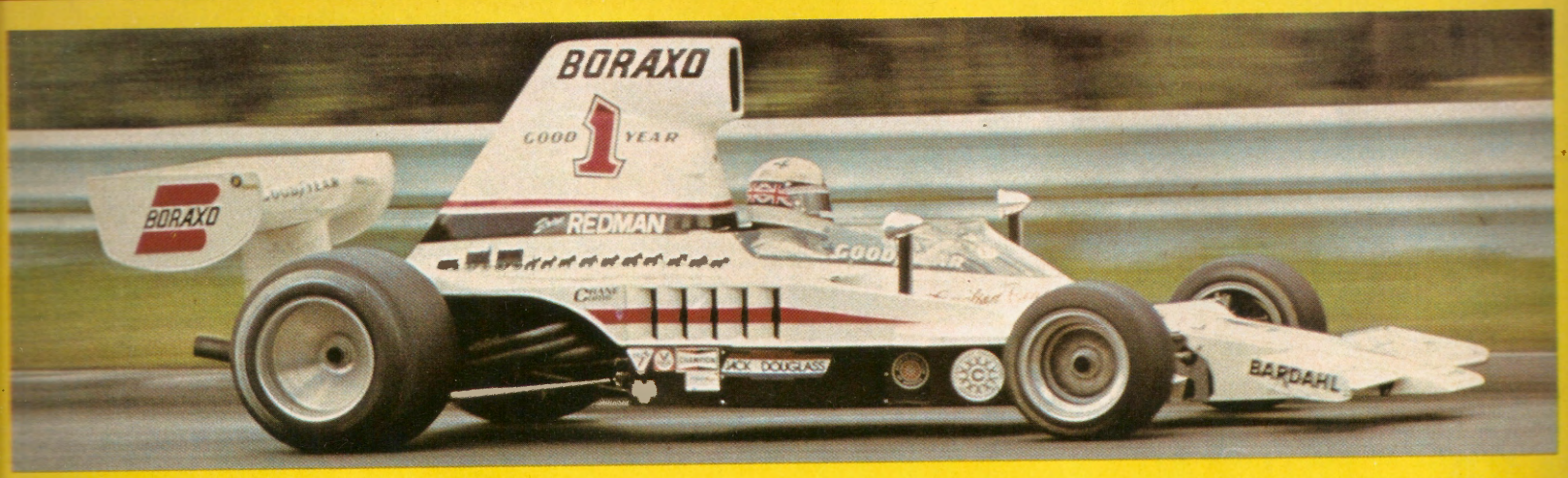
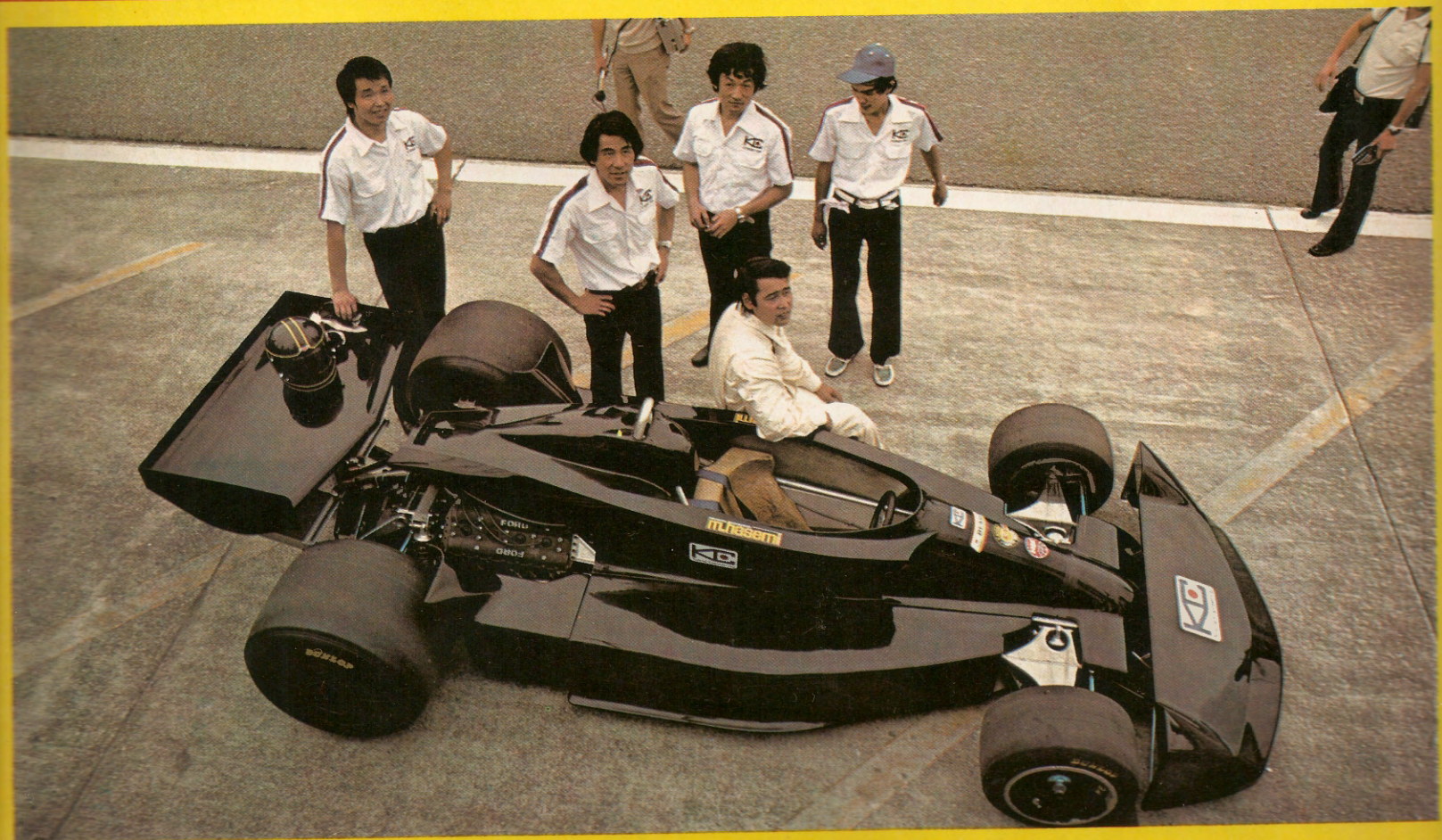
Autosport

