snetterton mishap, but he might rustle up the parts needed and surprise us. Peter Crane will be running again, as will Allan Herridge in the new Santa Pod car, while full fields are promised throughout most of the other classes.

● A Caravelle and a front-engined Elva are expected in Formula Junior later in the year. They are owned by Bob Hazzledine and Geoff Wragg who'll share the Elva initially.

Token again

With Bob Rose inexplicably absent John Ravenscroft scored his second successive BTD with the new Token single-seater at the Quinton club's sprint at Curborough last Sunday. John got down to 31.56s, putting in two runs under the 32 seconds barrier and if the improvement continues he could soon be a real threat for a new course record currently about half a second quicker.

Big surprise was the defeat of Neale Johnstone in the 1 litre saloons. A fine last run of 38.09s by Ken Knott in his Imp gave him the class by three-tenths. Otherwise all the class winners were predictable and had comfortable victories.

BTD: J. Ravenscroft (Token), 31.56s.
Class winners: P. Langley (TVR 300M), 40.9s; S. Court (Escort RS1600), 40.7s; K. Knott (Imp), 38.09s; T. Wood (1293 Mini), 36.2s; R. Hand (Anglia), 35.75s; M. Bolsover (TVR Tuscan), 40.7s; D. Richardson (Midget), 38.55s; A. Wood (Elan), 35.80s; A. Hinds (Mallock U2), 34.45s; J. Colley (March 75B), 34.9s; D. Render (Brabham BT35), 32.1s. **Ladies:** Mrs J. Hollins (999 Mini), 48.23s. **Novice:** P. Clarke (1275 GT), 46.2s. **Best Quinton:** D. Day (RS1600), 42.17s.

Smith blames tyres for Oulton Park chaos

Following his nasty accident at Oulton Park ten days ago, Mike Smith, now fairly mobile in an Essex County Health department wheel chair, has had time to reflect on his accident and its possible causes.

But firstly, he's come down on the basic make-up of FF2000. He described the situation at Oulton as chaotic, the reason being that there are no intermediate tyres in FF2000, and as is often the case, the track was neither wet enough for wet tyres nor dry enough for dry tyres. In that way, he was going to go out on wets first of all, then try dries and then do some sorting. While changing for tyres, the chequered flag came out so no sorting was done. Hence he went out with the wing setting as for Silverstone, and that may have contributed to his leaving the track as observers noted that the car went light at that stage.

For the record, the car did not overturn and Smith has no broken ankle but has broken both feet and his leg below the knee. The left shoulder is also cracked, but Smith feels 'a bit lucky'

As to his future, the car would be fairly expensive to repair and might, he says be an omen not to race again. Meanwhile, he'll wait to see it at Bristol Street Motors' Bromley premises, his sponsors, who are being very helpful about the accident.

Hill's double at Lydden

Hertford driver Chris Hill scored a double when Singer OC ran their annual sprint at Lydden Hill, last Saturday, taking BTD with his Mallock U2 and winning his class with his towing car, a 3-litre Capri. After making a mess of his first run by spinning off, Hill returned 2m 26.8s to head an entry of 69 cars by almost three seconds.

Sprite driver L. Cutler clobbered the front end of his Sprite severely when he tried, accidentally, to climb the steps of a marshal's box after he had finished his class-winning run.

Wally Pratt's Fiat 850 was easily the best of the up to 1 litre class beating runner-up Keith Dandridge by nearly four seconds, but competition was much closer in the next class where Geoff Willmott and C. Thomas, both in Cooper S returned identical quickest times of 2m 52.2s and were both given equal awards.

Hill's Capri had close on two seconds in hand in the larger capacity saloon class where 14 cars tried for the honours. J. McDougall's Magnum was second while Mike Harrison and Paul Barnes, in a Lotus Cortina and a Dolomite Sprint dead-heated for third.

The very hot Carlow Mini of C. Rogers was in a class of its own in the modified 1 litre class with Steve Pattison second in his 1.0 Chugalug Mini. Pattinson, with his 1293cc second motor was an easy winner of the next class.

