Autosport

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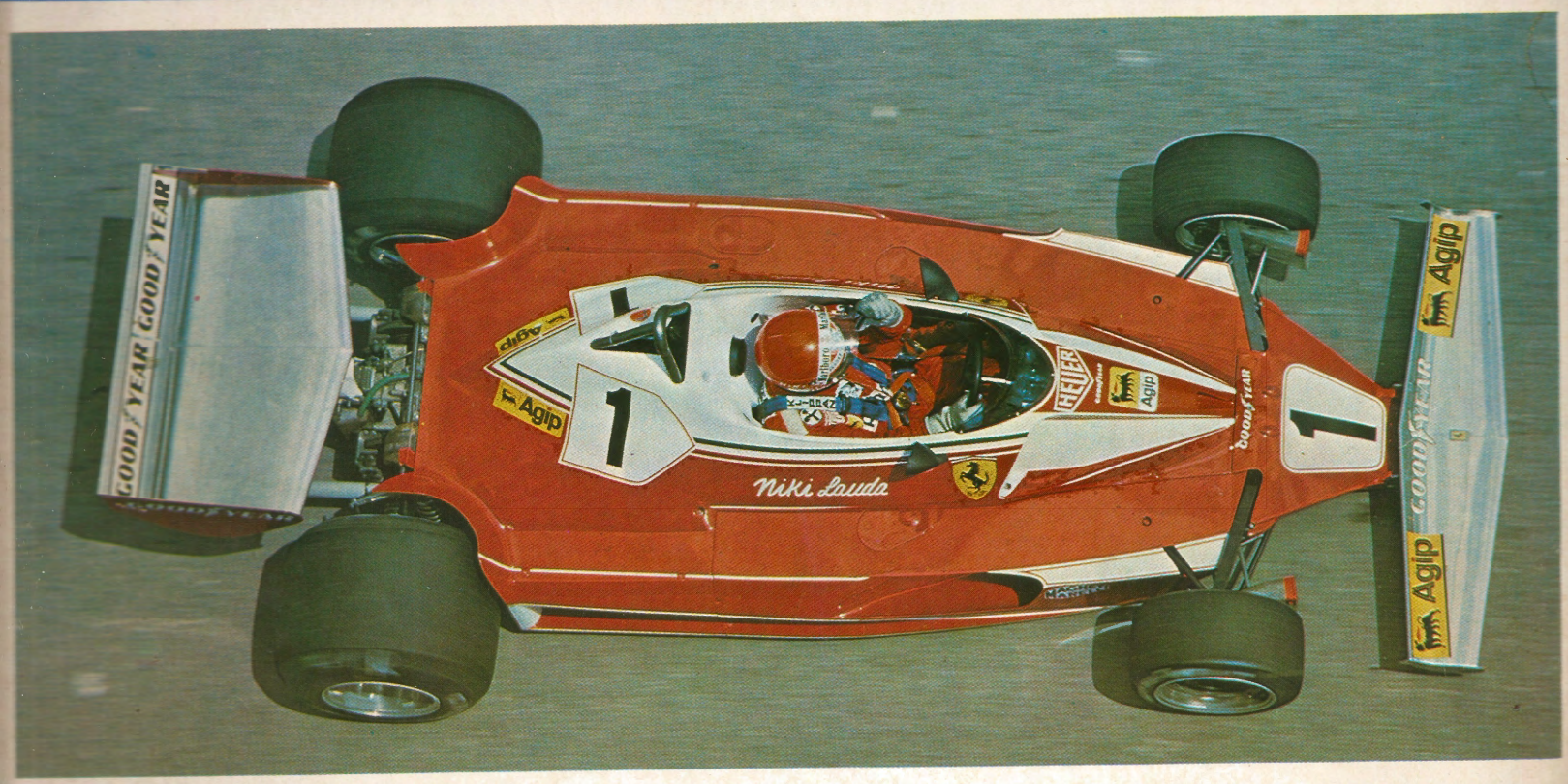

German Grand Prix: full report

Phil Hill, USA's forgotten champion

5000s at Snetterton □ Jody Scheckter □ Big Healeys in rallying

Autosport

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Lauda's accident

Every reader of AUTOSPORT will hope and pray that Niki Lauda recovers from the injuries he received when his Ferrari crashed and caught fire during the German Grand Prix at the Nurburgring last Sunday, and our thoughts are with him in hospital at Mannheim. As we closed for press, the latest news from Germany offered some hope of his survival; there seems to be every reason to trust in the ultimate success of his struggle.

This terrible accident has a special irony for us at AUTOSPORT, since it occurred just three days after Niki had expressed the reasons for his intense dislike of racing at the Nurburgring in an interview published in last week's issue. As only to be expected, the gut reaction has been to blame motor racing's most controversial circuit for the crash which has endangered the life of our World Champion. But an initial examination of the accident itself appears to indicate that it was the sort of incident which could have occurred on almost any F1 circuit in the world.

There are perhaps four main reasons why the Nurburgring is classed, by probably the majority of those involved in our sport, as an unsatisfactory circuit. First, its length makes it desperately difficult to marshal as efficiently as any other Grand Prix venue. Second, its geography makes the rapid movement of course rescue vehicles a practical impossibility over most of its distance. Third, over the wide area encompassed by the circuit, the weather can change with potentially catastrophic suddenness during the course of one lap by a race car. Fourth, the possibilities of a car damaged or mechanically unsound limping into the pits for repair from the opposite side of the circuit are more remote, making race retirements more frequent.

Although the nature of the section of track on which Lauda crashed holds no unusual dangers (with one reservation concerning the barriers there), the early indications are that the first three of these criticisms of the Nurburgring could have been contributory factors to the gravity of the accident. In this sense, it seems that the circuit's logistical problems are to blame.

However, notwithstanding the seriousness of the incident, this is no reason for damning the future of the Nurburgring itself as a Grand Prix circuit. Better to wait until the full facts are known and verified. Then, perhaps, to examine possible means of improving the facilities of the circuit, looking again at the plans for a revised and shortened track. We have heard at least one Formula 1 driver on the air describing last Sunday's Grand Prix as the last at the 'Ring: "We'll never race there again". That's an emotional reaction — let us look before we leap.

Close FF racing

Formula Ford 1600 goes from strength to strength. As reported elsewhere in this issue, last weekend's racing at Oulton Park and Silverstone brought back pleasing memories of 1-litre Formula 3 racing in the late 1960s, when the universal equality of the cars produced a situation in which only those drivers of real ability shone. The close racing which has been offered by almost all the national level FF1600 events this season has reinforced the potential of the formula as a real crowd-puller once again, and we are watching many of the stars of the future. Almost the only factor which mars the formula these days is one which was not so serious for the young bloods of Formula 3 seven and eight years ago: where do we go from here?

next week

Preview of the next counter in the World Championship of Drivers, the Austrian Grand Prix at the Osterreichring — In colour, David Purley's Lec Chevron V6, the ShellSport 5000 Championship leader — The March-BMW versus Renault Formula 2 battle moves to Portugal — American Formula 5000 at Mid-Ohio — Vauxhall Cavalier Coupé test — Private Ear*

cover picture

As we closed for press World Champion Niki Lauda was fighting for his life in a German hospital after a horrific crash at the Nurburgring last Sunday (Pete Lyons's German Grand Prix report: Page 12). The latest Ferrari 312T2 is contrasted with Phil Hill's Ferrari Dino 156 of a decade and a half ago — "The Unknown World Champion" is recalled by Nigel Roebuck on page 31.

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

edited by Chris Witty

Lauda: time is the deciding factor

"Motor Racing is Dangerous" say the signs which line British race tracks. Abroad, there are usually similar disclaimers in whatever language is relevant. The simple fact is that, no matter what safety precautions can be, and are, employed, serious accidents. such as Niki Lauda's unfortunate crash at Nurburgring during last Sunday's German Grand Prix continue to take place with such horrific results. And as long as the sport continues to exist in the way in which it was first conceived, combining the human, the mechanical and the elements into one single confrontation, it will remain so.

As we went to press on Tuesday afternoon, the news from Germany where the reigning World Champion lies in an intensive care unit, is that he is still dangerously ill and whether he lives or dies could be either decided in hours or, perhaps more frightening, days.

Considering that the incident happened on a part of the 14.2 mile circuit which is very rarely used by spectators, there is a surprising list of eye-witness accounts of what happened seconds after the incident. As yet, no one is absolutely sure what caused Lauda's Ferrari to veer off the track.

Reporting the German Grand Prix (which starts on page 12), Pete Lyons talked at length with Brett Lunger, one of the drivers who rescued Lauda from his blazing car. We were able to talk with Harald Ertl and Guy Edwards, two other drivers who assisted in pulling Lauda clear of the flames, Arturo Merzario being the fourth. We also spoke to John Watson who arrived at the scene moments later. These were just a few of many people we talked to in an attempt to find out what really did occur. The points, the comparisons and the opinions which may be brought out of whatever is written within these pages this week, serve to benefit the sport, certainly not to criticise it. There are faults which, because they may be brought into the open, will benefit others if such an occurrence should happen again.

As many of you may already know, the race started on a damp track and all the runners, save Jochen Mass, started on wet tyres. Lauda made a poor start from the front row and was lying around 8th as the field set out on the opening lap. At the end of that first lap, Lauda came into the pits to change over to dry tyres and a lot of other cars did the same. From what we can gather, it was a smooth stop and Lauda resumed, although there was a little panic as he couldn't leave the pits at his required speed because of all the activity surrounding other cars.

As he left the pits he was behind Carlos Pace's Martini Brabham. Both were now on "slick" tyres and in front of them were Edwards, Ertl and Lunger still on wets as David Winter's photograph on page 16 clearly shows.

Ertl told us on Monday that both Pace and Lauda passed him soon after, although the track was still damp on the descent to the Flugplatz. Watson later confirmed, as he too had changed over onto dry tyres, that the track was still slippery up until the Fuchsrohre area, damp at the Adenau Bridge but completely dry at Bergwerk, the area where Lauda crashed. Watson told us that it had always been dry at this point, even on the first lap.

Edwards's reports, which the British national papers featured on Monday, stated that Lauda was having anxious moments in the conditions. What we feel significant is Ertl's report that Pace (he thought it was Carlos Reutemann initially) was pulling significantly away from the Ferrari and that Niki "didn't seem to be trying that hard". An indication that something was wrong perhaps?

Certainly Edwards's comments about Lauda's car sliding about could have been justified earlier on the race lap where he was at his closest to the Austrian and the track at its trickiest for drivers on slick tyres.

The corner where the accident took place is, in fact, a flat-out left-hand curve leading up to the actual right-hander that is called Bergwerk. In ideal conditions, this curve is taken flat-out in anything. Ertl reckons he's pulling 10,000 rpm in 4th gear with his Cosworth-powered F1 car which is around 135mph.

Edwards denies reports of a wheel coming off the Ferrari which sent it off the road to the *right*. Had Lauda started to spin through the corner, it may be assumed that the car would have followed a long arc to the left of the track. It didn't. It went to the right, through two layers of catch fencing and into a cliff a couple of metres behind. We are unsure how the car struck the bank and at what point. One theory is that Lauda's new-style Italian-made AGV crash helmet was loosened from his head by possible impact with either the bank, or a catch fence post. Among his injuries was a broken left cheekbone. (In an earlier saloon car race, a catch fence post was shattered, flew into the crowd and seriously injured a spectator).

The car came back across the track, reportedly starting to burn. Edwards and Lunger were the closest cars following, Lunger having passed Ertl during the lap. Edwards went to the left, but clipped the Ferrari with his right hand corner. The whiplash on the steering wheel cracked a small bone in guy's right wrist which will prevent him from racing until the Dutch GP.

100mph impact

Lunger's description states that he went, eventually, to the right but he too struck the Ferrari, albeit harder. Ertl told us that he arrived so quickly, he had nowhere to go and his Hesketh struck the Ferrari virtually amidships on the left hand side. Harald reckons he was doing close on 100mph at the time. His car was completely written off although he was unhurt. What we can't ascertain at this stage is whether Ertl's impact caused the left hand side bag tank to burst completely away from the car.

When Ertl removed himself from his car, he says he saw both Edwards and Lunger assisting Lauda and trying to get him out of the car. They were joined within seconds by Merzario. Ertl says he then went away to get a fire extinguisher but that two marshals 100 to 75 metres away, "didn't seem to move at all until the car had stopped." Ertl says that Lauda appeared to be making no efforts to activate the car's extinguisher system. Later, the ONS resue crew said that the system "had not worked".

"The flames were about one metre high and remained constant throughout" says Ertl, although he says he saw Lauda sitting in the cockpit without his helmet on. Lunger says he brushed it while trying to pull Lauda out, and it fell off.

The length of time Lauda was actually in the fire is difficult to judge, although valuable time was wasted because one of the crutch straps of the six-point harness (the Italian version of Britax, so we're informed) had jammed. We gather it was Merzario (an Italian familiar with these belts perhaps?) who managed to free them.

Meanwhile the ONS Porsche safety car had arrived with a doctor on board within 32s, according to the ONS afterwards. Other Grand Prix cars were still arriving and Watson, one of the first of the second bunch on the scene along with Emerson Fittipaldi and Hans Stuck, assisted Lauda away from the car to the trackside verge. the injured Austrian walked, with help, and started answering questions by Merzario in Italian. He was coherent but had to wait some minutes for the ambulance to arrive. It is at his point that the stories become very distorted because various drivers we have spoken to may have been unaware of what was happening around them. For instance, one driver thought there wasn't a doctor on hand but all ONS cars carry a medical official dressed in full fire proof racing gear and with a crash hat.

Cause uncertain

As to the cause of the accident, the fact that the car slewed across to the right of the track against the arc of the corner suggests a possible mechanical breakage. Some magnesium and/or alumimum marks were found on the track in front of where the car came to rest. Neither Formula 1 cars nor saloons bottom at this point on the track. There were two tyre marks going off to the right of the track.

German police were unable to examine the wreckage of the Ferrari afterwards because the team had already taken it back to Italy.

As to Lauda's injuries, apart from burns ranging from first to third degree on his head and wrists (apparently the crown of his head and his forehead were the worse areas), he has several broken ribs, a broken collar bone and cheekbone. Unfortunately, it is the poisonous fumes inhaled from the burning plastic bodywork and fire extinguisher powder, along with the lethal toxic gases given off by the burning material used in the car's deformable structure that have done the harm to his lungs and windpipe.

A team of six doctors and 34 nurses are attending to him in the Institute of Anasteologie and Reanimation in Mannheim, West Germany. It's a special institution which houses 14 beds for just such serious cases.

As we closed for press, our German source quoted one of the doctors as saying they can't really do any more for him, He was conscious on Tuesday and communicating by nodding his head. Time is the deciding factor and it is now up to Lauda's own will if he is to survive. As to his racing career, one must fear that that, anyway, is over.

Villeneuve loses sponsor

Gilles Villeneuve, the young French-Canadian who looks likely to clinch the Player's Canadian Formula Atlantic title, had a bit of a shock recently when his major sponsors, Skiroule (snowmobile manufacturers), withdrew their support. In fact, the Ecurie Canada team have been running most of the season (since Westwood) without the financial support promised by the company and it eventually came to a head when it was discovered there wasn't enough cash in the kitty to complete the reamining two races in the championship.

Team manager Ray Wardell, formerly of March Engineering, felt that it was imperative that Villeneuve should do the penultimate round of the series at Halifax this weekend where a good result would put the outcome of the championship beyond doubt but $7000 was required. It looks likely that Villeneuve will go the race as a advertising agency in Montreal are apparently keen to help and have put both Molson's Breweries and Ski-doo, the *leading* North American snowmobile manufacturers, in touch with Kris Harrison's team.

Meanwhile it looks as though Villeneuve has a Formula 1 future as well. His exploits this season have attracted the attention of Walter Wolf, the wealthy Canadian-domiciled Austrian who finances the Frank Williams Grand Prix team. We gather that an invitation has been extended to Villeneuve to come over to Britain to try the car in testing for a number of days. If he proves capable, there's a good chance that Wolf will ask Williams to run him in a second Williams at the Canadian and possibly, the American Grands Prix, late this year.

Purley off to Mid-Ohio

David Purley has always expressed an interest to fly across the Atlantic to compete in one of the North American Formula 5000 rounds. It was only last year that Purley's Lec Refrigeration team inquired as to whether the American SCCA and USAC authorities would allow him to run his Ford GA-powered Chevron over there, only to be told that they didn't want a non-stock block engine to compete against the V8s.

However, Purley now has the chance because John Cannon has offered the European Shellsport 5000 series leader the chance to sample a US F5000 race by lending him his Chevrolet-powered March 73A/751 for this weekend's Mid-Ohio race. The car qualified well at the last race driven by a comparative novice, Don Breidenbach, and hopes are high that Purley can do even better.

At the 'Ring there were stong rumours that this year's Italian Cup at Monza may be off. No, nothing to do with safety or money this time. The cloud of poisonous gas currently hanging over Milan is the reason for the speculation, and it seems there is a very real chance that the race will have to be cancelled.

Amon quits Ensign — Ickx for Austria?

It seems likely that the 12-month-old association between Chris Amon and Team Ensign is at an end. Mo Nunn confirmed on Tuesday that Amon will not be driving the Ensign in Austria, and that he is talking with Jacky Ickx. Although neither he nor Amon would comment in detail, they both told us that it was unlikely that Amon would drive the car again, although we understand that Amon's withdrawal from the team is not altogether due to events at the German GP last weekend.

Following Niki Lauda's accident last Sunday, Amon drove the Ensign back to the pits and said he would take no further part in the meeting. Mo Nunn did not sympathise with his driver's decision. "He simply refused point-blank," Nunn told us. "He's a grown man and he has to make his own decisions. I didn't want to push him, but I can't support his action. I was bitterly disappointed, especially after all the work we had put in to get the car to the Ring. I'm ambitious, and I want Ensign to get to the very top. Chris has all the ability to get us there, but at the moment I'm afraid the future of our partnership is uncertain."

About the accident and his decision not to re-start, Amon had a lot to say. He told us he was appalled at what he had seen at the scene of the accident. "It was brought home to me once and for all that, in the modern context, the Nurburgring is just not on for F1 racing.

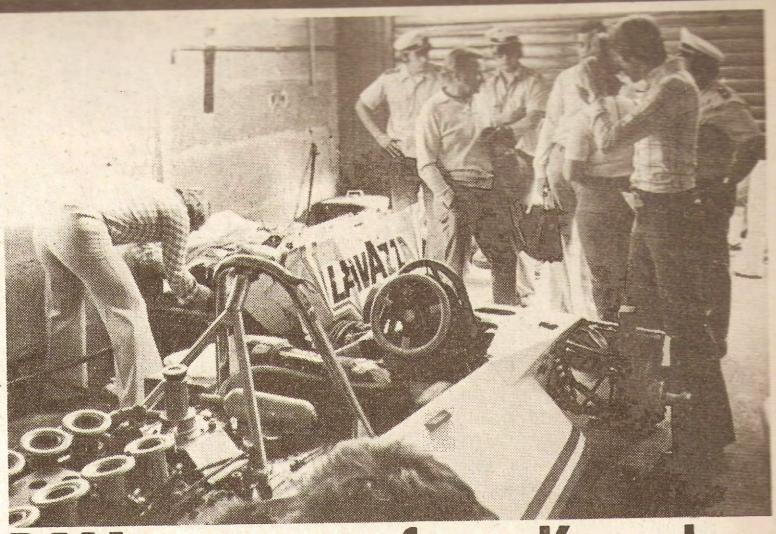
"The logistical problems are simply insurmountable. They had something like 450 marshals there last Sunday, but round the Ring they get very strung out and the place can never be marshalled properly — there were still spots where there was just nobody around. And moving course vehicles about quickly is impossible, there just can't be enough of them. The geography of the circuit means that they can't even put in enough access roads to make much difference.

"Of course, I've raced at the Nurburgring when it was ten times as dangerous, but that's not the point. Things are different now, like general safety. For example, nobody wore seat belts ten years ago, but that's no reason not to wear them now. We didn't *know* about seat belts ten years ago. A great deal of progress has been made on circuit safety, but the Ring is now way, way behind, even though they've made many improvements.

"But it was not so much the safety of the circuit itself which led to my decision as the low probability of rescue in the event of a high speed accident, which I had just seen demonstrated at Bergwerk. When all is said and done, Niki's fellow-drivers got him out of the car, not the marshals. That's the problem of the Nurburgring, and it just not the place to have an accident. At Zolder and Anderstorp this year, the rescue crew got to me very quickly. It wasn't that way with Niki.

"I know I'll be criticised for my decision, and I really am sorry if the Ensign team feel that I have let them down. At the time, we had been told that Niki was only superficially injured, but even so I know that other drivers felt as I did. I was able to make my decision more easily than most because I am less legally and commercially committed than most.

"So many times in my career I've seen this same situation: there is always nothing done until *after* the event. In part, I was motivated by sheer frustration. I wanted to *do* something. But I had no desire to influence anybody else. I felt that I was one of the few people who could make such a protest, having raced there in less safe days."



RAM get aggro from Kessel

Moment of truth as the German authorities swoop into the RAM Brabham paddock pit last Friday to impound the cars and engines following a legal dispute in which Loris Kessel, who no longer drives for the team, claims he is owed 300,000 DM (about £66,000).

Modus are backing British

Modus Cars are pleased to announce the formation of a new racing team, The British Racing Drivers' Team. Formed by Ted Savory, a Norfolk businessman, its objectives are to back British drivers in their early years of international competition and put a larger number of British drivers in British racing cars.

Concerned at the inbalance between the number of highly successful British racing cars and the lesser number of successful British racing drivers at the international level, Modus property group chief Teddy Savory is launching a team to support one or more up-and-coming drivers. Before every schoolboy grabs his pen and writing paper however it must be pointed out that Ted is only prepared to back drivers who have already made their mark. "They must have already shown enough initiative to have somehow obtained a competitive car plus enough money to prove they have the driving ability and potential for championship success", he stresses.

For the remainder of this season a team of "selectors" will be observing races counting for the 1976 Townsend Thoresen and Allied Polymer Formula Ford Championships looking for drivers who will be tested in October. The lucky man will then be presented with the Tony Brise Memorial Trophy supplied by Ted Savory in memory of Tony who did so much for British motor racing and Team Modus last year.

Ted hopes to attract a host of other smaller sponsors to the project so that extra cars and drivers can be given a chance to go all the way to the top. "Many other countries have given driver sponsorship schemes and it is doubtful whether we would ever have seen such people as Denny Hulme, Jochen Rindt, Francois Cevert and Patrick Depailler but for such forward thinking organization in other countries."

The first BRDT driver, when selected, will be fully supported in selected national and international Formula 3 events in 1977.

Hawkins quits

After a trying season, Richard Hawkins has left the Ehrlich Formula 3 team. The decision was taken by the New Zealander after the British GP meeting where he was struggling to make the grid in the indestructable Ehrlich ES5/6. A complete contrast to the previous year when he finished 3rd in the same race to Gunnar Nilsson and Patrick Neve while driving his privately-run March 743.

Hawkins has no plans to continue in F3 at the moment, although he would like to and feels that when he gave Ehrlich team its second ever win at Mallory a couple of months ago (Jody Scheckter was the other driver), the feeling was good enough to want it to continue .... winning that is.

Brazilian ban

To prove they are serious about fuel conservation, the Brazilian Government has imposed a ban on all national motor racing. The Brazilian GP is not affected. The move, it appears, has been made largely for political reasons. There is an election in Brazil this autumn. Don't be surprised if the ban disappears during the electioneering....

Wise words

"Dries are what you need here," said Jackie Stewart as most drivers hurriedly switched to wets on the grid last Sunday. Whereupon Mike Kranefuss took him at his word and passed it on to Jochen Mass.... "If Jochen can stay with the leaders on the first lap, he'll win this race," said Jackie. Round they came on lap one, with Mass running fifth as most of the others peeled off into the pits for dries. "There you are," said Stewart, "he's got it made." At the end of lap two, Jochen came by with a thirty second lead! When Stewart hands out advice, it is as well to pay heed, Jody received it, but didn't act on it, it seems.

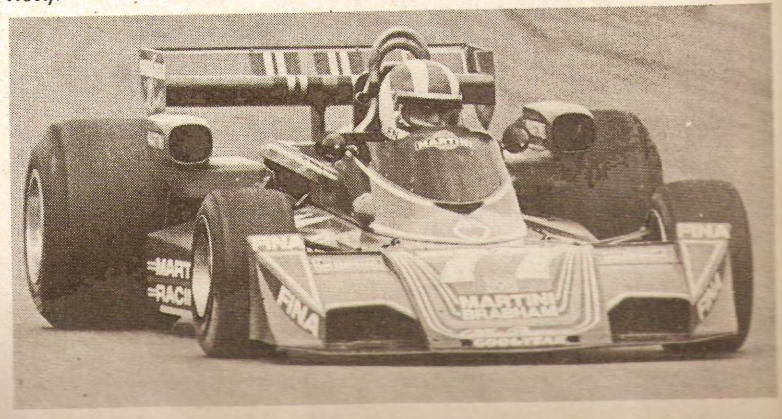
● It's official. IMSA have approved the Porsche 934 Turbo and, starting at Mid-Ohio on August 28/29, it can compete in the series. We wonder what that will do to the TransAm championship.

● An appeal. The BARC would still like some more entries for their RAC 2-litre sports car championship race (the 4th in the series) at Thruxton on August 29. There's £1000 in prize money available and the race is over 20 laps.

● IMSA's Formula Atlantic race at Pocono on August 15 has been cancelled. There's talk that a replacement event will be held at Road Atlanta on September 19.

Stommelen's Brabham switch

Following the impounding of the RAM Brabham-Ford BT44Bs at the German GP last weekend, Rolf Stommelen switched to a Martini Brabham-Alfa Romeo BT45. He started from the same place on the grid as he'd qualified his Ford-powered car having only done a couple of laps in the Alfa. To quote the FIA book, International Championship Regulations, p. 17, para 26, sub section B: "For F1 and F2 events, a driver having changed cars after setting his best practice time shall retain his place on the grid providing that he starts with a car of the same make (yes), type (no), group (yes), and category (yes). If this is not the case, he shall start at the back of the grid." But as a prominent Grand Prix driver said afterwards, "Formula 1 is a law unto itself."



Janet tops the 186mph mark

Although she is reported in the American press to have said: "I couldn't care less", America's "Divina Galica", one Janet Guthrie, become the new holder of the Women's World Indoor Closed Course Record when she qualified her works Vollstedt-Offy 12th fastest for the recent USAC race at Michigan International Speedway on July 18.

In a car that has been quoted by other drivers as "unsafe and uncompetitive" this season, she got into a groove and lapped at 186.480mph, easily beating the record (a serious attempt by comparison) set by Paula Murphy in Richard Petty's spare NASCAR Dodge at Talladega in May at 172.336mph.

Rosberg in Opert Chevron at Estoril

Following some brave attempts to get his Jorg Obermoser-owned Formula 2 ToJ-BMW up among the leaders in this season's European F2 series, Finnish ace Keijo Rosberg will be driving a Hart-powered Chevron B35 in Portugal this weekend where the 10th round of the championship takes place at Estoril.

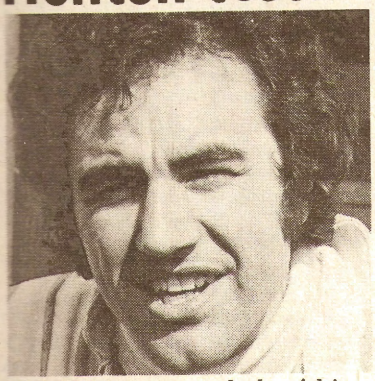
Rosberg told us that because of a shortage of engines, and the fact that car has been uncompetitive of late despite good showings at Hockenheim and Rouen earlier this year where it gained championship points, Obermoser and the team's German beer sponsors, Warsteiner, have given "Keke" permission to organise himself a drive in one of Fred Opert's works-assisted Chevrons.

Rosberg is looking forward to the experience of driving what he feels "must be a good car". This won't be the first time he's driven for Opert as Rosberg contested a couple of North American Super Vee races in an Opert-run Supernova late last year, although mechanical problems prevented the Finn from showing the Americans what he often did to the opposition back in Europe.

Merzario is reunited

No, not a spaceman but Italian Arturo Merzario who found himself driving the sole Wolf-Williams at the German GP and not his Ovoro March. Jacky Ickx is thought to have left the Williams team. . . . .

Henton tests



Brian Henton tested the Adrian Reynard-designed Hawke F3 car at Snetterton on Monday and lapped at 64.1s, a full ½s under the circuit's F3 record. That's encouraging news, especially for Reynard, and Henton raved about the car.

Pace looks into his crystal ball

The German magazine *Auto Zeitung* ran their intriguing competition at the Nurburgring last weekend, in which the Formula 1 drivers are asked to predict their best practice times around the 14.19-mile circuit, and cash prizes are awarded to the three whose actual qualifying times come closest to their predictions. Carlos Pace was closest of all and won DM1000 to the DM600 of Niki Lauda and the DM400 of James Hunt. It is especially interesting that the only driver actually to go faster than his prediction in a practice unsettled by uncertain weather was Brett Lunger, who found a new affinity with the circuit in a Formula 1 car.

Driver	Tip	Practice	Difference
Pace	7:08.0	7:12.0	– 4.0
Lauda	7:03.0	7:07.4	– 4.4
Hunt	7:01.8	7:06.5	– 4.7
Depailler	7:04.0	7:08.8	– 4.8
Stuck	7:04.0	7:09.1	– 5.1
Regazzoni	7:04.0	7:09.3	– 5.3
Reutemann	7:06.0	7:14.9	– 8.9
Brambilla	7:08.0	7:17.7	– 9.7
Jones	7:10.0	7:19.9	– 9.9
Peterson	7:04.0	7:14.9	–10.9
Laffite	6:59.4	7:11.3	–11.9
Mass	7:00.0	7:13.0	–13.0
Scheckter	6:59.0	7:12.2	–13.2
Ertl	7:16.1	7:30.0	–13.9
Watson	7:08.4	7:23.5	–15.1
Nilsson	7:07.7	7:23.0	–15.3
Lunger	7:48.7	7:32.7	+16.0
Stommelen	7:05.0	7:21.6	–16.6
Andretti	6:59.4	7:16.1	–16.7
Amon	7:04.5	7:23.1	–18.6
Fittipaldi	7:09.0	7:28.0	–19.0
Pryce	7:02.8	7:23.3	–20.5
Merzario	7:02.3	7:28.8	–26.5
Jarier	7:02.0	7:30.9	–28.9
Pescarolo	7:20.5	8:04.2	–43.7

CTG not Len Terry

We got our lines more than a little crossed in last week's story in *Pit & Paddock* stating that Len Terry had taken over the Viking Formula 3 project. Although he assisted in the design of the British-built Swedish-run car, the project was under the guidance of Cyril Maylem's CTG company down in Dorset and it is they, *not* Terry, who have decided to carry on with the project.

Maylem told us that they have had the car used spasmodically this year by the Swede Anders Olofsson and, if someone could find the running costs, they might be interested and tempted into running the car as a "works" effort for the remaining British races this year.

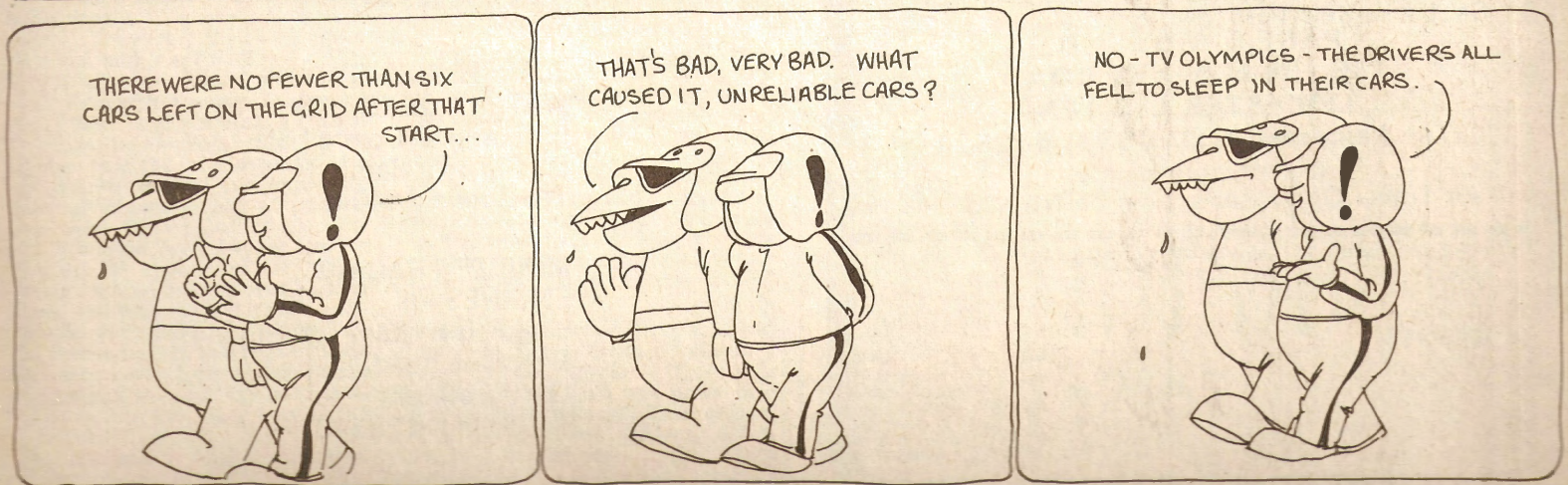
She's won the Moet again

Last weekend's race at the Nurburgring made it three in a row for James Hunt. Close on his heels is a lady from Sweden. Yes, Anna-Lill Hansson did it again! She won the champagne for the Brands round of the Moët et Chandon competition and repeats her success with the forecast that Hunt would win at the 'Ring at an average of 117.20mph. His actual average was 117.18!

Will Anna-Lill make it a hat-trick at the Osterreichring? Last year's wet race was won by Brambilla's March at 111.23mph, but a better guide would be Reutemann's average speed in 1974, which was 134.10mph. There's a magnum of Moët for someone so send your postcards to Autosport Editorial, 54-62 Regent Street, London W1A 2YJ.

catchpole

by Barry Foley



Toine Hezemans makes it six — Bob Wollek (Porsche) falls off

Despite being beaten by Klaus Ludwig's Zakspeed Ford Escort, Hans Heyer retained his lead of the top of the German national "GT" series which took place at the Nurburgring last Sunday. In the larger over 2-litre division, Toine Hezemans was again the winner in Georg Loos's Porsche 934 Turbo (his sixth win for the team this year) having seen his main opposition eliminated by the first corner. Hezemans has now overtaken Bob Wollek as leader of the Division 1 category.

Both classes were combined into one race, although the smaller Division 2 cars started on a separate grid 2m after the Division 1 cars had left. This meant that Ludwig, who had recorded a scintillating 8m 32.3s lap in the first practice (the second was wet) which made him 4th fastest *overall*, wouldn't be able to mix it with the slower Carreras.

Taking the larger class first, Hezemans was on the pole at 8m 10.4s. That's quick and the Dutchman reckoned he could have found another 2s to 3s if required. Reinhard Stenzel's Max Moritz/Jagermeister Porsche 934 Turbo was next up, almost 8s slower and just ahead of Wollek whose Erwin Kremer Porsche had been having problems with its *turbolader* during the dry session.

With six laps of the Grand Prix circuit ahead of him, Hezemans kept pinching himself "in order to stay awake" as he sped to a 17s win over Helmut Kelleners in the second Moritz/Jagermeister car who complained afterwards of a misfire under cornering loads. As for Stenzel and Wollek, the former had only lasted until the first corner when a driveshaft broke while Wollek found himself on the dirt and he punctured a tyre as a result of it.

Good drives were put in by Hartwig Bertrams who started from the back in the Egon Evertz Porsche Turbo and pulled up to third, just passing Edgar Duren's non-turbo-charged Carrera near the end. For Duren, it was a good drive as he'd beaten Jurgen Neuhaus, usually the quickest of the non-turbo brigade. A notable non-starter was Clemens Schickentanz who'd crashed the second Tebernum/Loos Porsche (non-turbo) in practice.

As for the 2-litre division, it was Ludwig and Jorg Obermoser's GS Tuning BMW 2002 that went charging off into the first corner but Klaus had the line, fought off the early challenge and motored off to a comfortable win. Heyer, in the second Zakspeed car, eventually overhauled Obermoser after a bad start and finished 9s behind his team-mate.

Running third initially was Albrecht Krebs in the Schnitzer BMW 2002 and he held off Heyer for a while before eventually finishing fourth behind Obermoser while Paul Hennige, in the third Zakspeed car, was next having found the new Opel Kadett GT/E of rally ace Walter Rohrl going better than ever. Unfortunately, the Opel had to retire with a broken engine but it was its best performance to date.

Arpiainen is SV series leader after Ring win — demon Scharmann drive

Another of the supporting races at the Nurburgring was 5th round of the European Super Vee Gold Cup and by virtue of winning in the style that has come to be his hallmark this season, Finland's Mika Arpiainen moved himself back into the lead of the championship.

Pole position had been taken by Bror Jaktlund's RPB with Arpianinen's Veemax alongside. Next up were Dieter Engel's Kaimann and Manfred Trint's ATS Lola while series leader (before the race) Kennerth Persson (Kaimann) was 7th and Britain's John Morrison, in his Votex Lola, 15th. The fact that the second session was wet meant that no one improved, although Morrison was an impressive third fastest behind Persson and Eje Elgh who, having had to give up F3 because of the recent Viking dramas, has reverted back to Super Vee with his last year's Lola, updated with wide ATS bodywork. The Swede, in fact, had to start from the back of the 45 car grid following problems in the first dry session so his drive into 5th place was all the more creditable.

At the start, Arpiainen rushed off into the distance and was never headed, winning by 3.2s from Peter Scharmann who had started his ToJ from 17th on the grid and pulled up well through the field, setting fastest lap on the way.

Jaktlund was eventually 3rd, having repaired his car overnight following a practice crash, while Persson found his Kaimann lacking horsepower and could do no better than 4th. Dieter Engel, another championship contender in his similar Kaimann, was 6th.

Of a large British contingent that went over to contest the race, Morrison was predictably the best of the bunch and he finished 9th, having been involved in a race long scrap with Karl-Heinz Schramm (ATS Lola), Jean Johansson (Brabham BT41) and Alexander Güttes (Kaimann). Morrison looked likely to beat them into 7th place but he blew it on the last lap and had his work cut out pipping Güttes on the line.

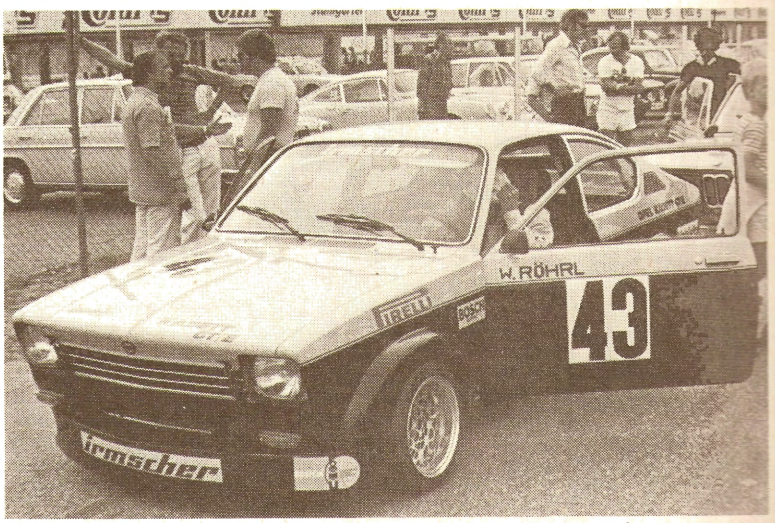
Of the other British drivers, Mark Litchfield (Elden) finished 14th and Peter White (Royale) 18th, both having started from well down the grid, while Ron Grant (Taurus) was 19th. Bruce Venn (Elden), Mike Tobitt (Supernova) and Ollie Hollamby (Crossle), all retired having incurred problems of some sort or another.

SHELLSPORT EUROPEAN 5000 CHAMPIONSHIP

	Drivers	Nat									Points
1	David Purley	GB	20	10	10	15	20	20	20	6	121
2	Damien Magee	GB	15	20	20	12	—	15	—	—	82
3	Keith Holland	GB	—	—	15	3	6	—	15	10	49
4	Divina Galica	GB	4	6	—	—	10	6	10	8	44
5	Richard Scott	GB	12	—	12	4	—	2	—	12	42
6	Mike Wilds	GB	—	—	—	—	12	10	—	15	37
7	Bill Gubelmann	USA	8	15	—	—	4	—	—	—	27
8	Val Musetti	I	—	—	6	—	3	—	12	—	21
9	Alan Jones	AUS	—	—	—	20	—	—	—	—	20
	Tony Rouff	USA	—	12	—	—	—	—	8	—	20
	Ray Mallock	GB	—	—	—	—	—	—	—	20	20
	etc										

EUROPEAN GT CHAMPIONSHIP (G4)

	Drivers	Nat	Nurburgring	Osterreichring	Norisring	Misano	Monza	Imola	Mugello	Hockenheim	Points
1	Toine Hezemans	NL	20	20	20	20	—				60
2	Helmut Kelleners	D	15	—	12	—					27
3	Franz Konrad	D	—	10	6	10					26
4	Reinhard Stenzel	D	10	—	15	—					25
5	Luigi Pallavicini	I	—	—	8	15					23
6	Hartwig Bertrams	D	8	12	—	—					20
7	Gianfranco Ricci	I	—	8	—	12					20
8	"Tambauto"	I	—	—	—	20					20
9	Bob Wollek	F	—	15	—	—					15
10	Tim Schenken	AUS	12	—	—	—					12



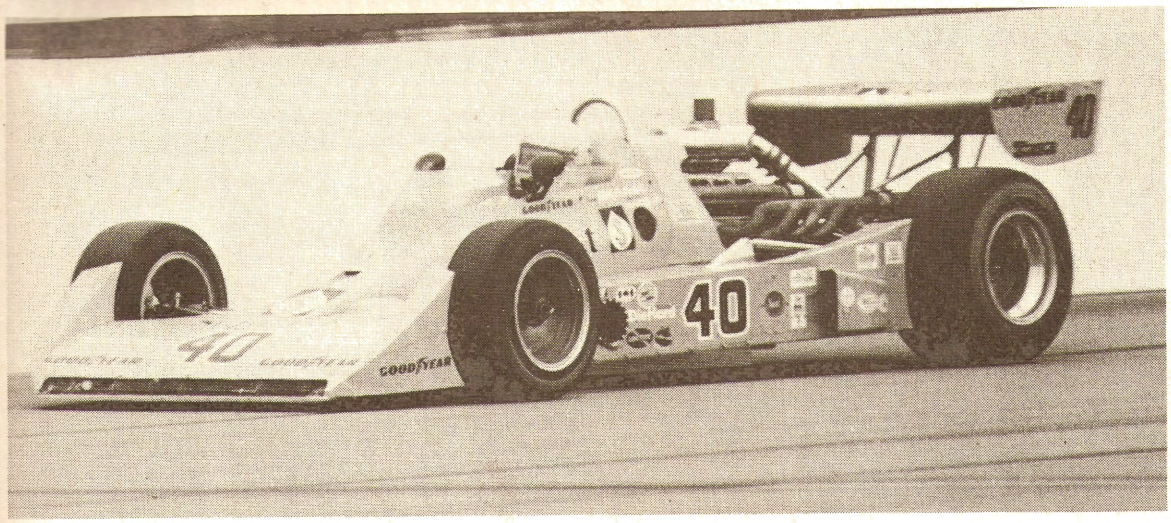
Röhrl goes racing! Last weekend the rally star appeared at the Ring with this Opel Kadett GT/E. He retired after going well.

BILSTEIN GERMAN NATIONAL TOURING (G4 & G2*) CHAMPIONSHIP

	Drivers	Div	Nat	Nurburgring	Mainz-Finthen	Hockenheim	Norisring	Diepholz	Nurburgring	Kassel-Calden	Hockenheim	Nurburgring	Hockenheim	Points
1	Hans Heyer	2	D	15	20	20	15	20	15					105
2	Klaus Ludwig	2	D	—	15	15	20	15	20					85
3	Toine Hezemans	1	NL	—	10	20	—	20	20					70
4	Jorg Obermoser	2	D	20	12	12	—	12	12					68
5	Bob Wollek	1	F	12	20	15	20	—	—					67
6	Reinhard Stenzel	1	D	15	12	10	15	12	—					64
7	Helmut Kelleners	1	D	20	—	12	4	8	15					59
8	Werner Schommers	2	D	12	10	6	10	8	3					49
	etc (*Div1 — over 2-litres; Div2 — under 2-litres)													

EUROPEAN VW GOLD CUP FORMULA SUPER VEE CHAMPIONSHIP

	Drivers	Nat	Nurburgring	Mantorp Park	Zandvoort	Hockenheim	Nurburgring	Zolder	Silverstone	Hockenheim	Points
1	Mika Arpiainen	SF	—	20	—	20	20				60
2	Kennerth Persson	S	20	3	12	12	10				57
3	Peter Scharmann	D	8	10	20	—	1 5				53
4	Dieter Engel	D	10	12	15	2	6				45
5	John Morrison	GB	6	6	—	8	2				22
6	Axel Plankenhorn	D	—	15	6	—	—				21
7	BrorJaklund	S	—	8	—	—	12				20
8	Frank Lampe	D	—	4	—	15	—				19
	etc										



Wally Dallenbach's Sinmast Wildcat took second place in the Texas USAC race.