Haymarket publication

12th August 1976 25p



American F5000 series hots up



Japan reveals new F1 challenger

Superbikes □ F2 in Portugal □ Austrian GP prospects □ Private Ear

Autosport

August 12, 1976 Vol 64 No 7

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"Only Ferrari, for ever Ferrari." Unless the Commendatore relents, will there be any Grand Prix fans at Monza?



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ABC

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The Ford Motor Company, beneath the name of Walter Hayes (Ford of Europe's Vice-President of Public Affairs), has taken the unusual step of issuing a statement in defence of a Formula 1 team which strongly threatens its own success in the prestigious arena of Grand Prix racing. Perhaps the very source of the statement (which is reproduced in full on page 2) is indicative of the fact that a past *camaraderie* is missing from the present day Grand Prix scene. If so, then we welcome and applaud it.

The Ford statement refers to Enzo Ferrari's wish for "a return to the spirit of the sport's law", and it obviously reflects a similar attitude on the part of Ferrari's main rival in the finance and production of Formula 1 engines. It is the kind of statement in which one can read a lot between lines like these: ". . . . the sport would do well to remember that it has only reached its present powerful and highly profitable position because it has been an exciting and fair sport, and it has by and large avoided the re-criminations and quarrels that have disfigured many others."

That is clear condemnation of those elements in Formula 1 whose pursuit of financial gain is all-encompassing, and now beginning to bear painful fruit in the form of just this kind of conflict. Perhaps it is also intended as a warning to those elements that motor racing at the highest level without the support of the industry is unthinkable, and that, with the support of the industry *but without them,* they had better believe that it is very thinkable indeed.

To most of the world's motor racing enthusiasts, of course, the idea of Formula 1 without Ferrari is itself unthinkable, and it is distressing and frustrating that Enzo Ferrari has once again felt himself forced to fall back on this most dramatic means to convey his own frustration. Although Ferrari has done this before (and returned in no way chastened), his action shows that he felt that there was no other means of getting his message across, since he is so deply in contention with the organizational structures (strictures?) which govern the sport.

Walter Hayes suggests that it is the responsibility of all who report on motor racing to let Ferrari know that everybody wants him back. It goes without saying, of course. Everybody, including Ford (and not simply because they need competition to give real meaning to their Formula 1 involvement), wants him back. And not next year, but in time for the Italian Grand Prix at Monza.

In 1969 Ferrari, who had withdrawn because the Formula 1 car of that year had proved to be uncompetitive, entered a car after all for Monza. The place would have been deserted without it, and the same applies in 1976.

Ferrari may feel that to enter Monza would be to lose face, to return before the full force of his point has been made. But there is a precedent: how about a pair of blue-and-white cars, as in 1964 at Watkins Glen and Mexico City? There's a thought . . . .

next week

Free: a magnificent four-colour poster depicting James Hunt and his McLaren M23 — Exclusive James Hunt interview — Pete Lyons reports from the Osterreichring on the British star's efforts to close on Niki Lauda's World Championship points lead — Jody Scheckter describes his Austrian GP with the Elf-Tyrrell six-wheeler — Preview of one of the year's major national rallies, the Burmah, on which David Stokes will defend his Castrol/AUTOSPORT series lead — More Giacomelli versus Keegan at F3 Mallory Park — Audi 80 GTE road tested by John Bolster — Round the Nurburgring with Jackie Stewart*

cover picture

Top: Last weekend Lancashire's Brian Redman pulled back into contention for the 1976 American Formula 5000 Championship title by taking the Boraxo Haas/Hall Lola T332 to a fine victory at Mid-Ohio (report: page 18). Redman, with 80 points, now just trails Alan Jones and Jackie Oliver, who are joint series leaders with 84 points in a desperately close title chase. Photo: Charles Loring.