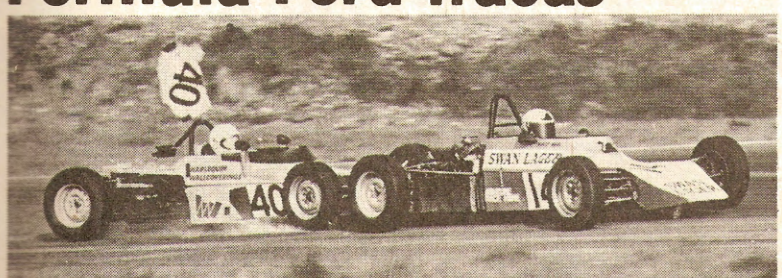
R. Price collected second best time of day in his Astap finishing just over two seconds up on J. Canning's U2 and Maurice Gates' TVR Griffiths finished nine seconds ahead of Maurice Holmes Porsche Carrera in their sport car battle.

BTD: C. Hill (Mallock U2), 2m 26.8s.

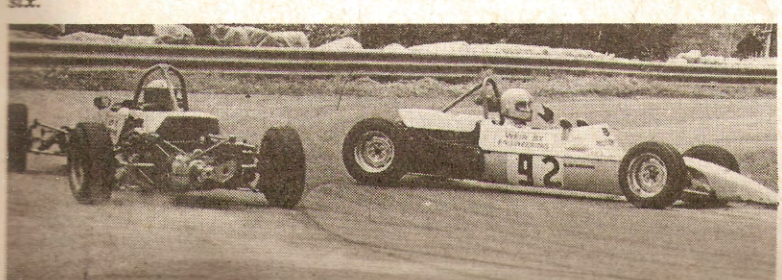
Class winners: W. Pratt (Fiat 850), 2m 58.4s; G. Willmott (Cooper S), 2m 52.2s; C. Hill (Capri), 2m 52.8s; C. Rogers (Mini), 2m 35.0s; S. Pattinson (Mini), 2m 38.8s; K. Saradjian (Popular), 2m 53.0s; I. Pickering (Ginetta), 2m 53.4s; M. Gates (TVR Griffiths), 2m 49.8s; L. Cutler (Sprite), 2m 33.6s; R. Price (Astap), 2m 29.6s. **Team:** Singer OC (J. Davies (Mini), Gates, Hill).

● Speedspares have a rally forum tonight, Thursday May 27 at the South Shore MC, Station Road, Blackpool when Geoff Whittaker, Croft Brown, Jeff Hignet, Ian Harrison, and Stephen Bye should be in to chat to the assembled throng; non-members welcome.

Formula Ford fracas



FF problems: At Brands, Kim Furner loses his nose after contact with Ashley Ward's Ashtune Van Diemen in the FF Consolation while below, team work from Weir St Light Engineering at Cadwell as Brian Thompson spins and teamate Martin Wood takes avoiding action. They both finished in the top six.



Brookes turns up heat

Run in aid of charity and with strong backing from The Lions organisation, last Sunday's Uniband Trophy stages rally, run by the Poachers MC, attracted a crowd of nearly 10,000 people at the focal point and halfway stage, the disused airfield at Fulbeck.

Two of the 21 stages were run on the airfield totalling nearly eight miles and the rest of the day saw a field of 140 competitors tackling a variety of tarmac, quarry and private land tracks, several of which had never been used before.

Star entry but running specifically to give his sponsor an insight into stage rallying and reclining any award was Russell Brookes with Mr John Andrews in the Andrews Heat for Hire Escort.

But Brookes found to his amazement that club rallying has come on a pace and he didn't lead all day long. After five stages, two of the front runners headed him but then he applied a little more pressure and completed the exercise in 40m 11s.

The overall winners — repeating a success of three years ago — were Dick Rowlands and Howard Cooper from York who finished on 40m 48s in their RS1800. Their's was a narrow victory for Paul and Ted Bramford were only four seconds behind in a similar car while Guy Lockwood/Eddie Ganderton in yet another Escort were third on 41m 1s.

Fourth place went to Rob Howes/Rod Woodcock (RS1600) on 41m 29s with John Laley/Geoff Atkinson (RS1700) on 41m 35s. Completing the leaderboard were P Lilley/Graham Haig (1.3 Mini) on 41m 38s.