Home state USAC victory to Foyt

After being on the USAC sidelines all season, and by that we mean not on the winner's podium, A. J. Foyt, the reigning USAC champion, got it all together at the Texas International Speedway last weekend when the tough Texan won both the USAC and USAC stock-car 150 milers.

The Texas circuit, which is one of the most steeply banked on the American USAC circuit, hasn't been used for the last two years because of organisational hassles. This year it was back as the 7th round of the series.

Foyt led from start to finish, averaging 172.885mph for the 75 lap (150 mile) race in his familiar Gilmore Coyote. It was the fastest race of the year.

The only people capable of staying with Foyt in the early stages were Al Unser's DFX-powered Parnelli and the ever improving Johnny Parsons in his Citibank-sponsored Eagle-Offy. However, both were destined to retire along with Tom Sneva in Roger Penske's Norton Spirit McLaren M16C.

Moving up into second place at the end and on the same lap as Foyt, although well behind, was Wally Dallenbach in the second Sinmast Wildcat. Like Foyt, this was Dallenbach's best USAC result of the season.

Johnny Rutherford, the current USAC points leader in his works Hi-Gain McLaren M16D and looking likely to win this year's title, was the only other driver on the same lap while the next three finishers were all two laps adrift: Mike Mosley (Eagle-Offy), Gordon Johncock (Wildcat-Offy) and Billy Vukovich (Eagle-Offy).

● In the supporting USAC stock-car event, A. J. Foyt won yet another race in his Hoss Ellington-prepared Chevrolet Chevelle beating Sal Torella's Plymouth and Larry Moore's Dodge '74 while Terry Ryan was next up, although a lap down in his Chevrolet Laguna.

A lucky one for Petty

Richard Petty was back on the NASCAR winning trial at Pocono last Sunday, but it's only the second time this year that the reigning champion has had the pleasure of flashing his teeth at the photographers. Mind you, it was indeed a fortunate win for Petty who only inherited the lead with two of the 200 laps to go.

King Richard won at Pocono last weekend. Here he trails second man Buddy Baker.

This was the 18th round of the Grand National series and the man who looked likely to end up the winner was David Pearson in his Purolator-backed Mercury. Pearson especially wanted to win this race as it was also backed by Purolator. He held a comfortable lead until the yellow caution flag came out with 18 laps still left to run, caused by Dave Marcis blowing the engine on his Dodge.

Once the mess was cleaned up, the green light flickered with 11 laps remaining but this had allowed a three car train consisting of Petty, Buddy Baker (NI Ford Torino) and Benny Parsons (Chevrolet Chevelle) to close right up. However, Pearson managed to edge away until lap 198 when a right rear tyre started to fail and in turn, the pursuing trio nipped by, Parsons just making it by Pearson within the last 100 yards or so.

Fifth, two laps down, was Lennie Pond (Chevelle) followed, two laps further back, by Cecil Gordon (Chevelle).

As for the series leader Cale Yarborough, he retired his Chevelle early on with engine failure, while Bobby Allison was back in the Penske Mercury (despite his huge shunt a few weeks back) and running well initially. However, while making a pit stop, he caught the F1 "pit stop" disease and accelerated away before two rear tyres were fitted. The resulting damage cost him 22 laps. Tut-tut, not like Penske's team at all.

Busby scores at Sears Point

A week last Sunday at Sears Point, the 9th round of the American IMSA GT series took place and the race was won, albeit luckily, by Jim Busby in his Porsche Carrera. Having started from the pole, Busby had to chase Peter Gregg's BMW CSL for the first few laps. Once clear, he had no problem in pulling away but then on the very last lap, the Carrera's rear suspension broke and Busby staggered across the line with a punctured tyre.

If anyone stood to gain by Busby's dying swan act, it would have been George Dyer (also in a Carrera) but after having passed Gregg, Dyer spun and had to pass the Bimmer once again. He was 14s behind Busby at the close.

Gregg was really having a busy race for having been Porsche-ised by Busby and Dyer, the reigning IMSA champion had to work hard in the closing laps to hold off series leader Al Holbert who had started 47th on the grid in his Chevrolet Monza, having not practised as he had been TransAm racing the day before. Fifth and sixth were Bob Hagestad and Monty Shelton, also in Carreras.

As for the other Monza of Mike Keyser, he was suffering from engine dramas and finished a lap down in 11th place. Another "All American GT", the ex-Greenwood Chevrolet Corvette driven by Mike Brockman for the Levitt Racing team, qualified 8th but finished well down after incurring problems during the event.

Schenken loses out at Misano

The regular European GT regulars were totally out of luck at Misano last weekend where the fourth round of this year's GT series was taking place at the Santamonica circuit, a delightful venue which skirts the Adriatic and is close to the resort of Rimini.

While most of the championship contenders were busy at the Nurburgring chasing German national points, three notable "names" appeared to do battle in Italy. And yet all three were to be sidelined leaving the race to be won by a little known Italian called "Tambauto" in his Porsche 934 Turbo.

Tim Schenken in the Tebernum/Loos Porsche Turbo was on the pole at 1m 23.6s, 0.3s quicker than "Tambauto" with Leo Kinnunen next up in Egon Evertz's Porsche Turbo at 1m 24.2s. There was some doubt over the Italian's time but it didn't really matter for Schenken pulled away during the first of the two 30 lap heats at 2s a lap. As for Kinnunen, the team had problems with the battery before the start and the Finn never even started. Another non-starter was Claude Haldi who blew his Porsche Turbo up in practice.

It looked good for Schenken, who won this very race last year, but with just 8 laps to go, the *turbolader* broke (as it had in the morning warm-up) and the Australian rolled into the pits to retire. This left "Tambauto" to win this, and the second heat, thereby taking the race overall.

Second was another Porsche Turbo driven by the Swiss driver Angelo Pallavicini with Gianfranco Ricci's Lancia Stratos and the non-turbo Porsche Carreras of Franz Konrad and Gerolomo Capra next up.

Championship positions

Tarmac British Racing Championship (leading positions): 1, James Hunt, 252 pts; 2, David Purley, 139; 3, Alan Jones, 132; 4, Vern Schuppan, 110; 5, Tom Pryce, 96; 6, Damien Magee, 86; 7, John Watson, 78; 8, Tom Walkinshaw, 62; 9, Derek Bell, 53; 10, Chris Craft, 51; 11, Keith Holland, 49; 12, John Fitzpatrick, and Gordon Spice, 48, Divina Galica, 44pts, etc.

NASCAR Grand National Championship (driver positions after 17 rounds): 1, Cale Yarborough 2663 pts; 2, Benny Parsons 2593; 3, Richard Petty 2478; 4, Bobby Allison 2477; 5, Dave Marcis 2210; 6, Lennie Pond 2196; etc.

NASCAR Grand National Championship (manufacturer's positions after 18 rounds): 1, Chevrolet, 116pts; 2, Mercury, 98; 3, Dodge, 83; Ford, 36pts, etc.

American IMSA Camel GT Championship (positions after 9 rounds): 1, Al Holbert, 120pts; 2, Peter Gregg, 100; 3, Jim Busby, 97; 4, Mike Keyser, 85; 5, George Dyer, 76pts, etc.

American USAC Citicorp Championship (driver positions after 7 rounds): 1, Johnny Rutherford, 2590pts; 2, Gordon Johncock, 2020; 3, Al Unser, 1740; 4, Wally Dallenbach, 1715; 5, Mike Mosley, 1630; 6, A. J. Foyt, 1380; 7, Tom Sneva, 1140pts, etc.

French National G1 Touring Car Championship (leading positions): 1, Guy Frequelin, 65pts*; 2, Jean-Pierre Beltoise, 61*; 3, Rene Metge, 55; 4, Jean-Claude Guerie, 46; 5, Christian Jacques, 41; 6, Claude Ballot-Lena, 37; 7, Jean-Claude Lagniez, 30; 8, Roger Dorchy, 27pts, etc. *reinstated at French GP meeting having been cleared (and initially disqualified) for constant kerb hopping.

Holding court

I have always enjoyed reading racing drivers' articles in magazines as I believe you can learn a great deal about the man from his style of writing.

Jody Scheckter's column in AUTOSPORT is most enlightening. His article in the July 22 issue recounts the recent British Grand Prix incident which led to so much confusion following the presentation of the red flag.

Jody criticises the governing body and the race organisers, whilst he defends the teams and drivers. I quote: "yet another example of sloppily written rules being badly administered in what is now a multi-million pound professional sport. Things need tightening up and we need a government that is as professional as the teams for which it is legislating."

Fine words but can we really accept that the professional multi-million pound consuming teams which need protecting from the CSI and the RAC are such angels, beyond reproach. Remember they are the same teams that:— (a) don't seem capable of competing in a simple wheel changing competition without driving off the jacks before the wheels are all attached or misinterpreting the rules to such a degree that they are disqualified etc. — this list of errors seem endless; (b) turn up for World Championship Grand Prix races with cars that do not comply with the current regulations. Surely if they were that professional there would be no cause for disputes over fractions of an inch.

Grand Prix racing, on the track, is still a great sport/spectacle, but off the track, the well known "circus" is becoming more like a "court" in the late Middle Ages. The political intrigue, back biting and bickering is getting that bad. Whilst it is easy to cast a number of characters in the role of the evil Cromwell, it is becoming increasingly more difficult to compare anyone with the silent Thomas More, who lost his head in a vain attempt to maintain a little sanity in a very confused world.

DOVER, KENT — STUART GOODA

Come of it

This is the first time I have written to a motoring publication, but after reading Jody Scheckter's recent article about the British GP I feel something should be said.

In the programme for the JPGP, there is a small piece about the GPDA flag marshal's trophy being awarded to the British marshals for the *fourth* consecutive time, which speaks highly for our standard of marshalling. This was a trophy being awarded by a body of which Jody Scheckter is a member.

We then read in AUTOSPORT an article in which Scheckter says, "I think the man who called for the stoppage of the race simply overreacted and panicked when he saw a few cars skidding". Does he really think that? What if he had run into any debris left by the other cars, what would have been his comments then? Come off it, Jody, give credit where it's due.

NELSON, LANCS. — JOHN NEAL.

Leave it to the experts

The British Grand Prix is over for another year and we must as usual suffer all the criticism of the 'trackside experts'.

This year the question is whether the race should have been red flagged. As a spectator at Clark Curve I was not able to judge what state the track was in, but was quite satisfied to place my faith in the ability of the true experts on the scene.

It is so easy for us to look on from the comparative safety of our spectator enclosures and criticise the decisions of track marshals etc. However when men's lives are at stake can we really condemn a man who had to make a split second decision as to whether the track surface was safe or not?

If the race had not been stopped and a further, much worse, accident had occurred, I suppose your columns would be full of people asking why had the race not been stopped.

For once let us leave these decisions to the experts and just carry on enjoying what is still the most exciting sport in the world.

BASILDON, ESSEX. — V. S. WEBB

Superfast Ferrari

This is a hurried note to save readers the expense of writing angry letters! The graph which accompanied my Ferrari road test last week, which unfortunately I was unable to check before publication, suffered from a severe attack of artistic license. The hilarious leap above 120mph did not refer to this, or any other, car, but indicated the jump in beer consumption at Brands Hatch after James Hunt's victory. Abject apologies!

FOUR ELMS, KENT. — JOHN BOLSTER.

Give a little

In reply to Mr Richard Williams letter about the Grand Prix Night of the Stars.

His letter suggests that he did not go to the Royal Albert Hall to see the show. If he had gone he would have known what he was talking about.

To start with the money that was taken at the box office went to "The Graham Hill Appeal" and not John Webb and the rest of the laughable "Family" as Williams said.

If motor racing fans cannot give a little in appreciation and memory of the man who gave everything to the sport, and if they are all like Williams, it's time they forgot about motor racing.

As for James Hunt playing the trumpet and the other drivers appearing on stage with the artistes, they were putting a show on so the public got something back for the money they had paid.

I myself enjoyed the show and was proud to be there and pay a little something in respect of the great man of motor racing namely Graham Hill.

MANCHESTER 23 — WILLIAM PRINCE

Picture windows

With regard to the *Correspondence* column dated July 22, I am disappointed at the lack of response that Ken Tyrrell got to his "perspex side panel" letter, which indicated that he would talk to other members of the F1CA in an effort to get wider adoption of this type of bodywork. I should like to thank Mr Tyrrell for the view we got of Jody (what a real tryer he is!) going through Paddock, and I hope he can persuade other manufacturers to do likewise.

Could I also point out that in my opinion the viewing of static Formula 1 cars instead of two heats and a final for Formula 3 cars is a pretty poor deal, a waste of valuable track time?

Finally, there is a New Zealander roaming around in an old Austin Champ with a great "AMON IS BIONIC" sign on the back — now surely he's not going to end up redundant, is he?

Thanks for great reading every week.

STRETTON: STAFFS. — A. R. M. ROSS.

A contrary view

I hesitate to express a contrary view in the face of the current James Hunt cult, but feel that one or two points, dissenting from the popular view of the recent British Grand Prix, should be aired.

Firstly, I suspect that I was not alone in finding the displays of supposed patriotism at Brands rather less than attractive. Motor racing has in the past, in this country at least, been mercifully free of the sort of crude and ignorant chauvinism that has marred so many other sports. I did not find it at all pleasant to witness the World Champion being booed by a British crowd, who mistook him for Clay Regazzoni. Surely the sport does not need spectators who behave like this and who believe that Regazzoni wears an orange helmet and drives car No. 1.

The point of the Hunt fad, of course, is not patriotism but money making. Perhaps the "We Like James" scarves and Union Jacks would have been a little less distasteful if their object had not been a resident of Spain, who is sponsored by an American tobacco company and whose conceit so far outweighs his achievements in F1. The "patriots" would do well to consider Hunt's remarks on ITV's *World of Sport* that his win in the British Grand Prix meant to him nine points and $20,000.

Secondly, it would appear naive, at best, to criticise Ferrari for disputing Hunt's win at Brands. After all, if Regazzoni or Lafitte had won, what do the Hunt supporters suppose would have been Teddy Mayer's reaction? Moreover other teams can hardly be expected to feel charitably towards an equipe and driver which have already won a GP this season in an illegal car.

SELLY OAK, BIRMINGHAM. — T. A. COELLO

Superstar

I was surprised to read Mr Rankine's letter (July 22) concerning James Hunt's apparent reluctance to sign autographs at one of the stages of the Texaco Tour of Britain. This was most certainly not the case at the British Grand Prix.

My family and I went into the pits during the public viewing sessions on the Friday and Saturday and saw him sign literally hundreds of autographs. He was surrounded by an enthusiastic crowd but at no time did he show any impatience. He was the only eminent driver I saw in the pit road and whilst his colleagues had washed and changed into casual clothes he remained in his driving gear and even stayed in the pit road signing autographs during a heavy shower of rain.

On the Friday he sat in his car and there was ample opportunity to take photographs and on the Saturday he had his photograph taken beside small children. I understand that he also wandered around the back of the stands on the Friday making himself available to the public.

In all his behaviour and response to the public was beyond reproach and he showed all the qualities of the superstar he undoubtedly is.

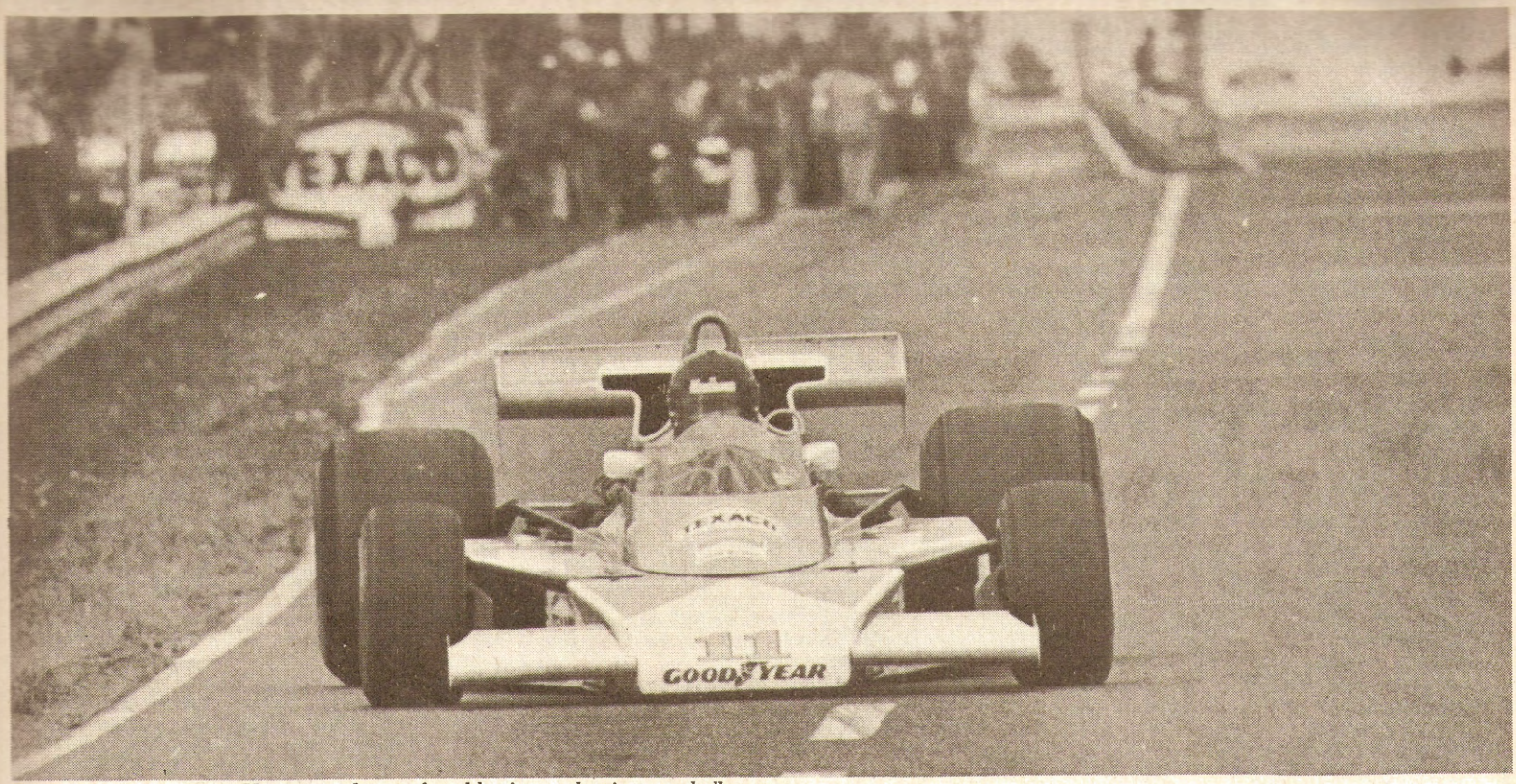
That he should win the race as well seemed to be too much to ask for.

LIVERPOOL L37 — JOHN ROWLANDS

"Would you mind signing it in Methyl-Alcohol?"

Then as now?

In our issue of 25 years ago this week (August 3, 1951), AUTOSPORT carried a report of the German Grand Prix at the Nurburgring, "a frightening test for man and machine". Following Froilan Gonzalez's victory at Silverstone, the previously all-conquering Alfa Romeos suffered another defeat at the hands of a Ferrari, this time driven by Alberto Ascari. Fangio was second in the sole surviving Alfa (clinching the World Championship title) following the retirements of Farina (fractured oil pipe), Bonetto (supercharger failure) and Pietsch (accident). Ferraris filled the next four places (Gonzalez, Villoresi, Taruffi, Fischer), but Fangio's Alfa set fastest lap at 9m 55.8s, 85.64mph. . . . Ecurie Richmond drivers Eric Brandon and Alan Brown finished one-two in a Cooper-Norton clean sweep of the 500cc race, after leader Stirling Moss had retired with a bent steering arm on his Kieft. . . . Mike Hawthorn, driving a veteran TT Riley, won the Leinster Trophy run over the 8.34-mile road circuit at Wicklow. . . . And we ran the above Raymond Groves cartoon. . . .



After the restart, James Hunt scored a comfortable victory, but it was a hollow one.

A triumph tarnished

James Hunt makes it three in a row for Marlboro-McLaren — Niki Lauda seriously injured in fiery accident — Another restart — Scheckter second from initial leader Mass — Stommelen returns

Report: PETE LYONS — Photography: DAVID WINTER — Race data: ALAN PHILLIPS

Jochen Mass won the first German Grand Prix of the day. The track was damp at the startline, there were rain showers round about the Eifel mountain circuit, the officials after dithering a while had declared it a "wet race", and all around him on the grid his rival drivers had swapped to rain tyres. But Jochen, sitting on the fifth row, elected to gamble on a spreading patch of blue sky to windward. Alone of the 26 starters he stayed with his slicks. At the end of the first lap the circuit had proved to be so dry that almost everyone veered off into the pits, and by the end of the second lap the Mass Marlboro-Mclaren was 29 seconds alone at the front.

But miles behind, at what should have been easily a flat-out left-hand kink approaching the Bergwerk corner, Niki Lauda's Ferrari had gone off the road and disintegrated in flames. Two other cars ploughed into it but their drivers were unharmed and joined other drivers in pulling the World Champion from the burning wreckage. With a total of 12 cars stopped at the scene, the race was red-flagged.

The second German GP was run from lap zero, minus six of the original contestants, and this time in totally dry conditions James Hunt pulled away from pole position and won as he pleased from Jody Scheckter, who however set fastest lap in his Elf-Tyrrell. Mass made it a Marlboro McLaren one-three, ahead of a gritty drive from Carlos Pace in his Martini-Brabham, Gunnar Nilsson in his JPS, and Rolf Stommelen who came home with a point in the spare Martini-Brabham. A total of 15 of the 20 starters of the official race were running at the end, albeit processionally.

The entire weekend at what ought to have been a fine race on a manificent, classic circuit was a bitter disappointment. Some will say they predicted it.

At mid-morning on Saturday the rain had stopped but down the Foxhole the road was still streaming wet. Shallow sheets of rainwater were rippling down diagonally from kerb to kerb across the kinks of the track. Down here among the dripping firs it was impossible to hear anything of activities at the start/finish, but one could visualize the drivers running round and round the pits loop taking the pulse of their cars and heating themselves up for the plunge out around the mountains. Not a timed session, this, no real necessity for doing a full lap. But not unwise to try one, at least, just to see. . . .

It was many long minutes into the session before an engine could be heard nearing the *Fuchsrohre* section. It came through thinly at first and intermittently, isolated bursts of power modulated by passage over hill crests and across valleys and filtered through the shaggy limbs of millions of trees, but each time it was nearer and clearer, until with abruptness it was *here,* just up over the top of the ridge on the entrance to *Schwedenkreutz.* The sudden straining of the engine was cut off, there were cracklings and blippings. Then from a new direction, around the shoulder of the hill, the car came powersliding out of the *Aremberg* hairpin. It was little and slithered on its tyres, and spray was rising up behind. The driver's helmet bobbed as the car lunged over humps and waggled between the kerbs. It hurled itself forward under the road bridge — throwing ahead of it a brief reflection of noise from the concrete surfaces — and dropped down the hill. But the smoothness of the descent was interrupted as once, twice, three times and more the driver slacked off his foot on the way down to the bottom. The black shape of the car dissolved in the boiling grey water thrown up by the tyres. Then even that vanished, and there was nothing left but the hard horn of the engine: moments of strong driving power, then tentative slackenings and cracklings. Up the swerving hill to *Adenauer Forst;* away through the gears to *Metzgefeld* and down around *Kallenhard;* the loom of the hills above *Wehrseifen* cutting off the noise finally almost completely. The moan of full power still came back occasionally, but across miles now.

Minutes passed. The twin paths left by the rain tyres gradually filled in, and the road glistened again. The silence of the forest crept back slowly, like the confidence of a frightened wild animal.

But a new noise was crashing through the wood. Another car, the second, and this was running harder. It cried defiance over the ridgetop and its decelleration into the hairpin was briefer. The car swung around into sight with its wheels running up on the kerbing; then it squatted and burst out under the bridge. Down the valley a wet metallic blur, the turmoil of vapour streaking along behind. From kerb to kerb, running nearly straight as the road weaved, down to the distant bottom of the dip, and not for an instant did the driver's foot ease. The strident engine howled unchecked as the car became a comet of water spray up the other side, arcing quickly out of sight under the trees. Hard. long, confident bursts of power through the swerves; hard, sharp decelleration at the next crest; hard, quick, sure accelleration away. The noise hung in the air angrily, abandoned by the speeding machine.

Halfway down the Foxhole, in the long grass behind the guardrail at one side, a pair of rubber suited marshals moved their shoulders and spoke at once. They used the word *Koenig,* and laughed. The sense of their remarks were that they guessed they knew *now* who was the king of the 'Ring.

The point about the Nurburgring which is missed by many of its critics is that for some people it represents every romantic justification for the endeavour they call motor racing. Yes, it's too long to be easily managed; sure, much of the safety apparatus is sub-standard; granted, its kind of challenge is increasingly outside the mainstream of modern short circuit racing. The fact remains that hundreds of thousands of people go there every year and further hundreds of thousands wish they could. They sleep on rain-sodden ground and endure grey rainy mornings and they line the 14 miles of fencing on both sides and face the track and pay attention.

"When I was young I used to come every year about 700 kilometres to the Nurburgring and go to my special place, the Flugplatz, and I would look at only three men. When they were coming I would stand up and see them go by, jumping and driving hard. Then I would sit down and I didn't look at the others. I would wait, I don't know, eight, nine, ten minutes and then stand up again for my special three drivers. It's true I had to wait a long time and I would only see them a few times, not sixty times or eighty times. That didn't matter. Only at the Nurburgring was it possible to see them this way, as I wanted to see them."

That came from a European at this year's

in the days he described, but who was still coming to the Nurburgring in pursuit of his passion for this kind of motor racing. That passion had led him to take it up himself, and he had so arranged his career that today he was competing in the race, driving an F1 car.

He was not one of those who ranked themselves in favour of cutting this circuit down to a modern size.

The 'Ring is a special place. It is a place that holds our imagination and which, rightly or wrongly, we believe offers the greatest test of those we hold to be heroes. The 'Ring is a place where we can watch and truly understand that we could not do this thing ourselves.

ENTRY AND PRACTICE

It says something of the character of a man that who, after publicly and prominently opposing this circuit because of its excess danger, goes out and takes fastest time. Niki Lauda did that on the first morning of practice, driving his Ferrari T2, unaltered since Brands Hatch, around the Nurburgring at 7m 8.2s. The conditions of the day were good, warm, sunny and dry, but a stiff headwind on the long straight combined with the 1976 F1 rules to keep speeds well below the 122-plus mph of last year.

In the afternoon Lauda improved his time by $\frac{8}{10}$ths of a second, but was beaten by James Hunt by $\frac{8}{10}$ths. The Marlboro McLaren driver — another on the side of fundamental disapproval of the circuit — lapped at 119.76mph, which was to remain the pole position speed. It was in this session that most of the grid took shape, and compared with morning times the pattern of the afternoon was much tighter as more drivers settled into this long, complex circuit the majority of them see but once a year.

The pattern may have had less to do than normally with basic aptitudes of driver/car combinations — because generally the more laps the quicker, here — but it was not a very different pattern than normal. Patrick Depailler was a fine third quickest with his Elf-Tyrrell 34, but he was closely followed by Hans Stuck who has been generally laggard this year. Tight behind the March driver was the second Ferrari man, Clay Regazzoni. Jacques Laffite put the Gitanes Ligier-Matra sixth, Carlos Pace (suffering badly from 'flu) was close behind with his Martini Brabham-Alfa, with Jody Scheckter's six-wheeler ahead of Jochen Mass and Carlos Reutemann in the other McLaren and Brabham-Alfa as the top ten.

In few cases were the mechanical side of things altered substantially from the race before. John Player Team Lotus did have several mods to show, some in fact seen before but not raced, all fitted to Mario Andretti's JPS 14. These combined the front-mounted oil cooler (Gunnar Nilsson's car had this as well), an air-starter system *à la* McLaren and Brabham, front lower wishbones made of folded sheet rather than joined tubes, and the driver-adjustable rear anti-roll bar seen but not used at Brands. This latter was interesting, although by free admission copied from standard USAC practice. Essentially the driver pulled or relaxed a Bowden cable, which ran to the back of the car and rotated the link running from the bar itself to the suspension upright. This link was made of thin stock very like a leaf spring, and rotated through some 90deg. When in the flat-sides-vertical position it was at its stiffest and transmitted the torsional resistance of the bar to the suspension, but when rotated flat-to-the-ground it behaved like a spring and produced a "soft bar" effect.

Apparently the most significant aspect of this design is that, in contrast to others seen briefly in F1 (March and Hesketh, although McLaren had a different design), the adjustment in stiffness is not made by changing the length of one lever-arm, which designers now realize can "weight-jack" the chassis roll stiffness distribution onto one suspension corner or another. The variable-blade system avoids this, being merely a matter of changing the rigidity of a lever.

Andretti had told the team that while driving the Penske McLaren at the Pocono, USA, tri-oval he had been altering a similar bar system (fitted both front and rear) twice every lap: once going down the pits straight preparatory to entering the first of the three corners, and then coming out of that he would put the bars back to standard for the balance of the lap. Doing that, he said, was worth 2mph per lap. There was scope at the Nurburgring for two or three different setups at two or three different places around the circuit — but whether he was actually doing that this time was where the discussion with outsiders reached a blank wall! "Ahh . . . I can't tell ya *everything*."

At Martini Brabham there was also an air starter system, fitted to Pace's car, but the team spare carried a braking experiment. This was a set of four discs so machined around their rubbing faces as to take actual pucks made of brake pad material. That is, the friction material of the normal pads now bore not on metal, but on rings of similar pad material. This was a Ferodo development which had actually seen light of day upon the press introduction of the TS19 Surtees, but had never been used at a race meeting before.

"Obviously they've got something different in the way of brake fluid than we had," mused John Surtees, "ours got so hot it just boiled when we tried it." Whatever the solution, the car was tried briefly in first practice by Pace, and then it was taken over for the race effective Saturday morning by Rolf Stommelen, who found the brakes worked just fine, thank you, and he kept them for the race.

The Copersucar Fittipaldi team had the services now of Maurice Phillippe, who had done a quick revision of the FD04's suspension geometry front and rear. "It was mainly a matter of bringing the front and rear back into compatibility, seeing that the two worked as much in harmony as possible during varying conditions of acceleration, braking and cornering. They had most of the bits, they'd done a lot of mods themselves, it was just a matter of sorting through them to get a combination I thought might work better."

The Ligier-Matra had been modified only to the extent of certain suspension members being beefed up for the rigours of the 'Ring's bumpy surface. The Shadows — apart from their "Tabatip" cigarillo sponsorship — had their brush-skirts replaced by more normal plastic ones. Because the long wheelbase setting produces heavy steering, Jarier had his car set up short; Pryce kept his with the spacer. At Surtees there was a revised design of full-width nosepiece for Jones's Durex car, although lack of dry weather practice time prevented its use in the race. The Williams had its narrow track setup — plus Arturo Merzario-sizing of the cockpit.

Other changes in the familiar field were along the lines of driver and sponsor revisions. Merzario's transfer to Williams meant a cutback of March to three cars, all to the good from the resources standpoint, admitted Max Mosley. Stommelen joined Lella Lombardi at RAM, but when driver Loris Kessel persuaded a German court that a breach of contract might exist and had both the BT44Bs impounded on Friday evening, Stommelen was offered another drive at the works Brabham team. Then there was newcomer Alessandro Pesenti-Rossi in his Gulf-sponsored, ex-Depailler 007 Tyrrell.

The ban on cigarette advertising in Germany — which is voluntary, not a matter of governmental compulsion — meant that Marlboro, Gitanes and John Player all kept a low profile, while on Brett Lunger's car Chesterfield was replaced by Campari. First National City Bank Travelers Checks had settled their secondary sponsorship on Ronnie Peterson's car this time.

Altogether there were 28 drivers chasing the 26 starting positions, although Lombardi's enforced withdrawal meant that by Saturday only one man had to suffer.

He turned out to be Henri Pescarolo, whose Norev Surtees had persistent fuel pressure trouble most of Friday and finally got in only one lap on a dry surface. When Saturday turned out wet, Henri was out of luck.

Similarly afflicted by his change of car, Stommelen could manage nothing better than 8m 2.3s with the BT45 on Saturday; nor had he accomplished with it the required three timed laps. But he was allowed to take up the grid place established on Friday with the Ford-engined car.

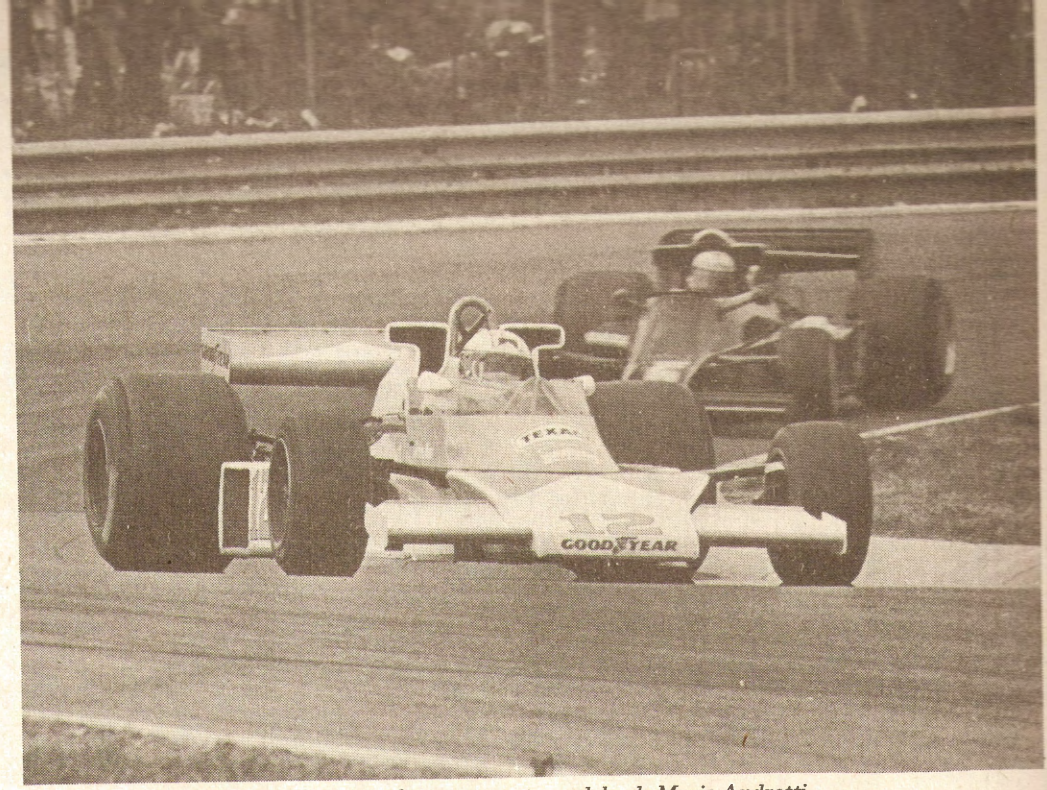
Pesenti-Rossi was slow but not incompetent as he set about his first ever big-engined drive; he was the lucky 26th man. Next up was Guy Edwards, whose Penthouse-Rizla Hesketh he said was going quite well, but speaking personally he said, "This circuit in anything larger than a 2-litre sports car is a whole new discipline!". Harald Ertl, his car "jumping all over, it's much worse than last year," wound up two rows higher up.

Brett Lunger was having only his second taste of the 'Ring in four years, and had a nose-nerfing spin at the Adenau Forest on Friday. At that stage he said the car, in contrast to Brands, wasn't handling well, but later changes to both suspension and gearing helped a lot. "I need one more dry day," he said on Saturday, "but I really, really *love* this circuit!" Team-mate Jones had a report that contrasted in one respect, that his car was handling very well "for the first time since Zolder. I can really manhandle it around. It's great." He too made a point of saying he was a Nurburgring fan.

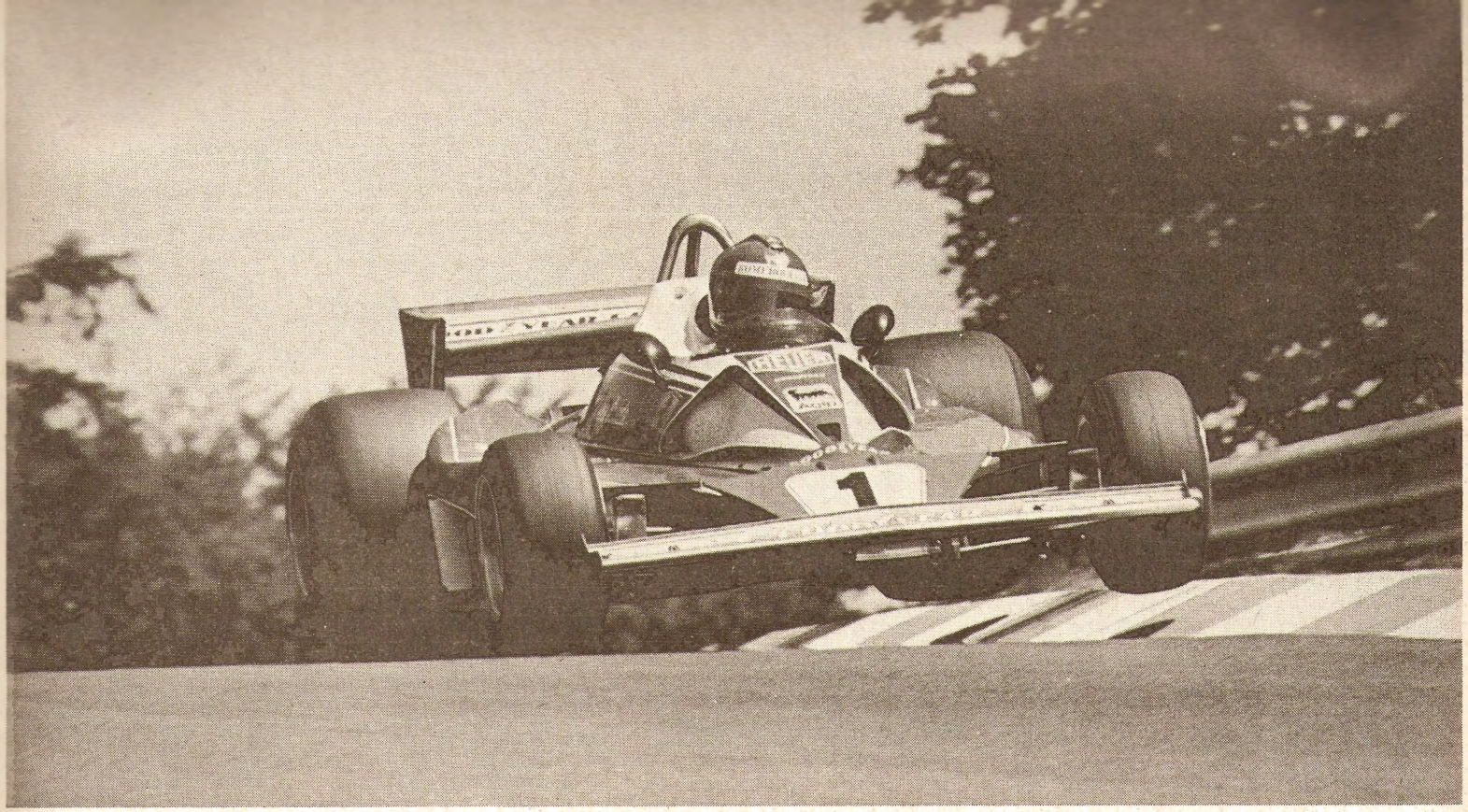
Not a fan was Jean-Pierre Jarier (one of the "committee-of-five" representing driver matters within the F1CA) who said, "Well, maybe if my car were going better I would be a little happier to race here this time," but who was delayed with fuel pump trouble on Friday so that he needed another dry day to balance the handling. Tom Pryce was three rows further ahead on the grid, although he described the handling as being so unsteady over bumps he had to back off at places that should be flat.

Merzario was settling into his old/new team well, and going well enough for Frank Williams to say enthusiastically, "I think we've turned the corner." Arturo said about the car, "It's not *perfecto*, it understeers, it oversteers, it feels heavy, but I think it's going to be OK maybe after Austria, in Zandvoort." Of delays, he had one in the wet last session with a rear wheel hub problem.

Emerson Fittipaldi, after delays of his own involving a radiator leak and a broken gearlever, seemed to be making some progress. An aerodynamic improvement was realized worth about 400rpm on the straight by fairing in certain areas at the nose of the car with sheets of alloy taped in place. Alongside the Brazilian car was the Citibank Penske, an initial case of bad handling traced first to a broken lower engine mount — not ▷



Jochen Mass, who was leading when the race was stopped, leads Mario Andretti.



Undeterred by his dislike of the circuit, Niki Lauda presses his Ferrari at Pflantzgarten towards fastest time in first practice.

F1 WORLD CHAMPIONSHIP OF DRIVERS **GERMAN GRAND PRIX 10**

continued

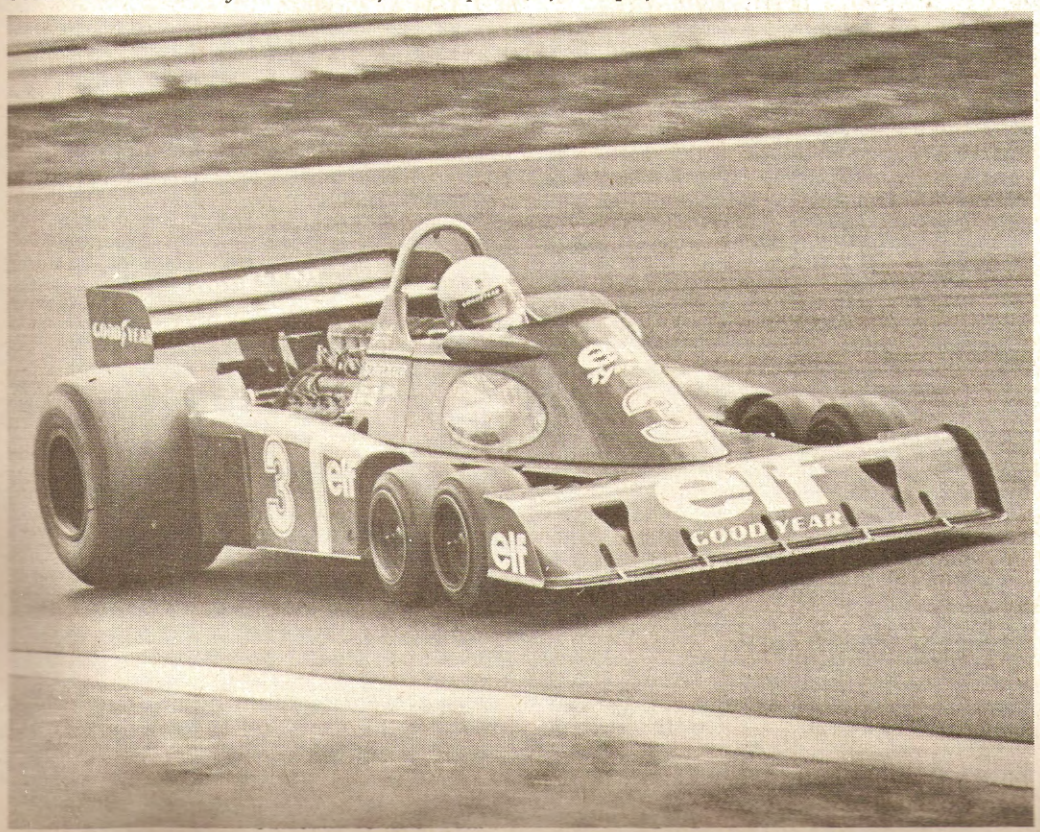
a chassis bit, a motor bit — and secondly to the fuel tanks being too full. It was noticeable, not incidentally, that Roger Penske was directing his team's operations throughout the whole meeting. He seems to intend closer involvement.

Chris Amon's performance with the Ensign car was disappointing to everyone. The engine tightened up right at the end of his final Friday lap, and of course in the wet Saturday "We really didn't learn anything at all." Similarly Nilsson, another row up finally, had valuable time taken away (a duff ignition switch in one case, a battery lead coming loose in another), although he made progress from "The car feels twitchy" on Friday to "It feels good, it's going quite all right" on Saturday. He turned out to be another who enjoyed the circuit; he told Rob Walker, "It's so exciting, each corner is like a blue movie!"

The place of Vittorio Brambilla on row seven was the lowest of the three March drivers, but he was lucky to be on the grid at all. Vittorio had no fewer than two major shunts before the race. On Friday morning, after a couple of good-looking, hard, clean laps, he approached the Pflanzgarten jump and let the car get sideways on the flat-out left-hand kink just before. The Beta car went airborne still cocked at an angle, and thus as it came down a few car lengths later it snapped viciously back into line — and beyond. Vittorio was properly placed on the road, a trifle left of centre, but the oscillation of the nose of his car towards the right had him off on the grass in an instant, the two back wheels trailing grey marks in a long gradual arc off the edge.

The great luck was in the car not turning as sharply as had Mike Hailwood's two years before.

Second man home Jody Scheckter set fastest lap on the final lap of the race.



Vittorio impacted the same guardrail but several yards further on and at a much shallower angle. Tearing up the whole right side suspension, the orange projectile rode on along the rail all the way down the hill, along the next flat bit, and slightly uphill into the next, right-hand bend, before finally giving a broadside lurch which drove its nosepiece into destruction as well. Call it 250 yards worth of wild ride for Brambilla, who was completely unhurt.