Bottom: Driver Masahiro Hasemi and the Kojima Engineering team pose with their new Kojima-Cosworth KE-007 Formula 1 car, which is to be raced at Fuji in October. The latest Japanese Grand Prix challenger is described on page 36. Photo: Kunihiko Akai.

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

Lauda improving — but now Ferrari withdraws from Formula 1

Good news this week from Germany, where Niki Lauda's condition has improved, apparently more rapidly than expected. In Mannheim's University Clinic, his doctor, Professor Horst Lutz, reported on Thursday that he appeared to be out of danger. He had been taken off the artificial respirator, which had been assisting his burned lungs to breathe, two days before, and it is said that Niki's first words were, "Will I be able to race again?"

Professor Lutz replied that he was fairly optimistic, but that the 27-year-old Austrian was still "seriously ill" and that the main question was the proper healing of his injured left eye. Earlier this week, he was moved to Ludwigshaven, across the Rhine from Mannheim, for plastic surgery attention to his facial burns. There was even one report that he was on his feet.

But the consequences of his Nurburgring accident, which at the very first seemed so comparatively innocuous, continue to grow. For Enzo Ferrari has pulled his team out of the remaining rounds of the World Championship, for reasons which appear to be a combination of the emotional and the practical.

His decision, issued without formal statement on August 5 — the same day Lauda was declared out of danger — is not likely to be unconnected with the patent fact that, without his star driver fit, there is no-one else available who could be relied upon to retain the Constructors' Championship points lead. The Prancing Horse currently holds that from McLaren-Ford and Tyrrell-Ford by 12 points and 14 points respectively.

We understand that last week there was a predictable rush of drivers offering their services to Maranello — some drivers were reported to *be* in Maranello — but that all of those who might be expected to be competitive candidates were not about to be released by their present teams, and those who would have been available didn't look like the answer to the problem.

It is not impossible that Fiat, part-owners of the team (although Ferrari does retain majority control of the racing department), were involved in the decision to pull out now from a still-dominant position, rather than see the team's fortunes sink valiantly but inexorably.

Of course, Enzo Ferrari is a man of volatile passions, and there can be no doubt that he is sincere when he says that, from his point of view, he has had a series of raw deals from various courts of appeal recently. Walter Hayes, Public Affairs chief for Ford, was moved to make a statement of his own on this matter which is sympathetic to Signor Ferrari's state of mind. We reproduce it below in full.

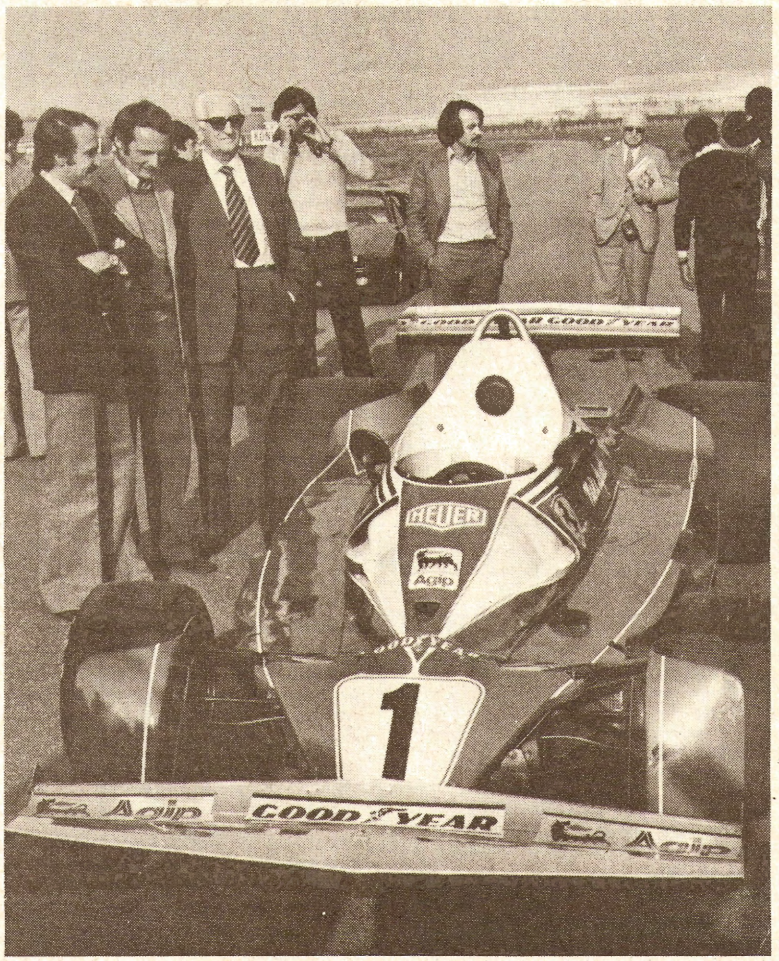
Enzo Ferrari's decision to withdraw his team for the rest of 1976 was not difficult to foresee and it had nothing at all to do with Niki Lauda's accident at the Nurburgring.