Other class winners were I Oakley/T Spall (Imp) on 44m 49s; P Warnes/M Sendall (Escort), 42m 52s; S Berry/R James (Escort), 44m 23s; K Patterson/B Turner (Mini), 48m 22s.

Divina Galica — £100 stake

Divina takes on Bullman in Charity duel

A racing duel should be fought this Sunday at Brands Hatch involving £200 in wagers, two cars and drivers of both sexes. The feud began when Philip Bullman's manager wrote to Brands Hatch and said "this country would be in a sorry state if we had to resort . . . to Divina what's her name to represent us . . . I believe that next in line of such men as Graham Hill will come Philip Bullman".

So on Sunday, Bullman and Britain's former ski-captain Divina Galica will attempt one standing and two flying laps in the same Shellsport Rolatruc Elden FF2000 single-seater and Shellsport Escort saloon with respective times added together to give an overall result. Bullman could not agree to Divina driving his own car so she has offered her own machine instead. Both Brands Hatch and Bullman's family are putting up £100 for charity should their drivers be beaten.

Divina Galica, 29, is currently racing a Formula One, DFV-engined Surtees, while Bullman, 21, races his own FF Crossle.

Wills' will

A young man who has impressed many people over the past couple of seasons with his handling of an MRE with Oselli engine, Richard Wills, has been out of action since April 19 when his car's suspension unaccountably collapsed exiting Copse corner at Silverstone. The Beaconsfield, Bucks driver has since been trying to repair the chassis, but work has been slow due to limited funds.

Things are now looking brighter though as Richard's long time friend and mentor Jim Gleave, who ran MRE Racing and is now a shareholder of Tiga, has again come to his rescue and will rejig the chassis as a Tiga and supply the necessary parts.

With Oselli engines of Oxford also happy to continue their association with Richard, it now looks as if he will soon be out on the circuits again and raring to go. His scheduled first appearance with the new car will be at Silverstone on Bank Holiday Monday where he'll be out to add to his and Buckinghamshire's score on the Jaybrand Racewear County League.

Eccles recovers

Former Championship hillclimber Bryan Eccles, who was making a comeback this season with the Palliser-Repco after a nine-year layoff until his horrid accident at Wiscombe last month, tells us his injuries are healing rapidly. His right leg had to be amputated below the knee, But he says "I have by no means given up hope of some more competitive motoring".

The cause of the accident remains a mystery — the car suddenly swerved off the road at over 100mph and hit a tree stump buried in the undergrowth — but Bryan hopes "that the RAC in their wisdom do not insist on extra Armco, tree felling etc at Wiscombe, as this would probably be its death knell".

He asks us to pass on "My heartfelt thanks to the marshals and ambulance men who extracted me, the surgeons and nurses at the Royal Devon and Exeter Hospital who did such a wonderful job, and dozens of hillclimbing people, so many of whom I had not seen for years, who gave flowers, fruit, booze and moral support".

Lotus 47 eligibility Problems?

Another modsports eligibility row? We hope not. This time it concerns the Ian Marshall Lotus 47 which is campaigned by the McInnes Amcron man. A future competitor in the series claims that the 47 is not within the regulations, that it was built as an international G4 car as a space-frame with wishbone suspension set-up and Hewland gearbox. Furthermore, the car represents a serious threat to current competitors having set competitive times at Silverstone allegedly in the sub-60s.

We turned the claim over to Peter King of the modsports register, a man not wholly unaccustomed to modsports problems, least of all those to do with Lotus 46, 47s and Europas as he himself has just completed a modsports Lotus Europa. He in turn replied that he couldn't see the problem as his own car followed some of the lines of the 47 and yet was a Europa and used a Hewland gearbox, a point he had clarified with the BARC among others.

Hart misses record

The four-year-old-record of 20.62s for the 600yds Tregrehan hill climb course in Cornwall still stands despite a severe battering last Sunday when 80 entries were received by Truro and District MC for their spring visit.

Nike men Tony Hart and Eddie Simpson headed the challenge and Hart, in his Mk IV version, with a 1600cc engine, did best with a time of 21.12s. This was good enough to beat Simpson by 0.15s!