Remarkably enough, the car wasn't too badly damaged either, and a lot of patching by the March mechanics — well, they're not unused to it with Vittorio — had it ready for the next day. Meanwhile the ex-Merzario chassis was pressed into service for him.

On Saturday, on what was supposed to be his slowing down lap after a series of runs around the pits loop in the wet, Vittorio lost it again going into the north curve hairpin. The crunch was much heavier, in fact: "This time she finish," the driver reported with a sheepish smile. It's the smile that saves him every time. He went back to the rather patchwork-looking spare for the race.

Andretti set up his 12th best grid time in the spare JPS, his standard old "11". This was because during the Friday morning the modified "14" broke a top engine mount. "The spare doesn't feel as good as my race car," Mario said, and was happy enough to get "14" back the next day, although the bad weather meant it did him no good.

Peterson qualified 11th, again after a mechanical delay. His engine dropped a valve the first morning while Ronnie was still on the pits loop, before ever doing a full lap. But he found eventually that the chassis was handling well — all the 761s looked quite steady, almost in the McLaren class although not quite in the Ferrari class.

Among the top ten there weren't many dramas, although Regazzoni spun at Adenau during the first session and curled up his nose wing. Mass had his engine go that afternoon, while Reutemann stopped on the circuit with fuel pressure trouble. Pace was doing a brave job of work, despite looking pale and slack and running a 40deg C temperature, using both the T-car to test its brakes and also a different oil cooler arrangement as well as his own car, the engine of which felt "rough."

"My car wasn't handling the first day," said the World Champion on Saturday afternoon. "Today we make some changes but in the weather I can't try it. We know nothing." His team manager reported no overall problems with either car. "Everything is under control — except Hunt."

"I'm frightened, I don't mind telling you!" said James after doing his pole time. The taughtly drawn muscles of his face showed he wasn't joking. "I'm glad to see the finish line every

yet another battle between Lauda and Hunt, a familiar pattern tinged with the irony of their having to race each other over a circuit neither one liked, or approved of for that matter. That they were both so fast despite their reservations was quite a good show.

RACE

The morning was dry, but the clouds overhead were building up. A delay after a saloon car race to fix some catchfencing allowed the sky to close down even more. "I think they must be waiting for it to rain," said one driver sarcastically, his eyes uneasily studying the ever-shrinking patches of blue overhead.

The wind was stiff out of the NW, and as the F1 cars finally completed their one long warm-up lap round the whole circuit the sky was definitely threatening rain. With moments to go the first reports of it came in from out around the circuit. Teams began setting out tyre changing equipment, and the Goodyear man jumped into a Turbo for another examination lap. At 2pm, half an hour after the scheduled start, the race officials declared it to be a "Wet Race". They didn't really need to, for by then it was indeed raining a light sprinkle all over the pits end of the circuit and the bustle on the grid was widespread as knobblies replaced slicks.

All but on Mass's car. Out to windward, through the last grey blur of the rain, there was a wide, deep patch of blue sky. To Jochen and his crew it seemed worth a gamble.

Both Hunt and Lauda got off badly, their two red cars being quickly surrounded and buried in a multi-coloured avalanche of others, and it was Regazzoni followed hotly by Laffite who piled into the first corner first. Hunt was third but Mass was right with him, up from the fifth row beautifully despite the wet road. Pace was next and then Scheckter, and behind that the jammed up mass of cars had a slight jostle and out spat Jones to the grassy inside of the south curve. But avoiding the *mêlée* enabled Alan to bypass two other cars!

Through the long corner Laffite lost ground to the two McLarens, so the pack accelerated away up behind the pits in the order Regga, Hunt, Mass, Pace, Peterson, Scheckter and Lauda. The rest were dim shapes in a moderate spray of mist, the rearward ones slowing right down as they filtered carefully into the North Curve.

After everyone else was gone, Stuck's orange Jaegermeister car came wheelspinning around, having been pushed to one side on the line with clutch trouble. *Hanschen* plunged away down into Hatzenbach and gradually the sounds of his engine blended into the others and the grey air went quiet.

The first report back from *Flugplatz* showed Regga still leading and Hunt second, but Peterson was third and Pace was next. Mass had fallen to fifth.

The *Breitscheid* report was missing Regga, Hunt was leading from Peterson and Pace. There was Clay, fourth, with Laffite next up having displaced Mass another notch. Scheckter was seventh.

The *Karrussel* had the order the same except that Mass was in front of Laffite and Andretti had overtaken Scheckter. Then came the *Schalbenschwanz* order, in which Regazzoni had fought up to third ahead of Pace. So there was a lot going on out there on the wet-dry-wet Nurburgring.

A lot at the pits, too, for it had stopped sprinkling rain almost as the cars were gone, and the road was drying rapidly in the wind. The wheel-changing process was being set up in reverse now, for 25 cars.

Yes, the team's estimate of the conditions matched that of the drivers, for the bulk of the crowd of them pouring up out of the *Tiergarten Schikane* were heading for the pits road. Only Peterson was in front of Mass at the south end of the pits, the crowd on both sides of the circuit sending up a great shout of approval of their Jochen and urging him on to take the final place. That he did within a few more minutes, somewhere between the Caroussell and the Swallowtail, and when he screamed up out of the last corners onto the pits straight he had 29 seconds of clear air behind him. He was around the bottom and up entering the north curve before the next car appeared across the startline, and it was Nilsson's JPS and it was still on rain tyres. The first car after that was on slicks, but it was Hunt. So it was effectively McLarens one-two as they dropped down into Hatzenbach and out into the country to start the third lap.

Unfortunately for everyone, it wasn't even lap zero.

But 14 cars came by at the end of the second lap, and after the last one was through the silence

The nervous totting up of numbers began; the 12 men missing were Lauda, Pace, Stuck, Jarier, Lunger, Merzario, Amon, Ertl, Edwards, Watson, Fittipaldi and Rossi. Whatever terrible thing could have happened?

Word filtered back in bits, but the picture built up with leaden certitude. Niki Lauda had crashed, apparently badly, there were two other cars involved, there was fire. The other two were Lunger and Ertl, they had been seen walking around. In fact they had been seen aiding rescue efforts over Lauda. Niki was out and alive, but he was at hospital.

From the reports of the various people close to the event, the incident seemed to be reconstructable as follows. Lauda, on slicks, had been in trouble with handling at least twice before, according to one following driver. The road had been damp, but then they ran onto a dry patch somewhere near Breitscheid (different drivers gave different distances of dry road, from half a kilometer to several). The point about the wet preceding the dry was offered as a possible reason for the Ferrari's tyres to be colder than normal operating temperature. There had to be some explanation, because the crash occurred at a place which would normally be easily flat.

The most northerly corner on the 'Ring is *Bergwerk*, a tight right-hander around a blind bank with a house on the outside. Approaching this is a downhill bit of road, which kinks slightly to the left. This kink can't really be considered a corner, and in normal conditions a driver wouldn't have a problem there. But somehow the Ferrari went off on the outside of it. From reports there was no guardrail at that point, but a double row of catch fences. The car burst through them and rode up against the earthen embankment beyond; then it careered back through the double fencing again and slid to a stop in the middle of the track.

There was fire, according to witnesses, from the time it was through the fences against the bank, and as it went back down it trailed a river of burning petrol across the road. One rubber fuel cell was torn loose from the monocoque and went some distance on along the road on its own.

Edwards, braking heavily, made it through the gap to the left of the burning wreckage with just a glancing blow. Lunger was aiming for the same gap, but saw the Hesketh slowing and tried to change to the right. His front tyres lost their grip on the combination of mud and petrol and the Surtees went head on into the Ferrari. This impact pushed both cars into a little whirling dance, which was stopped by Ertl's car hitting the Ferrari hard, and bouncing it back against Lunger's.

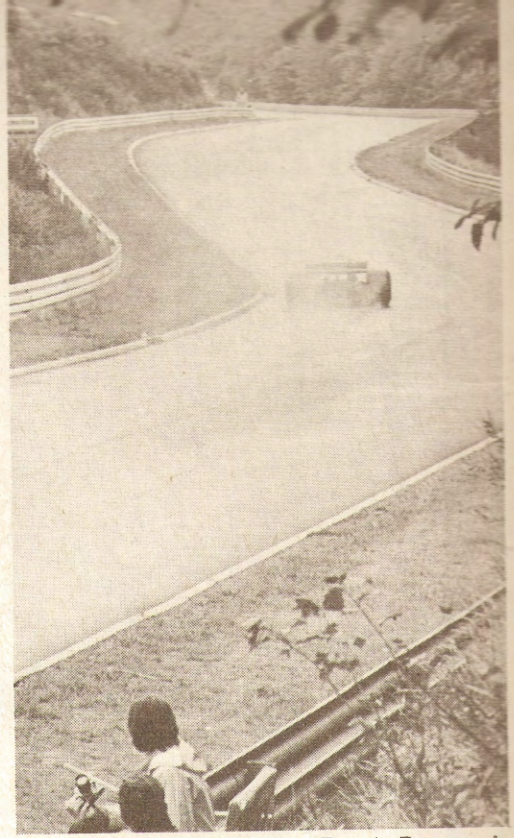
Everyone along behind managed to stop without further shunting, and the drivers nearest waded into the low thicket of flames to Lauda's cockpit. They could see him moving, "sort of waving his hands around his head as if he was trying to beat the flames away." Lunger, Edwards, Ertl and Merzario worked over him for a moment, but couldn't lift him out. Ertl went away to fetch a fire bottle. Lunger jumped up to straddle the cockpit and pull on Lauda's shoulders, while Merzario reached into the cockpit and released the harness. Brett remembers that Niki's helmet was partially off, just cocked askew on the top of his head, and it came off completely as Brett brushed against it. Then as he heaved upward, whatever his left foot was on gave way; Lauda was partially out and the two tumbled together sideways to the ground.

Niki was conscious, and actually got to his feet and took "About ten or a dozen steps away" before his fellows surrounded him and persuaded him to lie down. They stripped off his charred overalls, and Lunger and Fittipaldi went down opposite sides feeling for broken bones. They detected none at that time, and decided the worst injuries were facial burns. Both Lunger and Merzario got blood on their own suits from Lauda's face.

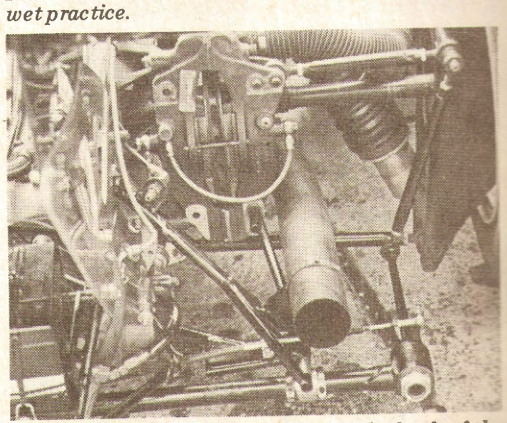
RESTART

Eventually the track was cleared and the remaining cars gathered in the pits preparatory to restarting the race from scratch. The grid was down to 20 cars now, for apart from the three damaged by the shunt (and no spare cars were to be allowed, even if they were available), three more were out. Stuck, his clutch still refusing to release, was pushed to the side in a vain hope of starting once more. Laffite's car had refused to restart at the accident scene, and so it was towed back, but 12 kilometres of towing in neutral did the dry-sumped TL200 gearbox no good at all and the internals were destroyed. And Chris Amon, not very happy about racing at the Nurburgring beforehand, decided emergency services had

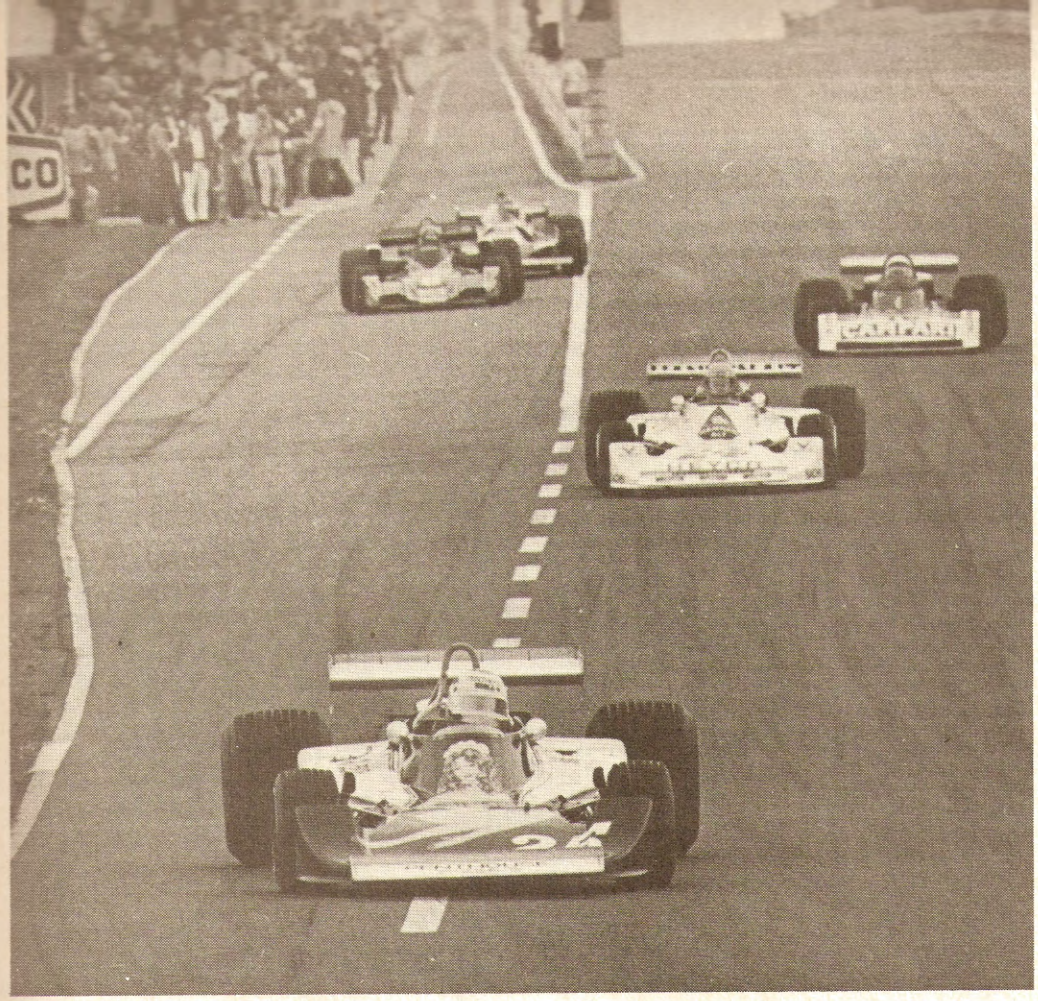
▷

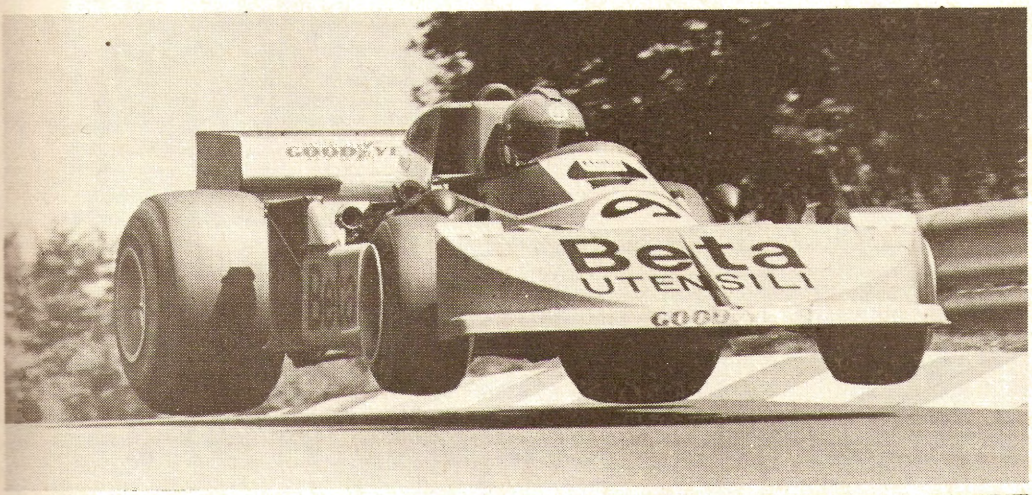


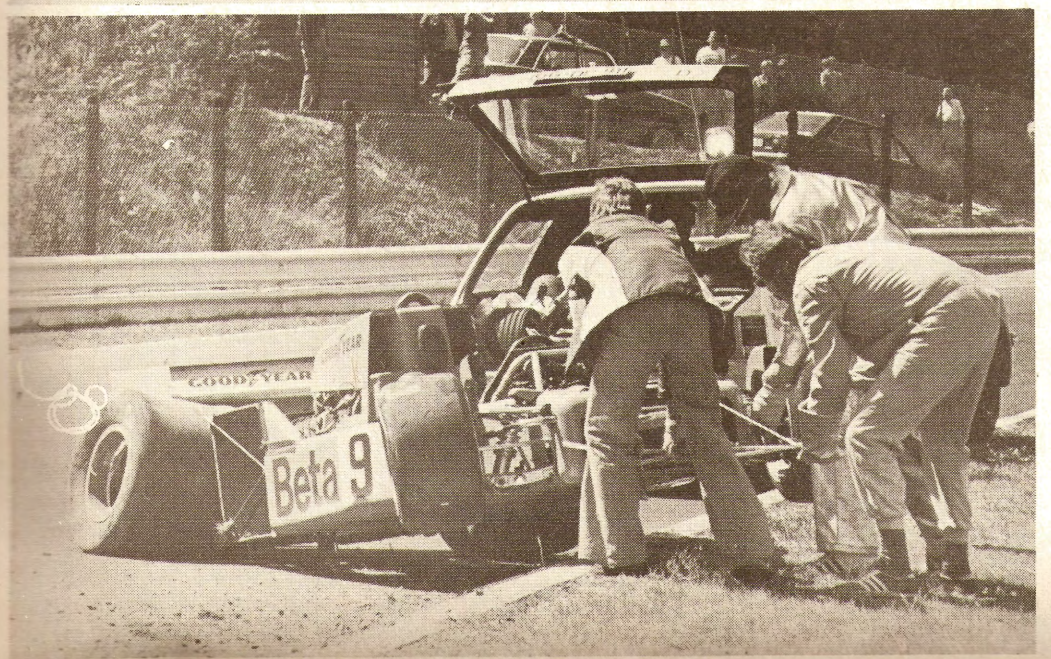
Flat out down the Foxhole — Ronnie Peterson in wet practice.



Above: Andretti's "USAC bar" on the back of the JPS. Below: Stommelen — sixth place on his F1 comeback.







Above: Prelude to the disaster. Edwards, Ertl and Lunger come by the pits as Pace and Lauda leave after their tyre stops. Below: He did it again.... Brambilla had four separate accidents at the 'Ring.

continued

worked less rapidly than he liked and quietly withdrew.

By now all trace of rain was gone, and although the sky still held puffy white-and-grey clouds, there was enough blue and enough sunshine that nobody thought of starting with anything but slicks. They formed up in the original order, leaving gaps and with no allowance for reserves.

James Hunt doesn't make very good front-row starts — he's much more impressive from the middle of the pack — but give him a second chance on the same day and he usually does better. He did better at Brands Hatch, and he did better now. He got down into the South curve ahead of everybody, keeping Regazzoni safely at bay. Depailler was third, but Scheckter up from the fourth row was alongside and only grudgingly conceding the place. Pace was fifth going in and Mass was sixth this time.

Seventh was Peterson, but only as far as *Flugplatz*. As Ronnie described it, the jump itself went all right but when the Citibank March landed it "started bouncing," and tore itself from his grasp and plunged straight off the outside of the right hander beyond. This is pretty fast and the shunt wrote off the car, but left Ronnie without harm.

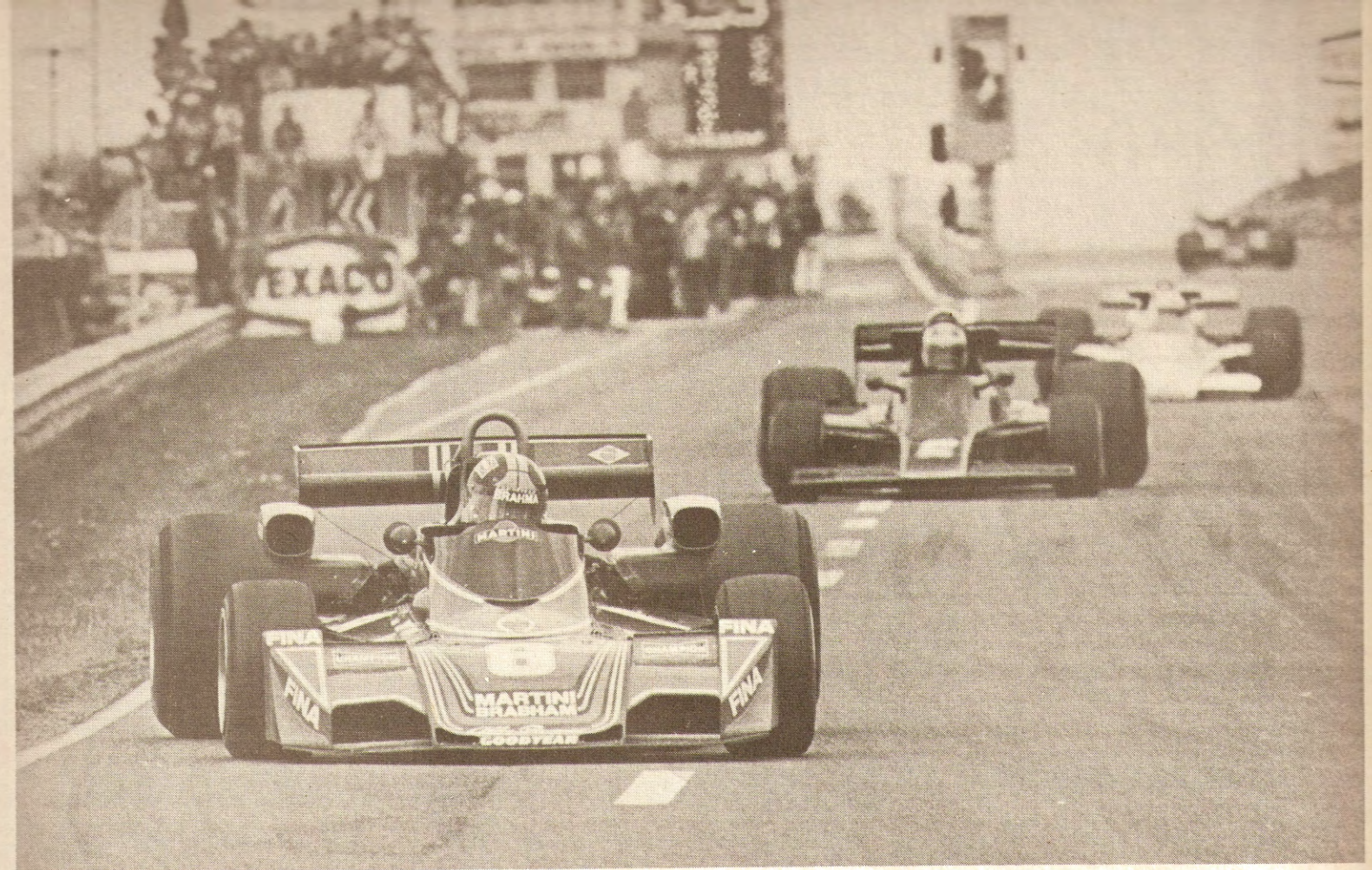
That put Andretti up to seventh on the leader board, and he was still there miles later as the report flashed back from the *Karussell*, but from there back on the long, twisting run to the start/finish several things went wrong. First Regga spun, and Depailler couldn't avoid bouncing off the Ferrari which put the Tyrrell into the fence at *Brunnchen*. Again, no driver harm and Regga carried on. Pace slipped ahead of Scheckter during this excitement, while Andretti made it by Mass when the McLaren went wide onto some grass. Nilsson followed through closely, so that when Mario in his turn "fell out of the little Karussell," the concrete half-bowl at the *Schwalbenschwanz*, Gunnar slipped by him too. Quietly at the roadside Reutemann parked, the Alfa having "just stopped."

So as Hunt screamed along the long, long main straight in his sixth gear and eventually popped up by the pits, he had a gap of clear air behind him just over nine seconds long. His time for the opening lap was 7m 31.3. Then it was Pace's Brabham second with Scheckter's Tyrrell all over him behind. Then another gap until Regazzoni's Ferrari lead Nilsson, Brambilla, Andretti, and Jones nose to tail behind. In touch with this lot was still Mass, and then came Pryce not far behind for tenth. Another gap and another close string: Merzario, Jarier, Watson, Stommelen and Fittipaldi. Another long gap, and Edwards stopped in the pits for a couple of minutes to check his steering again; it had been damaged when he clipped Lauda.

Another long gap and then the last running car, Rossi's Tyrrell. Halfway round the second lap, at the Adenau crossing, Brambilla "had something go wrong with his brakes" and wrote off his second chassis of the weekend. On the same lap Jody overtook Other Carlos and set off alone to see what he might do about the Hunt situation. But the gap was just over ten seconds that time, and James had done the lap at 7m 24.1, which was quickest. Pace came along still third but the gap back to the Regga bunch had vanished for the surviving Ferrari and the Nilsson JPS were hard up behind. Mass had closed up and overtaken Andretti again, the JPS engine having begun to lose power at the top end. Jones' impressive run had whirled away in a spin at the Adenau bridge, but Stommelen had pulled up through his bunch and was challenging Merzario for the lead of it. The Williams was losing its brakes and rather than copy his fellow Italian, Arturo parked.

Now around the third lap Jody was quickest, 7m 19.1 to James' 19.8, and the gap was down below 10sec again. Hey, this might be quite a race at that, still 11 laps to go. But Hunt got the message, and stepped up just enough to hold the gap steady next time around. Fifth time and it was over 10sec again, excruciatingly fine driving over 14 miles of hilly roadway; his lap speed was down to 7m 14.4. That broke Scheckter's resolve, and he realized he was going to be second, and from then on his deficiency began to grow. He fell to 12.1, edged back to 11.9, then slipped to 14.6, 17.5, and 21.7 after ten laps.

But about this time the Tyrrell pit signalled their boy some fresh resolve. "Aw, they gave me a bogus gap back to Regga. I started trying as hard as I could again." It was very noticeable from the edges, as Jody had the nimble six-wheeler cocked sideways out of (assuredly!) every one of the 174 corners. At the end of the 13th lap, one more to go, he did 7m 10.8 to ace James out of something.



Heading for a gritty fourth place, Pace swings his Brabham into the South Curve ahead of Nilsson, Mass and Andretti.

at least. "And I made a mistake on that one, too, went right off onto some grass."

Regazzoni was actually less of a threat than he'd thought anyway. At the end of the 12th lap he was late, and eventually came into his pit with another nosepiece damaged. He had fallen well out of any chance of points for Ferrari by the time he got out with a new one.

Andretti likewise broke off into the pits, his engine's high speed miss getting worse and worse. A quick change to a new battery seemed to cure that, but only for a lap. Then it all started again. "It's a damn shame, 'cause she was really workin'. I was finally gettin' ta know the track a little, too."

So the final struggle of the race was just a dice between Pace and Mass for third place. Carlos, still looking and feeling pretty grey on the morning, was going like a champion and denied later he'd had to back off because of feeling his 'flu. It was the BT45 that was going a little off, its handling getting unstable as its tanks emptied and the engine's all-to-familiar poor low-speed pickup worsening too. Jochen's McLaren finally caught him up and passed, to finish third in the full scale re-run of the race he'd had "won" first time around.

Nilsson came home fifth, a fine brace of points for Team Lotus, the JPS having run beautifully apart from breaking a rear damper. Scoring one point for his comeback F1 race, Stommelen arrived sixth, pleased with his Brabham-Alfa and its experimental brakes. It was a good way to end a weekend that hadn't looked like much fun at all on Friday evening.

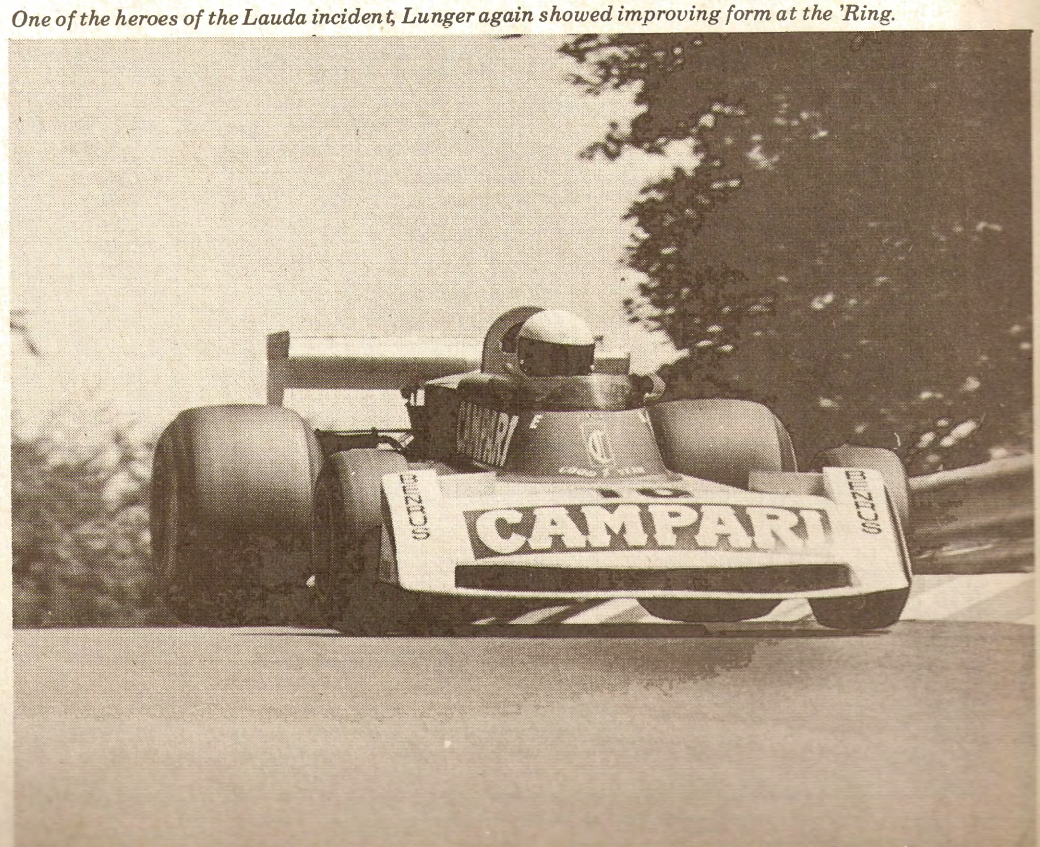
Watson, driving with his normal forceful briskness, was going faster every lap although apparently every lap his springs were collapsing more and more; he brought the Penske in seventh. Pryce followed him in, then came Regga, along with Jones, still suffering from their separate excursions, then Jarier, Andretti and Fittipaldi still on the winner's long lap. the Shadow and the Copersucar, before being split by the JPS, had been in a little struggle, Jarier handicapped by oversteer and Fittipaldi by gross understeer — his front tyres had somehow picked up many psi extra pressure (water in the air?) and were bulged out across the tread like sausages.

Pesenti-Rossi and then the unhappy Edwards came along a lap down to make it 15 finishers out of the 20 starters, a good final result if you count it that way and ignore the ruinous first attempt.

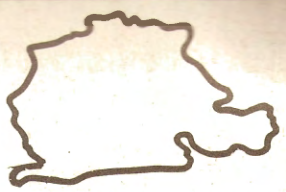
It was not a good race, apart from the general excellence of both the Marlboro McLaren and Elf Tyrrell teams, and aside from the personal aspect of Niki Lauda's accident it was a great pity that the one man currently most vocal about the safety of the Nurburgring should be involved in such a publicisable crash. As after Barcelona last year, it would be all too easy to jump onto the bandwagon and scream simplistically, see, they told us so. But really, just as at Barcelona, the accident is difficult to fit into the scenario of the controversy. It was not a crash that appears to have been caused by unforeseen changes of weather across a big circuit; it did not happen at any of the designated "dangerous, high speed corners", in point of fact it happened at a place that for most purposes would be regarded as a straight; it was a crash that could have happened at many places around many other circuits, and if the two rows of catch fencing failed to contain the car and perhaps even contributed a measure of damage and injury, well that *has* happened at many other circuits. Many drivers on the scene said rescue personnel arrived very quickly.

It may be that the Nurburgring in its present form does urgently require alteration to "bring it into line with all the others," but an honest assessment of Lauda's crash there does not really indicate a requirement for any panic, ill-considered measures. □

One of the heroes of the Lauda incident, Lunger again showed improving form at the 'Ring.



GERMAN GRAND PRIX. DATE 1 AUG. 1976 CIRCUIT NURBURGRING



WORLD CHAMPIONSHIP ROUND 10 LENGTH 14 laps of 14.19 mile circuit. 198.64 miles

WEATHER COLD. WINDY. PARTLY SUNNY. DRY. No. of STARTERS 20 FINISHERS 15

WINNER J. HUNT in MARLBORO-McLAREN av. speed 117.18 mph

FASTEST LAP J. SCHECKTER in TYRRELL-FORD 34 No. 3 on lap 13 in 7 min. 10.8 sec. 118.57 mph

EXISTING LAP RECORD C. REGAZZONI in FERRARI 312T in 7 min. 06.4 sec. 119.79 mph

PREVIOUS YEAR'S RESULT C. REUTEMANN in MARTINI-BRABHAM BT 44B at 117.73 mph

ENTRIES

NO	DRIVER	CAR	ENTRANT	FUEL/OIL CONTR	TYRE	CHASSIS	ENGINE	
1	N. LAUDA	FERRARI 312T2	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312T 028	Type 312 B	
2	C. REGAZZONI	FERRARI 312T2	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312T 025	Type 312 B	312T 026 UNUSED SPARE.
3	J. SCHECKTER	TYRRELL-FORD 34	ELF TEAM TYRRELL	ELF ELF	GOOD	34/3	DFV 247	
4	P. DEPAILLER	TYRRELL-FORD 34	ELF TEAM TYRRELL	ELF ELF	GOOD	34/2	DFV 196	007/6 UNUSED SPARE
5	M. ANDRETTI	JPS-77	JOHN PLAYER TEAM LOTUS	DUCKHAMS	GOOD	JPS 14 (77-3)	DFV 118	
5T	M. ANDRETTI	JPS-77	JOHN PLAYER TEAM LOTUS	DUCKHAMS	GOOD	JPS 11 (77-1)	-	USED IN P2.
6	G. NILSSON	JPS-77	JOHN PLAYER TEAM LOTUS	DUCKHAMS	GOOD	JPS 12 (77-2)	DFV 205	
7	C. REUTEMANN	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA FINA	GOOD	BT 45-3	Alfa flat-12	
8	C. PACE	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA FINA	GOOD	BT 45-4	Alfa flat-12	
9	V. BRAMBILLA	MARCH 761	BETA TEAM MARCH	- -	GOOD	761-03	DFV 241	
9T	V. BRAMBILLA	MARCH 761	BETA TEAM MARCH	- -	GOOD	761-05	-	USED P2 AND P8.
10	R. PETERSON	MARCH 761	MARCH RACING WITH CITIBANK	DUCKHAMS	GOOD	761-06	DFV 203	761-07 UNUSED SPARE
11	J. HUNT	MARLBORO-McLAREN M23	MARLBORO TEAM McLAREN	TEXACO HAVOLINE	GOOD	M 23/8/2	DFV 217	M 23/4 UNUSED SPARE
12	J. MASS	MARLBORO-McLAREN M23	MARLBORO TEAM McLAREN	TEXACO HAVOLINE	GOOD	M 23/9	DFV 072	
16	T. PRYCE	SHADOW-FORD DN5	SHADOW RACING WITH TABATIP	FINA VALVOLINE	GOOD	DN5/5B	DFV 176	
17	J-P. JARIER	SHADOW-FORD DN5	SHADOW RACING WITH TABATIP	FINA VALVOLINE	GOOD	DN5/4B	DFV 126	DN5/6B UNUSED SPARE.
18	B. LUNGER	CAMPARI-SURTEES TS 19	CAMPARI TEAM SURTEES	- -	GOOD	TS 19-03	DFV 050	
19	A. JONES	DUREX-SURTEES TS 19	DUREX TEAM SURTEES	- -	GOOD	TS 19-02	DFV 155	
20	A. MERZARIO	WILLIAMS FW	WALTER WOLF RACING	FINA FINA	GOOD	FW 5-03	DFV 231	FW 5-02 UNUSED SPARE
22	C. AMON	ENSIGN N176	TEAM ENSIGN	- VALVOLINE	GOOD	MN-05	DFV 163	
24	H. ERTL	HESKETH 308D	HESKETH RACING	SHELL SHELL	GOOD	308D/3	DFV 184	
25	G. EDWARDS	HESKETH 308D	PENTHOUSE RIZLA RACING	- -	GOOD	308D/2	DFV 159	
26	J. LAFFITE	GITANES-LIGIER-MATRA	LIGIER GITANES	- -	GOOD	JS5/02	Type MS	JS5/01 UNUSED SPARE
28	J. WATSON	PENSKE PC-4	CITIBANK TEAM PENSKE	SUNOCO -	GOOD	PC 4-001	DFV 171	PC3-002 UNUSED SPARE
30	E. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	COPERSUCAR FITTIPALDI	- -	GOOD	FD 04-3	DFV 193	FD 04-1 UNUSED SPARE
32	R. STOMMELEN	BRABHAM BT 44B	RAM RACING	- -	GOOD	BT 44B-1	-	TEAM WITHDRAWN BECAUSE OF LEGAL PROBLEMS.
33	L. LOMBARDI	BRABHAM BT 44B	RAM RACING WITH LAVAZZA	- -	GOOD	BT 44B-2	-	
34	H. STUCK	MARCH 761	MARCH RACING WITH JÄGERMEISTER	- -	GOOD	761-02	DFV 168	
38	H. PESCAROLO	NOREV-SURTEES TS 19	TEAM NOREV	ELF MOTUL	GOOD	TS 19-01	-	DNQ. DNS.
40	A. PESENTI-ROSSI	TYRRELL-FORD 007	GULF TEAM TYRRELL	GULF GULF	GOOD	007/4	-	
77	R. STOMMELEN	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA FINA	GOOD	BT 45-1	Alfa flat-12	DRIVER CHANGED TO THIS CAR SAT'DAY

RESULTS

POS	NO	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS
1	11	J. HUNT	MARLBORO-McLAREN M23	14	1h. 41m. 42.7s.	117.18 mph.	LOCK FER	KONI	HEW FG 400/6	CHAMPION	LUCAS	LUCAS
2	3	J. SCHECKTER	TYRRELL-FORD 34	14	1h. 42m. 10.4s.		LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
3	12	J. MASS	MARLBORO-McLAREN M23	14	1h. 42m. 35.1s.		LOCK FER	KONI	HEW FG 400/6	CHAMPION	LUCAS	LUCAS
4	8	C. PACE	MARTINI-BRABHAM-ALFA	14	1h. 42m. 36.9s.		GIRL FER	KONI	HEW FG 400	CHAMPION	LUCAS	MARELLI DINOPLEX
5	6	G. NILSSON	JPS-77	14	1h. 43m. 40.0s.		LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
6	77	R. STOMMELEN	MARTINI-BRABHAM-ALFA	14	1h. 44m. 13.0s.		GIRL FER	KONI	HEW FGA 400	CHAMPION	LUCAS	MARELLI DINOPLEX
7	28	J. WATSON	PENSKE PC-4	14	1h. 44m. 16.6s.		LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
8	16	T. PRYCE	SHADOW-FORD DN5	14	1h. 44m. 30.9s.		LOCK FER	ARM	HEW TL 200	CHAMPION	LUCAS	LUCAS
9	2	C. REGAZZONI	FERRARI 312 T2	14	1h. 45m. 28.7s.		LOCK FER	KONI	FERRARI 312 TRANS.	CHAMPION	LUCAS	MARELLI DINOPLEX
10	19	A. JONES	DUREX-SURTEES TS 19	14	1h. 45m. 30.0s.		LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
11	17	J-P. JARIER	SHADOW-FORD DN5	14	1h. 46m. 34.4s.		LOCK FER	ARM	HEW TL 200	CHAMPION	LUCAS	LUCAS
12	5	M. ANDRETTI	JPS-77	14	1h. 46m. 40.8s.		LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
13	30	E. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	14	1h. 47m. 07.9s.		LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
14	40	A. PESENTI-ROSSI	TYRRELL-FORD 007	13			LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
15	25	G. EDWARDS	HESKETH 308D	13			LOCK FER	ARM	HEW FGA 400	CHAMPION	LUCAS	LUCAS

RETIREMENTS

NO	DRIVER	LAPS	REASON
1	N. LAUDA	DNS	CRASH DURING ORIGINAL RACE.
18	B. LUNGER	DNS	CRASH DURING ORIGINAL RACE.
24	H. ERTL	DNS	CRASH DURING ORIGINAL RACE.
34	H. STUCK	DNS	CLUTCH FAILURE DURING ORIGINAL RACE.
26	J. LAFFITE	DNS	GEARBOX AFTER ORIGINAL RACE.
22	C. AMON	DNS	DRIVER WITHDREW AFTER ORIGINAL RACE.
10	R. PETERSON	0	CRASH.
7	C. REUTEMANN	0	ENGINE.
4	P. DEPAILLER	0	SHUNT WITH REGAZZONI
9	V. BRAMBILLA	1	CRASH. NO BRAKES.
20	A. MERZARIO	3	NO BRAKES.

CHAMPIONSHIP POINTS

DRIVERS

N. LAUDA	58	T. PRYCE	6
J. HUNT	44	G. NILSSON	6
J. SCHECKTER	34	H. STUCK	6
P. DEPAILLER	26	C. REUTEMANN	3
C. REGAZZONI	16	A. JONES	3
J. MASS	14	M. ANDRETTI	3
J. LAFFITE	10	C. AMON	2
J. WATSON	9	E. FITTIPALDI	2
C. PACE	7	R. STOMMELEN	1

MANUFACTURERS

FERRARI	61
McLAREN-FORD	49
TYRRELL-FORD	47
LIGIER-MATRA	10
PENSKE-FORD	9
BRABHAM-ALFA	9
JPS-FORD	8
MARCH-FORD	6
SHADOW-FORD	6
SURTEES-FORD	3
ENSIGN-FORD	2
FITTIPALDI-FORD	2
PARNELLI-FORD	1

DATE THURS 30 JULY WEATHER WARM, DRY SUNNY

PRACTICE 1

1	N. LAUDA	7m. 08.2s.
34	H. STUCK	7m. 10.1s.
11	J. HUNT	7m. 10.3s.
2	C. REGAZZONI	7m. 11.8s.
26	J. LAFFITE	7m. 13.6s.
12	J. MASS	7m. 15.3s.
4	P. DEPAILLER	7m. 15.6s.
9	V. BRAMBILLA	7m. 17.7s.
3	J. SCHECKTER	7m. 18.0s.
8	C. PACE	7m. 18.7s.
5	M. ANDRETTI	7m. 20.5s.
7	C. REUTEMANN	7m. 24.9s.
16	T. PRYCE	7m. 25.4s.
19	A. JONES	7m. 27.1s.
30	E. FITTIPALDI	7m. 32.1s.
6	G. NILSSON	7m. 32.5s.
32	R. STOMMELEN	7m. 33.5s.
24	H. ERTL	7m. 33.9s.
28	J. WATSON	7m. 34.9s.
22	C. AMON	7m. 35.3s.
20	A. MERZARIO	7m. 37.2s.
18	B. LUNGER	7m. 44.6s.
25	G. EDWARDS	7m. 47.8s.
33	L. LOMBARDI	7m. 51.5s.
17	J-P. JARIER	7m. 53.9s.
40	A. PESENTI-ROSSI	7m. 59.1s.

DATE FRI 31 JULY WEATHER WARM, DRY SUNNY

PRACTICE 2

11	J. HUNT	7m. 06.5s.
1	N. LAUDA	7m. 07.4s.
4	P. DEPAILLER	7m. 08.8s.
34	H. STUCK	7m. 09.1s.
2	C. REGAZZONI	7m. 09.3s.
26	J. LAFFITE	7m. 11.3s.
8	C. PACE	7m. 12.0s.
3	J. SCHECKTER	7m. 12.2s.
12	J. MASS	7m. 13.0s.
7	C. REUTEMANN	7m. 14.9s.
10	R. PETERSON	7m. 14.9s.
5	M. ANDRETTI	7m. 16.1s.
19	A. JONES	7m. 19.9s.
32	R. STOMMELEN	7m. 21.6s.
6	G. NILSSON	7m. 23.0s.
22	C. AMON	7m. 23.1s.
16	T. PRYCE	7m. 23.3s.
28	J. WATSON	7m. 23.5s.
9	V. BRAMBILLA	7m. 23.5s.
30	E. FITTIPALDI	7m. 28.0s.
20	A. MERZARIO	7m. 28.8s.
24	H. ERTL	7m. 30.0s.
17	J-P. JARIER	7m. 30.9s.
18	B. LUNGER	7m. 32.7s.
25	G. EDWARDS	7m. 38.6s.
40	A. PESENTI-ROSSI	7m. 48.5s.
33	L. LOMBARDI	7m. 51.1s.
38	H. PESCAROLO	8m. 04.2s.