On July 19, one day after the controversial start to the British Grand Prix, Signor Ferrari talked at length to Lorenzo Pilogallo of Italy's Corriere della Sera *and the next day, under the headline "Ferrari fires at everybody", Italian readers at least had the benefit of his forceful opinions. He complained about the decision in Spain, saying that article 123 of the regulations made it clear that in the case of an offence against the rules both driver and constructor were equally guilty. The McLaren appeal he called "a parody" and he had some hard words for the Italian Sports Commission.*

He said the Ferrari racing stable had never made official complaints in the past, but they were now facing situations which abroad are explicitly termed "Mafioso" when referred to Italy. "The interpreters of sports regulations are always protecting particular interests which have nothing to do with the real technical and human sports achievements, and that is all I believe in."

He said that the British Grand Prix was "a new race" and not an "interrupted race", and went on, "We will go to the rack. With or without the Italian Sports Commission, we will go to the CSI and to the FIA. I wonder whether these gentlemen realise after the Spanish and British Grands Prix what kind of situation they have created. As far as I am concerned, unless there is a return to the spirit of the sport's law I do not feel like going ahead."

It would be difficult to find anything plainer than that. I at least took him at his word and told Michael Kranefuss on July 21 that I thought Ferrari would be out for the rest of the season, and maybe for longer, if the British Grand Prix appeal went against him.



The hopeful start of the season: Regazzoni, Lauda and Ferrari with the 312T2 at Fiorano.

It really doesn't matter whether you accept Ferrari's point of view or not, and I don't imagine he wants your sympathy, but motor racing for the rest of the year will be a lot poorer for the absence of the Ferraris and it would be as well for the people most concerned with the sport in terms of administration to take the lessons of this incident to heart. Because the people the sport itself should be worried about are the spectators, and while they may be as nationalistic as the Olympic commentators, they have the right to expect fair play.

It is my opinion, for what it's worth, that Hunt won fairly and squarely at Brands Hatch: it was a new race, but he won it. Nor do I believe his performance was in any way assisted by the infinitesimal error in track measurement in Spain. But you cannot have flexible regulations any more than you can have near-virgins. And the sport would do well to remember that it has only reached its present powerful and highly profitable position because it has been an exciting and a fair sport, and it has by and large avoided the recriminations and quarrels that have disfigured so many others.

It would be a very good idea now if the journalists who cover motor sport in Europe let Ferrari know that everybody wants him back. But it would be a better idea if the constructors sent their own ambassador to cool his wrath. 1977 won't be the same without him.

To the last remark we can only say a heartfelt "Amen". The screaming red Ferraris have been an integral part of Grand Prix racing since 1948, and upon the rare occasions that there has been no Ferrari on the grid — for the team have in fact announced its withdrawal at various times and for various purposes in the past — the whole atmosphere of the events has seemed pale.

The organizers of the remaining GPs certainly realize that. Faced with the dual loss of their local hero and World Champion, which cannot be helped, and with the loss of his team as well, the Austrian organizers have been making threatening noises about law suits against Ferrari. They have also directed financial complaints at the Formula 1 Constructors Association on the apparant grounds that it is with this body they have a contract for a certain quantity of entrants, a sort of "package deal". The F1CA, who must feel bewildered and innocent by the recent turn of events, had at our press deadline heard nothing officially about this, and anyway would seem to be on pretty strong ground.

As for Ferrari's feeling of being hard done by in the matter of his appeal over the Brands Hatch results, the RAC issued the following statement from Pall Mall last week.

The Stewards of the RAC sat as a Court of Appeal on August 4 to hear the appeal of Scuderia Ferrari against the classification of James Hunt as winner of the recent John Player Grand Prix at Brands Hatch. The appeal was rejected.

The basis of the Ferrari case was that Hunt had abandoned his car because it was too badly damaged to continue as a result of the accident at the first corner which caused the race to be stopped. Their contention was that he was no longer a "runner" entitled to be included in the new start.

The court rejected this contention having heard evidence that Hunt continued after the accident and drove to the point where he left the track. His own statement was that if he had not seen the flag signals showing that the race was stopped he would have continued very slowly.

Any suggestion that the restart was held up to allow time for Hunt's car to be repaired was strongly deprecated in the face of the evidence that there had been a lengthy discussion between race officials and members of the Formula 1 Constructors Association as to the precise meaning of the pertinent international rules published by the FIA and that this, and this alone, was the cause of the delay.

As well as rejecting the appeal, the Stewards ruled that the appeal fee was forfeit and made an order as to costs of up to £150.

The Court comprised of the Duke of Richmond & Gordon, Squadron Leader J. Crampton, and Mr A. G. Polson.