As usual there was plenty of excitement among the classes and Mike Davis was the first winner in his Mini. He beat Jeremy Tonkin's Elf by a whisker as did John Milford in his Cooper over John Symons' large engined Mini in the over 1100cc class.

Mike Vanstone (1.0 Imp) had his work cut out to beat of all things a Renault Gordini in Class 6, Vanstone having the advantage over Peter Mansell by only a tenth of a second.

Melvin Trayhurn (3.0 Capri), Don Statton (Elan) and John Waters (Sprite), all scored comfortable successes and the best of the four vintage runners was William Uglow's HRG Sports despite having one of the slowest times of the day. Mike Cannon had survived a nasty incident with his Mini which rolled several times down a slope and was very secondhand when it came to rest.

BTD: T. Hart (Nike MKIV), 21.12s.

Class winners: M. Davis (Mini), 22.75s; J. Milford (Cooper), 21.50s; M. Vanstone (Imp), 32.79s; M. Trayhurn (Capri), 22.88s; D. Statton (Elan), 21.68s; J. Waters (Sprite), 22.80s; A. Grenfell (Mallock U2), 21.97s; E. Simpson (FF Nike), 21.27s; W. Uglow (HRG Sports), 27.40s.

● The RAC have warned Mini 1275 GT competitors that following wheel-loss incidents, they must use the correct pattern wheel nuts to ensure that design strength is achieved. The correct wheel nuts have a deeper penetration and a taper face of 25/6.36 mm and a taper angle of 30 degrees. Under no circumstances, they say, should alternative nuts be used.

Martyn Griffiths recorded BTD at the combined BOC/FOC members' meeting at Prescott last Sunday. In his March 74B, Griffiths turned in a best run of 45.3s, his nearest rival being the Welshman David Morris from Haverfordwest in his F3 Ensign who was only 0.16s slower.

Rallycross men for progress meeting

The British Rallycross Drivers Association are holding a meeting for all members and interested parties at the Three Ways Hotel, Mickleton, Gloucs on May 29 at 7.30 pm. The committee will report on the association's progress to date and considerable discussion is expected on the continuing vehicle regulations saga.

After this, there will be a discotheque at the same hotel for competitors and friends staying for the weekend of the Long Marston event held nearby; the party starts at 9pm.

Cartlidge breaks

With Sunday's Longridge meeting being sponsored by the LEP Group of Companies, it was particularly unfortunate that Peter Cartlidge, whose A40 is sponsored by the same company, should have been a non-starter. Even more so as Peter had already set fastest time in practice before he went into the barriers when trying just a little too hard. Damage to the car, although quite extensive, is readily repairable — with the addition of a new Herald front end — and Peter's ill effects seem limited to a very sore back as a result of the accident.

Northern men on the March

The ex-Harrison's March 742 with which John Walker so convincingly won the *Libre* race of Longridge will eventually form part of a three-car March team along with another Atlantic car for Paul Gardner and a third car built to approximately F3 spec for James Hunt, the Preston garage owner. Hunt has sold his McLaren M4 and is currently racing a Nike sports car while Gardner has his FF Nike up for sale too. The three then hope to make a concerted effort in Atlantic and *Libre* racing with all the benefits of interchangeability which their present multi-car set up lacks.

Westley's rapid BTD

A new course at Warburton, nr Lymm, started to cut up after only one run and the third round of the Mid-Cheshire-Shellsport Autocross Championship came to an abrupt end last Sunday.

On land which was probably a tip at one time, two corners caused the trouble for in addition to cutting up quickly all sorts of rubbish began to appear and it was felt dangerous to continue.

With only one run available there were a few surprises among the class award winners and not the least surprised was Terry Westley who took BTD in his VW in 129.0s. He proved to be three-tenths quicker than Richard Watmough's 1600 Special who took his class by four seconds over Nick Peatfield's Special.

First winner of the day was John Rowlance in the small Mini class who beat Derek Sparkes by over three seconds. Sparkes, however, was probably a little off song having survived a roll in practice.

Dick Keen again made mincemeat of the opposition with his 1300 Escort in Class 2, beating David Baines (Escort), by over three seconds and sports car class winner George Grimshaw (1500 Midget) was likewise a comfortable winner ahead of Don Berry's 1275 Midget. Derek Chadwick was best of nine 1 litre

Terry Westley — 0.3s margin

Minis and Peter Harrison caused a mild surprise by beating John Clarkson. Harrison's Jaguar-engined Capri proved half a second quicker than Clarkson's BDA-Escort and Ian Wild wasn't far off the pace in third.