DATE SAT 1 AUG WEATHER COOL, CLOUDY & QUITE DAMP

PRACTICE 3

10	R. PETERSON	7m. 27.3s.
9	V. BRAMBILLA	7m. 47.3s.
77	R. STOMMELEN	8m. 02.3s.
2	C. REGAZZONI	8m. 05.8s.
16	T. PRYCE	8m. 11.3s.
34	H. STUCK	8m. 13.1s.
18	B. LUNGER	8m. 16.8s.
5	M. ANDRETTI	8m. 17.6s.
28	J. WATSON	8m. 19.8s.
7	C. REUTEMANN	8m. 32.4s.
4	P. DEPAILLER	8m. 34.4s.
22	C. AMON	9m. 06.0s.
26	J. LAFFITE	9m. 08.2s.
38	H. PESCAROLO	9m. 09.8s.
17	J-P. JARIER	9m. 18.1s.
6	G. NILSSON	9m. 21.0s.
1	N. LAUDA	9m. 36.8s.
40	A. PESENTI-ROSSI	9m. 39.2s.
3	J. SCHECKTER	9m. 43.0s.
25	G. EDWARDS	9m. 59.0s.
30	E. FITTIPALDI	12m. 31.2s.
24	H. ERTL	17m. 38.7s.

STARTING GRID

POLE

11 J. HUNT 7m. 06.5s.	1 N. LAUDA * 7m. 07.4s.
4 P. DEPAILLER 7m. 08.8s.	34 H. STUCK * 7m. 09.1s.
2 C. REGAZZONI 7m. 09.3s.	26 J. LAFFITE * 7m. 11.3s.
8 C. PACE 7m. 12.0s.	3 J. SCHECKTER 7m. 12.2s.
12 J. MASS 7m. 13.0s.	7 C. REUTEMANN 7m. 14.9s.
10 R. PETERSON 7m. 14.9s.	5 M. ANDRETTI 7m. 16.1s.
9 V. BRAMBILLA 7m. 17.7s.	19 A. JONES 7m. 19.9s.
77 R. STOMMELEN 7m. 21.6s.	6 G. NILSSON 7m. 23.0s.
22 C. AMON * 7m. 23.1s.	16 T. PRYCE 7m. 23.3s.
28 J. WATSON 7m. 23.5s.	30 E. FITTIPALDI 7m. 28.0s.
20 A. MERZARIO 7m. 28.8s.	24 H. ERTL * 7m. 30.0s.
17 J-P. JARIER 7m. 30.9s.	18 B. LUNGER * 7m. 32.7s.
25 G. EDWARDS 7m. 38.6s.	40 A. P-ROSSI 7m. 48.5s.

* THE RESTART GRID WAS AS ABOVE BUT LACKING THE ASTERISKED DRIVERS, LAUDA, STUCK, LAFFITE, AMON, ERTL AND LUNGER.

AUTOSPORT

LAP CHART

GRID ORDER		1	2
11	J. HUNT	10	12
1	N. LAUDA	12	6
4	P. DEPAILLER	(11)	11
34	H. STUCK	2	8
2	C. REGAZZONI	5	3
26	J. LAFFITE	6	5
8	C. PACE	16	2
3	J. SCHECKTER	9	10
12	J. MASS	19	19
7	C. REUTEMANN	77	4
10	R. PETERSON	4	16
5	M. ANDRETTI	25	9
9	V. BRAMBILLA	24	77
19	A. JONES	18	*
77	R. STOMMELEN	(3)	
6	G. NILSSON	(20)	
22	C. AMON	(22)	
16	T. PRYCE	(30)	
28	J. WATSON	(8)	
30	E. FITTIPALDI	(1)	
20	A. MERZARIO	40	
24	H. ERTL	(28)	
17	J-P. JARIER	(7)	
18	B. LUNGER	(17)	
25	G. EDWARDS	(34)	
40	A. PESENTI-ROSSI		

* RACE STOPPED AFTER LAUDA'S CRASH. RESTARTED LATER WITH FOLLOWING GRID ORDER.

GRID ORDER		1	2	3	4	5	6	7	8	9	10	11	12	13	14
11	J. HUNT	11	11	11	11	11	11	11	11	11	11	11	11	11	11
4	P. DEPAILLER	8	3	3	3	3	3	3	3	3	3	3	3	3	3
2	C. REGAZZONI	3	8	2	2	2	2	2	2	2	2	2	12	12	12
8	C. PACE	2	2	8	8	8	8	8	8	8	12	12	8	8	8
3	J. SCHECKTER	6	6	6	6	12	12	12	12	12	8	8	6	6	6
12	J. MASS	9	12	12	12	6	6	5	5	5	6	6	77	77	77
7	C. REUTEMANN	5	5	5	5	5	5	6	6	6	5	77	28	28	28
10	R. PETERSON	19	16	16	16	77	77	77	77	77	77	28	16	16	16
5	M. ANDRETTI	12	20	77	77	16	16	28	28	28	28	16	2	2	2
9	V. BRAMBILLA	16	77	28	28	28	28	16	16	16	16	19	19	19	19
19	A. JONES	20	17	30	30	19	19	19	19	19	19	17	17	17	17
77	R. STOMMELEN	17	28	17	19	30	30	30	30	17	17	30	30	30	5
6	G. NILSSON	28	30	20	17	17	17	17	17	30	30	5	5	5	30
16	T. PRYCE	77	19	19	40	40	40	40	40	40	40	40	40	40	
28	J. WATSON	30	40	40	25	25	25	25	25	25	25	25	25	25	
30	E. FITTIPALDI	40	25	25											
20	A. MERZARIO	(25)													
17	J-P. JARIER														
25	G. EDWARDS						-1 LAP								
40	A. PESENTI-ROSSI														

Nurburgring, Germany: The German Grand Prix was a race peppered with accidents, dramatic incidents and dramas. For the second time in succession a Grand Prix had to be stopped and re-started. This time it was not bumbling officialdom that caused the upsets. Two factors are to be highlighted in this drama in Germany.

First, the length of the 22kms circuit. To have if fully covered by marshalling points and rescue vehicles and ambulances is impossible. Second, the weather. On a circuit which can be dry in parts and rained on in others, you have a basic problem for which there is no safe solution.

I hate the Nurburgring. And at the same time I love it. I love it because it is the last real driver challenge left in modern motor racing. This is probably the last place in the world where a driver looking for success is called upon to use every last ounce of technique, skill and courage that he possesses.

I hate it because it is an unforgiving death trap. It has claimed more drivers lives than any other circuit (over 130) and, short of spending millions of dollars on it, there's no way it can be made as safe as the other circuits on which we race.

It is perhaps unfashionable for racing drivers to talk too much about their own safety. People criticize us for making a fuss about it. Sure racing is a dangerous occupation. We accept that. But at the same time we ask for reasonable precautions to be taken so that we are covered in the event of an accident.

You wouldn't expect Eric Tarblay to take off on a round-the-world yacht race without a lifejacket. You wouldn't expect an Olympic pole vaulter to jump if the landing mattress wasn't in place.

Why, then, should we be expected to race where there are insufficient marshals and rescue vehicles?

Niki Lauda was removed from his burning car by three of his fellow drivers. Had they not been there to help, he would have perished in the car. It was seven minutes or so before an ambulance appeared on the scene to take him away!

On the warm-up lap for the race, it was raining out at Foxhole so the entire grid pulled up at the

startline and changed to wet tyres — except Jochen Mass.

I was on the fourth row after a practice in which I only got two good flying laps and I took off for the first corner driving a "mystery". It was the first time the car had ever been on wet tyres and the first time I'd driven the car in the wet. Anything could happen.

Halfway round, it became apparent that Jochen had made the right choice in staying on his dry tyres. He was much quicker than the rest of us on the dry sections of the track and only fractionally slower on the wet bits.

So next lap round most nearly everyone pit-stopped for a tyre swap. I was second man into the pits, but with six wheels to change we were at a disadvantage and four cars got out before me. I pressed on, and the first I saw of the accident was some smoke behind the trees as I approached the flat-out fifth gear bend after Adenau. I slowed and saw two cars with the drivers getting out, and drove on little realising just what had happened. But at over 120mph you don't get a lot of time to study what goes on at the trackside.

Only later, while I was still dicing with Tom Pryce, did we get crossed yellow flags signalling that the race was to be stopped. Then, at the next post, a marshal showed me a blue flag, indicating that Tom was hard on my heels wanting to pass! Tom and I couldn't make up our minds what was going on, but at the next post there was another crossed yellow, so we slowed right down and pulled into the area of the accident, where just about all the cars were now gathered.

In the period leading up to the restart many of the drivers were very vocal about not rerunning the race. Drivers who normally don't have those sort of views were keen to quit and call it a day. Eventually, only Chris Amon opted not to restart.

Ertl and Lunger didn't make the restart because their cars were damaged from the accident in colliding with the wreckage of Niki's car.

From my fourth row position I could see clear up to the first bend. With Niki out, and Stuck with a damaged clutch, I had a clear run to the front. Patrick and I went side-by-side through the first bend, which put me fourth as we started that first lap: James, Regga, Patrick and me, with the rest of the pack snapping behind us.

Halfway round the first lap I felt the tyres were well warmed up, and thought this was the time to have a go. I was wrong!

There's a little uphill left-hander, and going into this the car slid and the back wheels went onto the grass. The four front wheels stayed on the tarmac and for over 100 metres I slewed along in this ridiculous pose, spraying grass and clods of earth in the air. During this time of facing the track at 90deg, I counted Mass, Andretti and Pace go past. Eventually I collected the whole thing together and got the front pointing down the track and off we went again.

Coming into a fourth gear bend at about 130mph, I saw Mass and Andretti bumping wheels going into a corner. Shambles! They spun and there were cars coming at me in all directions. Somehow I got through, leaving them to sort out their own mess. I looked in my mirror as I left the scene of the crime, and Mass was spinning like a gyro top still.

A mile further on, I came up to my team-mate Patrick and Regga in the middle of road wreathed in a small cloud of tyre smoke, with their suspensions seemingly knitted together.

So, in the space of about three miles, I'd very nearly had an accident myself, and seen two other pairs of cars eliminate themselves from the running. Caution!

By now James was well ahead, Pace was second in the Brabham-Alfa, and I was third. I found a way around Pace and settled in to try and chase James. Then came the pit signals telling me that Regga had untangled himself from Patrick and was chasing me. The gap on the following laps went 16 seconds, 14 seconds, 12 seconds. He was catching me, and there wasn't much I could do about it.

Then, with two laps to go, I got a signal (which later turned out to be false) saying the gap was now 9 seconds.

I gave it everything I had in that lap — there was no way I was going to give my second place over to Regga. My reward was the fastest lap of the race — and the news that Regga had dropped out the lap before! So I was at least safe in second place, with James up front completely in command.

It was an unhappy race. James was delighted with his win and I was pleased with my second place. But there's something hollow about a victory in which you don't beat the front runner.

Right back at the first GP of the year, in Brazil, I went on record saying that the man to watch for this year was going to be James in the Marlboro-McLaren. With three GP wins, he's proved me right, hasn't he?

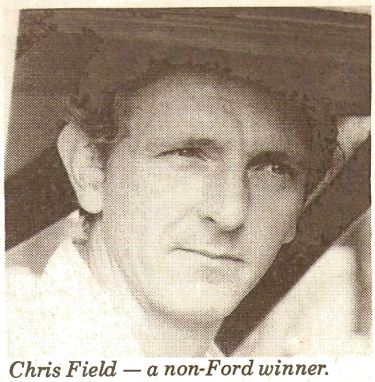
World Championship points, after ten races with six more to go: Lauda 58, Hunt 44, Scheckter 34....

"It was an unhappy race....there's something hollow about a victory in which you don't beat the front runner". Jody, James Hunt and Jochen Mass on the Nurburgring rostrum.

Ford honours to Field

For the first time in its brief history, the Ford Rally Person of the Month award was awarded last week to a driver of a car other than a Ford. The lucky recipient was Chrysler Avenger driver and *Coventry Evening Telegraph* employee Chris Field. The luncheon panel's deliberations were in recognition of his fine fifth on the Tour of Britain and first in G1 and eighth overall on the Arkell rally. These achievements come in a car that is essentially self-supported and self-prepared at minimal cost against works prepared cars costing considerably more.

The commendation went to another Avenger driver, Charlie Wood, for an even more "privateer" venture on the Tour of Britain, where an excursion into the Welsh woods and subsequent extraction



Chris Field — a non-Ford winner.

with considerable initiative earned a special mention for rallymanship, and helped him towards seventh overall on the event.

Lindsay increases lead

North Armagh MC's Burmah Orchard Rally, run last weekend in the South Down area, produced another win for David Lindsay, further increasing his lead in the Northern Ireland Special Stage Championship (after three rounds). The event started from Kilkeel for a competitive route of 30 loose stage miles before finishing at dawn in Rostrevor. Philip McCartan finished behind Lindsay, the stages more suitable for group one machinery such as McCartan's RS2000 — the second and third places being reversed after the cancellation of the fourth stage due to a blockage at the tail of the field. John Gilleece finished fourth with his Mk2 RS2000, while Ronnie McCartney was unlucky to retire with his similar car after taking the lead from Lindsay during the second half. McCartney suffered a half-shaft failure on the final stage, a dilemma matched by Sean Campbell who was also challenging for the lead when his diff went on the same dramatic final stage (which was also the scene of a complete burn-out for one unfortunate competitor — the track being too narrow for a fire appliance). The Burmah Orchard consisted of a five-stage loop run twice.

Walter Rohrl shows the way

We have reported before on rally drivers v. racing drivers competing at round-and-round driving stuff — and it has always been a walkover for the circuit men. However, Walter Rohrl redressed the balance in no uncertain terms last weekend at the Grand Prix meeting at the 'Ring.

An invitation race for thirty stars from both spheres preceded the Grand Prix; the drivers using Opel Kadett GT/Es. Rohrl was mixing it from the flag with experienced German saloon car drivers .... and to cut a long story short, it rained hard before two of the four scheduled laps had been completed. Consequently Rohrl thoroughly demoralised all opposition and even drew favourable comments from seasoned race reporters.

Unfortunately Walter was denied the possibility of lapping any of the ailing racers when the race organisers decided to save face and stuck race-stopped flags out. It transpired that 15 of their ilk (half the entry) had all spun-off in a heap at South Curve and were floundering about helplessly. It seems that the young Opel driver was really in a class of his own; Jean-Pierre Nicolas finishing a disappointing 11th — though we suspect that he was kept more than busy avoiding errant racing drivers, some of whom boasted spinning "as many as ten or fifteen revolutions!"

Galway regs

Regulations are now available from the Rally Secretary for the renamed 1976 Galway Summer Rally, round five of the BP National Irish Rally Championship. The Rally Headquarters will be at Flannery's Motor Hotel, Dublin Road, Galway and additional sponsorship from Lydon House, proprietors of the famous Paddy Burke's Oyster house and bar in Clarinbridge, has enabled the club to offer a prize fund of almost £500 with £100 going to the winners, £50 to runners-up and £30 to third placed crew. First Overall Group One will receive £40 plus Perpetual Salver.

With an eye to economy, the rally will start at 11.00 and include 110 miles of closed public tarmac road special stages in a total route of only 160 miles (almost two hours of competitive rallying) all in one day.

Entries at £15 will be received until Thursday 5 August (thereafter at £18 until August 19) by Rally Secretary Brian G. Thornton, "Pabria" 12, Sylvan Avenue, Newcastle, Galway. Phone (day) — (091) 63057 or (evening) — (091) 7853, and from whom additional copies of the Regs. may be obtained.

An overwhelming response from the U.K. has been received and to date 50% of the paid-up entry is cross-channel. Chief Clerk of the course is Bryan C. Brophy, who was Assistant Clerk of the Course last February in our Henley Forklift Galway International.

Cover story

C. T. Bowring have been in touch with the RAC concerning both their Rally Drivers Scheme which is already in existence and the possibility of getting insurance for course cars on rallies.

Concerning the Rally Drivers Scheme, a case recently occurred in which the driver was required to produce his certificate of insurance to the police. For a number of reasons the club were unable to supply the original document to the driver within the statutory five days and, in consequence, an offence was committed.

To prevent any such re-occurrence it is now recommended that, following any difficulty receiving the original from the club, the competitor should immediately telephone the Competitions Department of C. T. Bowring (London) Limited of 109 Station Road, Sidcup, Kent, DA15 7BW (01-300 7755). Bowring will then supply a duplicate.

Regarding course cars, Bowrings have negotiated facilities for short period third party cover at premiums equivalent to those of competitors, although they recommend that an initial approach be made to the normal motor insurer of the driver.

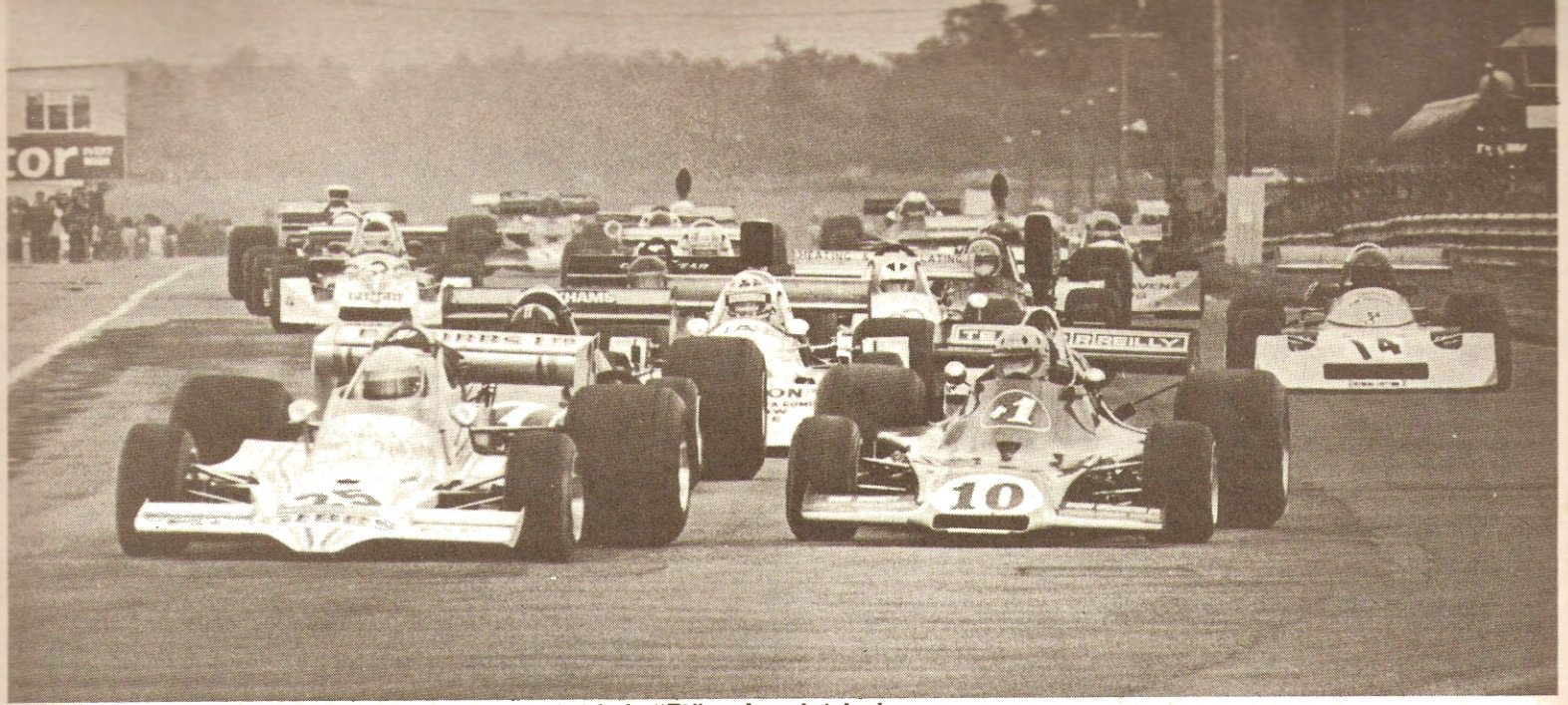
Briefly . . . .

● Clubs running events with spectator interest in Wales could do well to publicise their stage rallies, autocrosses, sprints etc. in the Wales Tourist Board's calendar "Events Wales". Details (such as date, venue and time of start) should be sent to the Editorial Officer, Wales Tourist Board, Welcome House, High St, Llandaff, Cardiff, but they're needed two months in advance.

● Recently married near Paris were Geoffroy de Longeaux and Marie-Odile Faure, the crew of a Simca 1000 Rallye 2 that we have seen at last year's Manx and this year's Circuit of Ireland. Geoffroy's enthusiasm for the Manx has encouraged more of his fellow countrymen to come over for this year's event and at present no fewer than seven expect to come. They will drive four Simca 1000s (including that of Mr & Mrs De Longeaux), one each Renault 5, plus an Escort two-litre and an Audi 80.

● The secretary of the Welsh Association of Motor Clubs' Welsh Stage championship would like to hear from everyone interested in a separate under 1300 cc category for the 1977 series. Please write or phone Colin Francis at 1 De Spenser Avenue, Llantrisant, Polyclun, Mid Glamorgan, tel: 0443 225355 (home) or 0222 68633 (business).

That's the right way Russell — get your wife to push! . . . the mind-boggling scene at Russell Brookes's wedding to Julia last weekend. Onlookers are (left to right) Mike Hill of Brooklyn Motors, a chap we can't quite put our name to (he probably owns the map), and John Andrews of Andrews Heat for Hire. The vehicle looks suspiciously like a roadster version of the surprisingly quick Inkberrow Perambulator Mk2 RS, as modified by Ken Tyrrell's great grandfather for Targa Florio type events and without hood or rollcage. Interestingly, the M & S rears have been paired to some very (very) low profile A2s and the lights indicate possible forest use. The map is the Carlisle sheet if that gives us any clues . . . Seriously, we would like to pass on best wishes from all Special Stage operatives — and it does look quite a useful vehicle.



Holland and Wilds lead Purley and Magee at the start, with the "F2" pack at their heels.

SNETTERTON

Mallock's surprise 'F2' win

There were good points and bad points about an incident-packed ShellSport 5000 Championship round at Snetterton last Sunday. The good points were a drive right through the field from a first lap spin by David Purley (a drive that took him up to challenge leader Keith Holland), and the fine, steady drive by Ray Mallock that took him to an overall victory. It was an excellent boost for the Ardmore team, which has had its problems throughout the year and so desperately needed both the money and the boost to morale.

On the minus side was a first-lap accident for Damien Magee at Russell, which left the Hexagon March sadly the worse for wear. Then there was an unfortunate last-lap tangle which eliminated the first two cars of Purley and Holland when, after 29 laps good driving by both men, Purley tried a brave line through the inside of Holland at Sear, only to find no gap left. While Purley was left with sixth position, despite not crossing the finishing line, Holland staggered home fourth with a flat tyre. It was a race which promised much from close practice times, and yet at the end there were only five cars on the same lap.

Other victories on this BARC-organised meeting went to John Cooper and Ivan Dutton in Modsports and Radio One championships respectively, and to Oscar Notz in the APG FF2000 round. The ladies found themselves led home by Divina Galica, while a non-championship FF event provided very exciting racing between local youngster Glen Eagling, and the older but less experienced Alex Hawkridge, a director of Toleman Deliveries; the latter took a superfine victory by about the thickness of one of his delivery wagon's brake pads.

ENTRY & PRACTICE

The best thing about the 5000 entry was the abundance of new and competitive Formula 2 machinery, with cars entered for John Nicholson, Ray Mallock, Derek Worthington, Richard Robarts, Bernard de Dryver, Richard Scott, Norman Dickson and, ultimately, Val Musetti.

But they didn't fail to ruffle the championship regulars. Even though the track was never wet throughout Sunday, practice times were not as low as they were at the earlier meeting this year. But at least, all three regulars agreed. Keith Holland in the E. L. Gibbs F5000 Lola T400, David Purley's 3.4 Lec Chevron and Damien Magee in Hexagon's 3.4 March all recorded one minute dead. Holland set his time first, in the early session, before altered and lowered chassis pick-up points started bending the upright mounting, which in turn upset the handling more than a little. So he sat on the front row with Purley for company, the latter having set the time also in the first session before a high-speed misfire appeared and oil and rubber from other cars on the bill caused oversteer.

Having to take the hindmost by setting his one minute time in the second session, Magee also found oversteer, except he ironed it out to something progressive instead of jerky. Behind the minutemen came two on 1m 0.8s, and the first of these was Mike Wilds beside Magee. Mike was alone in the P. R. Reilly team as they had been pretty pushed since the GP and hadn't even tested the Formula 1 Shadow, so they found themselves undergeared for the straights, where the engine was hitting the rev limiter.

Second on the time, and the last within a second of the quick boys, was Richard Robarts in the F2 Myson March with Swindon power. He ironed out fuel pressure problems during the first session to set his third row time in the second, before intermittent clutch slip intervened. Four more drivers got within 2 secs of the minutemen, and the first of these, sharing this third row with Robarts, was Richard Scott in the smart Dicksons of Perth Modus, also with Swindon's BDX power, setting 1m 1s.

Just 0.2sec slower, and heading row four, was the very different March of Ray Mallock, on 1m 1.2s. Firstly, the car featured a U2-type nose as tried at Pau, then there were deformable structures built up by the team, a front U2 radiator and other minor changes. Ray's time was not without its problems, for in the first session the clutch went so badly that the team thought that they had blown their Swindon engine. Then in the second session, after Ray had set his time, they discovered a broken chassis member, so the mechanics were well occupied. Brian McGuire shared this row in his F1 Williams. After a Thursday testing blow up, the team were back with an old engine, and back with it cutting out. A change of fuel pump cured this and McGuire went ahead to set 1m 1.4s.

Just another 0.2sec back, and heading row five, was John Nicholson in Pinch Plant's F2 March with Vega power, Nick perfectly happy with his time. He shared the row with another F2 car, this time the Modus of Norman Dickson, who set 1m 2.2s in the first session before having to have an engine change for the race.

Three drivers were on the 1m 3.8s mark, slowly getting away from the fast boys, these being Phil Sharp in his Formula Atlantic Modus (a good effort), Derek Worthington in his untested Roger Heavens F2 March-Richardson, and Val Musetti. Musetti had been using the ex-Walkinshaw 3.4 March 751, but after a recent re-build, it suffered a cracked block, so Val moved over to his own F2 March.

Dennis Leech, Bernard de Dryver (in his first 5000 round in his F2 March-BMW), Emilio Villota (non-starting the Lyncar due to fuel pressure problems), and Jim Kelly came next before Divina Galica's Surtees. She had been running in a new gearbox when it blew third gear at the Esses. The Whiting equipe rebuilt the gearbox during the second session to good effect, but it meant Divina was well back.

RACE

Holland got the best start when Sid Offord, dropped the flag to head the noisy pack up to Riches with Wilds, Purley, Magee, McGuire, Robarts, Scott and the rest following. Then as they weaved through the Esses, Purley spun it right away, and in the ensuing moment McGuire had to spin too, which meant that they were both out of place. But bigger drama came as Magee went through Russell in close company with Wilds behind Holland, and promptly spun the March away and into the Russell bank, damaging the car severely, but not himself.

So on the second lap, one could see the pattern emerging, with Holland leading Wilds, then a gap to Robarts and another to Mallock, Scott and Purley. McGuire had been slower to recover from his spin and was a long way back. Purley's drive was the real feature as the Bognor Regis driver picked off his competitors. By lap six, he had taken Scott for fifth and was moving in on Mallock. The two of them were closing on Robarts when he dived for the pits on lap nine with a split tyre, which was to lose him a lap.

And then it was Purley into third place at a third distance, taking Mallock into Russell. By now Holland had shaken off Wilds and the two of them looked to be waiting for the impending Purley invasion. The first four, with Mallock, were a long way ahead of Scott and even further ahead of Nicholson, then Leech, de Dryver and Musetti together, Worthington and Divina. McGuire retired after further trips down the escape road at the Esses.

Coming up to half-distance, Wilds was getting the Purley treatment, but this was not going to be so easy for the Chevron man. Wilds resisted for three laps, even to dodging through backmarkers together, and the F1 car held out as best as its driver knew, but on the 17th tour Purley made it. And now there was just Holland left in front of Purley.

In all this racing, Holland got away a little while Mallock had closed up on Wilds. Scott was next up in fifth, while Divina had made short work of those further back once the bit was between her teeth, and she realised that they might not all retire by the end; she was closing on Nicholson.

With just ten laps to go, there were three groups; Holland being closed on by Purley, Wilds and Mallock, Scott on his own, and then Nicholson and Divina. With eight laps to go, Purley was right behind the Lola, surely he would make it in the closing stages. But two laps later,

and sometimes he would sound perfectly healthy, and other times slow. Wilds was in mild problems too, in that he had fuel surge in left-handers, and with four laps left, the healthy March of Mallock pulled him in and got by as Mike missed a gear and then retook the March, only to be overtaken for good on the same lap.

Then, with two laps left, Purley was back up to Holland again, the leader in trouble with a wing tearing off. Surely now Purley could do it. But even as he tried, the wily Holland was responding, and into the last lap they went, nose-to-tail. It was at the tight Sear that Purley tried to go down the inside; Holland took his usual line, only to find Purley on the inside and they collided. With both stationary, Mallock, Wilds and Scott nipped through to take first, second and third, although the starter was not expecting a blue March and did not flag the Ardmore car home. Holland got going on a flat tyre to limp home fourth, while Divina remained unlapped and finished fifth. Purley, by virtue of completing 29 laps before the others, took sixth, despite not crossing the line.

Quite a race. Eventful!

SUPPORTING RACES

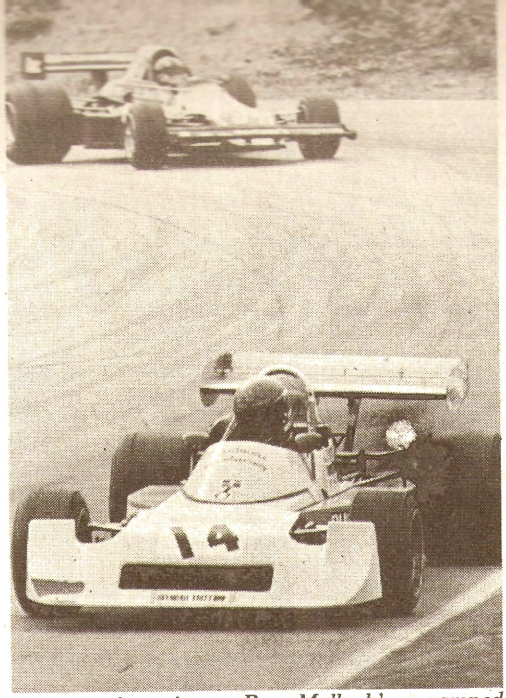
While John Cooper took complete charge of his own Porsche — no mechanic this week — and the BARC Modsports round, a couple of superb dices enlivened this opening 10-lapper. Cooper cruised home comfortably, but the first of dices was absolutely gripping, that between Jon Fletcher's Elan and Dave Bettinson's Caterham Super Seven. It lasted for 9½ laps before Bettinson had a moment at the Esses which broke up a fine battle, and Fletcher took second from Bettinson. Fourth throughout was Andy Smith's Elan before Richard Scantlebury's Jaguar E and the equally lonely Ian Hall Mini-Jem. The other dice featured the Davrians of Simon Packford and Pat Longhurst: Longhurst spun, but almost surprised the less powerful version of Packford on the last lap in a fine demonstration.

Despite mildly damaging his Hawke during practice when a suspension part came loose, Tiff Needell nevertheless put his Hawke on the front row for the APG FF2000 round. Indeed, into the first corner it looked a good dice between himself and poleman Oscar Notz, but Needell's engine cut out and he was overwhelmed. This left the Venezuelan enough gap on which to capitalise during the next two laps, so that he had a useful lead by lap two over Frank Bradley's Elden, Frank Sytner's Dulon, Bernard Vermilio's Merlyn, Ian Taylor's Dulon and Geoff Friswell's Hawke before a gap to the rest. Taylor dropped out of this lot on lap three with a burnt clutch, so Sytner, who had needed a pushstart after fixing his seat on the grid, followed Notz, before Bradley and Friswell, challenging Vermilio.

Next man up was Richard Piper's Sark and it was really he who provided the action in a fine drive. He picked off Vermilio on lap nine, Friswell on lap 12, and Bradley on 13 for second when Sytner's penalty was included. Jock Robertson took seventh in front of Needell, whose engine came on song again, but to little important effect by that stage.

Ladies in ShellSport Escorts came next, with Divina Galica looking really safe for all but the last couple of laps. Then Susan Tucker-Peake and Wendy Markey, who had been having a race-long dice, finally hauled her in, but it was not enough and Divina won by a second. Maggie Anderson, Alison Davis and Guenda Eadie had been up with the two in front, but the former two had a difference of opinion with Snetterton's skid school instructor and ultimately she was encouraged to practise her art, so that Juliette Slaughter took sixth in front of a recovered Guenda.

Despite a huge lead on the first lap of the Radio One Production Saloon car ten-lapper, Ivan Dutton's position looked all in doubt as Tony Lanfranchi came up in the *Mayfair* Commodore and would seem to have the better chance of victory. But then a sticking throttle caused the latter to spin at the Esses and subsequently pit, so Dutton's Capri was left with a fairly comfortable margin to the flag. Derrick Brunt and Simon Watson in BMWs and Brian Pepper (Commodore) diced for second for a while, but while Watson slowly got away to take second, Brunt's model chucked a stone through Pepper's rad, which ensured Brunt of third place while Pepper dropped to 13th with overheating. For fourth place, a very fine dice between Gerry Marshall's Hamilton Motors Vauxhall Magnum and John Brindley's Mazda lasted for five laps, and the position was just taken by Marshall by 0.2sec. Marshall and Watson both set new lap records, both 1m 25.4s, while Brindley's time was only 0.2sec slower. Winner of the tiddlers this week was Trevor Moore's Avenger, lack of oil pressure being the reason for Danny Alderton pottering around at the back.



The surprise winner, Ray Mallock's revamped March leads Purley's Chevron.

Finally, the non-championship FF event featured a superb dice between local boy Glenn Eagling, and Alex Hawkridge of the Toleman Group team. They fought it out every inch, both driving very sensibly, competitively and safely. After several side-by-side sessions, Hawkridge pinched Eagling's line at Sear on the last lap and, although the Van Diemen darted out of the Royale's slipstream out of Russell, it just wasn't quite enough, and Hawkridge made it to the line. Bryan Househam fought off Rhett Parker in the early laps and Parker dropped back to pip Rocky Lord for fourth. A fine end to an entertaining meeting.

1, Ray Mallock (2.0 March-Swindon BDX 752), 31m 20s, 110.13mph; 2, Mike Wilds (3.0 Shadow-Cosworth DFV DN3B 2A), 31m 25.8s; 3, Richard Scott (2.0 Modus-Swindon BDX M3), 31m 45.8s; 4, Keith Holland (5.0 Lola-Chevrolet/Smith T4000), 32m 6.2s; 5, Divina Galica (3.0 Surtees-Cosworth DFV TS16), 32m 9s2 6, David Purley (3.4 Chevron-Essex Ga B30), 29 laps, DNF: finish; 7, John Nicholson (2.0 March-Nicholson Vega 752), 29 laps; 8, Richard Robarts (2.0 March-Hart 762), 29 laps; 9, Dennis Leech (5.0 Chevron-Chevrolet/Morand B28), 29 laps; 10, Bernard de Dryver (2.0 March-BMW 762), 29 laps.

Fastest lap: Purley, 1m 0.8s, 113.51mph.

BARC Modsport championship round, over 2000cc, 1501cc to 2000cc, 1151cc to 1500cc and up to 1150cc (10 laps): 1, John Cooper (2.8 Porsche 911), 12m 41.4s, 90.64; 2, Jon Fletcher (1.6 Lotus Elan), 12m 52.8s; 3, Dave Bettinson (1.7 Caterham Super 7), 12m 55.4s; 4, Andrew Smith (1.6 Lotus Elan), 13m 7.8s. **Over 2000cc:** 1, Cooper, 90.64mph; 2, Richard Scantlebury (4.2 Jaguar E); 3, Mike Gidden (3.5 MGB V8). **Fastest lap:** Cooper, 1m 14.4s, 92.76mph. **1501cc to 2000cc:** 1, Fletcher, 89.30mph; 2, Bettinson; 3, Smith. **Fastest lap:** Bettinson, Fletcher, 1m 15.8s, 91.04mph. **1151cc to 1500cc:** 1, Ian Hall (1.4 Mini Jem Mk2), 85.79mph; 2, Keith Ashby (1.3 MG Midget); 3, David Mercer (1.3 Ginetta G4T/C). **Fastest lap:** 1m 19s, 87.36mph. **Up to 1150cc:** 1, Simon Packford (1.0 Davrian MkVII), 84.39mph; 2, Pat Longhurst (1.0 Davrian MkVII); 3, Dick Bowdidge (1.0 Davrian Mk1). **Fastest lap:** Longhurst, 1m 18.2s, 88.25mph.

Allied Polymer Group FF2000 championship round (15 laps): 1, Oscar Notz (Crosslé-Titan 31F), 17m 32.4s, 98.36mph; 2, Richard Piper (Sark-Holbay CRO1), 17m 39.8s; 3, Frank Bradley (Elden-Nelson Mk18), 17m 40.6s; 4, Geoff Friswell (Hawke-Scholar DL14), 17m 42.2s; 5, Frank Sytner (Dulon-Fewkes MP18), 17m 46.8s; 6, Bernard vermilio (Merlyn-Scholar Mk28), 17m 49s. **Fastest lap:** Piper, 1m 8.8s, 100.3mph **(Equals Record).**

ShellSport Escort Ladies trophy round (10 laps): 1, Divina Galica, 15m 58.4s, 72.01mph; 2, Susan Tucker-Peake, 15m 59.4s; 3, Wendy Markey, 16m; 4, Maggie Anderson, 16m 5s; 5, Alison Davis, 16m 5.4s; 6, Juliette Slaughter, 16m 9.8s. **Fastest lap:** Tucker-Peake, 1m 33.6s, 73.73mph. **(Equals record).**

BBC Radio One production saloon car round, over £2400, £2001 to £2400, £1601 to £2000 and up to £1600 £10 laps): 1, Ivan Dutton (3.0 Ford Capri II), 14m 29.2s, 79.40mph; 2, Simon Watson (3.0 BMW 3.0 Si), 14m 31.6s; 3, Derrick Brunt (3.0 BMW 3.0 Si), 14m 32.4s; 4, Gerry Marshall (2.3 Vauxhall Magnum Coupé), 14m 35s. **Over £2400:** 1, Dutton, 79.40mph; 2, Watson; 3, Brunt. **Fastest lap:** Watson, 1m 25.4s, 80.81mph **(Record). £2001 to £2400:** 1, Marshall, 78.87mph; 2, Jeff Allam (2.3 Vauxhall Magnum Coupé); 3, Nick Whiting (2.3 Vauxhall Magnum Coupé). **Fastest lap:** Marshall, 1m 25.4, 80.81mph **(Record). £1601 to £2000:** 1, John Brindley (2.0 Mazda RX3), 78.85mph; 2, Eric Cook (2.0 Mazda RX3); 3, Peter Slade (2.3 Mazda RX2). **Fastest lap:** Brindley, 1m 25.6s, 80.62mph **(Record). Up to £1600:** Trevor Moore (1.6 Chrysler Avenger), 72.63mph; 2, Danny Alderton (1.2 Honda Civic); no other finishers. **Fastest lap:** Moore, 1m 32.6s, 74.53mph.

Steve Colyer Trophy for Formula Ford (10 laps): 1, Alex Hawkridge (Royale-Scholar RP 21), 12m 43s, 90.45mph; 2, Glenn Eagling (Van Diemen-Scholar RF75), 12m 43s; 3, Bryan Houseman (Van Dieman-Scholar RF74), 12m 53s; 4, Rhett Parker (Van Dieman-Minister RF74), 12m 58s; 5, Rocky Lord (Van Diemen-Scholar RF76), 12m 58.6s; 6, Bob Toleman (Royale-Scholar RP21), 13m 1s. **Fastest lap:** Eagling, Hawkridge, 1m 15s, 92.02mph.

BOB CONSTANDUROS

SILVERSTONE

Kennedy goes for gold

The Brush Fusegear National Formula Ford Raceday (alias The Silverstone FF Olympics) provided an excellent seven-race programme full of incident and excitement. The main race, counting for both RAC and BF points, was a real classic with eight cars comprising the leading bunch. It really could have been anybody's race. As BBC commentator David Coleman might have said, "If the others had gone just a little faster, they could have won!", but as it was, the remarkable Irishman David Kennedy (Group Waterworks Crosslé) timed his run to perfection and outbraked all the others into Woodcote to win by a nose from Derek Warwick, etc. Of the supporting events, the two Esso Uniflo races went to Rob Mason and Colin Hawker, while Nick Adams extended his championship lead with a fine win in the Sytner of Nottingham Clubmans round with his Ardmore Racing U2.

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Gray and Brenmer hurl themselves into Woodcote in the second crowded FF heat.

The first of the two FF heats featured, for seven laps, a fine slip-streaming battle between eight cars, with no one able to make the decisive break. Coming through Woodcote though for the seventh time, Bobby Smith's Merlyn lost its nose-cone on the leading Hawke of Derek Daly and this gave the latter the chance he needed to get away from the tow. Earlier on Jim Walsh had been muscled out at Becketts, retiring with a puncture, and then on lap eight, at Copse, Peter Morgan (Royale) and Mike Blanchet (Lola) touched, the former spinning and being unfortunately collected by the hapless Matt Argenti in a similar car. All this left Daly clear of the dicing Scott and Blanchet, with Richard Wills (Oselli-MRE) inheriting a distant fourth place.

Heat two was just as close, with Kenny Gray, John Bright (Royale RP21s), Rod Bremner, David Kennedy (Crosslé 30Fs), Derek Warwick and Bernard Devaney (Hawke DL15s) all scrapping for the lead. The racing was fraught at times though incidents were few until the last corner. Bright made a brave effort on the outside line, only to see Warwick and Kennedy touch wheels and spin in front of him, forcing John to brake and run wide. This let in the Canadian Rod Bremner, who sailed happily by ahead of Gray, relieved to have scraped through unscathed as he had been right on Warwick's gearbox, then Kennedy, Devaney, Bright and Warwick.

The smaller capacity Esso Uniflo event looked to be another walkover for the George Bevan Imp of Rob Mason, he having practised two seconds faster than the field in practice, but Richard Oliver also Imp mounted had other ideas. He pressured the Kentishman all the way, even getting by briefly at Woodcote, but experience told in the end and Mason it was who took the flag 0.4s to the fore, to notch up his eleventh win of the year. Basil Dagge ran a lonely third throughout in his Imp, well clear of the dicing Colin Craven and Andrew Hartwell in yet more Imps, though the latter was troubled with an inoperative clutch and had to give best to Craven.

In the 850 class Charles Bernstein's Retainers Group Mini had a fine dice with the new ultra-low, spaceframe machine of Ref Ward until the former's engine "went off", and then Geoff Gilkes (Mini-Imp) caught up and took over where Bernstein left off, Gilkes eventually taking the class when Ward became trapped behind a back marker.

On the first lap of the Sytner Clubmans race Peter Cooke's Harrison had a coming together with Vernon Davies' U2 at the hairpin, which dropped them both places and delayed Malcolm Jackson (U2), so Nick Adams and Tim Gath, both in different U2 models, completed lap one with a clear lead. Gath took the lead for three laps on lap 3 but over-exuberance then saw him spin at Becketts on the last lap and Jackson was able to take second before Gath recovered. David Manley drove very well to fourth place in the Red Arrows U2 from an eight row grid position, his gearbox having broken in practice, and held off Cooke, whose engine had lost power when an exhaust pipe broke off. The B-class had no championship points at stake, but Alex Ferrada was still never really challenged in his Ace Plant U2.

With the RAC round only open to International Licence holders, the BRDC thoughtfully put up the Boley Pittard Memorial Trophy for novice drivers to chase. The promising 22-year-old Nigel Mansell led the field away but was soon caught by Richard Trott's Merlyn. These two then had a good dice with the latter quicker down the straights only to be completely out-cornered by the old Hawke. On the last lap, Trott shut the door firmly on Mansell at Woodcote and the Solihull driver spun, recovering to finish a chastened fourth behind the battling Mike (Image) Taylor and Paul Jackson (MRE).

The large saloon grid was decimated during practice when Vince Woodman's Essex-Capri ran its bearings, Graham Goode's Escort blew a head gasket and John Robinson's 2-litre Imp suffered a cracked brake pipe. From the start Colin Hawker used the FI power of his VW-DFV to take the lead though he was matched in acceleration by Tony Strawson's big Capri. "Strawberry" outbraked the VW superbly at the end of lap one, only to have the same done to him a lap later and thereafter there was little doubt who the victor would be. In the latter stages Strawson felt a slight vibration from the gearbox so kept it in fourth and settled for a safe second place. Tony Dickinson was a lonely, lapped third ahead of Peter Baldwin, who (fortunately) had only a sore shoulder to show for his Mallory inversion the week before. The car was kindly loaned by Neil Totman and the hard work to graft in the 1.3 Allen-BDA was well rewarded with a clear class (Mini).