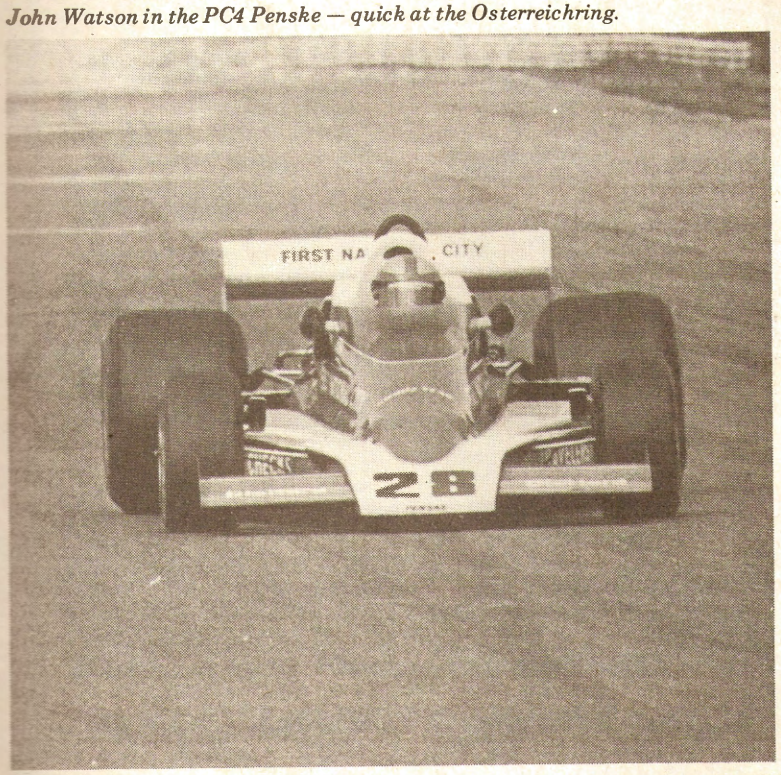
Meanwhile, what can we expect from the balance of the season? Well, certainly James Hunt must be the man with the best chance of being World Champion now, and as we closed for press came news of some quick testing time with the new McLaren M23 — see separate story.

● We were misinformed by an apparently reliable source in our *Pit & Paddock* story last week about the details of Niki Lauda's Nurburgring accident. The Ferrari was not fitted with the Italian version of a Britax belt, as we reported, but with a Klipan harness.

Hunt and Watson quick in Austria tests

To the surprise of no one, the fastest man during unofficial tests at the Osterreichring last week was James Hunt, who took the M23 round slightly under Niki Lauda's pole position time of last year. Apparently, Hunt needed only ten laps in which to achieve this time, to the general dismay of all others present. He was about a second slower in the new M26. Next in line were John Watson's Penske PC4 and Jacques Laffite with the Ligier-Matra. Fourth quickest was Mario Andretti's JPS 77, the American finding himself hampered by lack of straightline speed on this ultra-quick circuit. Gunnar Nilsson was also present but did very few laps. The Swede was somewhat amazed by changes to the *Hella Licht* curve, the very quick right-hander after the pit straight. At this point last year, Mark Donohue was fatally injured when his March went over the barrier, and the general assumption was that the corner would be tightened up in time for this year's race; either that, or the placing of a chicane before the turn would be necessary to satisfy the GPDA, we thought. But to Gunnar's astonishment, they have *widened* the track by two metres: "Before it was flat," mused Gunnar, "now it's flat with one hand. . . ."

John Watson in the PC4 Penske — quick at the Osterreichring.





John Webb — Britain versus USA?

F5000 Challenge?

An interested spectator at the American Mid-Ohio Formula 5000 race last weekend was Motor Circuit Developments Managing Director John Webb. The reason for his visit was to see if there was any interest, among the American teams, for a possible F5000 series between England and the States early next season.

Apparently the *Daily Mail* aren't interested in backing the non-championship Formula 1 Race of Champions meeting anymore and Webb was feeling the temperature of the water, so to speak, to see if a US v UK F5000 series, to be held in April and May, was a viable proposition.

Brown loses his drive

Warwick Brown, the 1975 Tasman champion currently racing in Formula 5000 over in the United States, is now without a drive.

The Australian had been racing this season for Bob Bay's Bay Racing team. They ran the late Bernie Swanson last season. However, following a fine 4th place in the recent Elkhart Lake championship race driving the team's Lola T332C, Bay asked Brown to return the car and all the running gear to his workshops in Indiana. Apparently the team have been going through hard financial times of late and, for various reasons, they have had no option but to curtail their racing activities this season.

This effectively means that Brown is without a drive and the chances of him finding one are, according to our American correspondent, "pretty thin as there isn't much going in the way of competitive machinery."

Monza OK

To quash fears that the recent chemical plant dramas in Italy might jeopardise the Grand Prix on September 12, the CSI this week issued a telex confirming that the race will, in fact, take place, "the Milan area not being concerned with pollution problems".

● The European GT event that should have been held at Hockenheim on July 18, has now been rescheduled for October 31.