With 20 of the 75 entries in the rally car class competition was expected to be close but Clive Holland (1400 Mini), rushed off to take the class by close on five seconds from Malcolm Hague and Kingsley Ingram.

BTD: T. Westley (VW), 129.0s.

Class winners: J. Rowlance (Mini), 132.1s; R. Keen (Escort), 132.6s; G. Grimshaw (Midget), 151.9s; D. Salter (Imp), 142.0s; D. Chadwick (Mini), 137.6s; P. Harrison (Capri-Jaguar), 138.5s; T. Buckle (Mini), 134.1s; R. Watmough (Special), 129.3s; C. Holland (Mini), 136.0s; G. Woodcock (Clubman GT), 139.9s; D. Marsden (1275S), 143.9s. **Ladies:** Mrs J. Hague (Cooper S), 150.3s. **Novice:** C. M. Peatfield (Mini), 148.0s. **Best Mid-Cheshire:** Watmough.

Day survives the night

A belligerent farmer who blocked a ford and and an accident in the latter part of the second half caused Bewdley AC many problems last Saturday night when they ran their Safari Rally in the West Midlands.

With the ford blocked early in the event bunching occurred with about a dozen crews on top of each other and this was the prime cause for a lot of complaints being received by the police in various districts.

The accident near the end caused the route to be blocked and a police officer re-directed the remainder of the entry giving the clerk of course no option but to terminate the event four controls before the end.

Winners, after a 160-mile route and including three selectives, were Don Day and Malcolm Oxborrow in an RS 1600 who finished on 12m 38s with Mike Hutchinson and Eric Cowcill bringing a Mexico into second spot on 13m 9s. It was slightly ironic that Hutchinson and Cowcill cleaned the last four controls which were subsequently discounted whereas Day/Oxborrow were reported to have dropped two minutes.

The next five crews home were separated by only 43s. Bryn Lloyd and Brian Garton, one of the crews affected by the 20 odd minutes delay at the ford near Stottesdon, and who were close to being on maximum lateness, squeezed into third spot in their RS 1600 beating Paul Caswell and Nigel Hollis (RS 2000), by a mere four seconds.

The Leominster crew of Dave and Tom Davies were fifth in their Cooper S on 15m 05s, with John Kendrick-Jones and Paul Thomas sixth in their RS 1700 on 15m 21s. Theo Bengry and Bill Pardoe (Simca Rallye) were seventh on 15m 29s despite a slipping clutch.

Best of the semi-experts were Nigel Hughes and Geoff Hingley in a Capri on 19m 14s to place tenth overall and another Capri, driven by L. Smith with T. Bradley, collected the novice prize on 23m 43s.

Brian's Escort runs into trouble

Another saloon in trouble during practice at Longridge was Brian Whiting's now very smart Escort which now sports an extensively rebuilt rear suspension. When his gearbox began playing up Whiting withdrew before serious damage resulted and then proceeded to install a box offered by Brian Walker who drives the GRV Escort. Their efforts only just failed to bring the car to the line in time and had there been room on the grid Brian was hoping to go out in the *Libre* race but alas this was not possible.

Simpson sells and sells

John Simpson has now sold the Merlyn Mk11A which he bought recently to replace his Nike (now in the hands of David Manners) and had a Lotus 61 lined up until the deal fell through.

The Merlyn has gone to Graeme Frankland who will not be 18-years-old until June 1 this year and whose first race was at Croft on Sunday. Grame drove steadily in the first heat to a twelth place and in the second heat finished ninth after a spin at Tower on lap four while in eighth place. Look out all you Croft FF regulars....

Almost simultaneous with the arrival of a letter that Chris and Bob Morey have received sponsorship from Carter Builders for their Minis comes this unfortunate picture from Cadwell Park of Chris' car. R. G. Carter (Kings Lynn) Ltd are a large East Anglian building firm.