The final race of the day was the one we had all been waiting for — the RAC/BF final. The antics of the first heat had slowed them down somewhat so that the first six places on the grid were from heat two, with Bremner on pole. It was Kenny Gray though who took the lead in the side-podded Scorpion Royale from Bremner and Bright with everyone else hard on their heels. After three laps Gray and Bremner had pulled out a slight cushion, but dicing among themselves enabled a pursuing sextet to catch up again, so that with six laps to go eight cars made up the leading bunch! every lap: Bremner in front at Woodcote on lap eight then Gray, Warwick, Gray, Warwick again. On the final tour Warwick led at Becketts from Gray, Bright and a cool (for him!), calculating Kennedy. Under braking for Woodcote then, Kennedy came flying down the inside, just braked in time and scrabbled around to win from Warwick, Gray, Bremner, Bright, Blanchet, Scott and Daly, who had suffered most from oil dropped by Warwick's Hawke, but all eight cars were covered by just 2 seconds — what a motor race!

JEREMY SHAW

Formula Ford 1600, heat one (10 laps): 1, Derek Daly (Hawke-Minister DL15), 10m 51.2s, 88.89mph; 2, Bobby Scott (Merlyn-Scholar Mk29A), 10m 54.0s; 3, Mike Blanchet (Lola-Minister T440), 10m 54.2s. **Fastest lap:** Daly, 1m 03.6s, 91.02mph.

Formula Ford 1600, heat two (10 laps): 1, Rod Bremner (Crosslé-Rowland 30F), 10m 48.4s, 89.28mph; 2, Kenny Gray (Royale-Scholar RP21), 10m 49.2s; 3, David Kennedy (Crosslé-Minister 30F), 10m 49.2s. **Fastest lap:** John Bright (Royale-Alan Smith RP21), Gray and Kennedy, 1m 03.4s, 91.31mph.

Brush Fusegear/RAC National Formula Ford 1600 Championship round (15 laps): 1, Kennedy, 16m 09.2s, 89.59mph; 2, Derek Warwick (Hawke-Minister DL15), 16m 09.2s; 3, Gray, 16m 09.6s; 4, Bremner, 16m 10.0s; 5, Bright 16m 10.0s; 6, Blanchet, 16m 10.0s. **Fastest lap:** Daly and Kennedy, 1m 03.0s, 91.89mph.

Esso Uniflo Special Saloon Car Championship round, up to 1000cc (12 laps): 1, Rob Mason (1.0 Sunbeam Imp), 13m 36.4s, 85.09mph; 2, Richard Oliver (1.0 Chrysler Imp), 13m 36.8s; 3, Basil Dagge (1.0 Hillman Imp), 13m 50.8s; 4, Colin Craven (1.0 Hillman Imp), 13m 59.6s. **Fastest lap:** Mason and Oliver, 1m 06.8s, 86.66mph. **Up to 850cc class:** 1, Geoff Gilkes (850 Mini-Imp), 80.64mph; 2, Reg Ward (848 Morris Mini); 3, Mike Kirby (848 Chrysler Imp). **Fastest lap:** Gilkes, 1m 10.2s, 82.46mph.

Sytner of Nottingham Clubmans Sports Championship round (12 laps) Overall and Fully Modified class: 1, Nick Adams (Mallock U2 Mk18), 11m 34.2s, 100.00mph; 2, Malcolm Jackson (Mallock U2 Mk14), 11m 36.4s; 3, Tim Gath (Mallock U2 Mk16), 11m 40.6s; 4, David Manley (Mallock U2 Mk17B), 11m 44.6s; 5, Peter Cooke (Harrison Mk7B), 11m 45.4s; 6, Steve Russell (Mallock U2 Mk17B), 11m 56.0s. **Fastest lap:** Adams, Gath and Jackson, 56.8s 101.72mph. **FF-engined class:** 1, Alex Ferrada (Mallock U2 Mk16B), 91.0mph; 2, Don Farthing (Mallock U2 Mk16E); 3, Dud Moseley (Mallock U2 Mk16B). **Fastest lap:** Ferrada and Farthing, 1m 02.2s, 93.07mph.

Boley Pittard Memorial Trophy, Formula Ford 1600 (10 laps): 1, Richard Trott (Merlyn-Holbay Mk20/29), 11m 04.6s, 87.10mph; 2, Mike Taylor (Image-Minister FF2B), 11m 08.4s; 3, Paul Jackson (MRE-Oselli 73/75F); 11m 09.2s; 4, Nigel Mansell (Hawke-Alan Smith DLII), 11m 11.0s; 5, Chris Garraway (Merlyn-Oselli Mk24), 11m 23.8s; 6, Malcolm Ablett (Hawke-Ford DL2B), 11m 26.2. **Fastest lap:** Taylor, 1m 04.8s, 89.33mph.

Esso Uniflo Special Saloon Car Championship round (12 laps): 1, Colin Hawker (3.0 VW-DFV), 11m 36.6s 99.72mph; 2, Tony Strawson (7.2 Ford Capri), 12m 13.2s; 3, Tony Dickinson (2.0 Ford Escort), 11 laps; 4, Peter Baldwin (1.3 Austin Mini Clubman-BDA), 11 laps. **Over 1300cc class:** 1, Hawker, 99.72mph; 2, Strawson; 3, Dickinson. **Fastest lap:** Hawker, 56.6s, 102.28mph. **1000-1300cc class:** 1, Baldwin, 86.21mph; 2, David Carvell (1.3 Morris Cooper S); 3, Geoff Byman (1.3 GBD Mini). **Fastest lap:** Baldwin, 1m 05.8s, 87.98mph.

Harper leads Preece at Old Hall during their gripping XK120 dice.

OULTON PARK

Kennedy's ability counts

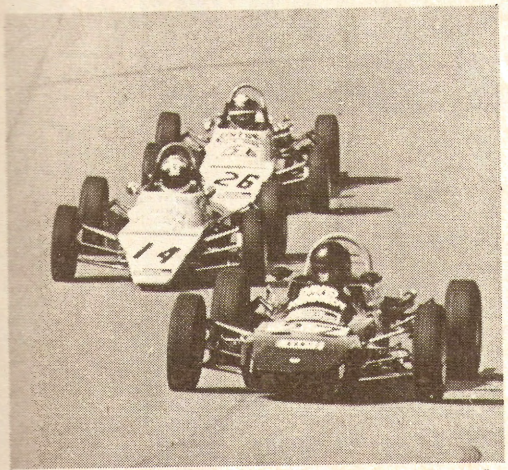
That talented young Irishman David Kennedy stretched his lead in the Townsend Thoresen Formula Ford 1600 Championship to 15 points at Oulton Park last Saturday by taking his Crosslé 30F to a narrow win over Derek Warwick's Hawke DL15 while many of the faster runners fell off trying to keep up. The TT final was another tremendous FF1600 race and this class of racing has now reached a level akin to 1-litre F3 in the late 60s where driving ability rather than financial resources matters and close racing is the order of the day. The Lancs and Cheshire CC showed that it is possible for a provincial club to organise an excellent day's racing, unlike some of their Midlands counterparts, and for once they were blessed by fine weather for their annual mixture of modern and historic events.

A perfect start from the middle of the front row took David Kennedy in the Group Waterworks Crosslé straight into the lead of the first FF heat, and there he stayed. After a lap spent behind John Bright's Royale RP21, Canadian Rod Bremner put his Crosslé 30F into second place, closed on Kennedy, but never found the gap he needed to take the lead. Bright's oversteering car fell back to fourth behind Mike Blanchet's Swan Lager-sponsored Lola T440 and just ahead of Barry Pigot's NW Flying School Royale. Rick Morris, second in the championship, could only manage eighth in his just rebuilt Oceanair Hawke DL15 in a race which was notable for a full grid, no retirements, and only one reported incident when Trevor van Rooyen's sixth-placed Royale shed its nose cone on the first lap. but wait . . .

David Lang started the rot in the second heat by falling off at the first corner with his Winfield Tiga but away into the lead went Derek Warwick while South African Geoff Smailes made life difficult for those behind his DL15. Derek Daly, in another DL15, was the first to get by but by then Warwick was out of reach. It was nearly a Hawke 1-2-3 but Bernard Devaney was demoted to fourth on the last lap by Philip Bullman's Crosslé 30F, while Bobby Scott's improving Merlyn Mk 29A was a close fifth from a fading Smailes. The third South African, Kenny Gray, was a mere 0.2s behind Smailes in his Royale RP21, unable to do better with badly worn brake pads.

The final was action all the way. Kennedy repeated his good start to take the lead from Warwick and Daly while Pigot was run over by an unidentified red car at the Folly which upset the rear roll bar. At Lodge Morris outbraked both Yves Sarazin's Winfield Tiga and himself, causing both to spin and eliminating his Hawke with a broken radiator. On the second lap van Rooyen spun at Old Hall and Gray at the Folly while

provided the incidents on the third lap, but on the fourth it was back to the leaders when it all happened at Lodge. Warwick tried to take Kennedy round the outside, overdid it slightly, tapped the Crosslé, and slewed back into Daly who was trying to pass on the inside. He then nudged Bremner into the Armco, collected it all together and continued third behind Blanchet while Daly retired with a broken rear upright and the hapless Bremner with a badly bent Crosslé. Kennedy seemed to have the race in his pocket but a rear shock absorber had gone off and the car would not handle round left handers. Warwick was soon past Blanchet and within three laps was



Last weekend's FF1600 hero David Kennedy leads Warwick and Daly.

sitting right behind the leader again. Kennedy then gave a masterly demonstration of how to widen a Crosslé, which allowed Blanchet, Bullman, Devaney, Bright and Scott to join in again as the pace slowed. With three laps left Bullman fought his way past Warwick, but his glory was short-lived for a mix up with the Hawke at the Folly a lap later sent him off the track and down to fifth just after Devaney and Bright had gone off at Cascades in their frustration at not being able to pass Blanchet's broad Lola, the Irishman's Hawke suffering quite badly. On the last lap the expected thrust from Warwick never quite came and Kennedy ran out the winner by 0.2sec with Blanchet and Scott third and fourth. By the end of all this the lap record was shared by five drivers!

Richard Thwaites seemed certain to win the Rochas/*Classic Car* round in the Eastern Carpets Brabham BT8 until the weakening engine went really sick five laps from the end and his team mate Mike Wood, in the Elva-BMW Mk 7S, took over after several laps of close pressure. Brian Classick stormed round in his Iso Grifo for a class win and second overall followed by John Harper in the Ferrari "Bread Van" 250GT which, by virture of being twice the capacity of an Elan, easily won its class from John Webb's Lotus which had reverted to its old 1.5-litre engine after its new one had expired in practice. Thwaites struggled to the finish in sixth place behind Webb's Rochas team mate, Ken Eady, in the other Elan. An accident on the first lap eliminated Sir Aubrey Brocklebank's Morgan SLR, just re-sprayed after the Silverstone fire, when Tony Steele's Elan spun at Cascades.

A small entry nevertheless provided a good Hitachi 1000cc special saloon race starting with a battle for the lead between Jeff Ward's Epic Accessories Imp and Derek Walker's Flow Flex Fiat, having its last race in its constructor's hands. First Jeff led, before Derek took over for three laps, only to be repassed by the Imp after the two cars had spent most of the fifth lap side by side. A lap later the Fiat stopped with run main bearings, leaving Ward an easy winner. Attention turned to the 850 class where Geoff Gilkes (Mini-Imp) and David Enderby (BL Mini) were fighting each other as well as Geoff Farmer's skittish Imp for second overall. Joining in the early stages of this contest were Peter Cartlidge's Austin A40-Ford before it dropped a valve and Malcolm Johnstone's Imp, which reappeared after a lap when the driver discovered he had inadvertently switched off the fuel pump. After apparently giving best to the 850s, Farmer found a second wind and secured second place while Gilkes and Enderby crossed the line almost as one with Gilkes just ahead but Enderby taking a new class record.

There were no non-starters or retirements in the Thoroughbred Sports Car race, which must be something of a record, and what's more it was a thundering good race between the two BRG "DD300" Healey 3000, which had cheekily stolen an early lead. Both XKs were driven in the tail-out style, expected of their accomplished drivers, all the way and it was Harper, in the car which he crashed so badly when dicing with Chatham at the same meeting last year, who won after Preece fell back a little in the closing stages. Only Reg Woodcock's Triumph TR3, which still gets quicker every year, remained unlapped by the first three, winning its class as did Mike Walker's sole MGA.

So many entries were received from the HSCC that two races were arranged for historic sports cars, some of which had been seen in the earlier championship events. John Beasley won the first in his ex-Jim Hall Lister-Chevrolet by a handsome margin from the later, Costin-bodied version of Roger Brierly-Jones after some worrying

Formula Ford 1600, heat one (7 laps): 1, David Kennedy (Crosslé-Minister 30F), 7m 58.6s, 87.08mph; 2, Rod Bremner (Crosslé-Rowland 30F), 7m 59.0s; 3, Mike Blanchet (Lola-Minister T440), 8m 4.0s. **Fastest lap:** Kennedy and Bremner, 1m 7.0s, 88.87mph **(equals record).**

Formula Ford 1600, heat two (7 laps), 1, Derek Warwick (Hawke-Minister DL15), 7m 56.6s, 87.45mph; 2, Derek Daly (Hawke-Minister DL15), 7m 59.6s; 3, Philip Bullman (Crosslé-Minister 30F), 8m 4.8s. **Fastest lap:** Warwick and Bullman, 1m 7.0s, 88.87mph **(equals record).**

Townsend Thoresen Formula Ford 1600 Championship round (15 laps): 1, Kennedy, 17m 11.0s, 86.63mph; 2, Warwick, 17m 11.2s; 3, Blanchet, 17m 11.6s; 4, Bobby Scott (Merlyn-Scholar Mk29A), 17m 12.0s; 5, Bullman, 17m 15.4s; 6, Geoff Smailies (Hawke-Scholar DL15), 17m 24.2s. **Fastest lap:** Warwick, 1m 7.0s, 88.87mph **(equals record).**

Monsieur Rochas Classic Car Championship round (15 laps): 1, Mike Wood (2.0 Elva-BMW Mk7S), 18m 35.0s, 80.10mph; 2, Brian Classick (5.3 Iso Grifo Bizzarini Le Mans), 18m 46.0s; 3, John Harper (3.0 Ferrari 250GT TR), 18m 49.6s; 4, John Webb (1.5 Lotus Elan 26R), 19m 12.0s. **Sports-Racing cars over 2000cc class:** 1, Richard Thwaites (2.5 Brabham-Climax BT8), 77.46mph; only starter. **Fastest lap:** Thwaites, 1m 11.6s, 83.15mph. **Sports-Racing cars up to 2000cc class:** 1, Wood, 80.10mph; 2, David Dawson (1.0 Lotus-BRM 23B); 3, Rupert Glydon (1.2 Lola-Climax Mk1); only starters. **Fastest lap:** Wood, 1m 11.6s, 83.16mph. **Front-engined GT cars over 3000cc class:** 1, Classick, 79.32mph; 2, Bob Linwood (4.7 TVR Griffith 200SE); only finishers. **Fastest lap:** Classick, 1m 12.0s, 82.70mph. **Front-engined GT cars 1301 to 3000cc class:** 1, Harper, 79.06mph; 2, Webb; 3, Ken Eady (1.6 Lotus Elan 26R). **Fastest lap:** Harper, 1m 12.6s, 82.02mph **(record). Front-engined GT cars up to 1300cc class:** 1, Roger Friend (1.2 Lotus Elite 14), 75.28mph; 2, Jem Marsh (1.3 Marcos-Ford GT); 3, Martyn Field (1.2 Austin-Healey Sprite Targa Florio). **Fastest lap:** Friend, 1m 16.8s, 77.53mph **(new record).**

Hitachi Special Saloon Car Championship round (12 laps): 1, Jeff Ward (1.0 Hillman Imp), 14m 35.8s, 81.58mph; 2, Geoff Farmer (1.0 Hillman Imp), 15m 0.6s; 3, Geoff Gilkes (850 Mini-Clubman-Imp), 15m 2.0s; 4. David Enderby (843 Mini), 15m 2.0s. **851 to 1000cc class:** 1, Ward, 81.58mph; 2, Farmer; 3, Bill Barrett (1.0 Mini-Ford S); 4, George Hard (1.0 Mini-Cooper S); only finishers. **Fastest lap:** Ward, 1m 10.8s, 84.10mph. **Up to 850cc class:** 1, Gilkes, 79.39mph; 2, Enderby; 3, Reg Ward (850 Mini); 4, Cliff Watts (848 Hillman Imp); only starters. **Fastest lap:** Enderby, 1m 13.6s, 80.90mph **(record).**

Scragg HWM-Jaguar worried Brierly-Jones all the way, finishing 0.6sec behind. Roger Friend's rapid and smart Elite should have been fourth but the throttle cable snapped on the last lap. He was just able to coast in, being pipped on the line by Barry Simpson's Costin Lister-Jaguar which had interrupted its race with a spin at Cascades.

The final race was a Richard Bond benefit, the local driver's Lola T70 GT romping away from John Lepp, who has entered the historic category by returning to the wheel of his 1969 Chevron B8. The B8 of Simon Phillips was a strong third ahead of Beasley and Mike wood in the Elva. Thwaites hoped he had cured his Brabham's affliction but, after leading the first lap and holding second for several more, the problem returned and he gave up.

IAN TITCHMARSH

Oldham & Crowther Thoroughbred Sports Car Championship round (14 laps): 1, John Harper (3.4 Jaguar XK120), 17m 35.6s, 78.97mph; 2, Dave Preece (3.8 Jaguar XK120), 17m 39.2s; 3, John Chatham (3.0 Austin-Healey 3000), 17m 52.2s; 4, Reg Woodcock (2.2 Triumph TR3), 18m 30.2s. **Over 2700cc class:** 1, Harper, 78.97mph; 2, Preece; 3, Chatham. **Fastest lap:** Harper and Preece, 1m 14.0s, 80.46mph **(record). 1651 to 2700cc class:** 1, Woodcock, 75.08mph; 2, Roderick MacPherson (2.0 Frazer Nash Le Mans Replica); 3, Andrew Ledingham (2.2 Triumph TR3A). **Fastest lap:** Woodcock, 1m 16.8s, 77.53mph **(record). Up to 1650cc class:** 1, Mike Walker (1.6 MGA), 69.74mph; 2, Mel Clarke (1.6 Porsche 356); 3, John Lucas (1.6 Porsche 356). **Fastest lap:** Walker, 1m 22.8s, 71.91mph.

Historic Sports Cars (12 laps): 1, John Beasley (5.3 Lister-Chevrolet V8), 14m 54.4s, 79.88mph; 2, Roger Brierley-Jones (5.7 Lister-Chevrolet V8), 15m 15.0s; 3, Chris Stewart (3.8 HWM-Jaguar), 15m 15.6s. **Sports-Racing Cars over 2000cc class:** 1, Beasley, 79.88mph; 2, Brierley-Jones; 3, Stewart. **Fastest lap:** Beasley, 1m 11.6s, 83.16mph. **Sports-Racing cars up to 2000cc class:** 1, Rupert Glydon (1.2 Lola-Climax Mk1), 74.80mph; 2, Ken Booth (1.1 Lotus-Climax Eleven Le Mans); 3, Hugh Clifford (1.1 Tojeiro-Climax TCM). **Fastest lap:** Glydon, 1m 17.6s, 76.73mph **(new record). Road Sports class:** 1, Roderick MacPherson (2.0 Frazer Nash High Speed), 71.97mph; 2, Robert Mansfield (2.0 Frazer Nash Targa Florio); 3, Bill Roberts (2.0 Frazer Nash Le Mans Replica). **Fastest lap:** MacPherson, 1m 20.6s, 73.88mph **(new record). Group 2 GT cars class:** 1, Roger Friend (1.2 Lotus Elite 14), 75.08mph; 2, Jem Marsh (1.3 Marcos-Ford GT); only starters. **Fastest lap:** Friend, 1m 17.2s, 77.13mph.

Historic Sports cars (12 laps): 1, Richard Bond (5.0 Lola-Chevrolet T70 Mk3B GT), 13m 32.4s, 87.95mph; 2, John Lepp (2.0 Chevron-BMW B8), 14m 1.4s; 3, Simon Phillips (2.0 Chevron-BMW B8), 14m 4.8s. **Group 4 GT and Group 2 Sports-Racing cars class:** 1, Bond, 87.95mph; 2, Lepp; 3, Phillips. **Fastest lap:** Bond, 1m 6.0s, 90.22mph **(record). Group 2 Front-engined GT cars class:** 1, Ricky Eady (1.6 Lotus Elan 26R), 77.88mph; 2, John Webb (1.5 Lotus Elan 26R); 3, Robin Rew (2.7 Reliant Sabre Six). **Fastest lap:** Webb, 1m 14.4s, 80.03mph. **Sports-Racing cars over 1300cc class:** 1, John Beasley (5.3 Lister-Chevrolet V8), 83.70mph; 2, Roger Brierley-Jones (5.7 Lister-Chevrolet V8); only starters. **Fastest lap:** Beasley, 1m 9.8s, 85.31mph **(record). Sports-Racing cars up to 1300cc class:** 1, Rupert Glydon (1.2 Lola-Climax Mk1), 75.98mph; 2, Ken Booth (1.0 Elva-BMC Mk2B); only starters. **Fastest lap:** Glydon, 1m 16.4s, 77.94mph **(record).**

LYDDEN

Tony's turn

On Sunday the Thames Estuary Automobile Club organised eight races at Lydden for special saloons, Mini 7s, Monopost's, Formula Ford and Formula Vee, the Fords and Minis counting towards the TEAC's own championship. Once again Tony Halliwell and Wil Arif provided the best dice of the day, this time the place going to Halliwell by a length.

The first race of the day was for special saloons, 851-1000cc, and was won by John Schneider in his Hillman Imp, leading from start to finish and setting fastest lap. Gary Hall (Cooper S) and Bruan Harvey (Imp) had a good dice for second with Hall getting it by a couple of lengths.

The Varley Batteries Monoposto race began with a great dice between poleman David Coombs (Manta) and Alan Baillie (Viking). Unfortunately it all came to an end on lap 13 when Coombs retired with a holed sump, thus leaving second to a distant Trevor Scarratt (Brabham).

In the Mini 7s poleman Bob Addison showed why he is the championship leader. After a bad start he carved his way to the front by half distance and won at ease. Second was Martin Moorhead after a good dice with Hamlyn Rowley.

Tim Flynn had such a lead in the Formula Vee race after 3 laps as to have it all sewn up. But then the race was stopped after Mike Baker had an horrific accident on the top straight. The car spun heavily into the marshals barrier on the start/finish line. The driver was knocked out and trapped for several minutes. He was still out cold when the ambulance took him away. From the re-start Flynn again lead from start to finish with Rupert West second. Fortunately, Baker's injuries were not serious (see *Sports Extra*).

The special saloon race for cars up to 850cc provided to be a Peter Knipe benefit. He led from pole to the finish. Eddy Arscott came next from N. R. Whitford.

Right from the outset there were only two men in the Formula Ford race: Halliwell and Arif! Although Arif got up next to Halliwell on just about every lap but never actually managed to get by. Len Marchant (Brabham) finished a very distant third.

The last race of the day for special saloons over 1000cc was the second one to be red flagged because of an accident. Malcolm Long stuffed his Mini very hard but was unhurt. Gary Streat (Mini) held off Brian Davison (Firenza) for nearly two laps but then had to succumb to pressure. Davison then went on to win by a huge margin. Streat then lost second place on the very last corner to Edward Dunt (Ford Escort).

PETER MOORE

Special saloons 851 to 1000cc (12 laps): 1, John Schneider (1.0 Hillman Imp) 10m 08s, 71.03mph; 2, Gary Hall (Mini Cooper S) 10m 09s; 3, Bryan Harvey (Hillman Imp) 10m 09s; 4, Marc Tait (Mini) 10m 44s; 5, Keith Clipsham (Mini), 10 laps. **Fastest Lap:** Schneider, 49.4s, 72.87mph.

Varley Batteries Monoposto championship round (15 laps): 1, Alan Baillie (Viking-Swindon), 11m 01s, 81.63mph; 2, Trevor Scarratt (Brabham BT21B), 11m 28s; 3, Roy Drew (Titan 6), 11m 37s; 4, Brian Toft (Anco), 11m 47s; 5, Geoff Toms (Fubarti), 11m 44s; 6, Ray Howard (Macon 6), 11m 46s. **Fastest Lap:** David Coombs (Manta 75/3), 43.0s, 83.72mph.

TEAC Mini 7 championship (12 laps): 1, Bob Addison, 10m 54s, 66.0mph; 2, Martin Moorhead, 10m 56s; 3, Richard Hamlyn, 11m 00s; 4, Robert Bowley 11m 01s; 5, Gus Bost, 11m 03s; 6, Jim Gowens, 11m 07s. **Fastest Lap:** Moorhead, 53.6s, 67.16mph.

Formula Vee championship round (15 laps): 1, Tim Flynn (Scarab), 8m 03s, 74.44mph; 2, Rupert West (CM), 8m 05s; 3, Ray Simpson (JSR), 8m 20s; 4, John Holmes (Hawk), 8m 46s; 5, Alan Haithwaite (Valiant), 9 laps; 6, Geoffrey Rush (Wooler), 9 laps. **Fastest Lap:** Flynn, 47.3s, 76.10mph.

Special Saloons up to 850cc (12 laps): 1, Peter Knipe (Mini), 10m 27s, 68.90mph; 2, Eddy Arscott (Mini), 10m 45s; 3, N. R. Whitford (Mini), 10m 53s; 4, John Tait (Mini), 10m 54s; 5, Glyn Williams (Imp), 11 laps; 6, Tony Hyatt (Mini) 11 laps. **Fastest Lap:** Knipe and Roger Skippen (Imp), 51.1s, 70.45mph.

TEAC Formula Ford championship round (12 laps): 1, Tony Halliwell (Merlyn), 9m 28s, 76.00mph; 2, Wil Arif (Crosslé 25F), 9m 29s; 3, Len Marchant (Brabham BT21/28), 9m 37s; 4, Geoff Illes (Merlyn 20A), 9m 37s; 5, David Conway (Titan 5), 9m 45s; 6, John Narcisi (Rostron CT4), 9m 57s. **Fastest Lap:** Halliwell, 46.7s, 77.08mph.

Special Saloons over 1000cc (10 laps): 1, Brian Davison (2.3 Vauxhall Firenza), 8m 0s, 75mph; 2, Edward Punt (2.0 Ford Escort), 8m 23s; 3, Mike Weston (1.6 Ford Escort), 8m 45s. **Fastest Lap:** Davison, 47.2s, 76.27mph. **Class B:** 1, Gary Streat (Cooper S), 71.44mph; 2, Steve Pattinson (Chugalug Mini); 3, Paul Gardner (Mini Cooper S). **Fastest Lap:** Streat, 48.4s, 74.38mph.

The Unknown World Champion

NIGEL ROEBUCK recalls the "anti-hero" American Grand Prix driver, Phil Hill — one of the few who captured his imagination. . . .

One of the worst aspects of modern society (and the primary cause of the nostalgia kick) is the lack of heroes in the world. It isn't fashionable any more. Today we have the anti-hero. For Gable read Hoffman.

In my case, it's probably just as well. When I was a kid, there *were* heroes and they *were* worshipped. With me, it was Jean Behra, followed by Wolfgang von Trips and Lorenzo Bandini. If Grand Prix racing has a hero today, then it has to be Clay Regazzoni, as far as I'm concerned. And in world motor racing terms, there is only one, head and shoulders above the rest: A. J. Foyt.

Of course, one of the problems that comes with maturity (oh, the hell with it, getting older is what I mean) is that one can no longer have heroes. Or, rather, one cannot be *seen* to have heroes. Do that in 1976, and people start thinking you're a fruit or something. . . . Apart from that, it is somehow quite impossible to have a hero younger than oneself, as far as I'm concerned, anyway. So now, at thirty, I stay cool and play the whole thing down. But Anthony Joseph is still a hero of mine.

One childhood hero I omitted in my opening remarks was, in many ways, the very antithesis of what such a man should be. In some respects, Phil Hill was the archetypal anti-hero, yet he was one of very few who captured my imagination.

A man like Phil Hill would never get along in motor racing today. Throughout his career, the one constant was his total honesty. He never gave answers learned, parrot-fashion, from a PR man's script. He reacted instinctively, said what he thought. After a long, hard stint in the torrential rain of Sebring one year, he climbed from the Ferrari soaked, exhausted and weary. The commentator's opening question "What was it like out there, Phil?" brought the rejoinder "My God, what kind of a question is that?!" End of interview.

Many are the articles and books that have been written about the reasons for which men race cars. Quite often, I get to thinking that it is all too intense, that these writers are probing the depths, searching around for something that isn't there in the first place. It all gets terribly heavy. And there is no single factor common to the psyche of all men who race at the top level. Some are aggressive, some are not. Some are arrogant, others modest. Not all have the killer instinct. Phil Hill was something of a phenomenon, a gentle man in an activity devoid of gentleness, one who went motor racing in spite of his personality, rather than because of it. Accidents, claim the cheap dailies, are for the other guy: no race driver really believes it will happen to him. Nonsense is what that is. They all know damn well it could happen to them. Phil Hill was the first man who made no bones about it.

It has often been said of Chris Amon that he lacks killer instinct, that his motivation comes from putting together the perfect drive rather than beating "all those other bastards", and Chris makes no attempt to deny it. Hill was the same: "I'm in the wrong business; I don't want to beat anybody, to be the big hero", he said once.

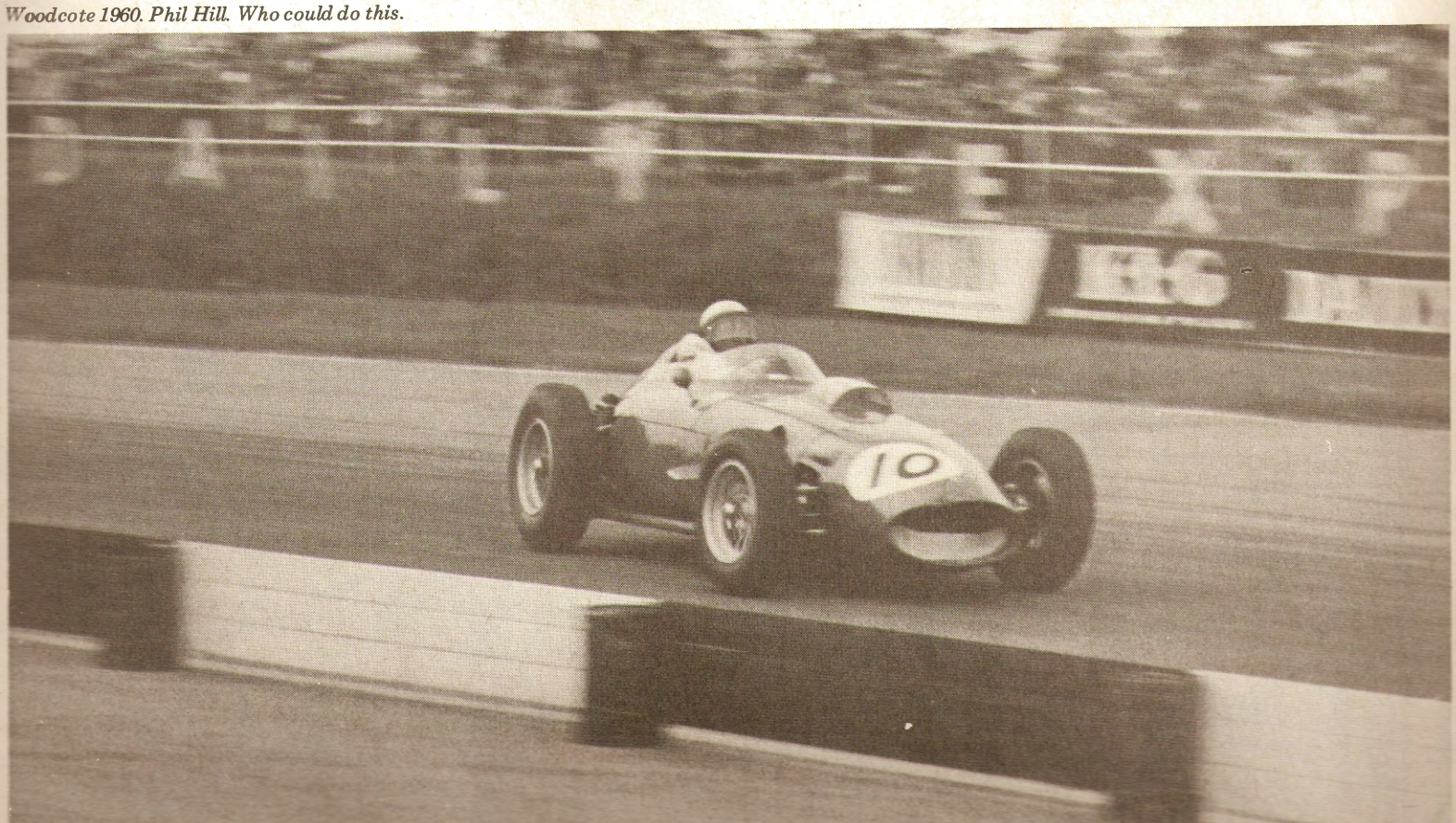
Hill's involvement with motor racing stems from a deep love of cars, which he retains to this day. Although born in Miami, Florida, his parents moved to Santa Monica, California early in Phil's life and he has lived there ever since. Both parents died when he was still a child, and Hill grew up a loner with very few friends. After leaving school, which he detested, he worked as a mechanic and began racing an MG TC in the area around Los Angeles. In 1950, at 23, he bought a Jaguar XK120 and the real success began here.

In the early fifties, Hill established himself as America's best sports car driver, winning races all around the country, usually driving Ferraris for the major entrants of the time, people like Allen Guiberson and George Tilp. In 1955, he was offered a works Ferrari drive at Le Mans, and

thought long and hard before accepting. This was the crunch, the end of racing for pleasure and the beginning of a career. As Lorenzo Bandini said when *his* moment of truth arrived: "a new and terrible world beckons me."

Hill accepted the offer, and his European racing career began in the worst possible way. Le Mans 1955. The year of the accident. Phil was deeply shaken by the enormity of it, indeed contemplated ▷

Woodcote 1960. Phil Hill. Who could do this.



The Unknown World Champion

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retirement there and then. But when there came the offer of a factory sports car drive with Ferrari for the entire season of 1956, he put his doubts aside.

Once established in Europe, Hill wanted desperately to get into Grand Prix racing, but the Commendatore paid no heed, renewing the American's sports car contract each fall but no more. With the sports car team, Phil was an unqualified success, winning all over the world, from Sebring to Buenos Aires to Le Mans. His drive at the Sarthe in 1958 marked him down unquestionably as a driver of the very highest ability. Conditions were appalling. There was torrential rain and there was fog. Throughout the endless night, accident followed accident, cars stopped with drenched electrics and the atmosphere was one of unrelieved gloom. Through the worst of it, Phil Hill drove the Testa Rossa beautifully, making no mistakes and building up a substantial lead. This was the first of three Le Mans wins for the legendary pairing of Hill and Olivier Gendebien.

Soon afterwards, Jo Bonnier offered Hill a ride in his Maserati 250F for the French Grand Prix at Rheims. Despite the risk of incurring the wrath of Ferrari, Phil said he would do it. The car was outdated but finished a good seventh. It was the beginning of a terrible month in the life of Scuderia Ferrari. Although Mike Hawthorn won that day at Rheims, Luigi Musso was killed. At the British Grand Prix two weeks later, Peter Collins won brilliantly for the Italian team, only to lose his life in the very next race, at the Nurburgring. Two team members killed in three races....

Peter Collins crashed because of brake failure. Fifteen years ago, before the days of using exotic materials in the obsessional quest for lightness, it was unusual for an accident to be brought about by mechanical failure. Usually the cause was driver error and could be *seen* to be driver error. After Collins's death, it was discovered that the brake pedal went right down to the floor. But Hill was not satisfied with the reasoning that Peter had died because of a fault with the car. He had to rationalise the accident in his own mind. He didn't *want* to believe it had been anything other than driver error: "The fact that the pedal went right to the floor was supposed to prove that Collins was killed not through his own fault, but because his brakes failed. That was supposed to be consolation for his family and friends. I think that kind of reasoning is horrible. He knew his brakes were fading but he didn't slow down. He made a mistake and it killed him. If you believe that mechanical failure causes all accidents, then we're not taking calculated risks, we're all playing Russian Roulette, waiting around for something to kill us sooner or later. Collins made a mistake, that's all. I'd rather believe he was killed by his own mistake than by somebody else's."

Phil Hill finally got to drive an F1 Ferrari at Monza in 1958, and the race made him. In the event, he was sensational, leading for some time, finally taking third behind Brooks and Hawthorn. For 1959, he was a permanent member of the Ferrari F1 squad. On all but really quick circuits, the Italian cars were outclassed for the rear-engine revolution had started and this was the year of John Cooper. In 1960, the story was the same but more so. Ferrari drivers alone sat behind their engines. Now team leader, Phil still contrived to make the Dino 246 competitive, driving magnificently at places like Monte Carlo, Spa and Oporto. But rarely was the Ferrari still mobile at the finish. Victory finally came at Monza, but it was a Pyrrhic one, for all the British constructors boycotted the race, considering the banking unnecessarily dangerous.

In fact, Maranello had virtually written off the 1960 season before ever it got underway. All year long, the emphasis was firmly on development of the new car to be raced in 1961, the first year of the 1½-litre Formula1.

Everything came right for Phil Hill in 1961. Ironically enough, he derived from it less personal satisfaction than the two previous seasons. Hill revelled in horsepower, was at his best on a really quick circuit with a really quick car. A hundred and seventy horsepower was a ludicrous output for a car supposedly competing in the world's premier form of racing. But if the personal satisfaction diminished for Hill, the success increased dramatically. Second at Zandvoort, third at Monte Carlo, first at Spa, second at Aintree, third at the Nurburgring.... And in between Grandes Epreuves, Hill (with Gendebien) would win a World Championship sports car race somewhere. Everything had turned to gold. In a given race, Phil had cause to worry about only two of his rivals: his friend and team-mate Wolfgang von Trips, and Stirling Moss. The brilliant Englishman, in what was to be the last full season of his career, beat the Ferraris fair and square twice in 1961. At Monte Carlo and the Nurburgring, Hill and von Trips tried all they knew but it was useless. As a race driver pure and simple, Stirling stood alone.

There were days, however, when Phil Hill stood alone, too. Many people think of him as nothing more than an average Grand Prix driver: a superlative sports car driver, yes, but nothing special in F1 terms. Anyone who saw the American hulking the big Dino 246 around Spa or Oporto will have a different opinion. When all was right, he was an artist, at the very top of his business. Let us recall the Nurburgring in 1961. *The* driver's circuit, right? That the Ferrari had a power advantage over its rivals is beyond dispute; equally its handling was no match for the better British chassis. While his rivals hovered just over the nine-minute mark, Phil Hill went out with the 156 and put all he had into one shattering lap. On the edge throughout the fourteen miles, the American's Ferrari was clearly well on its way to something sensational. The result was 8m 55.2s and the pole by more than six seconds! Von Trips was ten seconds away.

In 1961 the pressure on Hill and von Trips was intense. From all sides there was pressure, from the Press and, not least, from within the Ferrari team itself. This was long before the days of smooth-talking Luca Montezemolo or Daniele Audetto. The thinking was that you got most out of your drivers by psyching them, not letting them relax. Pressure was something which von Trips could handle better than Hill. A natural extrovert, in any case, the handsome German could, to some extent, shrug it off. Away from the circuits he lived his sweet boulevard life, drove his black Ferrari sports car, kissed girls' hands for the gossip columns, answered questions easily, charmed the world.

Above right: Hill takes the V6 Ferrari through Gasometre at Monaco on his way to third place in 1961. Below right: A circuit fit for heroes.... Hill lifting a wheel with the Dino 246, Spa 1960.

Hill thought much more about his job than did von Trips. For the first time in his career, he was a very serious contender for the World Championship. But his lifestyle was completely different from that of his team-mate. Between races, Hill would disappear, telling no one of his whereabouts. He detested the social side of motor racing, the parties, the hangers-on, and his chief relaxation was music. His leisure time would be spent at Salzburg, his idea of bliss listening to Joan Sutherland at La Scala in Milan. In his hotel room in Modena was an elaborate hi-fi on which he would play Beethoven and Vivaldi for hours. Hill was a loner, with very few friends and an apparent unwillingness to let people get close to him. He thought deeply about racing, about its risks, was full of self-doubt. "I would so love to get out of this unbent. I have a horror of cripples, can't bear to see them suffering." That kind of thought must have passed through the mind of every driver at some stage, but Hill was not ashamed of saying it. Motor racing was strictly not a fun thing: "Racing brings out the worst in me, makes me irritable, selfish, defensive. I'm not sure I like the person I am now." So why did he do it? "Because I do it well."

Very few of his friends were connected with racing. "How can you be friends with a racing driver? You try to beat them all day on the circuit and then at night you're supposed to forget all that." One of the very fairest drivers ever to race, Phil also had strong views about tactics, legitimate and otherwise. "Certain things are OK, others are not. There is one guy, for instance, with a reputation for imprudence, who now uses it as a weapon to scare other drivers out of the way. I think that's evil."

It was all down to a fight to the wire at Monza. Two men in the running for the championship. Both in Ferraris. At Monza. Alleluia, brothers! After practice, it all seemed to be coming good for Taffy von Trips. The German had planted his car on the pole, with 19-year-old Ricardo Rodriguez (in his first F1 race!) next to him. On the second row were Ginther (Ferrari) and Hill. The Commendatore, present as usual for Monza practice, scolded Hill for allowing himself to be beaten by the young Mexican. Grimly, the American demanded an engine change before the race. The mechanics looked at each other.... Hill was just being petulant, trying to save face.... Later they discovered that the original engine had a broken valve spring and would certainly not have finished the race.

As the start drew nearer, the drivers got themselves ready. As ever, von Trips smilingly answered questions and showed no signs of nerves. By contrast, Hill's face was expressionless, his voice silent. Cigarette in hand, he was tense and unapproachable.

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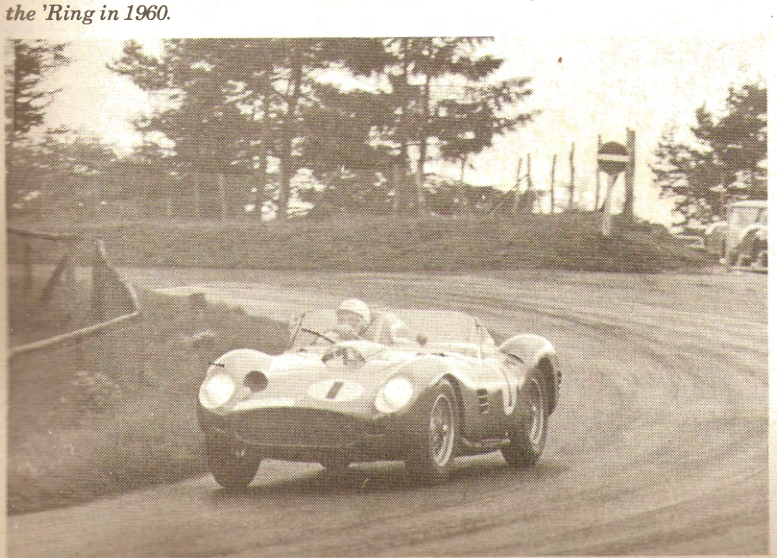
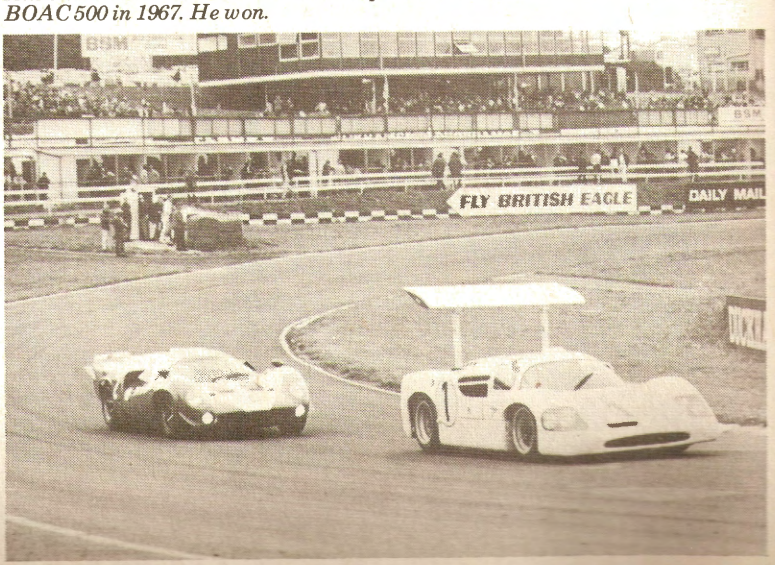
In his element. Phil corners the works Ferrari TR/60 sports car on the limit at the 'Ring in 1960.



Hill's last race. The American's Chaparral 2F leads the Surtees Lola at the BOAC 500 in 1967. He won.



RSHELL SHELL X-100 MULTIGRADE
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The Unknown World Champion

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Later, Hill would feel bitter about that day. For most of the season, he had been quicker than von Trips, yet now there were implications everywhere that he had not won the World Championship, rather that von Trips had lost it. "Trips died doing something he loved, and he was willing, just as I am, to accept the risks. When I love motor racing less, my own life will become worth more to me, and perhaps I will be less willing to risk it."