Purley to return to F1

As mentioned in the interview with David Purley (see page 31), there will be yet another new F1 marque in 1977. Purley has been keen to get back into Grand Prix racing for some time, and now intends to devote the rest of his racing career to it. The car has been designed by Mike Pilbeam, the man who designed the BRM P201, a chassis which impressed all those who drove it. More recently Pilbeam has been responsible for Alister Douglas-Osborn's highly successful hill climb car.

Purley's new car should be ready to run well before the end of this season. "We may well run the car in the last couple of ShellSport 5000 rounds this year," David told us. Presumably the car will be DFV-powered, we wondered. "Initially, it will be, certainly. But there are alternatives. I've written to Renault, in fact, although I may not get a reply!" While it is reasonable to assume that there will be some backing for the project from Lec Refrigeration, Purley, like everyone else, is looking for a major sponsor for the car. In 1973, of course, David was a regular competitor in Grands Prix, running a March 731. As well as that, he has also had one-off drives in the Token and the Connew.



David Purley — F1 again.

F5000's Latin America plans

The next American Formula 5000 race takes place at Elkhart Lake over the August 28/29 weekend. There will be two races, an 80 mile SCCA/USAC championship event (they're usually 100 milers) taking place on the Saturday for a $25,000 purse, while a handicap race, for a $40,000 prize fund, will have the grid formed by each competitor's individual fastest lap in Saturday's race.

Our American Editor advises us that, after the final two rounds of the USA F5000 series currently scheduled, there is at the very least a possibility of two further rounds being held in Latin America. A race has been tentatively pencilled in at Mexico City for November 10; the chances of this coming off appear to be about 25/75 at the moment, but a race in Venezuela, the following weekend, November 17, has about a 50/50 rating.

Interscope, VPJ merge

Starting with the next round of the American Formula 5000 series, the Vel's Parnelli Jones team will be running two Lola T332Cs for their regular driver Al Unser and the Hawaiian drag racing star Danny Ongais. In fact, what has happened is that Ted Field, patron of Interscope Racing for whom Ongais drives, has agreed to join forces with the Vel's Parnelli set-up and the merger is expected to last until the end of the year. Then it will be reviewed to see whether it is worth continuing the association for the following season.

Unser's Lola will retain the familar blue and white colours of their American Wheels sponsors while Ongais's Lola is to be updated to the same specification as Unser's but will remain in Interscope's black livery. Both cars will be managed by Jim Chapman, the Vel's Parnelli racing manager who looked after the team last year.

Trimmer finds a Lola drive

Welcome news for the many Tony Trimmer sympathizers is that an anonymous backer has stepped in to purchase for the Kent driver a Lola T460 and Swindon BDA engine for the remaining rounds of the Indylantic '76 series. Trimmer has signed up with this mysterious benefactor until the end of 1977, but for the present the Lola will race in virgin white until a sponsor is found. Trimmer, who was the sensation of the early races in the Indylantic series, will debut the car is the Shell-Sport race at Brands Hatch on August 30, and will be at the next Indylantic round at Silverstone on September 5.

Ongais: USAC

Following on the news that Danny Ongais is to team up with Al Unser in a joint Vel's Parnelli/Interscope racing programme for the rest of the American F5000 season, we understand that the Hawaiian driver will be making his USAC debut at the California 500 which takes place at the Ontario Motor Speedway on September 5.

Ongais will drive the second Cosworth DFX-powered Parnelli alongside Al Unser. Ongais's car will be in the black Interscope colours as is his current F500 Lola, and entered under the new VPJ/Interscope liason.

Ongais's inclusion in the Vel's Parnelli set-up is not altogether surprising as he used to drive their drag racer some years ago. At one stage, it looked likely that he'd join Mario Andretti in the F5000 team, before Al Unser became available.

Ongais will also be making his TransAm racing debut at Brianerd this weekend driving a brand-new Porsche 934 Turbo purchased by Ted Field for Interscope Racing. Field himself will also be making his TransAm debut, driving a more sedate Porsche Carrera RSR.

Binder in F1

Following some increasingly good performances in Formula 2 of late with his works-assisted Chevron-BMW B35, 28-year-old Hans Binder will at last be making his Formula 1 debut this weekend at the Austrian Grand Prix. Binder, who just happens to be from Austria's Tyrol, has hired the vacant Ensign Grand Prix car following Chris Amon's recent split with the English team.

Providing that all goes well and Binder fits in well with the team, we understand that the association may well continue for the rest of the year. Backing for the venture comes from Binder's F2 sponsors who have underwritten the deal.

● Next week, the RAC Motor Sport Division is holding its regular Race Committee Open Days, and the schedule is as follows: Monday, August 16, Formula Ford 1600 (11.00) and Formula Ford 2000 (14.30) under the chairmanship of Sidney Offord; Tuesday, August 17, Production Saloons (11.00) and Special Saloons (14.30) under the chairmanship of Peter Browning; Wednesday, August 18, Modsports (11.00) under the chairmanship of Offord once again. All are welcome.