FF men blow pistons — on buses

Following his accident at the weekend, Rod Bremner was not too certain whether he'll be out over the Whit Holiday in his Crossle. Although it wasn't too badly damaged, and Rod already has a new chassis, the work schedule is considerable, and apart from other considerations, Rod has to go back to Germany again.

The problem is that there are two British transporter coaches out on the Continent currently, both with piston trouble, and a third only just made Dover thanks to a lengthy tow. Sobering and Bremner have problems with a diesel coach which has holed a piston, while David Kennedy has found a new engine for his bus which had broken down, but now has the further problem in that it had a holed radiator and blew another piston, probably the initial problem. Thus Kennedy arrived in Germany with his car being towed behind a car, and had the added luxury of staying with his brother who lives nearby.

But that isn't the end of it. Rick Morris' coach blew a piston as well on the way back, and only made Dover thanks to J Luyendyk, a Dutch former Formula Vee driver of considerable years who astounded many a couple of years by blowing off all the youngsters in a European Formula Vee round at Thruxton. Now retired following a heart attack, he helps his son who races Formula Ford, and they towed the Morris 'home' back to the coast and the ferry.

It's all just like the F3 days of the early 70s, late 60s.

Shortall survives for BTD

The Enniskerry hillclimb, run over a tricky closed road course near Dublin, is one of the longest established such events on the Irish calendar, having been run continuously since the resumption of motor sport after the last war. This year's event, run as usual by IMRC and sponsored by Motor Import Ltd, Irish concessionaires for BMW, was marred by bad weather and some nasty prangs, and the timing wire was broken, which caused a lengthy delay; eventually there were panic stations as the last runs had to be got in before road opening time.

Enniskerry claimed its first victim in the Alfa Romeo Alfetta of Bill Hoy, who crumpled a wing at the first left-hander. Shortly afterwards Dermot McFeely got it all wrong in the wet and damaged two corners of his March 73B. Then the timing went out of action and both Stee Griffin in the 1.3 Smarties-Mini and Derek Shortall in the Vista-Chevron B27 were untimed. After an inordinately long delay, the fault was traced and rectified, but Ned Dickinson caused a further delay when he lost and bent his Vee Sheane at the first left-hander! Finally, Shortall got in a timed run and lowered Patsy McGarrity's 33.77s record of last year to 33.31s. A rain shower spoiled McGarrity's first run, his time in the FAt Chevron B29 was only 38.40s.

With time running out, Shortall blasted off to cut his time to a superb 32.81s. McGarrity was off the line immediately, but down came the rains again and he had to be content with a time of 35.04s, which gave him the Atlantic class after Shortall's BTD award put him out of the class. Pat Woods, having his first experience of hillclimbing, returned third fastest time of 37.14s with his FAt Chevron B25.

Stee Griffin in the 1.3 Smarties-Mini was not only fastest saloon driver, but his 41.71s was fourth fastest overall, beating the best FF time of 42.44s set by Richard Parsons in a Crossle 25F.

BTD: D. Shortall (FAt Chevron B27), 32.81s (record).

Class winners: P. McGarrity (FAt Chevron B29), 35.04s; R. Parsons (FF Crossle 25F), 42.44s; G. Griffin (NSU TTS), 61.64s; S. T. Griffin (1.3 Mini), 41.71s; T. Lawler (Ford Escort), 48.43s; L. Mooney (Audi 80GT), 49.50s; D. Faulkner (BMW 2002Ti), 44.59s; B. Lynch (MG Midget), 44.07s. **Vintage handicap:** D. Miller (MG-PA), 44.71s. **Overall Handicap:** D. Fox (Opel Manta), 35.55s.

Autocross problem

With the course used last weekend being far from the standard required, Mid-Cheshire MRC are in trouble sitewise for the next round of the autocross championship due for June 20.

Secretary of the meeting Eric Hubert will consider any site within 30-40 miles of Chester. He can be contacted at Sandiway 883221 day or night.

● Making his British debut in his new Escort Mk 11 at Long Marston this weekend is John Welch, the Fleet, Hants rallycross driver. Welch is currently making big efforts to interest a sponsor for a season of British and European rallycross.

Roger Clark heads fine Long Marston field

Roger Clark is all set to challenge the top rallycross men when the two rounds of the Philips Electrical Rallycross are held at the Long Marston circuit, near Stratford-upon-Avon on Sunday.