Hill's Grand Prix career was a disaster after that triumphant year of 1961. Despite innumerable pleas from friends that he get out, he decided to continue, signing for Ferrari again for 1962. For the Italian team, it was a still season. The cars, from being dominant one moment were also-rans the next, and the World Champion lost interest. There were moments of inspiration, however; at Monte Carlo, he put in an awe-inspiring late bid for victory, failing only by a second. The sports car successes continued, of course, including the usual Le Mans win with Gendebien, but by the end of the year, Phil was all through with Ferrari and wanted out.

In 1963, a new team appeared, the ATS outfit and Hill was prevailed upon to lead them. It was a fiasco. On the rare occasions when the cars didn't fall to pieces they were totally uncompetitive. The following season, Hill drove for Cooper in possibly his unhappiest year. "The whole thing at Cooper I despised with a passion — the people that ran everything, my mechanic, the mess that the cars were. . . ."

After that, Hill concentrated on sports cars. In 1964 and 1965 he drove for Ford, doing a lot of development work on the cars which eventually scored a number of victories. One thing comes back to me here. I remember Le Mans in 1965. Phil was sharing a 7-litre Mark 2 with Chris Amon, and in practice had gone shatteringly quickly, way quicker than all the opposition, including Ferrari. After early troubles, the car finally ran on full song for a while. As dusk gave way to night, the white Ford would slam past the pits and under the Dunlop bridge, for lap after lap visibly the quickest thing in the race. This was Phill Hill at his best. The sight of that car, weaving and darting through the traffic with unbelievable precision and daring is something I shall remember always.

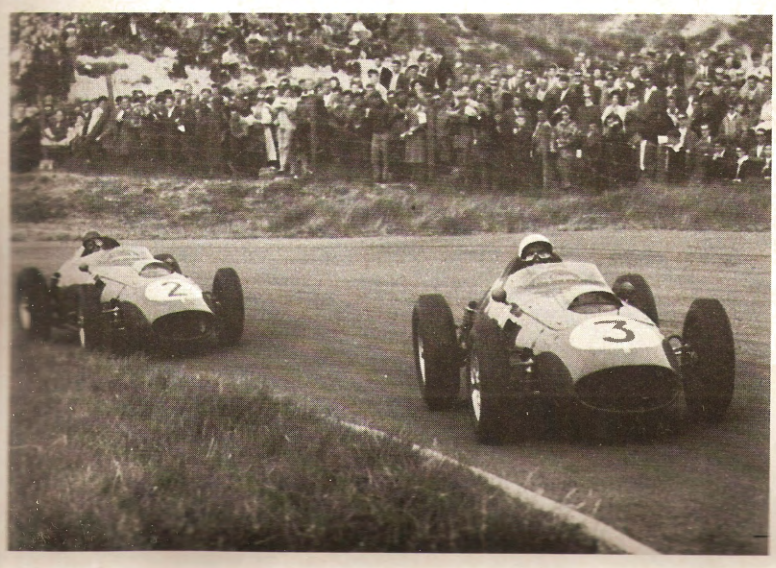
In 1966 and 1967, the last two years of his racing career, Hill drove for Chaparrel, winning at the Nurburgring in the first year, and at Brands Hatch in the second. The 2F, surely one of the great race cars of all time, was full of innovation, including automatic gearbox and huge rear wing. Time and again the car would lead, and then something would break. Finally, at the BOAC 500, everything hung together, Hill and Spence winning comfortably from the Amon/Stewart Ferrari 330P4. And with that, Phil Hill went home to Santa Monica, never to race again. There was no retirement announcement, nothing. He simply faded from the scene, exactly as one would have expected him to do. Here was no vast ego in need of a boost.

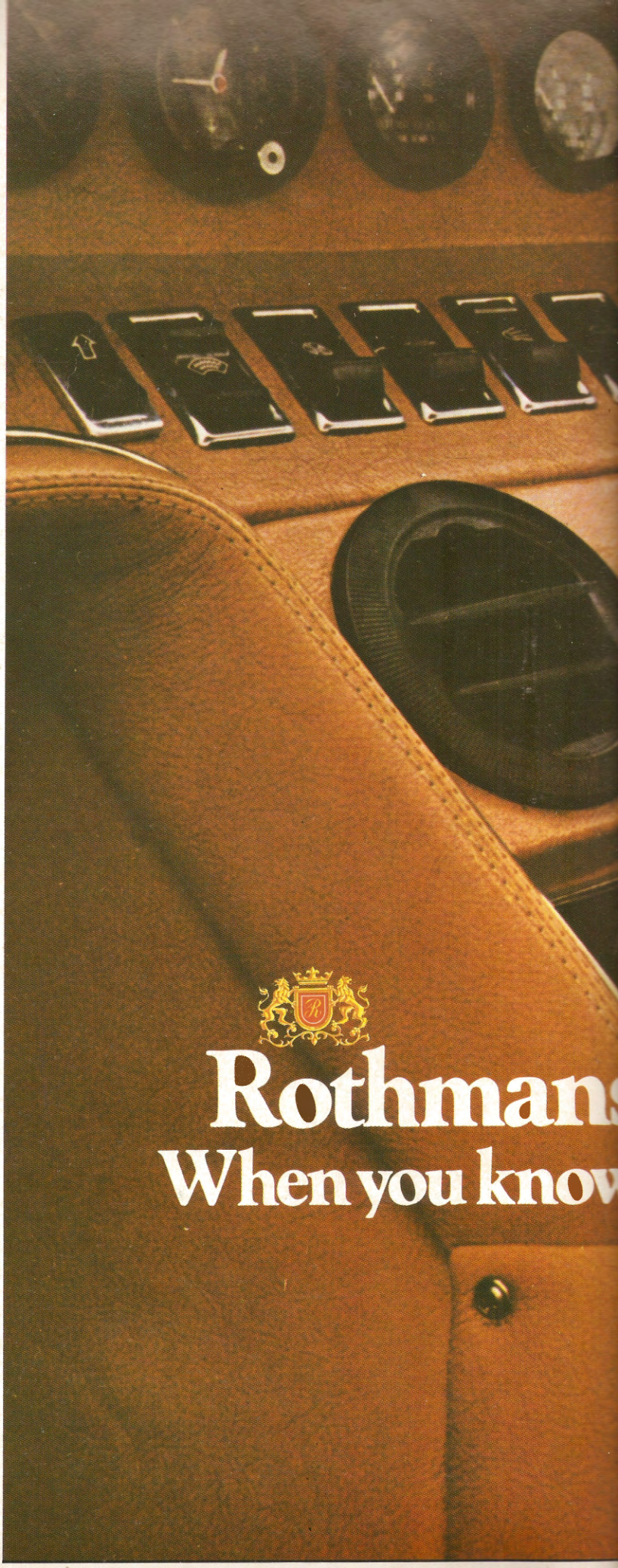
Phil Hill was a great racing driver. Whatever the source of his motivation, the results speak for themselves. He delivered the goods. On occasion, he could be frighteningly fast. That he competed mainly against himself is probably true. To compromise the life of another driver merely to win a race would have been unthinkable to Hill. To be satisfied with the job he had done was important. It seems to me significant that the American was at his absolute best at circuits like Spa and the Nurburgring, where the satisfaction of putting together the perfect — or nearly perfect — lap must be especially intense, a sensation not to be found at Paul Ricard, methinks.

Now, nearly ten years later, Hill has changed physically hardly at all. Retirement seems to have mellowed him. His interest in racing and passion for cars remain. In eighteen years of motor racing, he won the World Championship, Le Mans three times, nearly every major sports car race at least once, and he never once hurt himself in a racing car. One cannot reasonably ask more than that.

These days, he looks back on his career with evident pleasure and satisfaction, but had he his time over again, says he would never become a racing driver: "With the knowledge I have now, I couldn't do it, because I never want to put a price on my life. And the way I see it today, that's what you're doing when you're a racing driver." When all was well, Phil Hill could make race driving look absurdly simple. For him, the hard part was getting into the car. □

Is Grand Prix racing really better than it used to be? The Ferrari of Hill and Tony Brooks. Zandvoort 1959.





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DRX 258 C

DRX 258 C

The big Healey

"They just don't make them like that any more. . ." The era of the big Healey was a vintage one for the sport of rallying. It all had to come to a nostalgic end, of course, but it left a deep and lasting impression on GRAHAM ROBSON

More than anything else, it was the noise that was so dramatic. You could stand up close to one at a control, or waiting to start a special stage, and listen to this splendid beat. How could I describe it? Probably like a bubbling cauldron, or the sound of a rather sinisterly placid volcano — any Speed Six Bentley owner would have been proud to own it. To coin just one phrase of American-ese, the Healey 3000 was 'something else'; but not just any Healey would qualify — it had to be one of the 'real ones', one of the very rare ones, one of the hand-built rally cars whose birthplace could only have been at Abingdon. . . .

The facts speak for themselves. There is no need to puff up an indifferent record or an indifferent product. There were 'big Healeys' from Abingdon between 1958 and 1965, and for the last five of those tremendously successful years, the 3000 was quite simply the fastest, probably the strongest, and very likely the most glamorous rally car in the world.

There is no comparison with the present day. Go to the start of a big International, and there may be three or four works Escorts upholding national prestige — but their 'presence' is diluted by the thirty or forty replicas which money and the Rallyesport network have encouraged well-off privateers to build. The Escorts may be fast (and no-one would deny that), and certainly very well driven, but they simply aren't exclusive anymore.

Perhaps that explains something about the Healeys. They were few and far between, and in spite of what the rules might say it was quite impossible to build one yourself by raiding Abingdon parts bins. When BMC, master-minded by Stuart Turner, turned up at the start of an RAC, an Alpine or a Liège, they often produced three or four gleaming red Healey 3000s. But that was all — no replicas, rarely any cast-off works cars, never any milk-and-water imitations.

Success doesn't always breed glamour, but you couldn't deny that the Healey 3000 had both. It's true that Stuart Turner's Mini-Coopers won more rallies, but somehow they were always fast, well-prepared little boxes, and there seemed to be so *many* of them. Rally cars that were thrown away every six months, and shoals of new ones to follow; and enough recce cars alone to ensure homologation of special bits — that wasn't my personal way of being impressed by a team. . . .

I could never admit it at the time, because I was being paid to run another make of GT car, but I fell in love with a Healey the first time I saw it charging up an Alp. There had been Healeys before then, and of course I had seen them battering themselves to destruction on the RAC Rally, but there was no thrill to compare with the sight of a bellowing 200bhp monster hurling itself off the line at the start of an Alpine Rally hillclimb, nor of the sight of one ton of sideways GT car appearing out of a snowstorm in the mountains with seven lamps blazing.

No-one was ever indifferent to a Healey. Near the end of the car's useful life, I was lucky enough to borrow the Morley twins' car for a splendid week in July just after it had returned from a very successful Alpine Rally. It was hot weather, and I would dearly have loved to take the hard-top off, but you *never* did that to a works car. Like all of them, DRX 258C was in 'Abingdon red' with that battery of quartz-iodine lamps, great vents in the sides, and discreet little BMC rosettes on the front wings. The other give-away was the big white number-patches on the doors — and of course that sensual exhaust note. I used it to go *anywhere*, which proved something about the engine tune, but there is one occasion which is quite unforgettable.

> "To get the best out of a Healey you had to be brave. You also had to enjoy grappling with something that was almost alive in itself, and which had certain tendencies which either had to be beaten or would beat you."

Autocar, in its wisdom, decided that I should go off to a demonstration of a new portable scrap car crusher — being demonstrated, of all places, on an old airfield near Chipping Campden. It would have been alright if the approach road hadn't been so ideally loose, bumpy, and rough. . . . but with the bit between my teeth I covered the last couple of miles to the demonstration in a passable (I thought) imitation of a Morley or even a Hopkirk.

Now anyone who saw these cars performing will assure you that a Healey on full song announced its coming a long way away. A squadron of Spitfires had nothing on it. With a big Healey you didn't need a horn, or any other audible warning of approach. Latter-day Alpine-Renaults would have been impressed, and they don't seem to use silencers at all! I arrived rather suddenly by the car crusher, then realised that I had caused quite a stir. There must have been 200 people listening politely to Lord Black's speech, but by the time I had switched off, very few of them were looking at him. . . .

It was, at first glance, one of the least suitable of all cars with which to go rallying. Early Healeys — the BN1 and BN2 100s especially — had the reputation of very low ground clearance, and a lot of minor failings. The first six-cylinder cars, announced in 1956, were no balls of fire by any means, and had somehow got themselves the reputation of a 'powder-puff' sports car. It was Marcus Chambers, Doug Watts and the late Douggie Hamblin who realised that Donald and Geoff Healey had laid out a very strong vehicle that might, just might, do something for them.

But Abingdon? Why Abingdon? Marcus Chambers had set up the famous competitions department in 1955, but for the first three years had struggled on with such lemons as the Austin A50 and A90, and the rather more promising MGAs and Twin-Cams. There was no way in which he could get outright victories, and the ▷

Makinen hard at work on the Glentrool stage of the '65 RAC.

Facing page: top — Timo Makinen prepares for the hairpin, six miles into Dovey on the '64 RAC. Far left — the famous Morley brothers on their way to 2nd in category on the '65 Alpine. Near left — the Morleys again, just before going off on the Loch Achray stage of the '65 RAC.

Healey seemed the only possible saviour. From 1958, when the 100-6 with the revised cylinder head started being used, there was a steady development programme which never wavered. Every change proposed, and finally homologated, would make the car faster, stronger, better-handling, and more suitable for rough and smooth roads alike.

It all started very badly, as often happens with cars later famous. Jack Sears' single RAC Rally entry came to nought in the snows; while a complete team suffered the indignity of being beaten by 2.2-litre Triumph TR3As in the Alpine Rally. Once the 100-6 grew up to a fully-fledged 3-litre car in 1959 there was no stopping the Abingdon machine, and with some skilful homologation from time to time, a basically useful machine was turned into a formidable weapon.

In his book 'Seven Year Twitch' Marcus Chambers said of the Healey: "We had long felt that we needed a car with long hairy legs to stride over the mountains, and great lungs with which to rush up the hills; this seemed to be it." He also set about getting the better gear ratios which the cars needed in 1960 by asking Longbridge's Charles Griffin to drive a rally car, and: "to tip the scales a little in our favour I wrote a memo to Charles, with a copy to John Thornley, in which I said we would win the Liège if we had the right gear ratios..."

To a publicity man, or one of BMC's accountants, these cars might have been Austin-Healey 3000 Mk II Convertibles, or whatever particular variant was being made at that time, but to those who had to drive them they were universally known as 'big Healeys' or even 'Squealeys'. They were always big, and always Healeys, but they seemed to improve with gratifying regularity. Then, as now, there were lots of boring FIA regulations which defined what you could do, and what you couldn't do with your Grand Touring cars, what you could add without selling any parts to private owners, and what was strictly not allowed unless 100 sets had been sold. It was all very fine and laudable, but as far as the opposition could make out, it didn't seem to hamper BMC one tiny little bit.

There was no substitute for loving care in preparation, and Abingdon mechanics gave the team a lot of that. Light alloy body panels, or glass-fibre if preferred, were always allowed, and the one way you could be sure of identifying a works car was by knowing it had these. Jensen made the bodies, and under some protest made alloy panels, but there was no way these were going to be supplied to private owners. Suspension was always a problem, particularly on rough rallies where adequate ground clearance was difficult to find. Eventually the front of the cars were jacked up as far as handling would

The engines, naturally, were the kernel to the whole affair. The first 100-6s even with the revised cylinder heads could only boast a rather optimistic 117 bhp, and the last of the production 3000s had nearly 150 bhp from 2912cc, but this wouldn't have been enough for rallying. The production 100-6 was equipped with twin SUs, which is how the rally cars started, but this soon led to a triple-SU set-up, and from the start of the 1962 season a triple twin-choke Weber layout. Cylinder heads were continuously developed, but BMC finally cocked a snoot at homologation procedures by using light-alloy heads. The heads, they said, were identical in all respects to the cast-iron production heads, except for their material, and were mainly useful to cut down the weight over the front wheels. ... rivals merely smiled thinly, and wondered why they hadn't thought of it themselves! (Strangely enough, only one other company — Triumph — had the guts to follow suit, with light alloy heads for the 1964/65 Spitfires, and no-one complained about those either!).

There was one completely unique feature of the car was first tried on rough roads, it was clear that the standard exhaust, which trailed under the solid chassis about four inches from the deck, would have to go. BMC's ingenious solution included a six-branch exhaust manifold (homologated — naturally!), a silencer tucked as high as possible under the body but *exactly* in line with front and back wheels on the nearside so that it would take advantage of the ruts — and twin outlet pipes under the left-hand or co-driver's door. For the very last event the works cars ever started, this was developed one stage further, with the co-driver's door being drastically

inches of door had been.

It was that noise which got to most people first. Marcus Chambers used to dub the car a 'poor man's Maserati' — it could sound very much like a 250F at times — and there was no doubt that it announced its coming from a long way off. There were few moments more exciting than to stand in the middle of a forest, to hear that thunderous bellowing, gulping roar, next to pick up the crash of the vast sump guard on the bumps, and finally

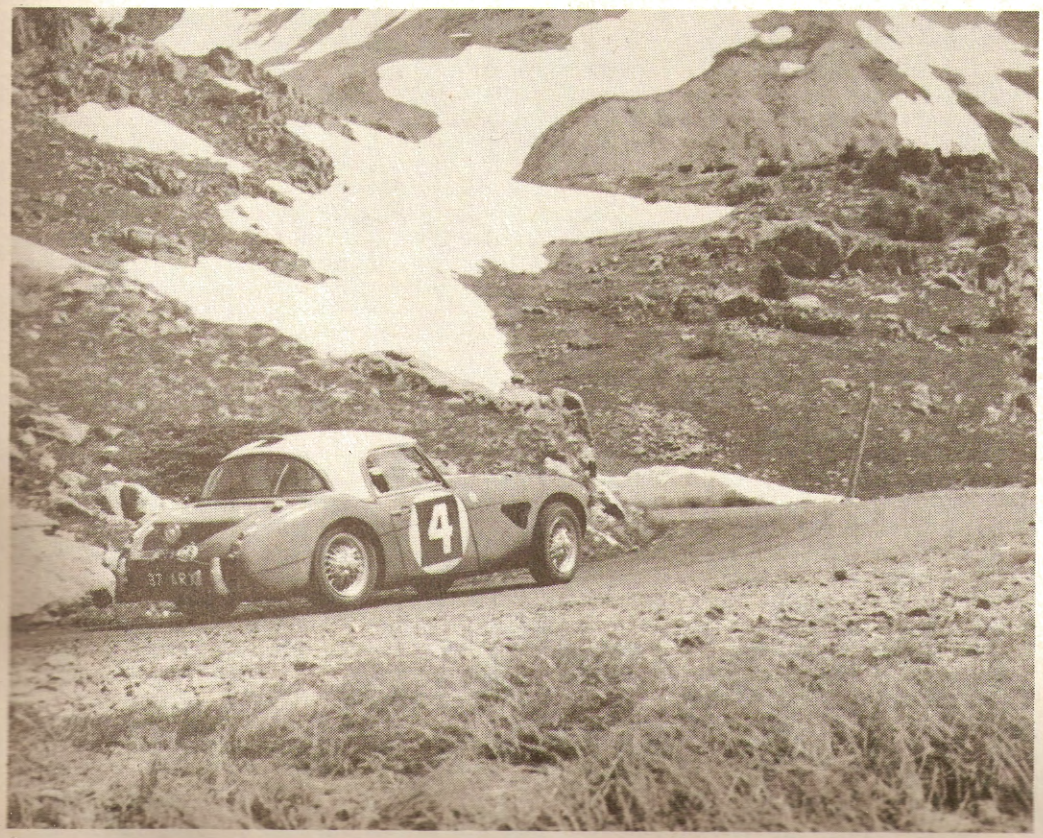
Paddy Hopkirk/Jack Scott reach the end of Dodd's Wood ('62 RAC).

to witness the arrival of that big, bright red, barely controllable monster, with a Makinen, a Morley or a Hopkirk at the wheel.

The first time I introduced my wife to a rough-road rally was in Scotland the year that Timo Makinen might have won the event; she stood high on a bank, listened, looked, and breathed a rather awed, 'Oh, boy!' — there was nothing else which was appropriate.

> "... There was no thrill to compare with the sight of a bellowing 200 bhp monster hurling itself off the line; nor the sight of one ton of sideways GT car appearing out of a snowstorm in the mountains with seven lamps blazing."

Below: natural habitat for the Healey — Don and Erle Morley on the '63 Alpine. Above: Things that go bump in the night — Makinen prepares to leave the line in torrential rain for the Coed-y-Brenin stage of the '63 RAC.



Only four people ever mastered a Healey completely. Pat Moss and Donald Morley were the first pair, Timo Makinen and Rauno Aaltonen the others. Paddy Hopkirk was lured from Rootes to BMC specifically to get to grips with the car, but got himself side-tracked to Mini-Coopers with altogether exemplary results. To get the best out of a Healey you had to be brave, but there were other brave men in BMC's team. You also had to enjoy grappling with something that was almost alive in itself, and which had certain tendencies which either had to be beaten or would beat you.

By the time the alloy head and the Webers were thoroughly sorted out in 1962, there was nearly 210 bhp on tap under the bonnet, and with a set of seven gears (four speeds and three overdrive ratios) linked to a low axle ratio the potential could be imagined. There was a solid rear axle, with limited-slip differential (and radius arms towards the end of development), but still a colossal amount of torque to be controlled. Peter Riley, that extrovert and cheerful character, used to adore his Healey drives, and used to say that unleashing a Healey from the start line was rather like making a classic straight drive at cricket — "the only trouble was that the car *insisted* on taking off smartly towards mid-off!". David Seigle-Morris was another hero who loved a regular wrestle with the car; I spent one night with David acting as a Steward on some British rally or other — the problem was that David's transport was an Abingdon Healey, and we spent a lot of the time flashing lights at poor little club drivers who were getting in our way!

Inside the car, the racket was indescribable. Headsets and intercoms were not available at first, which meant that communication between driver and passenger was difficult. You could always tell a Healey co-driver from his fellows at any RAC Rally control. He was always half-

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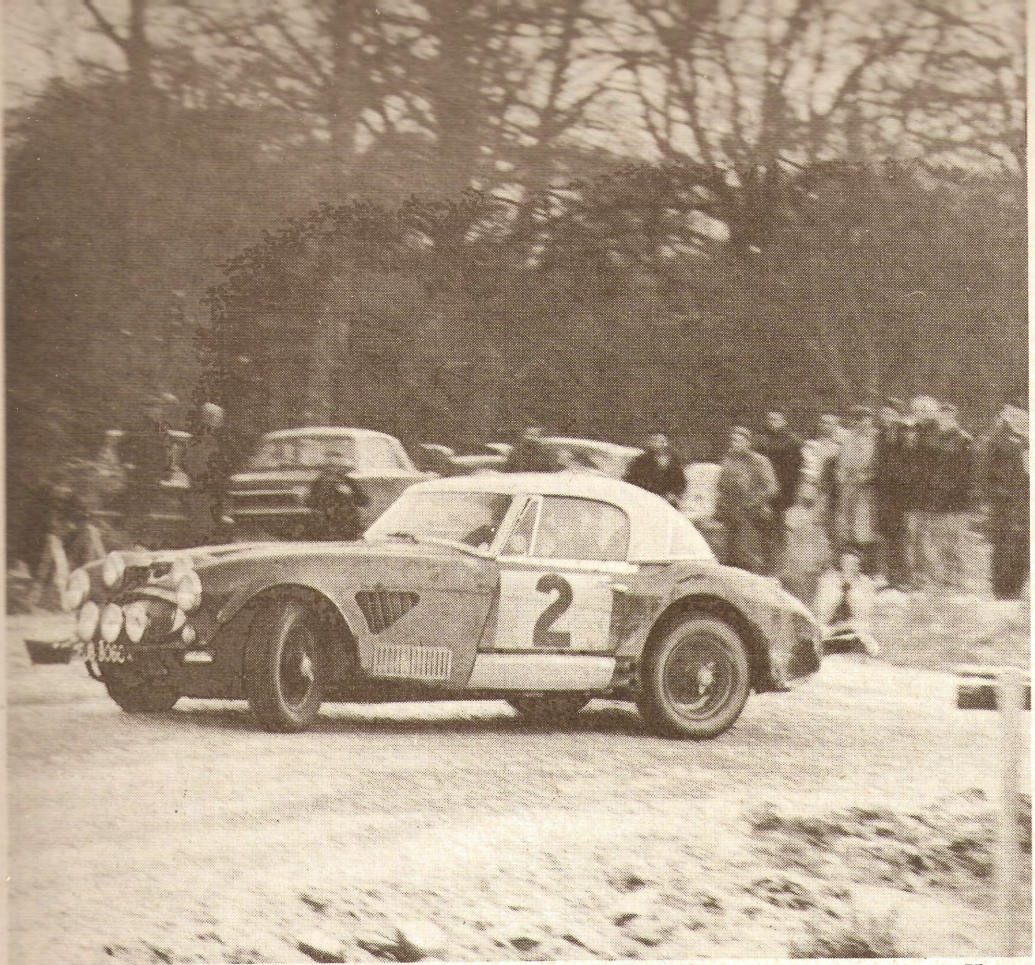


The '65 RAC — Above: Makinen's battered car slithers over the snow. Below: flat-out on Myherin II.

The big Healeys continued

deafened, and (to quote Paul Easter) "in spite of that dirty great silencer near your feet, it was always cold and draughty. We never had heaters, and the cars usually managed to rack themselves a bit and set up a few draughts."

BMC invented things for the Healey that later passed into rallying folk-lore. They were among the first to try a *cyclops* spot lamp in the middle of the bonnet nose, and they were the first to fit auxiliary headlamps in the days when there were no dipping iodine bulbs. People used road-pattern tyres in the forests until BMC tried Weather-masters on the Healeys. The Morleys, and probably Paddy Hopkirk, pioneered the use of overdrive switches let into gear-lever knobs (it was absolutely right for a Healey, but ergonomically wrong on most of its copiers).

When a Healey had completed a Liège, or an RAC Rally, it was a thoroughly battered hulk, particularly if you had been brave enough to take a look underneath. Even all that skid-shielding and the massive chassis members couldn't disguise the terrific pounding taken by the cars on the rough tracks, and re-building for the next event was a long and painstaking process. There would be no question of the ten-day build-up jobs that a modern Escort seems to accept with ease — two months was more like it. A Healey stripped down for a rebuild was a sight to be seen, for little more than the chassis, scuttle, and basic inner body panels remained. But the strength and the rugged reliability could be built in; it came from years of practical experience, and the bare details of an Abingdon preparation sheet could not do justice to it.

Pat Moss was as much at home in a big Healey as in the Mini-Coopers which also made her famous. She usually hogged the same car all season, gave it thoroughly feminine touches, and invariably a pet name. Her 1960 Liège winner was

Healey successes

The first 'big Healey' from Abingdon started the 1958 RAC Rally, driven by Jack Sears and Peter **(Autocar)** Garnier. It struck the snowstorms and impossible baulking we all remember, and finished nowwhere. Timo Makinen and Paul Easter drove the last works car — in the 1965 RAC Rally; they should have won, but yet again snow and ice pushed them down to second overall. In eight years the marque's success record was unrivalled by any other sports machine.

This is just a summary of Abingdon wins:

Monte Carlo Rally	1962	Class win (David Seigle-Morris)
	1963	Category and Class (Timo Makinen)
Tulip Rally	1959	8th Overall and Class (Jack Sears)
	1960	8th Overall and Class (Pat Moss)
	1961	Class Win (Pat Moss)
	1962	Fastest Outright on scratch,
	1963	defeated each time by a 'Class
	1964	Improvement' marking system
	1965	(Donald Morley)
Acropolis Rally	1961	3rd Overall and Class (Peter Riley)
	1962	8th Overall and Class (Pat Moss)
Alpine Rally	1958	7th Overall (Bill Shepherd)
	1960	2nd Overall in Category, and Class (Pat Moss) + all team prize wins (with John Gott, Don Morley)
	1961	Outright victory (Donald Morley)
	1962	Outright victory (Donald Morley)
	1964	2nd Overall in Category (Donald Morley)
	1965	2nd Overall in Category (Donald Morley)
Liège-Rome-Liège (later Liège-Sofia-Liège)	1958	4th Overall (Pat Moss)
	1959	Class win (Peter Riley)
	1960	Outright victory (Pat Moss) + all team prizes (with John Gott, David Seigle-Morris)
	1961	6th Overall (David Seigle-Morris)
	1962	5th Overall (Logan Morrison)
	1963	6th Overall (Paddy Hopkirk)
	1964	Outright Victory (Rauno Aaltonen)
RAC International Rally	1959	4th Overall and Class (Donald Morley)
	1960	Morley) + team prize (with Peter Riley and John Williamson)
	1961	2nd Overall and Class (Pat Moss)
		5th Overall (David Seigle-Morris)
	1962	2nd Overall and Class (Paddy Hopkirk)
		3rd Overall (Pat Moss)
	1963	5th Overall and Class (Timo Makinen)
	1964	2nd Overall and Class (Timo Makinen)
	1965	2nd Overall and Class (Timo Makinen)

There was one other intriguing 'might have been'. Peter Browning's own ex-works car was re-built for Rauno Aaltonen to drive in the 1967 RAC Rally as a 'prototype'. It was the fastest and the strongest of all the Healeys. Who knows what Aaltonen could have achieved, if the rally had not been cancelled?

It was Pat who gave the car its early successes, and that never-to-be-forgotten outright win in the 1960 Liège. It was not for nothing that the Liège organisers threatened to give a new award the following year — for the *Coupe des Hommes!*

Donald Morley was the other British driver who really tamed the car. He won the Alpine Rally outright twice — in 1961 and 1962 — and put up no less than four stupendously fast performances in the Tulip Rallies of 1962, 1963, 1964 and 1965. In my book those all count as outright wins, though as the organisers were messing about with complex 'Class Improvement' schemes at the time the record books don't agree with me. Some drivers made their names in many cars, but Healeys and Morleys will always be linked. Donald was a mild-looking little man who never seemed to be fussed by anything, but once behind the wheel of the car he seemed to sprout horns; Pat Moss' pet name for him was 'the little devil', and I could see what she meant.

> "To see a co-driver getting out of Makinen's Healey at the end of a stage was to see someone who had looked at life for the very first time. To look at a sweating, grinning Makinen was to understand the effort and the pleasure it gave him."

Rauno Aaltonen gave the big Healey possibly its biggest win — on that last tremendously fast Liège in 1964, where he and Tony Ambrose won by nearly 30 minutes — but it was Timo Makinen, in the events he didn't quite win, which most people will remember. Timo was a big, basic, Finn; and new to British rally cars; nobody seemed to have told him that the Healey was a big car, that it had a certain reputation, that it was difficult to drive. Nobody told him that you simply didn't drive a conventional car like that — and if they had I doubt if Timo would have been listening. Timo drove Healeys like Minis, if he drove them like anything; there are those prepared to swear that he picked up his car bodily and hurled it to the end of the stage without a throught for mechanical limits anyway! To see a co-driver getting out of Makinen's Healeys at the end of a stage was to see someone who had looked at life for the very first time; they were often silent for a time before daring to comment. To look at a sweating, grinning, Makinen was to understand the effort and the pleasure it gave him.

The event we all wanted him to win was that RAC Rally in 1965. We all knew that FIA regulations were due to change in 1966, and would outlaw the big Healey, and we all knew it was the last time we would ever see the car in action. We also knew that Makinen had nearly won the event in 1964, had nearly won the Scottish Rally earlier in the year, and that no British car had won the RAC Rally since 1959.

The old enemy — snow — got in the way of a fairy-tale ending, but not before Makinen had put his brand-new car through the hoop. Right from the start he took an ever-increasing lead, and there was nothing other BMC works cars, nor Ford, could do about it. He went off the road for a maximum penalty in Yorkshire, then in spite of the snow, surged back into the lead again. By Wales and the last night only the weather could beat him, and this duly turned up in the shape of a slippery icy hill where he was passed by Rauno Aaltonen's Mini-Cooper 'S'. Aaltonen won by the (then) slim margin of three minutes, and the Healey's reign was over. It was a case of 'the king is dead, long live the king', because the Cooper 'S' was to be Abingdon's regular winner until the department closed at the end of the 1960s.

Records show that there were only ever 26 'real' rally cars, and very few remain. Some were sold and written off, while some were sold and turned into racing cars. Only a very few survived in their true specification. When the 1967 RAC Rally prototype came up for sale after the event, I could have bought it for about £1,500, and didn't have the cash to close the deal. I saw a 1964 rally car (which looked complete down to the last QI lamp) for sale only the other day, and I hear that the asking price was £3000. To me, a confessed Healey addict, it looked like a bargain. I still go to most of the rallies, and I have to say that I am impressed by 240 bhp Ford Escorts and the like, but it isn't really the same somehow. The big Healey was the last Man's car — no, really. They Don't Make Them Like That Any More. □

"...Every now and then there comes a real 'A2' stage and there the gains are substantial. The technique of driving on them is different however — you have to be straight and neater and less sideways..."
PHIL SHORT

A2 dilemma

Perhaps in future years when we look back to the vintage rally season of 1976, memorable for one of the most competitive and thrilling RAC Championships ever, we may well by then have accepted A2-type forest-racing tyres as the norm. For the moment however, they stand in most people's minds as possibly the most significant technical development since Ford introduced the BDA engine. It's easy to be blasé about them when you have them at your disposal, and equally easy to attribute other people's 'flyers' to them, if, like most people, you have not. Perhaps in this article I may be able to disseminate fact from myth.

The paucity of the tyre is not due to any deliberate policy by the manufacturers, but to certain technical problems in production which result in every single A2 for the time being having to be hand cut — a long laborious task before a big event. I might add that the only way to obtain them for my driver has been to hand cut them myself from slicks! — not always from genuine A2 carcases but from various thick-wall slicks which happened to be in stock at the time. I'm sure everyone will be pleased when the production moulded version becomes available! In the meantime the lack of them is causing a few psychological 'hang-ups' among drivers.

To look at, the tyre is everything we've been taught a forest tyre shouldn't be — cross ply, low profile, wide flat tread, very little pattern, no chunky edges etc — but it works. In fact most drivers who use them believe their advantage is fairly minimal; on the average stage with its usual mixture of surfaces there is very little to pick between A2 type and M&S type; on some stages, particularly muddy or rocky stages, they may be a slight disadvantage. However every now and then there comes a real 'A2' stage and there the gains are substantial. The technique of driving on them is different however — you have to be straighter and neater and less sideways — a problem which Tony Drummond is still trying to solve! But its not so much the speed advantages as the other attributes of these tyres that I am writing about.

First, the good news for the Forestry Commission: A2s don't work by digging into the loose but by gripping the top surface — hence less damage to the roads. Second, the good news for the cash customers: A2s may cost 2 or 3 times as much as M&S, but wear 3 or 4 times as long. On the Jim Clark we did at least 68 competitive miles in Keilder on just 4 A2s and still have a good set of tyres left; this from a driver who can get through a pair of M&S rears in 15 to 20 miles when he puts his mind to it. Such economy of wear must make servicing easier and quicker because you just don't have to carry large stocks of tyres around with you, and you don't need so many time consuming stops to change them, so you get into the stages earlier.

Perhaps the biggest worry with the tyres is the possibility of puncture. Dunlop are, as I'm sure you've read, taking steps to reduce this by beefing up the construction. In Russell Brookes' case, they hardly need bother — I think he's only had one puncture this year. For lesser mortals however there's the comforting fact that if you do get one, the car is much more stable with a flat A2 than with a flat M&S. This is because the more rigid side-wall keeps the wheel rim off the ground for longer periods.

Once the tyre becomes generally available at all levels, it must surely simplify those situations where previously one had to choose the right tyre for a part tarmac/part loose stage. A2s will certainly cope with both and be fully competitive.

So much for the advantages — what about the disadvantages? Well, I mentioned earlier the technique, which is certainly a big factor. Your first few stages on them could be a bit unnerving. On the Welsh this year we came off them after 3 stages onto M&S for Brechfa and frightened ourselves even more so we put them back on again! Another slight drawback we've noticed is for the tyres to increase drag — ie grip too much when the wheels should have been spinning, but this is more than compensated by the superb straight line stability and grip under braking.

Yes, we're all sure A2s are here to stay and let's hope they become freely available soon. Surely too there is a lesson to be learned here for road-going tyres with such a tremendous wear factor. In the meantime if you haven't had any to try out yet, don't think you are missing too much. After all Pentti Airikkala and Andy Dawson have done all right without them. As my current driver (who incidentally reckons to have turned in some of his best results on worn-out or 'uncompetitive' tyres) believes, basically any tyre will do, so long as its round and black! □

More from Citroën

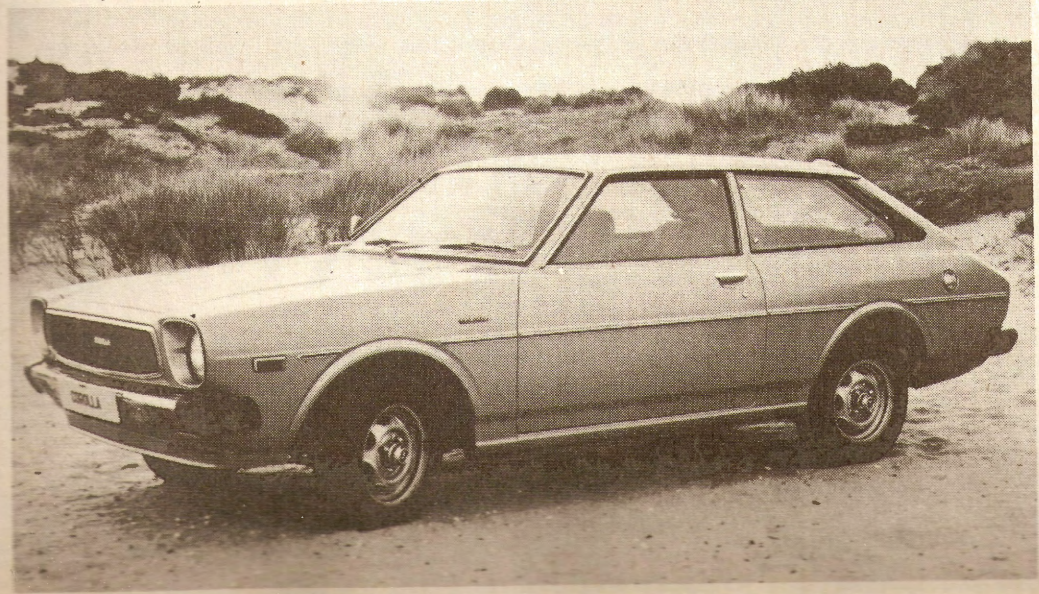
For their 1977 range, Citroën have announced a larger and more powerful four-cylinder engine for the CX2400, which will replace the CX2200. There will be three types of CX engines, of 1985cc, 2347cc, and 2175cc diesel.

An extremely attractive small car, the LN, has the bodyshell of the short-chassis Peugeot 104 coupé and the Citroën flat-twin air-cooled engine of 602cc. This will appeal to those people who crave the six-cylinder smoothness of the horizontally-opposed engine, but who can't take the plain but functional body shape of the 2CV and its derivatives. This exceptionally economical car will make its *début* at the Paris Salon, but it won't be available in England. Citroën emphasise that their models and those of Peugeot will be entirely separate, and this car does not create a precedent.

Corolla Liftback: a new market for Toyota GB

Toyota announce a new three-door body, which is an addition to the Corolla range. Compared with the Corolla 30 four-door saloon, it is 3½ins longer, 1in wider, and 2ins lower. Mechanically identical with the saloon, it has a similar specification to most Japanese cars, featuring MacPherson front suspension, recirculating ball steering gear, and a live rear axle on semi-elliptic springs. The five-bearing pushrod engine has a capacity of 1166cc.

Corolla Liftback: lower, wider and longer than its saloon counterpart.



Improved MGB

The dear old MGB, one of Britain's few remaining sports cars, has become quite modern in its latest form.

In addition to an attractive and more luxurious interior, there are several worthwhile mechanical improvements, notably anti-roll bars front and rear and an electric cooling fan. A heel-and-toe accelerator pedal pad is fitted, and a smaller steering wheel has been adopted, unfortunately at the expense of lower-geared steering to keep the control acceptably light. Halogen headlamps are now standard and there is a sealed cooling system with an expansion tank.

The hard-top model, called GT, has tinted glass, and the soft-top two-seater has a zip-out rear window.

Incidentally, Leyland erroneously describe this model as the "tourer", but in correct body terminology this name implies an open four-seater without wind-up windows. The heating system has been up-dated and the seat trim is now in striped fabric.

MGB: now shares trendy seats with its American sisters.

Wentz wins again as Perkins breaks lap record

Indylantic came to Knockhill last Sunday with quality if not quantity, only eight cars making the trip up to the circuit. Undoubtedly the combination to beat was that of Ted Wentz and the Swan Lager Lola, for, apart from a rather hairy first corner manoeuvre, in the final, the only problem that the American had was getting by Phil Dowsett in the third of the seven lap heats, having won the first two. The 40 lap final featured a spectacular drive by Terry Perkins who fell off at the first corner of the second lap and then proceeded to drive through the field at tremendous speed, breaking the outright circuit record and ultimately finishing fifth. A fine second place battle between Phil Dowsett, Steve Carvill and Tony Rouff saw Dowsett get second, while Rouff tried for a long time to get by the Radio Luxembourg driver and finally managed to take third. On a cool, blustery day, 1800 people turned up to watch the Indylantic fun and other races for libre, Formula Ford, special and production saloons.

Qualifying and practice had its interest in that two cars were in trouble. Tony Rouff's Netherton and Worth Boxer blew a Nicholson engine and the team were sportingly lent a Swindon BDA by the Luxembourg team. They themselves had had problems in that, after Carvill had written off one Surtees at Mallory Park a few weeks ago, the team had to build up a new one and this was only just finished before raceday, so they never benefitted from Saturday practice. Perkins was his usual spectacular self and had no less than three agricultural excursions, after which the Eden team repaired the car by the first heat.

In fact Wentz had few problems in either of the first two heats, winning comfortably from Perkins both times, with both Carvill and Dowsett following him home. Carvill was obviously still testing and sorting things out, while Neve orbitted around the fourth-fifth mark for these two heats.

However, while his team-mate Rouff was sitting in the paddock receiving a new engine, Neve went out and won the final heat from Dowsett who was having a good time with Wentz who just couldn't find his way past.

The final, forty laps of it, started in a fine way. Three cars darted into the first corner together, with Wentz taking two bites of the cherry and finally dashing through at the very last second to take the lead he wasn't to lose. Various phenomenal avoidances resulted with Lawler, Rouff and Neve all having nudging matches — what would it have been like with double the number of cars?

By lap two, things has sorted themselves out slightly until Perkins fell off at the same corner. This left Dowsett, Carvill and Rouff all fighting over second place which was a fine dice, except for Rouff who just couldn't find his way past the Surtees and Dowsett was slowly drawing away. In front, Wentz steadily eased away until the final stages when a brake pedal went soft on him so he eased up a little. But he clearly took the flag to increase his already substantial lead in the series.

Dowsett drove sensibly through to second place ahead of the dicing Rouff and Carvill. Next up was the Sana, Perkins being luridly spectacular in his efforts to get back up to the leaders, locking wheels and going deep into corners, but it was all to some effect as he's now the outright circuit record holder. Lawler completed the top six, a lap down, while Neve was an early retirement with black box problems, and Mike King the only other finishers.

Indylantic enjoyed their visit to Scotland, were pleased with the gate, even if there were only eight starters. Wentz still leads the series which if it hasn't set the world alight has an atmosphere very much like the first days of F5000 and the bevy of rumours about a new bright, and secure future.

● We apologise for the lack of information about other races, but coverage problems at the last moment intervened.