Pironi's F3 Martini

The French are seriously thinking about coming back into Formula 3. That, in itself, is welcome news. The man who is spearheading the attack will be Didier Pironi, the newly-crowned French Super Renault champion who will be coming over to England in September to contest four British F3 races with a brand new Tico Martini-designed Monocoque F3 car. You may remember that the last time Martini designed an F3 car, for Jacques Laffite in 1973, it had the same effect as his F2 car — winning everything.

Apart from his four races in England, Pironi will take in one race in Germany and one in Italy. Elf have asked us to point out that Pironi's decision to contest these races has nothing to do with them at all as they feel that to have encouraged such a move would unnecessarily upset Renault who don't exactly approve of their new FSR champion using a Novamotor/Toyota engine!

Martini is also seriously thinking about building up several copies of his new F3 design for next season, providing the interest is there, although no decision has been taken as yet.

One thing is more or less certain: Pironi will be doing Formula 2 next year in an Elf-backed car. While Alain Prost, the new Formule Renault champion may drive in F3 rather than FSR.

Zolder off

The Zolder Formula 2 race, scheduled to take place at the Belgian circuit in September, has been cancelled. This has been on the cards for some time because it was thought that the sponsors of this race last year, Elf (Belgium), weren't prepared to support it again this season. As there was no way an Elf-sponsored car could be beaten for this year's European F2 Championship, there seemed little likelihood that Elf (France) would cough up the required finance, especially as there was a counter attraction at Dijon the same weekend (the G5/G6 sports car races).

This means that there are just two championship races left on the calender, at Nogaro (September 19) and Hockenheim (September 26). Therefore the outcome of the championship wrests between Rene Arnoux, the current series leader, and Jean-Pierre Jabouille.

With the best seven scores counting from the ten races run so far (and that will remain up to 12 events), if Jabouille wins the next two and Arnoux finishes second, they will effectively tie for the championship.

● The Interserie sports car race, scheduled to take place at Zandvoort in Holland this weekend (August 15), has now been cancelled. Most of the British entries have transferred over to a non-championship race taking place at Zolder in Belgium on the same day.

● Recent tests with McLaren's DFX-engined USAC car, the M24, have not been as successful as the team would have liked, and it is doubtful whether the car will race at all this year.

RAC help in Germany confusion

Several readers have written to ask how come the Automobil Club von Deutschland race officials did not have the same regulations difficulties as the RAC following the stoppage of the German Grand Prix.

In fact, the AvD had taken the precaution of writing into their supplementary regulations for the Grand Prix that, should the event be stopped before the completion of four laps, a "new" race would take place, the grid forming up in its original order but without T-cars.

But having taken this precaution, it seems that the AvD forgot about it! After stopping the race, the organizers were unsure about what to do next until — ironically — they were reminded that they had already covered this eventuality by the RAC's Dean Delamont, who was present at the Nurburgring as a steward. . . .

Tony Brise honoured

At a luncheon given by the BRDC last week, Janet Brise was presented with two trophies won by her husband in 1975.

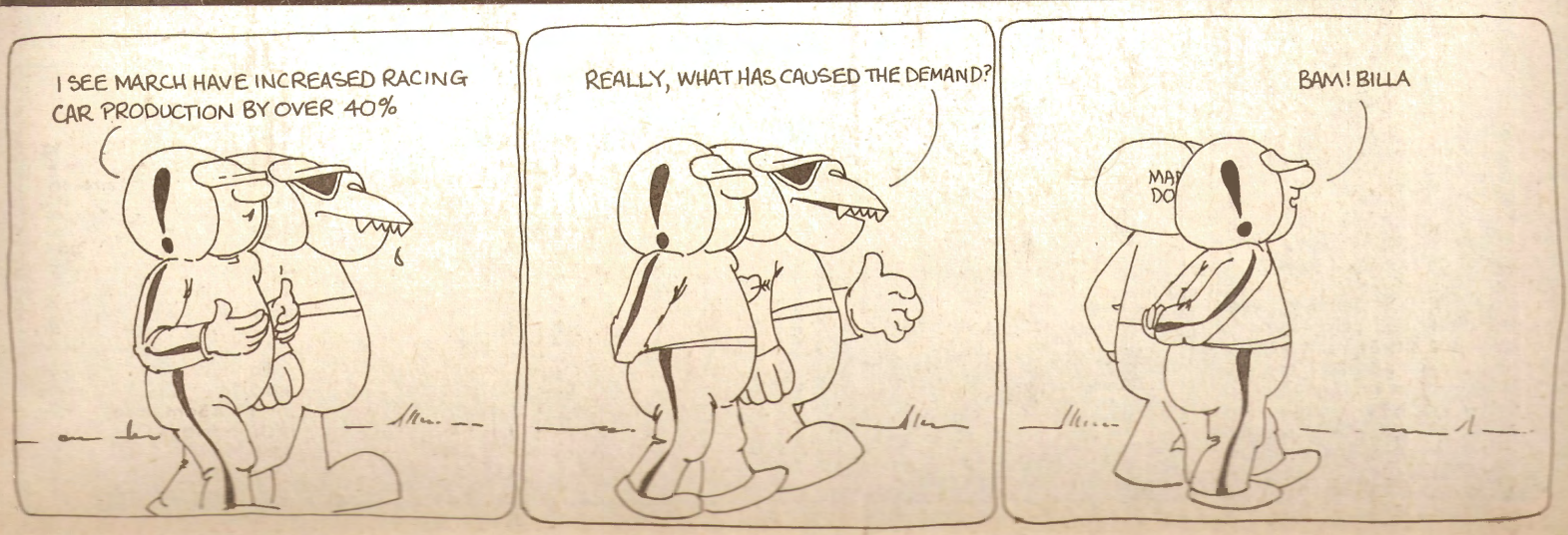
They were due to have been presented to Tony at the BRDC Annual Dinner. Shortly before, of course, he was tragically killed in Graham Hill's aeroplane accident.