Clark returns to rallycross after an absence of five years and he'll drive a Haynes of Maidstone Escort. John Taylor has also been persuaded to do the event in preference to going to the Finnish round of the European Championship.

Ranged against them will be a gaggle of quick Escort men including Scotsman Robin Kinnear (2.0 Escort Mk2), southerners John Smith and John Welch, the Welsh champion George Warren and top Midlander Dave Fuell, all in various versions of Escorts.

There's a whole host of Minis in the field including such well-known names as Nick Jesty, Tom Airey, Bruce Bamber, Nick Brice and Bernard Rodemark.

Proceedings start with a special Hot Rod v Rallycross Challenge of five races in the morning and World Hot Rod Champion Barry Lee heads the 10-strong team of southerners who will be out to prove that they have the edge over the grass and tarmac men.

Roger Clark — returns to Long Marston after five years.

Both rounds of the rallycross championship, together with the hot rod challenge series are being filmed by ATV and one of the rallycross events is being screened 'live'. The other two events are being recorded for the future.

Long Marston circuit is eight miles south of Stratford on the A46. Practice is on Saturday afternoon.

ADO's tweak

Alister Douglas-Osborne's successful efforts at Gurston came after fitting new "middle sports car" cams (originally made by Piper for the Gulf team) to his Motosail (Jersey) Pilbeam. These were giving him considerably more bottom end torque at the expense of about 30 bhp at the top end. Rival Chris Cramer also had an innovation. This was a very imposing new rear wing from March, with which Chris was still experimenting in order to find the optimum setting for the job in hand.

Morrison's bowl

John Morrison won the superb award for fastest lap of the day at Cadwell Park last Sunday. SHS, the Car Rental Centre, "so handy for the Lincolnshire Motorist" donated a fine punch bowl and serving cups. John's fastest lap with the Votex Automotive Lola T326 was set with Daghorn power, the Jerseyman's power units now appearing to be the one to have, for second placed Bruce Venn was also using one in his Elden.

Gambs joins Lord on the hills

Jeremy Lord was not the only noted circuit racer to be found at Gurston on Sunday. Jerry Gambs was competing in his first hill climb in Barrie Carter's BRM t/c-engined Huron — without success. On his first run a coil lead came adrift, and on his second the engine refused to fire on its full complement of cylinders. Lord won his class and broke the record but this was after the Dextra (a cross between a Terrapin and the Lola T70L?!) had earlier suffered from an oil leak.

Briefly . . .

● The first round of the British 2CV 'Cross takes place this weekend at Forches Corner, near Wellington, Somerset on Saturday, May 29, and the following day. The entry list includes all last year's competitors and many newcomers to this kind of sport, all fighting for the £150 first prize.

● **Varley Battery Monoposto championship:** 1 Allan Baillie, 53; 2, Peter Gillett, 37; 3, David Coombes, 33; 4, Tony Ford, 26; 5, Trevor Scarratt 25; 6, Geoff Jackson, 23.

● The marshals of the top paddock at Gurston presented an unusual award on Sunday — two cans of beer to Sunbeam Imp driver John Jordan for parking the neatest after his runs! On a more serious note, commentator Richard Speakman carried out very worthwhile interviews with drivers on their way back down the hill.

● An autocross battle developing in the South is that between Ian Turner in his Turnmex 1.3 Escort and the similar car of Graham Hathaway. Sadly though, Turner has variously been referred to as Ian Thompson and Ian Smith within these pages. Hopefully, when he finally beats Hathaway, who he's rapidly approaching, we can get his name right!

● Formula Ford winner Alan Stringer had his Longridge victory very slightly soured when the stewards imposed a fine for forgetting his Entrants Licence. The car, a Crossle 30F sponsored by Greenham Crawler Cranes is now powered by a Cheshire Engine Components motor, its previous unit having blown comprehensively during private practice at Longridge some weeks ago.

● George Dudley, a former Monoposto driver, is going back to the club, but this time to their Formula Junior section. He has two Lotus 22s, one of which is to be driven by himself in Formula Junior, while the other, which was raced by him in 1973, will be driven by George's son later in the year.

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