Indylantic final (40 laps): 1, Ted Wentz (Lola-Swindon T460), 35m 8.2s, 88.04mph; 2, Phil Dowsett (Chevron-Swindon B29), 35m 32.6s; 3, Tony Rouff (Boxer-Swindon PR276), 35m 35.4s; 4, Steve Carvill (Surtees-Swindon TS15), 35m 36.8s; 5, Terry Perkins (Sana-Eden), 35m 41s; 6, Alo Lawler (Chevron-Swindon B29), 39 laps. **Fastest lap:** Perkins, 50.4s, 92.04mph **(Outright record).**

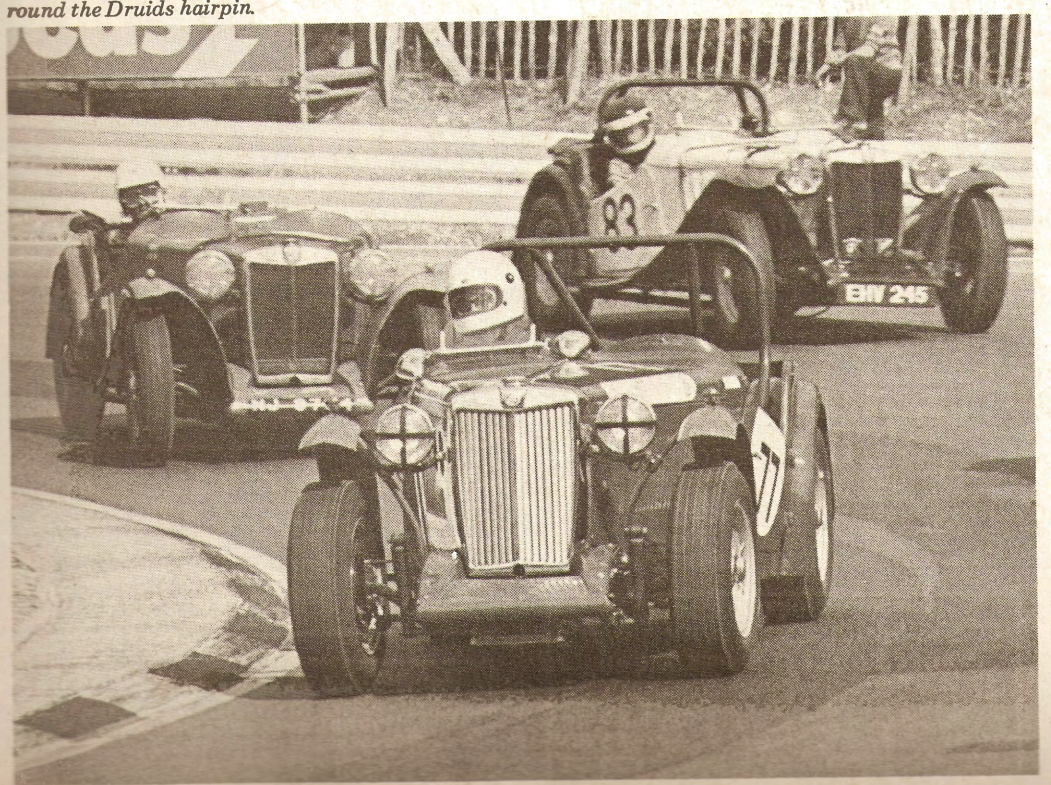
Heat one (7 laps): 1, Wentz, 6m 8.2s, 88.2mph; 2, Perkins, 6m 9.6s; 3, Dowsett, 6m 17.2s; 4, Patrick Neve (Boxer-Nicholson PR 276), 6m 18.4s; 5, Mike King (Lola-Swindon T360), 6m 27s; 6, Carvill, 6m 27.6s. **Fastest lap:** Wentz, 51.6s, 89.88mph.

Heat two (7 laps): 1, Wentz, 6m 9.6s, 87.89mph; 2, Perkins, 6m 12s; 3, Carvill, 6m 17.8s; 4, Dowsett, 6m 24.5s; 5, Neve, 6m 25.2s; 6, Lawler, 6m 27s. **Fastest lap:** Wentz and Perkins, 51.8s, 89.58mph.

Heat three (7 laps): 1, Neve, 6m 8.6s, 88.12mph; 2, Dowsett, 6m 14s; 3, Wentz, 6m 14.2s; 4, Perkins, 6m 15.8s; 5, Lawler, 6m 23.2s; 6, Carvill, 6m 23.4s. **Fastest lap:** Wentz, 52s, 89.22mph.

Indylantic 76 championship positions: 1, Ted Wentz, 142½; 2, Tony Rouff, 124; 3, Alo Lawler, 95; 4, Richard Scott, 85; 5, Phil Dowsett, 73; 6, Tony Trimmer, 62½; 7. Steve Carvill, 53; 8, Jeremy Rossiter, 50; 9, Mike King, 41; 10, Cyd Williams, 38.

MG action at Brands Hatch as Richard Green's TC leads Stuart Dean's TA and Trevor Vertigan's TC round the Druids hairpin.



Better by Borgward

Speedy efficiency was the hallmark of the MG Car Club meeting at Brands Hatch on Sunday, when the club organised a programme of ten events catering mainly for their own members but with additional races for Classic Saloons, Formula Ford and Modsports to add crowd appeal. Not many people turned up to watch, but those who made the effort were rewarded with an interesting if not enthralling afternoon's sport.

Clerk of the Course Gordon Cobban first paid tribute over the public address to the work of Monty Terrell, then the racing got under way with an event for modified MGBs and Spridgets. Regular local chargers Geoff Weeks and Ted Reeve (Midgets) contested first place until Weeks dropped out with a broken halfshaft on lap seven, elevating the Sprite of Andy Bailey to second.

Race two produced the best noise of the day as Bill Morris in "Hanuman II" led all the way, but when a hadicap was applied Richard Beresford's MG J2 was the winner. Second and third on the road after a monumental thrash were Philip Bayne-Powell (MG K3) and the Triumph SS of Paul Street, which crossed the line in the pit road after blowing up at Clearways under the strain.

Roy McCarthy vanquished Alan Ward in the MGA championship race, but it was a very close-run thing after a backmarker slightly baulked McCarthy and Ward put in a very strong last-lap effort. Up to the final lap, Ward was never far behind but looked unlikely to catch the leader.

Pete Cresswell made it three wins on the trot in the MG T-type championship, but his TC left it until the last gasp before grabbing the lead from Dave Clewley's. Championship leader Gerry Brown headed them both in a typically close race until a loose coil lead brought him into the pits.

Unusually tame after the antics of the old cars, round nine of the MCD Formula Ford championship went to points leader Mike Thompson (Rostron) by a narrow but safe margin from Miki Dee (Van Diemen) and Doug Wood's Elden. After a push-start on the grid, Peter Lawrence's middle-aged Royale headed Sean Walker's newer model and the latest Hawke of Rhodesia's Rob Ellis until succumbing to heavy pressure soon after half distance, and a push-start penalty cost Lawrence another place to Cliff Davies in a new Hawke. The surprisingly thin field (only 14 starters) was well scattered by the finish.

Switching from his TC to an MGB, Gerry Brown took the race for standard MGs and Sprites after overcoming a spirited early effort by Tony Binnington, who kept his B in front of Brown's until Paddock on the sixth lap. Brown, fastest in practice, then eased away to a comfortable win. An even closer contest for third place went in favour of Larry Quinn's class-winning Midget.

Miles Marshall, who lost the previous week's Classic Saloon race right on the finish line, made up for it with a close and hard-fought victory and new lap record on this occasion. His rival for victory was Mike Bennion (Zephyr), who led for the first three laps, but Marshall's Borgward came through well after a poor start from pole position. Giant killer Andy McLennan was on his best form and, like Marshall, created a new lap record while on the way to fourth overall in his little Austin A35 but Bob Meacham, an expected front runner in his Jaguar, blew up after holding second place in the early stages.

Geoff Weeks' problems with his Midget were solved in plenty of time for him to take the mod-sports event with some ease. Ted Reeve was second in his supercharged car although Andy Bailey, two classes below was right on Reeve's tail at the finish after a backmarker had got involved. Among the non-MG entries, Roger Andreason's Marcos dropped out with the engine running roughly, while Tony Claydon had better luck than usual with his Elan and came through to fourth.

Dave Clewley and Gerry Brown staged a rerun of their earlier battle in the first of two handicaps which closed the programme. This time they had

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three were headed by Jim Loveday's scratch-winning MGB. Backmarker Derek Elsley's Midget was adjudged the winner on handicap. And to round off the day, Roy McCarthy and Alan Ward repeated their MGA championship duel, finishing in the same order on the road, but Ward came out on top according to the handicappers.

PAULINE PHILLIPS

Modified MGs and Sprites (10 laps); Overall and Midgets/Sprites: 1, Ted Reeve (1.3 MG Midget s/c), 9m 08.8s, 78.95mph; 2, Andy Bailey (1.1 Sprite), 9m 18.2s; 3, John Wilmshurst (1.5 MG Midget), 9m 24.6s; 4, Steve Everitt (1.3 MG Midget), 9m 33.4s. **Fastest lap:** Geoff Weeks (1.4 MG Midget), 53.0s, 81.75mph. MGBs: 1, Terry Osborne (1.8 MGB), 73.04mph. **Fastest lap:** Osborne, 57.8s, 74.96mph.

Pre-1940 handicap (10 laps): 1, Richard Beresford (850 MG J2), +38.4 on handicap; 2, Andrew Smith (969 MG PB), -3.2; 3, Peter Gregory (930 MG PB), -6.0; 4, Len Bull (847 MG J2), -15.6. **Scratch winner:** Bill Morris (1.5 ERA B-type), 68.67mph. **Fastest lap:** Morris, 1m 01.6s, 70.34mph.

MGAs (10 laps); Overall and modified class: 1, Roy McCarthy (1.6 MGA), 10m 21.0s, 69.77 mph; 2, A. Ward (1.6 MGA), 10m 21.4s; 3, Neil Cawthorn (1.6 MGA), 10m 44.8s; 4, Vic Ellis (1.6 MGA), 11, 07.8s. **Fastest lap:** Ward, 59.8s, 72.46mph. **Standard cars:** 1, John Halton (1.6 MGA Twin-Cam), 62.14mph. **Fastest lap:** Halton, 1m 07.4s, 64.29mph.

MG T-types (10 laps); Overall and modified cars' class: 1, Pete Cresswell (1.4 MG TC), 10m 15.6s, 70.39mph; 2, Dave Clewley (1.3 MG TC), 10m 16.0s; 3, Ron Gammons (1.5 MG TC), 10m 25.8s; 4, Erik Benson (1.5 MG TC). **Fastest lap:** Cresswell, 1m 00.0s, 72.22mph. **Standard cars:** 1, Peter Smith (1.3 MG TD), 61.66mph. **Fastest lap:** Smith, 1m 07.6s, 64.10mph.

MCD Formula Ford Championship (10 laps): 1, Mike Thompson (Rostron-ASD CT75), 8m 47.6s, 82.13mph; 2m Miki Dee (Van Dieman-Rowland RF74), 8m 49.4s; 3, Doug Wood (Elden-Minister Mk10C), 8m 50.2s; 4, Sean Walker Royale-IWR RP21), 8m 53.4s; 5, Rob Ellis (Hawke-Scholar DL15), 8m 54.2s; 6, Cliff Davies (Hawke-Minister DL15). **Fastest lap:** Thompson, 51.6s, 83.97mph.

Standard MG's (10 laps): 1, Gerry Brown (1.8 MGB), 10m 33.2s, 68.43mph; 2, Tony Binnington (1.8 MGB), 10m 36.2s; 3, Larry Quinn (1.3 MG Midget), 10m 58.8s; 4m Mick Marks (1.3 MG Midget), 11m 01.0s. **Fastest lap:** Brown, 1m 01.6s, (70.34mph). **MGC's and V8s:** 1, Dave Jeal (3.0 MGC GT), 60.89mph. **Fastest lap:** Jeal, 1m 09.0s, 62.80mph. **Midgets and Sprites:** 1, Quinn. **Fastest lap:** Quinn, 1m 03.8s, 67.91mph.

Classic saloon car race, over 2700 cc, 1801 to 2700cc, 1301 to 1800cc and up to 1300cc (10 laps); Overall: 1, Miles Marshall (1.5 Borgward Isabella), 10m 48.6s, (66.80mph); 2, Mike Bennion (2.5 Ford Zephyr Six), 10m 49.6s; 3, Mike Hawes (1.5 MG ZB Magnette), 11m 01.0s; 4, Andy McLennan (948 Austin A35), 11m 07.2s. **Over 2700cc:** 1, Craig Hinton (3.5 Jaguar Mk VII), 62.43mph. **Fastest lap:** Hinton and Peter Deffee (3.4 Jaguar Mk VII), 1m 07.6s, 64.10mph. **1801-2700cc:** 1, Bennion, 66.70mph. **Fastest lap:** Bennion, 1m 03.8s, 67.91mph. **1301 to 1800cc:** 1, Marshall. **Fastest lap:** Marshall, 1m 03.4s, 68.34mph **(Record). Up to 1300cc:** 1m McLennan, 64.94mph. **Fastest lap:** McLennan, 1m 05.4s, 66.25mph **(Record).**

Modsports over 2000cc, 1501 to 2000cc, 1151 to 1500cc and up to 1150cc (10 laps): 1, Geoff Weeks (1.4 MG Midget), 9m 05.8s, 79.39mph); 2, Ted Reeve (1.3 MG Midget s/c), 9m 12.4s; 3, Andy Bailey (1.1 Austin Healey Sprite), 9m 13.0s; 4, Tony Claydon (1.8 Lotus Elan), 9m 24.6s. **Over 2000cc:** 1, Barry Thorne (2.5 Daimler SP250), 65.21mph. **Fastest lap:** Thorne, 1m 04.4s, 67.28mph. **1501 to 2000cc:** 1, Reeve 78.44mph. **Fastest lap:** Reeve, 53.8s, 80.54mph. **1151 to 1500cc:** 1, Weeks. **Fastest lap:** Weeks, 53.6s, 80.84mph. **Up to 1150cc:** 1, Bailey, 78.35mph. **Fastest lap:** Bailey, 54.0s, 80.24mph.

MG handicap (10 laps): 1, Derek Elsley (1.3 MG Midget), +12.4 on handicap; 2, Tony Binnington (1.8 MGB), +1.8; 3, Barry Sidery-Smith (1.8 MGB), -0.2; 4, Dave Clewley (1.3 MG TC), -0.4. **Scratch winner:** Jim Loveday (1.8 MGB), 10m 08.0s, 71.27mph. **Fastest lap:** Loveday, 59.0s, 73.44mph.

MG handicap (10 laps): 1, Alan Ward (1.6 MGA), +38.4 on handicap; 2, Richard McKoen (1.6 MGA), +29.0; 3, John Halton (1.6 MGA Twin-Cam), +18.2; 4, Rob Walton (1.6 MGA), +15.4. **Scratch winner:** Roy McCarthy (1.6 MGA), 10m 07.8s, 71.29mph. **Fastest lap:** McCarthy, 59.6s, 72.70mph.

MALLORY PARK

McGrath's win

The very active Midlands Centre of the BRSCC put on another race meeting last Sunday, this time a nine-race closed-to-club affair on the little used Mallory Park short circuit. Despite the fact that only one race qualified for championship points (the Renault 5 event), all races attracted near capacity entries and a very enjoyable afternoon's racing was the result. On the agenda were three of the ubiquitous Formula Ford thrashes, two Special Saloons (wins here for Tony Sugden and Jeff Ward), Prodsports (won by Chris Meek — surprise, surprise), Modsports (John Bury's Elan winning easily), Mexicos (Wayne Wainwright scoring another victory) and the Renault 5s, in which Neil McGrath beat Barrie Williams.

Graham Tilley (Crosslé 25F) had to borrow fellow FF competitor Barry Hodgson's spare engine to allow him to win the first FF race after leading the whole way. He was challenged all the while, however, by David Wheeler's Royale RP16, the two finishing just 0.6sec apart at the end. Mike Wallaker's Jomic Mk 2A held third throughout, but had a late challenge from Nick Ham (Lola T204) to stave off.

Jeff Ward sportingly lent his nearest opponent Malcolm Johnson his spare engine after Johnson suffered a failure. Ward was in no trouble, though, and won the first saloon race easily, pulling out a commanding lead over Johnson and Roger Tebbult (both also in Imps). William Barretts (Mini-Holbay) held third most of the way but was forced to retire with two laps to go.

Barrie Williams made a guest appearance in the Renault 5 race and pushed Neil McGrath the whole way. Despite getting alongside on a few occasions, he never looked like deposing McGrath and indeed at the end McGrath held him off by 0.6sec. Behind the field got fairly strung out after the first couple of laps and, apart from a little expected Armco-bashing, not much happened. ▷

Chris Bruce leads second place man Barrie Williams during the heavy first lap traffic.

Prebble's Imp record

Minis in particular and saloons in general turned out to be the star twins of the BRSCC SW's pleasant and sunny meeting at Llandow on July 25. Mini honours went to Ian Briggs and Terry Rudwell while Brian Prebble's Imp took a good special saloon thrash.

Chris Hague opened the day by taking a flag to flag win in his 750F Wessex Special and winning easily from Roland Nix. Nix was driving a similar car to that of Hague, the latter setting a new class lap record of 41.4s at 86.96mph.

There were two heats for Formula Fords, David Toye (Royale RP21) taking the first and Kees van der Grint (Palliser-ADA WDF2) the second but neither was to finish the final, Toye retiring after ten laps and van der Grint rolling the Palliser at Bottom Bend. So this left Terry Richards' Merlyn Mk11A in a clear lead which he held to the end in front of John Brock's Hawke DL15 and David Llewellyn's Royale RP21. Chris Williams leapt over Richard Robinson during the second heat which spelt retirement for them both.

Ian Briggs further increased his lead in the Leyland Cars Mini 1000 challenge by winning their race easily from lap record holder Mike Curnow. Eric Groves fought back well from the back row of the grid to a well deserved third, but the highlight of the 15 lap race was the duel between David Abbott and Bryan Dugdale, the latter eventually taking the honours.

The first ten laps of the Leyland Mini 7 challenge round saw an entertaining dice between Terry Pudwell, Chris Tyrrell and Graham Wenham, but after that they split up so that Pudwell took Tyrrell for first place, with Wenham back in third. Tyrrell equalled Boulton's 1972 class lap record of 43.65s, 82.57 mph but excitement was provided by backmarkers Martin Goodhall and Russell Grady, but the latter spun at Devils Elbow.

Chris Simms's 2.3 Vauxhall Magnum took off from pole position but was a retirement before the end of the first lap, so this let Steve Harris's 1.3 Mini into victory in the over 100cc special saloon car race. Nolan Pitts (1.3 Mini) and Tony Williams (3.8 Jaguar Mk2) fought over second, this eventually going to the former. Brendan Mahoney came over from Ireland for the day but ended his participation in the Devil's Armco, a similar fate befalling Chris Osborne.

A fine up to 1000cc special saloon car race resulted in eventual victory for Brian Prebble, but the similarly 1.0 Imp mounted Basil Dagge lead early on. Prebble took Dagge on the eighth lap and then Andy Holloway got by too two laps later. Prebble set a new lap record, breaking the long standing one of Len Brammer, on his way to victory. The Siamese twins Minis of Keith Bass and David Miller had an amusing time, getting hitched door handle to door handle and had to retire.

Final event of the day was the *Formule Libre* and modsports. Harry Phillips' F5000 McLaren won the former easily and Jon Fletcher narrowly took the modsports class from John Bury's 1.8 Lotus Elan. These two lost Bob Dickens Elan early on when he hit the Armco on lap one.

JILL DAVIES

Reliant 750 F championship round (15 laps): 1, Chris Hague, (Wessex Special), 10m 39.8s, 84.40 mph; 2, Roland Nix (Wessex Special), 10m 49.8s; 3, Dick Harvey (Darvi Mk3), 10m 58.4s; 4, Chris Elmes (Maggot Mk2C), 11m 4.6s; 5, Ian Sclanders (DNC Mk3), 14 laps; 6, Simon Fry (FF1 Mk1), 14 laps. **Fastest lap:** Hagues, 41.4s, 86.96mph **(Record).**

BRSCC (SW) Formula Ford championship, heat one (10 laps): 1, David Toye (Royale RS21), 6m 29.8s, 92.36mph; 2, Paul Smith (Royale RP21), 6m 30.8s; 3, Terry Richards (Merlyn Mk11A), 6m 31.2s; 4, Ian Moore (Dulon), 6m 34s. **Fastest lap:** Smith, 37.6s, 95.74mph.

Leyland Cars Mini 1000 challenge round (15 laps): 1, Ian Briggs, 10m 37.2s, 84.75mph; 2, Mike Curnow, 10m 45.2s; 3, Eric Groves, 10m 51.8s; 4, PHilip Spurling, 11m 0.8s; 5, Tom Hurn, 11m 1.4s; 6, Derek May, 11m 4s. **Fastest lap:** Briggs and Groves, 41.6s, 86.54mph.

BRSCC (SW) Formula Ford championship, heat two (10 laps): 1, Kees van der Grint (Palliser WDF2), 6m 31.6s, 91.93mph; 2, Richard Peacock (Royale RP21), 6m 37.2s; 3, Tony Pollock (Dulon MP15), 6m 47.4s; 4, Roger Tily (Elden Mk 10), 7m 13s. **Fastest lap:** van der Grint, 38.2s, 94.24mph.

Leyland Cars Mini 7 challenge round (15 laps): 1, Terry Pudwell, 11m 12.8s, 80.26mph; 2, Chris Tyrrell, 11m 13.6s; 3, Graham Wenham, 11m 15.6s; 4, Graham Child, 11m 17.2s; 5, Tony Styles, 11m 21s; 6, Julian Cutler, 11m 22.4s. **Fastest lap:** Tyrrell, 43.6s, 82.57 mph **(Record).**

BRSCC (SW) special saloon championship round, over 1000cc (15 laps): 1, Steve Harris (1.3 Mini), 10m 16.4s, 87.61mph; 2, Noland Pitts (1.3 Mini Cooper S), 10m 33.4s; 3, Tony Williams (3.8 Jaguar Mk2), 10m 33.6s; 4, Dave Williams (1.3 Wolseley Hornet), 10m 35s. **Over 1300cc:** 1, Williams, 85.23mph; 2, Geoff James (1.6 Ford Anglia); 3, John Morgan (3.8 Jaguar Mk 1). **Fastest lap:** Morgan, 39.8s, 90.44mph. **1001cc to 1300cc:** 1, Harris, 87.61mph; 3, Pitts; 3, Williams. **Fastest öap:** Nigel Clark (1.3 Mini), 39.4s, 91.37mph.

BRSCC (SW) Formula Ford championship round, final (15 laps): 1, Richards, 9m 54.2s, 90.88mph; 2, John Brock (Hawke DL15), 9m 57.4s; 3, David Llewellyn (Royale RP21), 9m 58.4s; 4, Dave Granville (Royale RP16A), 10m 10.2s; 5, Richard Peacock (Royale RP21), 10m 17s; 6, Graham Jones (Royale RP16), 10m 17.4s. **Fastest lap:** Toye and van der Grint, 37.4s, 96.16mph.

BRSCC (SW) Special saloon championship round up to 1000cc, overall and 851cc yo 100cc class (15 laps): 1, Brian Prebble (1.0 Hillman Imp), 10m 16.6s, 87.58mph; 2, Andy Holloway (1.0 Sunbeam Imp), 10m 18:8s; 3, Basil Dagge (1.0 Hillman Imp), 10m 20.2s; 4, Bob Hemmings (1.0 Cooper S), 10m 55.2s. **Fastest lap:** Prebble, 39.8s, 90.44mph **(Record). Up to 850cc:** 1, Barry Reece (Mini), 82.97mph; 2, Reg Ward (Mini); 3, Robert Goodwin (Imp). **Fastest lap:** Preece and Ward, 42.6s, 84.51mph.

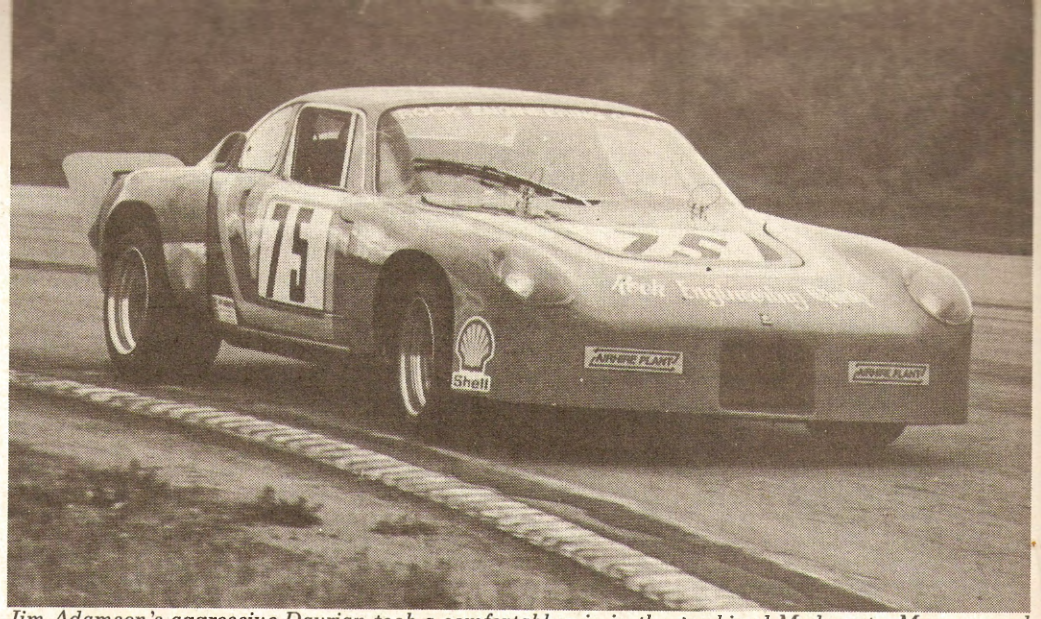
Formule Libre and modsports over 2000cc, 1500cc to 2000cc, 1150cc to 1500cc and up to 1150cc (15 laps): 1, Harry Phillips (5.0 McLaren), 9m 45.8s, 92.18mph; 2, Willie Pascoe (2.0 Crossle CS7/9), 10m 24s; 3, Jon Fletcher (1.6 Lotus Elan), 14 laps; 4, John Bury (1.8 Lotus Elan), 14 laps. **Modsports over 2000cc:** 1, Brian Murphy (4.4 Jaguar E), 82.60mph; 2, Colin Williams (2.7 Porsche Carrera); no other starters. **Fastest lap:** Murphy, 41.8s, 86.13mph. **1500cc to 2000cc:** 1, Fletcher, 84.08mph; 2, Bury; no other finishers. Fastest lap: Fletcher, 40s, 90mph. **1150cc to 1500cc:** 1, Richard Ward (1.4 MG Midget); no other starters. **Fastest lap:** ward, 45.4s, 79.30mph. **Up to 1150cc:** 1, Steven Roberts (1.1 Mini Marcos), 81.24mph; 2, Ron Kirkman (1.1 Davrian Mk7); no other starters. **Fastest lap:** Kirkman, 42.4s, 84.98mph. **Formule Libre:** 1, Phillips, 92.18mph; 2, Pascoe; 3, Kees van der Grint (1.6 Palliser WDF2). **Fastest lap:** Phillips, 36.6s, 98.36mph.

Adamson's advantage

Sunday at Croft was one of those days which saw a real clubbie meeting with only five races and smallish entries in all of them, but was none the worse for that and was efficiently organised by the friendly and helpful Nottingham Sports Car Club who, to be fair, really deserve better support.

Originally billed as a combined Modsports and Clubmans race, event one was altered to give the Clubmen a run on their own even though there were only six of them on the gird. From pole position the smart brown Mallock Mk17 of Chris Hart took the lead and seemed to be headed for the win which has so far eluded the secretary of the Northern Clubmans class but, alas, it was not to be. After a chase by John Muirhead (Mallock) which lasted for four laps, Chris's car dropped to third place behind Muirhead and Mike Lane (Mallock) and retired on the exit of Oxo on the sixth lap. For the next two laps the lead remained unchanged but Lane was able to slip past on lap eight and pulled out a three second lead at the flag. In the FF engined class the winner was a rapid Ian McCullough who finished third overall as well.

The Formula Ford race was a Ladies Cup event which attracted all the Croft regulars and again it was Peter Harrington in the Ed Praxei Lotus 69 on the pole position on the grid. For the first tour Harrington had to chase the Crosslé of Richard Philip but the Lotus driver was soon past and Philip had to do the chasing for the rest of the race to come in second. Chris Lawson (Van Dieman) and Dave Manners (Nike) had a fine battle behind the leaders to finish just 0.4 seconds apart with the upper hand going to the Nike driver. Fortune failed to smile on Nigel Robinson (Merlyn) who was up to third at one point but had a spin at Oxo on the eighth lap to demote himself to fifth at the finish, or on Mick Starkey whose ▷



Jim Adamson's aggressive Davrian took a comfortable win in the combined Modsports, Morgans and Thoroughbreds race.

MALLORY PARK continued

John Bury never looked in danger of losing the Modsports race and he took his ex-John Evans Elan to a clear win. Behind him a good battle ensued between European GT contender John Rulon-Miller (having his first race in England in his Carrera), Mark Hales's Turner and Richard Ward's Midget. Although the two smaller cars got very close and made attempts at passing, the red Porsche kept them at bay to take second. Ward won his class and took a new lap record. Colin (Motospeed) Thomas took the 1150 class in a Sprite.

The second FF race saw another two-car battle for the lead, this time going to John Village (Royale RP21) who beat Barry Hodson's similar car of RP16A vintage. This race saw Roy James' entry into FF which ended in the Esses Armco with all four corners knocked off.

With Bernard Unett having a one-off go in Colin Blower's TVR 3000M, and getting pole, the Prodsports race promised a possible defeat for Chris Meek. It was not to be, though, for Meek made an impeccable start and ran away with the race. Unett got too much wheelspin and was passed by team-mate Rod Gretton. Gretton appeared to hold up Unett, and Bernie did not finally get by until the penultimate lap, by which time Meek was long gone. Chris Alford's John Britten TVR 1600M took yet another class win from David Beams's Ginetta 915.

The smaller Prodsports class was put in with the Mexicos and Escort Sports. Wayne Wainwright's Comlec Mexico led all the way, holding off his constant shadow Derek Speight. Father Basil Wainwright made it a family affair by bringing his Sport into third from Chris Meek, having a run in Valli's MG Midget to destroy the Prodsports opposition.

Stewart Veitch made no mistake about the final FF race, winning quite easily in his "for sale" Royale RP21 from Derek Fowler (Titan Mk 6C), Philip Green (Merlyn Mk IIA) and Graham Hill (Merlyn Mk 29A).

The final race was for the larger Special Saloons. After clutch trouble in practice, Tony Sugden's well-known Escort was back on the second row, but it only took him two laps to hit the front. The best scrap of the day was for second between John Olding's 3.4 Capri V6, Freddy Heaney's Motospeed Mini and Jeff Ward, out again in his Imp. Olding used his power to stay ahead, but Heaney and Ward climbed all over him and each other trying to pass. Olding had starter motor trouble and did not stop his engine on the grid, so was docked 10secs. This gave Heaney second and Ward third.

PETER RICHINGS

Peter McEvoy finds a tight squash developing with Chris Meek's Midget pressurising.

Formula Ford (15 laps): 1, Graham Tilley (Crosslé-Tilley 25F), 9m 38.4s, 93.63mph; 2, David Wheeler (Royale-Harris RP16H), 9m 39.0s; 3, Mike Wallaker (Jomic-Rowland Mk2A), 9m 53.8s; 4, Nick Ham (Lola-Brown T204), 9m 54.0s; 5, Christopher Williams (Jamun-Oselli T3C), 9m 59.6s; 6, Bill Bescoby (Hawke-Scholar DL12), 10m 13.0s. **Fastest lap:** Tilley and Wheeler, 37.8s, 95.24mph.

Special Saloons (15 laps) — overall: 1, Jeff Ward (1.0 Sunbeam Imp), 9m 55.4s, 90.70mph; 2, Malcolm Johnson (1.0 Hillman Imp), 10m 15.6s; 3, Roger Tebbutt (1.0 Hillman Imp), 10m 29.0s; 4, Cliff Watts (850 Sunbeam Imp), 14 laps. **851-1000cc:** 1, Ward; 2, Johnson; 3, Tebbutt. **Fastest lap:** Ward, 38.8s, 93.78mph **(record). Up to 850cc:** 1, Watts, 83.25mph; 2, Gerry Glass (850 Mini); 3, John Heathcock (850 Mini). **Fastest lap:** Watts, 41.4s, 86.96mph **(record).**

Renault 5 Elf Challenge round (15 laps): 1, Neil McGrath, 12m 34.6s, 71.55mph; 2, Barrie Williams, 12m 35.2s, 3, John Bell, 12m 39.2s; 4, Richard Hassell, 12m 43.8s; 5, Mick Hill, 12m 57.8s; 6, Andrew Dent, 13m 8.6s. **Fastest lap:** Williams, 49.2s, 73.17mph **(establishes record).**

Modified Sports Cars (15 laps) — overall: 1, John Bury (1.8 Lotus Elan), 10m 14.4s, 87.89mph; 2, John Rulon-Miller (3.0 Porsche Carrera), 10m 22.0s; 3, Mark Hales (1.6 Turner), 10m 22.4s; 4, Richard Ward (1.4 MG Midget), 10m 24.2s. **Over 2000cc:** 1, Rulon-Miller, 86.81mph; only starter. **Fastest lap:** Rulon-Miller, 40.6s, 88.67mph. **1501-2000cc:** 1, Bury; 2, Hales; 3, John Palmer (1.8 TVR Vixen). **Fastest lap:** Bury, 39.4s, 91.37mph. **1151-1500cc:** 1, Ward, 86.51mph; 2, Frank Swanson (1.3 MG Midget); 3, Keith Smith (1.3 AH Sprite). **Fastest lap:** Ward, 40.6s, 88.67mph **(record). Up to 1150cc:** 1, Colin Thomas (1.1 AH Sprite), 81.81mph; only finisher. **Fastest lap:** Thomas, 42.6s, 84.51mph.

Formula Ford (15 laps): 1, John Village (Royale RP21), 9m 52.8s, 93.27mph; 2, Barry Hodson (Royale-Minister RP16A), 9m 53.4s; 3, Brian Turner (Lotus 51C), 10m 3.2s; 4, Martin Ochiltree (BEF-Priamos), 10m 10.4s; 5, Paul Nightingale (Alexis 24B), 10m 19.6s; 6, Carlton Tingling (Dulon-Scholar MP15). **Fastest lap:** Hodson, 38.6s, 93.27mph.

Production Sports Cars (15 laps) — overall: 1, Chris Meak (1.6 Lotus Europa), 10m 22.6s, 86.73mph; 2, Bernard Unett (TVR 3000M), 10m 31.2s; 3, Rod Gretton (TVR 3000M), 10m 32.2s; 4, Chris Alford (1.6 TVR 1600M), 10m 56.4s. **£3000-£4500:** 1, Meek; 2, Unett; 3, Gretton. **Fastest lap:** Meek, 40.6s, 88.67mph. **£2000-£3000:** 1, Alford, 82.27mph; 2, David Beams (1.0 Ginetta 915); 3, Anthony Brewer (1.6 Morgan 4/4). **Fastest lap:** Beams, 42.4s, 84.91mph.

Ford Escort Sports and Mexicos and Production Sports Cars (15 laps) — overall: 1, Wayne Wainwright (Mexico), 11m 14.8s, 80.02mph; 2, Derek Speight (Mexico), 11m 15.0s; 3, Basil Wainwright (Sport), 11m 25.05; 4, Chris Meek (1.5 MG Midget), 11m 34.4s. **Escorts:** 1, W. Wainwright; 2, Speight; 3, B. Wainwright. **Fastest lap:** Speight, 44.2s, 81.45mph. **Production Sports up to £2000:** 1, Meek, 77.76mph; 2, Sid Leader (1.3 AH Sprite); 3, Ammon Needham (1.3 AH Sprite). **Fastest lap:** Meek, 45.2s, 79.65mph.

Formula Ford (15 laps): 1, Stewart Veitch (Royale-Minister RP21), 9m 53.4s, 91mph; 2, Derek Fowler (Titan Mk6C), 9m 55.2s; 3, Phillip Green (Merlyn MkIIA), 9m 56.2s; 4, Graham Hill (Merlyn-Smith Mk2G), 9m 57.8s, 5, David Palmer (Lola-Brown T204), 10m 10.0s; 6, Ian Stephens (Hawke-Rowland DL11), 10m 19.0s. **Fastest lap:** Veitch, 38.4s, 93.57mph.

Special Saloon Cars (15 laps) — overall: 1, Tony Sugden (1.8 Ford Escort), 9m 41.6s, 92.85mph; 2, Freddy Heaney (1.3 Mini-Cooper S), 9m 56.6s; 3, Jeff Ward (1.1 Sunbeam Imp), 9m 56.8s; 4, John Olding (3.4 Ford Capri). **Over 1300cc:** 1, Sugden; 2, Olding; 3, Paul Storr (1.6 Ford Escort). **Fastest lap:** Sugden, 37.6s, 95.75mph **(equals record). 1001-1300cc:** 1, Heaney, 90.51mph; 2, Ward; 3, David Peake (1.3 Mini-Cooper S). **Fastest lap:** Ward, 38.4s, 93.75mph (equals record).

cannibalising Graeme Frankland's car but Mick lost his clutch at the start and a spin later on meant he was unable to restart.

An Alan Pond Special Saloon race was third on the programme and was the customary runaway win for the AET Turbo Escort of Jim Evans, but to add a little spice to the proceedings second place was contested between the Escorts of Rosemary Smith (1930cc) and Keith Bowmaker (4700cc) and in best giant-killing style, the lady won by just over a second from the big 'un after as close a dice as one could wish for. No one managed to finish in the 1300cc class although Ian Rogerson tried very hard and set fastest lap in the class while the tiddler class went to Tony Wilson (970cc Mini).

The Modsports from event one were out next with the Morgans (all one) and the Thoroughbred cars (again all one of them) which that indecently fast Davrian of Jim Adamson came out to beat from a very hard charging Gary Wilson who really put on a fine drive but who could not make any impression on the leader. In third spot throughout was the GT6 of Iain Gorrie who was comfortably ahead of the fight for fourth between Ron Kirkman (Davrian), Michael Smith (Elan) and Ian Wilkinson (Sprite) which finished in that order after much passing at every opportunity.

What was originally a small field for the *Libre* race was swelled somewhat by the addition of some late entries from the FF and Clubmans classes, but the wily Joe Applegarth (Brabham BT23C) looked to have it all sewn up in front of some more modern and potentially faster machinery; however, three laps from the end Joe was caught and passed by the Mallock of John Muirhead who hung on to take the flag by just

McCollough. The only starter in the over 1600cc class was Warren Booth in another Lotus 69 and he not surprisingly won the class in the absence of Andy Barton.

PAUL BOOTHROYD

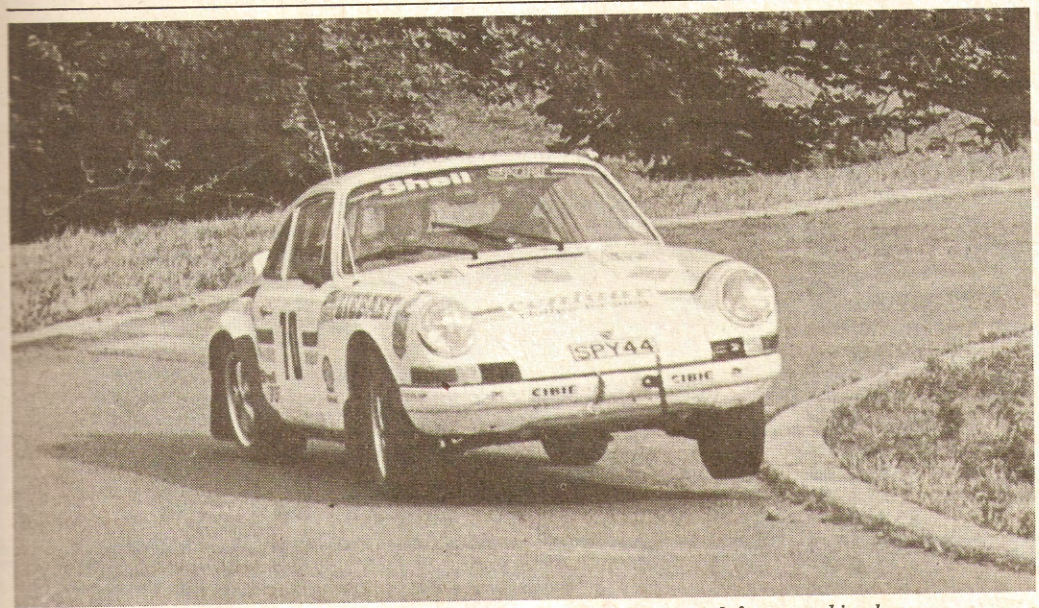
Clubmans Super Sports (12 laps): Overall: 1, Mike Lane (Mallock Mk18), 14m 12.4s, 88.96mph; 2, John Muirhead (Mallock Mk14/16), 14m 15.4s; 3, Ian McCullough (Mallock Mk16), 14m 48.0s; 4, John Lambert (Mallock Mk14E), 11 laps. **Fully modified:** 1, Lane; 2, Muirhead; 3, Richard Bailey (Mallock MkII). **Fastest lap:** Lane, 1m 08.8s, 91.57mph. **FF engined:** 1, McCullough; 2, Lambert. **Fastest lap:** McCullough, 1m 13.0s, 86.30mph.

Formula Ford 1600 (12 laps): 1, Peter Harrington (Lotus-Scholar 69F), 15m 03.6s, 83.66mph; 2, Richard Philip (Crossle 30F), 15m 16.6s; 3, Dave Manners (Nike), 15m 20.2s; 4, Chris Lawson (Van Diemen), 15m 20.6s; 5, Nigel Robinson (Merlyn Mk24), 15m 29.6s; 6, Dave Morgan (Merlyn Mk25/29), 15m 44.2s. **Fastest lap:** Harrington, 1m 14.2s, 84.91mph.

Alan Pond Race for Special Saloons (12 laps): Overall and over 1300cc: 1, Jim Evans AET Turbo RS2000), 14m 56.6s, 84.31mph; 2, Rosemary Smith (1.9 Escort), 15m 28.8s; 3, Keith Bowmaker (4.7 Escort), 15m 30.0s; 4, Malcolm Stevens (4.7 Falcon), 16m 19.2s. **Fastest lap:** Evans, 1m 11.8s, 87.74mph. **1001-1300cc:** No finishers. **Fastest lap:** Ian Rogerson (1.3 Cooper S), 1m 20.4s, 78.36mph. **Up to 1000cc:** 1, Tony Wilson (1.0 Mini), 66.38mph; 2, Alec Wheeler (850cc Mini); no other finishers. **Fastest lap:** Wilson, 1m 33.2s, 67.45mph.

Morgans, Thoroughbreds and Modsports (12 laps): 1, Jim Adamson (1.1 Davrian-Chrysler Mk7), 15m 27.8s, 81.48mph; 2, Gary Wilson (1.5 AH Sprite), 15m 52.4s; 3, Iain Gorrie (2.0 Triumph GT6), 16m 10.2s; 4, Ron Kirkman (1.1 Davrian-Chrysler Mk7), 16m 27.6s. **Fastest lap:** Adamson, 1m 15.8s, 83.11mph. **Morgans and Thoroughbreds Class:** 1, Nigel French (1.6 Europa); 2, Robert Stewart (Morgan); no other starters. **Fastest lap:** Stewart, 1m 26.8s, 72.58mph **Modsports up to 1150cc:** 1, Adamson: 2, Kirk; no other starters. **Fastest lap:** Adamson, 1m 15.8s, 81.48mph. **Modsports 1151-1500cc:** 1, Wilson, 79.37mph; 2, Ian Wilkinson (1.3 AH Sprite). **Fastest lap:** Wilson, 1m 18.2s, 80.56mph. **Modsports 1501-2000cc:** 1, Gorrie, 77.92mph; 2, Michael Smith (1.6 Elan). **Fastest lap:** Gorrie, 1m 18.6s, 80.15mph.

Formula Libre: Overall and up to 1600cc: 1, John Muirhead (1.6 Mallock Mk14/16), 14m 19.8s, 87.92mph; 2, Joe Applegarth (1.6 Brabham BT23C), 14m 21.4s; 3, David Muter (1.6 Lotus 69), 14m 27.4s; 4, Ian McCullough (1.6 Mallock Mk II), 14m 47.8s. **Fastest lap,** Muirhead, 1m 09.4s, 90.78mph. **Over 1600cc:** 1, Warren Booth (1.9 Lotus 69), 84.26mph; No other finishers. **Fastest lap:** Booth, 1m 13.6s, 85.60mph.



Richard Jackson's driving of his Porsche Carrera was spectacular enough for second in class.

HAREWOOD

Lane adds another BTD

On a day of fluctuating weather conditions and spasmodic rain showers Roy Lane edged within 0.30 seconds of Richard Thwaites's long-standing course record to score a remarkable fourteenth BTD at Harewood and win the Montague Burton Trophy with the Fenny Marine GM1. The BARC(Y) were organising the tenth round of the Guyson/BARC Championship which is becoming closer and closer as the final rounds approach. Championship leaders John Meredith and Charles Barter were the only competitors to break class records and the latter and the family Golden Springs Watercress Hartwell Imp were again on consistently fine form to end the day just 0.30 points behind Meredith's Mini-Cooper S. Erstwhile leader Russ Ward decided to give this round a miss. Alister Douglas-Osborn couldn't quite match Lane but he still holds a handy lead in the FTD Awards series.

The Touring cars again featured the rapid Altrincham Sports Co Janspeed Datsun Cherry of Peter Houghton but the 1500cc division produced the closest battle with the now much more consistent Terry Tattam defeating John Davies with the Aerofan Cooper S by 0.71s. The larger class went to the Swinbourne Escort RS, George leading Jack by a comfortable margin. In between contentedly puffing in his ubiquitous pipe Charles Barter was record-breaking again. On his second climb he reduced the 1000cc Special Saloon target by 0.79s, leaving Robert B to snatch second in class with the Imp from John Jordan's Sunbeam Stiletto. John Meredith was 0.14s outside his class record on the class runs and was mildly horrified to see just how much Barter had closed up on points. John's co-driver Bob Forth also earned a place in the Top Ten runs and took second in class. Jim Thomson had the Guyson Firenza on good form and was within 0.40s of his own record after a "second gear all the way" climb.

Stuart Watts was by far the fastest Marque Sports driver but his Elan was still 0.67s away from Jeff Gooliff's 1970 record and couldn't quite close the Championship gap to Russ Ward. He was nearly four seconds quicker than Ronnie Craik's less fierce Elan Sprint. Paul Tankard won the unlimited division from the spectacularly driven Porsche Carrera of Richard Jackson but the TVR Tuscan driver was lucky to be competing at all. As he came up to finish a practice run his shattered the rear window, bent the doors and cracked the screen. Fortunately a fire did not result although the incident did little for Paul's nerves. Chris Seaman wound his Sheffield and Hallamashire MC MG Midget to a convincing Mod Sports and limited Prod Sports win with John Walker (4.4 Jaguar E) and Hadyn Spedding (3.8 Jaguar E) providing a Cawthorne 1-2 in the larger capacity class.

Clubmans record holder Bob Prest had a bad day, breaking a diff on his first climb and, after his class-mates had pitched in to help change the diff, spun off on his second. This left the class for Mervyn Bartram (J & EB Special) who was just over a second clear of Joe Ward (Wardford WD6) with Alan Futers third in the Knavesmire Garage (York) U2 Mk8X. The small sports-racers were mainly specials and Ian Beardsley had a healthy margin over the rest with the Centaur Mk14. Stephen Madge (Cannon Assurance U2 Mk14) had Norrie Galbraith's U2 Mk11B beaten by 2.14s with John Pascoe's Datamatic U2 third despite suffering ignition failure when the retaining nut fell off the points on the second run. Robert Speak once again displayed his own and the Chevron-Alpina BMW's abilities by setting the best non-single time of day.

For the second week running the 1100cc racing class featured a fraction-splitting contest behind a clear leader. The latter was John Crowson with the smart Gunk Terrapin, while the leaders of the pursuing throng were John Shapley's powerful but tricky Carburol-Kawasaki Spl and John Buck's Terrapin Mk8, the latter only 0.05s adrift of Shapley. The 1600cc man of the year Rob Turnbull was again in charge of the class but a very fine second run from David Morris lifted the Ensign to within 0.40s of the B & W Brabham BT35 and dropped local man Peter Kaye to third place with the FVA-engined and wide-nosed Brabham BT35X. On the first runs Peter Varley had a nasty moment when his throttle stuck going into Willow and the Brabham BT21C shot straight through the hedge. The driver was no more than shocked and only the nose of the car suffered but a lengthy delay (during which a shower of rain descended) ensued while the scenery was replaced.

There was just a little moisture about for the big single-seaters and they all improved second time up. Roy Lane achieved a confident looking 38.84s while the Pilbeam was little slower with 39.10s Malcolm Dungworth was third in the W & G Brabham-Repco BT35X but he had to work hard to stay ahead of a delighted Tony Bancroft who was having a one-off drive in ADO's Pilbeam, a car for which he had the highest praise, and with which he displayed considerable confidence after his long lay-off.

The run-offs started badly but ended with a sparkle. Proceedings opened with a rather fraught scramble to get to the start line before an approaching rain squall struck. However, the shower beat them to it and there were then delays while tyre-changing proceeded. By the time the second runs were in progress the track had dried again and both Barter C and John Meredith (who had overcooked it on his first climb) lowered class records, the latter winning back some of those lost fractions of Championship points. Among the Top Eight both Peter Kaye and Richard Jones improved significantly. The McEvoy Surtees TS10 had been suffering from a rather fluffy motor but "after changing everything" this was cured. Then Roy Lane set BTD with a run which commenced with a superb start, promptly cancelled out by having to ease up at Country when a wheel strayed onto the grass, and concluded with a smooth passage of the upper slopes.

CHRIS MASON

BTD: Roy Lane (5.0 Fenny Marine-Chevrolet GM1), 38.77s.

Class winners: Peter Houghton (1.0 Datsun Cherry 100A), 50.90s; Terry Tattam (1.3 Mini-Cooper S), 48.05s; George Swinbourne (2.0 Ford Escort RS), 49.48s; Charles Barter (1.0 Hartwell Imp), 45.39s (**Record.** Reduced to 45.31s. in Top Ten run-off); John Meredith (1.3 Mini-Cooper S), 45.32s; Jim Thomson (2.6 Vauxhall Firenza), 45.49s; Mike Gleave (1.3 Austin Healey Sprite), 48.82s; Stuart Watts (1.6 Lotus Elan), 45.93s; Paul Tankard (5.0 TVR Tuscan), 46.49s; Chris Seaman (1.3 MG Midget), 46.69s; John Walker (4.4 Jaguar E), 46.87s; Mervyn Bartram (1.6 J & EB Special-Ford), 44.09s; Ian Beardsley (1.3 Centaur-Ford Mk14), 47.98s; Stephen Madge (1.6 Mallock U2-Ford Mk14 t/c), 42.91s; Robert Speak (3.0 Chevron-Alpina BMW B19), 41.77s; John Crowson (1.1 Gunk Terrapin-Leyland), 43.78s; Rob Turnbull (1.6 B & W Brabham-BDA BT35), 40.96s; Lane, 38.84s.

Guyson/BARC FTD Awards Top Eight run-off: 1, Lane, 38.77s; 2, Alister Douglas-Osborn (3.0 Pilbeam-Cosworth DFV R22), 39.35s; 3, Malcolm Dungworth (5.0 Brabham-Repco BT35X), 40.55s; 4, Richard Jones (2.0 Surtees-Hart TS10), 40.65s; 5, Peter Kaye (1.6 Brabham-Cosworth FVA BT35X), 40.79s; 6, Turnbull, 41.48s; 7, John Barratt (1.6 Ensign-Cosworth FVA LNF3), 43.24s; 8, David Morris (1.6 Ensign-Cosworth FVA LN1R), 50.77s.

Guyson/BARC Championship positions after ten rounds: 1, John Meredith, 61.21pts; 2, Charles Barter, 60.91; 3, Russ Ward, 58.79; 4, Stuart Watts, 58.57; 5, Tony Boshier-Jones, 55.35; 6, Alister Douglas-Osborn, 53.56.

Guyson/BARC FTD Awards positions after ten rounds: 1, Alister Douglas-Osborn, 58pts; 2, Roy Lane, 47; 3, Richard Jones, 28; 4, David Franklin, 24; 5, Chris Cramer, 21; 6, Ken MacMaster, 17.

BRTDA Autocross series goes regional in changes

Drastic changes are being made to the BTRDA Autocross Championship next year.

The 1977 series will be run in three regions, Midlands, taking in the north of the country and north Wales, the South West covering as far as Hampshire and Home Counties including Norfolk and Suffolk.

In each region five events will be held and registered contenders next year will be required to state which region they will compete in for the purpose of championship points.

Competitors will still be allowed to compete in events outside the region they nominate but they will not be entitled to any championship points at such events.

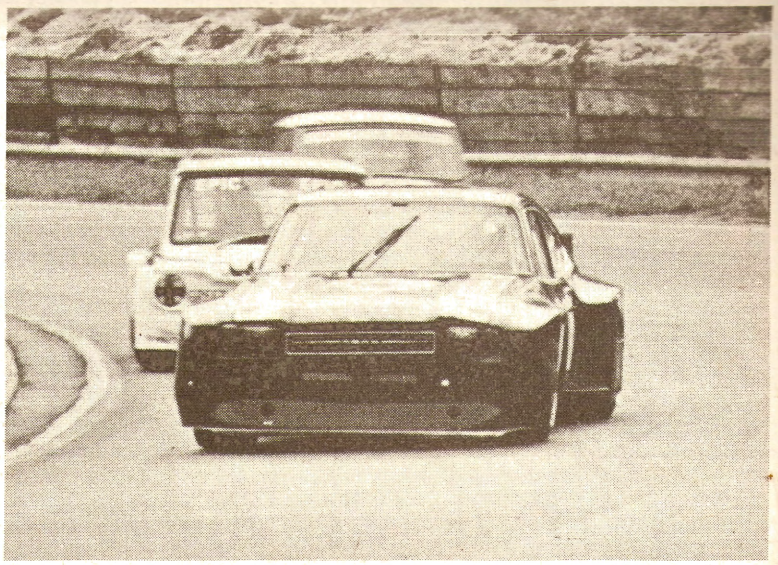
The points system to be adopted will give 10pts for first in class, 9 for second and pro rate to tenth place if applicable. At the end of each regional series the class leaders will automatically qualify for the national final but all points accumulated at the regional events will be deleted. Instead, at the final, class leaders from the regions will all start with 10 championships pts, the driver who was second in class in the regions will have nine points and so on.

At the final there will be a minimum of three runs and the best two runs will count for championships points. As it is likely there will be several drivers with maximum points after the timed runs, the run-off will be run on a percentage basis but with one difference. The drivers involved in the run-off will have to beat the fastest time put up in their class, not their own fastest time necessarily.

The Committee also confirmed the new classes which will be by capacity only. The seven classes will be for up to 875cc, 876-1000cc, 1001-1300cc, 1301-1650cc, over 1650cc; Specials and Rally Cars.

In adopting the new classes the committee hopes that a greater variety of competing cars will be attracted back to the series.

Former secretary Andy Thwaite has been appointed chairman for two years and Robin Morris is now vice chairman, also for two years. Terry Smith has agreed to act as Secretary to act as Secretary for 1977 only.



John Olding gave MacMillan's new acquisition an airing at Mallory Park on Sunday: the ex-Dave Brodie Super Saloon Capri which they've acquired for Super Saloon rounds. The MacMillan Publishing team now have a number of cars including their last year Camaro, and two BMWs (one for next year's G1). The Capri had gearbox problems at Mallory but these have been sorted for the next race.

BTRDA Rallycross details

A fine calendar of eight rounds at six tracks is the programme for competitors in the new Castrol/BTRDA rallycross championship that takes place this winter. The championship is divided into two sections: overall, in which all competitors may compete; and Classes, where drivers who have finished in the first five in any rallycross of international status during the 18 months prior to July 1, 1976 may not score.

The scoring system for the £290 per round prize fund is scored from 20 points down to one for the top 20 overall, and in the classes, each winner scores ten down to one for the first ten. Classes are for rally cars (taxed and insured for the road), up to 1000cc, 1001cc to 1300cc and 1301cc and over.

To qualify for an entry, competitors must register on the official entry form and send it together with the fee of £3.50 to Mrs D. Green, 5 Cambridge Avenue, Wilmslow, Cheshire. Numbers will be limited to 150 and entries will close on August 21 or later should the total of 150 not be reached by that date. Entrants must naturally be members of the BTRDA.

As well as the initial awards, there's a £640 fund for overall honours and there are special manufacturers awards in the championship given by Ford, Champion and Britax.

Venues are: November 14, Long Marston (Motoclub); November 21, Snetterton (W Suffolk MC and Sporting CC of Norfolk); January 1, Longridge (Longton and DCC); January 30, Brands Hatch (BRSCC); February 27, Llandow (BRSCC[SW]); March 6, Llandow (750 MC [Scotland]); March 20, Snetterton (W Suffolk MC and Sporting CC of Norfolk); April 3, Long Marston (Motoclub).

Penalty fails means Scaife wins

Workington and District Motor Club penalised a dozen crews with fails when they in turn failed to conform to give way signs on the club's Wyrekentonian last weekend, and among those involved was the crew who otherwise would have won the event.

Affected badly by holidays, the club only attracted 32 starters for the 120 mile half night event in the Lake District and the Dobie Garage challenge trophy for the outright winners went to David Scaife/David Sherwen in their RS1600 with 234 penalties.

The Fiat of John Walker/Alan Barton came through to second after a good second half finishing on 290 penalties just ahead of John Willis/Andrew Ralley in a Cooper S who had 298 penalties.

Fourth place went to Tony Brunskill/Peter Oddie in an Avenger on 318 penalties with Peter Park/David Bale in fifth place in their Escort on 326 penalties, a fine performance by a novice crew. The leader board was completed by Ian Scott/Brian Allonby in another Escort TC on 347 penalties.

Ian Harrison and Stephen Bye (RS2000) were equal fastest on the one three mile selective with the winners and they would have won the event by a minute but for collecting a fail for the Give Way infringement.

FF2000 sports go-ahead

The RAC's Race Committee have decided to go ahead with FF2000 Sports Cars for 1977. Regulations will be drawn up shortly with the specific aim of keeping cars inexpensive to build and run. The race promotors will be organising a 20 race series for these cars in the near future.

Class change for prod saloons

The RAC's Race Committee has decided on the production saloon car class divisions for 1977. These will be on capacity as opposed to price as in years past, and the divisions will be as follows: up to 1500cc, 1500cc to 2000cc, 2000cc to 2500cc and 2500cc to 3000cc.

● It seems that Jim Evans has finally cured the overheating of his fine AET turbo Escort RS2000. At Croft on Sunday he was using a CanAm radiator and a different pulley to the water pump and this kept the water temperature down to 50 deg. C. in practice and 75 deg. C. in the race. Overspeeding caused aeration of the water pump when it was revved over 6200rpm, but now it revs to 7500 without problems.

Briefly . . .

●Following the RAC National FF round at Silverstone last Sunday, the scrutineers, under the leadership of Howard Mason, checked the diffs on each of the first six cars — they were all found to be legal. They then decided to select one engine for closer scrutiny. Problem: who should they choose? The race winner? No, that's too easy! They asked each driver to draw lots (!) and Mike Blanchet was the "lucky winner". His engine was then sealed for inspection.

●The Lancashire Automobile Club are running an extra meeting at Longridge on September 26 which will cater for all the usual Longridge classes plus a rally car class. This meeting is not mentioned in the Blue Book, but competitors may contact Richard Butcher at 52 Elden Street, Preston, Lancs as regulations are now available.

●Dennis Bradley, whose Ken Spares built Mexico engine was sealed after the Cadwell Park Debenhams Escort round, rang us last week to say that the engine has been declared legal.

●A Davrian Mk 1? Surely that must have been a misprint in the Snetterton programme, for Dick Bowdidge, entered by Thameside Trailers, was down to drive just such a car. However, it was no such thing, it was indeed one of Adrian Evans' very early creations, and very nicely prepared by Bowdidge. In his second race with the car, he finished not too far behind the two more modern versions of Pat Longhurst and Simon Packford in the BARC modsports round.

● Len Brammer has sadly run into sponsorship problems. Guy Chemicals have apparently pulled out so now Brammer may have to arrange a few hire deals to do some races himself.

●A mysterious package arrived through the letterbox at David Minister's engine shop the other day bearing a Dublin post mark. It was ticking. Discretion being the better part etc. it was placed on one side and the police summoned. The whole trading estate was evacuated and the package carefully opened by the bomb disposal experts to reveal... one of David Kennedy's stop watches being returned to its owner after repairs in Ireland!

John Lepp appeared in his original Chevron B8 at Oulton at the weekend, the car in which he cut his teeth some years ago.

Llandow in trouble?

The future of Llandow racing circuit near Cardiff is in the balance following an enforcement notice from the local Vale of Glamorgan borough council compelling the club to carry out improvements.

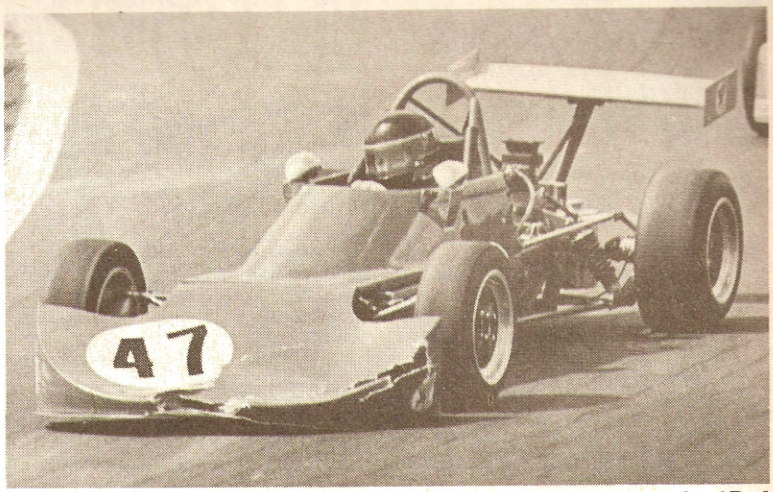
The notice mainly deals with increasing toilet facilities, which the club are already building, and landscaping work, which will be costly and could force the circuit to close.

Circuit owners, the South Wales AC, said they were progressing well with improving toilet facilities, but the authority had asked for an earth bank and trees to be erected between the one-mile track and adjacent main road.

The work has to be carried out in three months.

A club spokesman said: "We are drawing drawing up plans for the banking at the moment but we don't know if we can afford to do the work until they are seen by the authority. It could cost a couple of hundred pounds or thousands, we won't know until the Vale see the plans."

He added that there was no way club members could carry out the landscaping themselves. "If it is going to cost too much money, there is no way we can do it and the circuit will have to close."



Hawke's brand new FF2000 DL16 appeared at Snetterton in the hands of Rad Dougall, also having his first race for four months. Unfortunately the clean lines of the car were upset in a confrontation with another competitor and the engine wasn't too healthy. The DL16 is an effort by Hawke to stay ahead of their competitors. Basically the suspension is the same as the DL14 but the chassis is revised with lower construction and increased rigidity gaining from the crossed over rollover bar at the back. It is hoped that Tiff Needell will have one of the new cars by the next FF2000 meeting and his DL14 will then be sold.

Tweaks on Gray's Royale

A couple of interesting technical innovations were to be seen on Kenny Gray's Scorpion Racing Royale RP21 at Silverstone last weekend. Firstly, there were the distinctive side pods which Royale have tried several times during the season — they could also be seen on Jim Walsh's car, and the second tweak and an altogether more ambitious one was the moving forward of the entire engine by some two inches. Whether or not either of these changes made any difference Kenny was unable to say but needless to say more testing will be carried out.

Anyone, for more 2CV Cross

After the success of the 2CV Cross rounds held so far this year, and in view of ever increasing numbers of spectators, Citroen are intending to offer more meetings in 1977 in order to keep and improve 2CV in the UK.

For this purpose Citroen Cars would like to hear from all motor clubs interested in putting on a 2CV event in 1977. All enquiries and offers should be addressed to Miss Bernadette Piot, Press Office, Citroen Cars Ltd, Slough SL2 5DE, tel: Slough 23808, ex 318/9.

Welsh autocross series goes ahead

The Welsh Association of Motor Clubs have confirmed that their Autocross championship will go ahead. Although the Midland Manor, Quinton MC and Sixty and Worcs events have been run, there are still seven events scheduled. Anyone interested in registering for the seven below and the championship can contact the secretary, L. R. Evans, Railway Cottages, Tram Inn, Allensmore, Hereford HR2 9AN, tel: Wormbridge 340. The events are: August 15, Trostre MC and Owen MC; August 22, Rhyl and DMC; September 5, BP Auto Club(SW); September 12, MONTAC; September 26, Potteries and Newcastle MC; October 3, Herefordshire MC; October 10, Trostre MC.

● Gilbert Greenall was due to take part in his first race at Snetterton on Sunday in the Vladivar Vodka Opel Commodore GS/E that is normally pedalled by Richard Lloyd in G1 rounds, but after a reasonable practice, Greenall had to spectate as the fifth reserve, and being the only man not to get a race.

● The Tim Goss/Mike Gidden Stratstone MGB V8 made a rather smokey appearance at Snetterton, and seemed to run OK despite obvious teething troubles.

Bevan re-emerges again

Having apparently enjoyed his recent return from the wilderness and finding Naveb still to be competitive, John Bevan ventured forth from Gloucestershire again last Sunday down to Blandford where he collected BTD at the Bournemouth club's autocross.

Mind you, there was no serious opposition to his win and he had three seconds in hand over the second quickest machine present, the Nick Jesty 1293 Mini.

Dust reared its ugly head again and single runs were the order of the day and it was a pity the weather ruined the spectacle as there were some close class thrashes.

In the up to 870 Mini class Ivan Gill stole the class from Jeff Hawkins by four tenths and by a similar margin Martin Wyatt took the up to 1300cc Escort/Anglia class. This was one of the major surprises for no lesser person than George Warren was second, Fellow Welshman Clive Trueman was third but almost a second adrift.

The Hoare family, Graham and father Ken shared the spoils in the rear engined class with Graham beating his father by a second and Pete Maslem's 1-litre Mini caused perhaps the biggest upset when it headed the similar machine of Trevor Smith, previously considered untouchable in southern areas.

Nick Jesty then thundered out a 1m 34.8s run to very definitely lay claim to second BTD and although Chris Stone, likewise in a 1293 Mini, was five seconds behind he was easily the best novice.

In the 11 strong rally car class Tony Cridge (Escort), headed the two timed runs with a three seconds lead over Brian Bazeley's Firenza and Martin Pearson, as expected, won the standard car class with his Porsche 911S.

BTD: J. Bevan (Naveb), 1m 31.3s.
Class winners: I. Gill (Mini), 1m 41.3s; M. Wyatt (Escort), 1m 38.4s; G. Vounds (Spitfire), 1m 55.0s; G. Hoare (VW), 1m 44.2s; P. Maslem (Mini), 1m 43.3s; T. Gover (Mini), 1m 36.2s; J. George (Escort), 1m 36.2s; K. Newland-Hodges (Renault), 1m 38.5s; T. Cridge (Escort), 1m 43.6s; M. Pearson (Porsche 911S), 1m 50.4s; N. Jesty (Mini), 1m 34.8s. Novice: C. Stone (Mini), 1m 39.2s.

Bristol sprint to Bristolian

The RAC Sprint Championship scene moved to Wroughton, near Swindon, last Sunday when the Bristol MC and LCC combined with the Bristol Aeroplane Co MC to run the Bristol Two Club Sprint. Appropriately Bristolian David Harris collected BTD with a fine run of 59.22s in the class and he also collected maximum points by returning a time of 59.42s in his McLaren M10B in the RAC Championship Top Ten run-off.

On a circuit of 1.4 miles, being used for the first time, the two clubs had an entry of 100 though, with one or two exceptions the class battles were never very close. The closest in fact was in the over 1300cc mod sports where Geoff Brown's Turner beat Bob Brewer's TVR V8 by four-tenths.

First winner of the day was Garry Coles whose Cooper S was 1.6s quicker than Jeremy Whiteley's Clubman in the up to 1300cc standard car class and Maurice Gates's TVR Griffith was almost two seconds faster than David Harris's road BMW 3 litre in the next class.

In the first of the modified saloon classes Phil Thompson's Cooper edged out Richard McSephney's Imp by eight-tenths and John Milford (Cooper S), had a comfortable class win in the up to 1300cc segment beating John Symons (Clubman) by more than two seconds.

The big capacity class produced nine entries and this went to Wridgway Horton's Firenza who beat H. Henderson's 3.8 Morris quite handsomely and in the small capacity sports car class Des Tarling had little trouble in keeping ahead of David Greenway in their Midget v Sprite confrontation.

There was a healthy turnout of 13 for the clubmans sports to 1600cc and Richard Fry (Mallock U2) ended up by beating P. Black in a similar car by almost exactly a second. The bigger capacity class went to Chris Hill, also U2 mounted, by a street.

The ex-David Franklin Vixen, now owned by Chris Bigwood, took the award in the up to 1100cc single-seater class Bigwood having an extremely easy win with the rest of the field by no means as competitive in terms of machinery.

Much the same applied in the up to 1600cc class where Richard Lester's Lola T 100 finished four seconds to the good over Ted Williams's Ensign.

The over 1600cc class had a very good turn out of 17 cars but many ran into trouble. Harris was always the man in form and he produced his best time of the day in the class runs and remained the only driver to beat the one-minute barrier. David Franklin pushed hard with the March to return 60.86s to head Terry Smith's McLaren M14D by four-tenths with John Ravenscroft fourth with his Token but nearly two seconds adrift.

David Render's Lotus 76 was fourth just ahead of Simon Riley's multi-coloured Brabham BT33 but the Lotus 76 was playing up in the engine department and with suspected water where it should not have been, Render gave the RAC run off a miss.

Although fractionally slower in 59.42s, Harris still commanded the top ten comfortably while Franklin got fractionally closer with 60.53s and Smith improved by almost a quarter of a second to 60.96s.

BTD: D. Harris (McLaren M10B), 59.22s.
Class winners: G. Coles (Cooper S), 90.1s; M. Gates (TVR Griffith), 79.3s; P. Thompson (Cooper), 81.2s; J. Milford (Cooper S), 74.6s; W. Horton (Firenza), 73.8s; D. Tarling (Midget), 80.5s; G. Brown (Turner), 78.1s; R. Fry (Mallock U2), 70.3s; C. Hill (Mallock U2), 65.7s; C. Bigwood (Vixen), 72.1s; R. Lester (Lola T 100), 65.2s; D. Franklin (March 742), 60.86.
RAC Championship run off: 1, Harris, 59.42s; 2, Franklin, 60.53s; 3, Smith, 60.96s; 4, Ravenscroft, 61.79s; 5, Riley, 63.07s.

● AUTOSPORT contributor Peter Richings got his much altered mod-sports MG Midget out for the first time at Mallory Park last Sunday. The car caused a few comments from fellow competitors because of its radiator mounted in the boot and although this worked very well, the car was sidelined in the race with engine teething problems.

● Last Sunday's BRSCC (Midland Centre) meeting at Mallory Park was to celebrate the circuit's 25th anniversary and to commemorate the occasion, all the competitors were given a small inscribed tray. A nice touch.

Super Saloon men's regs problems

It seems that some of the Super Saloon competitors could be in big problems when they turn up for their next round. The new ruling that the rear spoiler should not be higher than the lowest part of the rear window is likely to upset a considerable number of cars, including those of Jonathan Buncombe (who stirred up the RAC to make the ruling in the first place), Mick Hill, Vince Woodman and Colin Hawker.

A point worth noting is that the Super Saloon Drivers' Association, who have liaised with the Special Saloon Register, put forward the recommendation that spoilers would be acceptable to the vast majority of the currently competing drivers in this class of racing if they were no higher than half the rear window screen height. However, the ruling, effective from the beginning of August, has taken some competitors by surprise.

● We're told that Formula Vee driver Mike Baker (Sarak) only suffered concussion at Lydden on Sunday when he thumped the bank very hard and was taken to hospital unconscious. He has no broken bones.

Nick's lead

Nick Seymour, the Volnik ace, needs only one more fastest time of day to clinch the RAC Autocross Championship, and with plenty of events still to be run he should do this comfortably and thus retain the crown.

Seymour has 99pts out of a possible 100pts, best 10 performances to count, and nobody is going to get anywhere near his score.

Currently second is Terry Smith with his Idem Mini-Ford with 80pts. He has not scored a BTD but has had consistent placings.

He is having a struggle with Rob Gibson, the hot Sprite man. Gibson, with two BTDs and two seconds, is on 76pts and the battle really is for second place. The rapid FVC engined Escort of Dimi Mavropoulos is fourth with 50pts.

●Thruxton are offering unsilenced testing on Fridays August 13 and 20 from 1 pm to 5pm. Each session will cost £15 with a reduction of £2 to BARC members and bookings should be made through Mark Cole at Weyhill (026477) 2696, and he will require a 50 per cent deposit.

● Contrary to the report which appears on page 26/27, Simon Watson did not take the over £2400 lap record for production saloon cars at Snetterton on Sunday, Noel Edmonds did. The new time is 1m 25.2s, 81mph as opposed to the old one of 1m 26s.

Wurz's lucky final win

The Austrian heat of the European rallycross series took place at Leruring last Sunday and it saw former European champion Franz Wurz move back into the lead of the series by taking maximum honours in his Memphis-backed 24 valve Lancia Stratos. Mind you, it was a pretty chaotic final.

The four men who were contesting it, after the preliminary qualifying heats, were Wurz, the two Porsche Carreras of Sweden's Rolf Nilsson (no relation to Gunnar) and Dutchman Dick Riefel plus Herbert Grundsteidl in his Alpine-Renault A310.

Wurz completley blew the start allowing Riefel into the lead chased by Nilsson and Grundsteidl. It looked as if Franz had blown his chances but then Riefel spun at the first corner, a tricky left hander, because his steering had broken and Nilsson hit him. Both cars blocked the track and boxed in the Alpine allowing Wurz, who was some 50 metres behind, to safely negociate the jam.

Anyway they all went, bar Riefel who was well and truly sidelined while Nilsson's Porsche was a little the worse for wear. Then, on lap 2 and at the same bend, Wurz spun the Stratos while Grundsteidl got the Alpine completely sideways and crashed into the Italian car. Undaunted Wurz got going again, still in the lead and minus the rear bodywork while the Alpine was now suffering from a broken wheel and damaged front suspension. Having been forced to slow, it wasn't long before Nilsson overhauled the ailing A310 to claim second place by the end. Phew.'

As for Cees Teurlings, the reigning

Franz Wurz — series lead.

European champion, he wasn't abl to make the last 16 qualifiers for th quarter finals because of engin troubles with his Porsche and th added handicap of a 10s penalty fo an earlier jumped start.

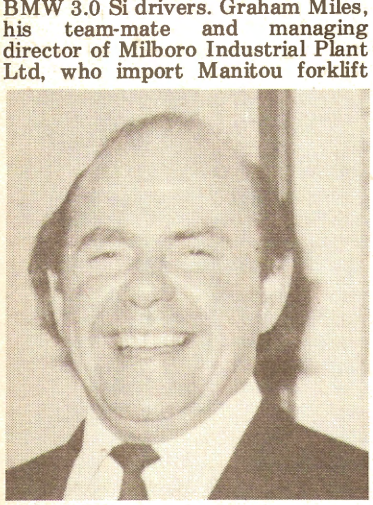
In the other quarter-fina Couwenberg's Porsche was elim nated when it hit the guardrai having been touched by Wurz whil Hubert Katzian's VW fell off th road also. Last but not least, Belgia Guy Deladriere, who was prett fast when it was wet, was dis qualified for deliberately passin Grundsteidl's Alpine on the inside i what looked to be a dangerou manner.

As for the British interest, makin the journey all the way to Austri were the two Leyland-backed Wels Minis of Roger Brunt and Pete Vaughan. With the latter hand capped by engine problems, it wa left to Brunt to put up an excellen display, reaching the semi-final an finishing a fine 7th overall, the firs front wheel drive car home.

Wurz now leads the series with 6 points, followed by Teurlings on 6 and Nilsson on 53. The next round i in Holland on August 22.

Brunt's Britax class lead

With the exclusion of Rod Birley from two Britax Production saloon car meetings, the top class of the series takes on a new look with Derrick Brunt now at the head of the series with others moving up a place, although Birley still holds fourth position, even though he won't be racing again this season. Brunt, of course, is one of the two Manitou BMW 3.0 Si drivers. Graham Miles, his team-mate and managing director of Milboro Industrial Plant Ltd, who import Manitou forklift



Derrick Brunt — class lead.

equipment, is the next man to overhaul Birley, lying fifth in the top class currently but seven points behind him. Incidentally, John Brindley's points in the Radio One series include the deduction of two maximums following Ingliston.

The top six in the series and other championships positions are as follows:

Britax Production Saloon Car Championship, over £2400: 1, Derrick Brunt, 29; 2, Brian Pepper, 25; 3, Tony Lanfranchi, 18; 4, Rod Birley, 15; 5, Graham Miles, 8; 6, David Taylor, 7.

BARC Modified Sports Car Championship, over 2000cc: 1, John Cooper, 35; 2, Jonathan Palmer, 17; 3, Robin Gray, 8. **1151cc to 1500cc:** 1, Ian Hall, 36; 2, Keith Ashby, 29; 3, Gordon Howey, 12. **1501cc to 2000cc:** 1, Dave Bettinson, 32; 2, Jon Fletcher, 28; 3, John Bury, Dave Tomlinson, Terry Smith, Richard Jenvey, 5. **Up to 1150cc:** 1, Simon Packford, 33; 2, Pat Longhurst, 28; 3, Gary Morse, 10.

Allied Polymer Group FF2000 Championship: 1, Geoff Friswell, 57; 2, Oscar Notz, 47; 3, Tiff Needell, Bernard Vermilio, 45; 5, Frank Sytner, 38; 6, Ian Taylor, 37.

Dunlop Pole Position Championship, FF2000: 1, Tiff Needell, 68; 2, Oscar Notz, 58; 3, Geoff Friswell, 38; 4, Richard Piper, 32; 5, Ian Taylor, 29; 6, David Macpherson, 24.

BBC Radio One Production Saloon Car Championship, over £2400: 1, Ivan Dutton, 66; 2, Brian Pepper, 62; 3, Tony Lanfranchi, 54. **£2000 to £2400:** 1, Jeff Allam, 89; 2, Gerry Marshall, 70; 3, Nick Whiting, 55. **£1600 to £2000:** 1, Eric Cook, 73; 2, John Brindley, 57; 3, Paul Haywood-Halfpenny, 37. **Up to £1600:** 1, Danny Alderton, 117; 2, Trevor Moore, 73; 3, Pete Smith, 45.

BRSCC (SW) Formula Ford Championship: 1, David Toye, 19; 2, John Brock, 10; 3, Yves Sarazin, Kees van der Grint, Robin Maydew, Terry Richards, 9.

MCD Open Single Seater Championship: 1, Val Musetti, 33; 2, John Wingfield, 21; 3, Nick Whiting, 10; 4, John Stokes, 9; 5, Philip Guerola, 7; 6, Jim Kelly, Alan Clennell, Ken Bailey, Ronnie Grant, 6.

Simoniz Special Saloon Car Championship, over 1300cc: 1, Nick Whiting, 75; 2, Tony Sugden, 36; 3, Colin Hawker, 33. **1001cc to 1300cc:** 1, Graham Goode, 46; 2, Tony Westbrook, 33; 3, Peter Baldwin, 27.

Kent Messenger 1000cc Saloon Car Challenge: 1, Rob Mason, 51; 2, Richard Oliver, 32; 3, Colin Craven, 14; 4, Brian Prebble, 13; 5, Mike Chapple, 12; 6, John Schneider, 8.

Tricentrol Super Saloon Championship: 1, Gerry Marshall, Colin Hawker, 15; 3, Tony Strawson, 12; 4, Nick Whiting, Jonathan Buncombe, 9; 6, Martin Birrane, 7.

Brush Fusegear Formula Ford Championship: 1, Jim Walsh, 102; 2, Matthew Argenti, 53; 3, Derek Warwick, 52; 4, Chris Skellern, 47; 5, Paul Smith, 32; 6, Derek Daly, 23.

Esso Uniflo Special Saloon championship, over 1300cc: 1, Tony Dickinson, 26; 2, Colin Hawker, 22; 3, Tony Strawson, 15. **1001cc to 1300cc:** 1, Geoff Byman, 19; 2, David Carvell, 18; 3, Gerry Gough, 12. **851cc to 1000cc:** 1, Rob Mason, 31; 2, Richard Oliver, 25; 3, Peter Cartlidge, 15. **Up to 850cc:** 1, Geoff Gilkes, 27; 2, Mike Kirby, 22; 3, John Flack, Robert Goodwin, 11.

Vandervell Award for Novice Drivers: 1, David Carvell, 41; 2, Don Farthing, 37; 3, Steve Farthing, Richard Trott, 12; 5, Tom Wood, 10; 6, Roger Dowe, Clive Sparkes, 6.

APG Driver of the Year Award: 1, Jim Walsh, 119; 2, Colin Hawker, 81; 3, Bruno Giacomelli, 77; 4, Tony Strawson, 75; 5, Derek Warwick, 73; 6, Derrick Brunt, Brian Pepper, 68.

Jaybrand Racewear County League: 1, Northamptonshire, 104; 2, Hertfordshire, 78; 3, Buckinghamshire, 76; 4, Oxfordshire, 66; 5, Leicestershire, 65; 6, Warwickshire, 57.

Monoposto Varley Batteries championship: 1, Alan Baillie, 127; 2, Trevor Scarratt, 91; 3, David Coombs, 86; 4, Tony Ford, 'The Streaker', 66; 6, Brian Tolt, 62.

Kennedy wins abroad too

While James Hunt was winning the British Grand Prix, a few British-based FF1600 drivers went over to Zandvoort for a round of the very competitive Benelux series accompanied by David Minister who was anxious to break into the European scene. He couldn't have wished for better, for the race was won by David Kennedy's Minister-powered Crosslé, by half a length from Bleekemolen's similar but Rowland-powered car. More Crosslés driven by Alfons Taels, Jan Lammers and Marten Henneman followed while Kenny Gray found the European opposition very tough and finished a lowly tenth in his Scorpion Royale RP21. Kennedy also won his heat.

The next race in the series takes place at Zolder this weekend and, although Kennedy is not going, his friend and fellow countryman Derek Daly hopes to and will be accompanied by Tiff Needell having a one-off drive in a DL15.

●After giving the Ingliston round a miss so that he could get in some testing, Simon Watson rejoined the BBC Radio One production saloon car circus at Snetterton on Sunday and revealed that his testing had paid off by coming in a good second in L and G Fire Protection's BMW 3.0 Si.

Piper fine new car drive

Richard Piper's excellent drive a Snetterton on Sunday was just tr bute to hard work put in by the Sar mechanics on the few days precedin the FF2000 race. Piper had a hu break while testing at Snetterton th previous Thursday and went off i quite a big way damaging th chassis. A new chassis was collecte that night, the wrecked car strippe by Simon "Teapot" Hadfield an Mike Clark, and the new car built u ready for testing at Brands on th Saturday. Fine work.

Not his weekend

It wasn't really Bernard Devaney' weekend last weekend. On Saturda he was "taken off" at Oulton Par during the Townsend Thoresen rac the car being extensively damage at the rear. For Sunday, and th RAC round, Hawke brought alon the car originally scheduled for Da Daly, with Minister engine instead Bernard's usual Alan Smith, and h finished a happy fourth in his hea and was all set for the final. Then, o the third lap he had a coming to gether at the hairpin and retire with a broken rocking lever on th front suspension.

Gambs settles for Sark

After months of planning, Jeremy Gambs has decided to go into Formula Ford 2000 with a Sark. In case your memories don't go back far enough, Gambs was a Formula Ford ace in the days when Jody Scheckter, Bernard Vermilio and the late Tony Brise were dominant in the Formula, coming second in both the BOC and BRSCC championships.

From Formula Ford, Gambs moved on to F3 in first an Ensign and then a GRD but retired in 1973 due to business pressures. However, his girlfriend Lorina Boughton used the GRD to good effect in F4.

Gambs first talked about FF2000 many months back, and will be

Jeremy Gambs — out of retirement.

entering the fray in a thoroughly professional way after much testing of the new Sark, which will be powered by Rowland engine. Lorina will take in non-championship races when she can, although she's still seeking additional individual sponsorship.

Aintree's festival

An entry of more than 200 cars is expected for the Formula Ford Fiesta at Aintree on August 21. Says Aintree Circuit Club competition secretary Ian Smith: "It has the greatest prize money ever offered to Formula Fords, and the winner of the final will get £100."

Lancashire businessman Joe Nelson, bearded boss of J and P Polymer Services, who backs Janet MacPherson, is giving £460 in prize money as well as paying for the trophies, champagne and so on.

There will be four Formula Ford heats and a final, plus a consolation final, as well as races for special saloons, mod sports, 750 formula and *formule libre*.

Club treasurer Alo Lawler, the Formula Atlantic driver, may drive in the *libre* event. He said the club spent £2,500 preparing the circuit for its first meeting of the year. The decision to hold the meeting was made only the day before and the result was a £1,000 loss.

Said Alo: "We are paying £4,800 rent for three meetings. The club will have to pay £800 for expenses for this meeting. I am confident that this August 21 meeting will be the success that will cover our costs for it and the first meeting."

Philip Bullman had his last race in his Crosslé over the weekend, now having changed to a Hawke DL15.

Bullman's Hawke

Latest customer for a Hawke DL15 is Philip Bullman, the Essex driver in his first year of Formula Ford who has shown so well recently. Bullman's last race in his Crossle was at Silverstone this weekend whence the car departed in the hands of its new Dutch owner. Hawke are not far from Bullman's premises and for this reason, he's gone over to the successful Southend marque. Bullman also hopes to do F3 next year which would tie in nicely with Hawke's yet to be developed F3 car. Bullman should be in his new car at Thruxton this Sunday for the RAC/DJM Records round.

SILVERSTONE

It's the turn of the British Motor Racing Marshal Club to hold their annual race meeting at Silverstone this Saturday when they put on races for Formula Ford, Clubmans, Modsports, special saloons and championship rounds for 750F and F1300.

Racing starts at 2pm.

THRUXTON

An unfortunate lack of information from either the BARC or the Indylantic 76 people means that we can tell you little about this weekend's big meeting at Thruxton. But we do know that there's another round of the RAC Formula Ford championship along with a round of the DJM Records series.

The main race is for Indylantic, and we would expect to see such regulars as the Netherton and Worth Boxer team for Tony Rouff and Patrick Neve, the Sana for Terry Perkins, Ted Wentz' Swan Lager Lola, Phil Dowsett's Chevron, the similar cars of Alo Lawler and Jeremy Rossiter among others.

The FF races should see fine battles between the top men in the series, for there are few other side attractions catering for the class elsewhere, so the FF racing should be excellent. A Britax production saloon car round should include regulars Brian Pepper, Derrick Brunt, John Brindley et al, while a Sytner of Nottingham clubmans round is also scheduled with the usual Nick Adams/Peter Cooke battle for entertainment.

CROFT

Some interesting infiltrators travel north to challenge the Croft regulars on their home ground this weekend. The BARC Modsports championship and the Esso Uniflo championship both have rounds up there so such drivers as John Cooper, Richard Jenvey, Dave Bettinson, Ian Hall and Pat Longhurst challenge regulars Andrew Smith, Ron Harper and John Kirk; Nick Whiting, Ginger Marshall and David Enderby challenge Jim Evans, Brian Winrow and Doug Emms, and there's a varied entry in the *libre* event too. A local Formula Ford event and Cooper Oils Clubmans event complete the day which starts at 2.45pm.

PONTYPOOL

The RAC Hillclimb championship visits the Welsh hill this Sunday when a fine range of competitors take on one another for RAC and Woking Leaders honours. All the major contenders should be there in machinery ranging from F5000, F2, F1 to F3 and Clubmans. The series is surely one of the best for a while, and with Roy Lane now at last being seriously challenged by a variety of drivers, this weekend's round seems wide open.

Pontypool Park is situated in the middle of Pontypool town, and the racing starts there at 2.30pm in the hands of the South Wales centre of the BARC.

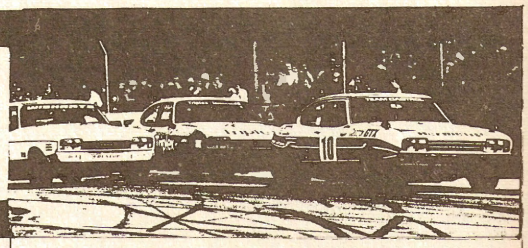
● The Ulster Automobile Club hold the 46th running of their Craigantlet hillclimb and their 50th anniversary at the Irish hill this Saturday. A record 80 cars plus 13 reserves are entered, and Tommy Reid is coming out of retirement with his Brabham BT38/40 to try and take Brian Nelson's record of 55.72s for the 1833 yard course. Twenty-five vintage and post vintage cars are also entered.

●The Aberdeen and District MC have attracted their usual varied entry for this weekend's Fintray hillclimb near Aberdeen. Practice starts at 9.30 am with timed climbs at 2.30 pm.

Spectators will notice new grandstands at Thruxton this weekend, putting up grandstand accommodation from 550 to 900. Other improvements are in hand.

International events

Date	Venue	Event
Aug 8	Estoril, Portugal	European Championship for F2 Drivers round 10
Aug 8	Mid Ohio, USA	American F5000 Championship round 5
Aug 8	Anderstorp, Sweden	World Sports Car Championship round 7



British events

Date	Venue	Event	Status	Club	Start	Details
Aug 7	Silverstone, nr Towcester, Northants	Race Meeting	R	BMRMC	14.00	
Aug 7	Carmarthen Park	Rally	R	Epynt & Carmarthen MC	09.00	Associated Tyre Specialists Epynt Stages
Aug 7/8	Heston Services M4	Rally	R	Mid Surrey AC	22.00	Esso Uniflo 200 Rally — LCAMC/ACSMC/ASEMC Champs
Aug 8	Thruxton, Nr Andover, Hants	Race Meeting	R	BARC	14.00	Indylantic Raceday — Indylantic, DJM Records FF1600 RAC FF1600, Sytner Clubmans Sports, Britax Production Saloons
Aug 8	Croft, nr Darlington, Co Durham	Race Meeting	R	BARC (YC)	14.00	Northern FF1600, F Libre, Cooper Oils Clubmans, Special Saloons, Forward Trust Special Saloons, BARC Modsports
Aug 8	Pontypool Park, S Wales	Hillclimb	C	BARC (SW)		RAC Hillclimb Championship
Aug 8	Fintray, Aberdeenshire	Hillclimb	R	Aberdeen & DMC	14.00	Scottish Hillclimb Championship
Aug 8	Curborough, nr Lichfield (MR120/134127)	Sprint	R	Quinton MC	14.00	Esso Uniflo Welsh Speed Championship, Midlands Assoc of MC's Sprint Championship
Aug 8	Vicarage Farm, Fair Oak	Autocross	R	Winchester & DCC	10.00	BTRDA Autocross Championship
Aug 8	Ivington Farm, Clyst St Mary, Exeter (MR192/985909)	Autocross	R	Exeter MC	14.00	ASWMC Autocross Championship
Aug 8	Hartlepool Promenade Bandstand Arena	Autotest	R	Hartlepool & DMC	11.00	Prom Autotests — National RAC/BTRDA Championships
Aug 8	Layhams Farm, Keston, Kent (MR187/400626)	Autotest	CP	Sevenoaks & DMC	10.30	Slalom Autotest
Aug 8	Car Park, Northgate, Wakefield	Autotest	C	Wakefield & DMSC	13.00	

Secretaries of the Meeting are requested to send details of all forthcoming events to Miss Linda McRae, Autosport Editorial, Haymarket Publishing Ltd., Regent House, 54/62 Regent Street, London W1A 2YJ

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