From The Hon. Gerald Lascelles, Janet received the John Cobb Trophy, awarded by the BRDC to the British driver achieving success of outstanding character. And Geoffrey Kent, Chairman of John Player and Sons, presented her with the John Player Atlantic Championship Trophy.



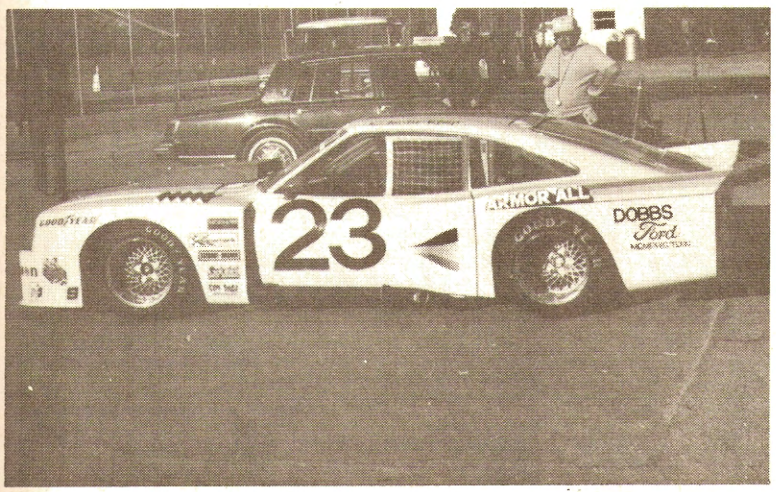
catchpole

by Barry Foley





Peter Gregg scored a resounding victory in the Talladega IMSA race with his ex-works BMW CSL.



Al Holbert drove Charlie Kemp's Mustang into fourth at Talladega.

IMSA win for Gregg

Also featured on the agenda at Talladega last weekend was a further round of the IMSA-run Camel GT series, although this race took place on the Saturday and was hit by rain which caused the race to be stopped and restarted.

Victory went to Peter Gregg who, having started from the second row, brought his ex-works BMW CSL through to win by a clear lap. It moves Gregg just that little bit closer to the series leader Al Holbert who, in many respects, was lucky to start this race, let alone finish it in fourth place, which is what he did.

Holbert had put his familiar Chevrolet Monza on the pole with Mike Keyser's similar car alongside. It was obvious that their cars, along with the Corvettes and Camaros, were more suited to the Talladega banking than the Porches and Gregg's BeeEm.

Unfortunately for Holbert he wasn't able to race his Monza. Following an earlier IMSA race meeting at Mid-Ohio, Holbert had fallen over his toolbox and cracked a couple of ribs. These were now beginning to give him pain (caused by the G-forces on the banking), so rather than risk the pre-race warm-up, Al stayed in bed.

In order to check that the Monza was functioning correctly, Holbert's chief mechanic donned a crash-hat and took it out for a whirl. Unfortunately he clipped the retaining wall on the banking and the car became a non-runner. Holbert was therefore lucky in being able to find a replacement, for Charlie Kemp loaned him his controversial Ford Mustang Cobre II, which he started from the back of the grid, climbing up well to finish fourth, two laps down on Greeg at the end of 30 laps.

As for Keyser, he too clipped the retaining wall on the banking and had to retire, having led the first six laps. With Sears Point winner Jim Busby struggling with his Porsche Carrera RSR to finish eighth, two laps down on Gregg, and George Dyer retiring his similar car on the first lap, Gregg had it all his own way.

Second was Phil Currin in his Chevrolet Corvette, with Bob Christiansen's Chevrolet Camaro next up, also on the same lap as Currin. Behind Holbert, in fifth place, was Brad Frissell, who won the up to 2½-litre class yet again in his Datsun 240Z.

Lazier's FSV

Supporting the Formula 5000 race at Mid-Ohio was another round of the American Bosch Gold Cup Super Vee series with victory going to Bob Lazier who, having put his Tivoli Lodge-sponsored Lola T324 on the pole, led the race from start to finish, winning by 10s and thereby extending his championship lead still further. Lazier's win followed on his recent victory at Watkins Glen, so it looks as if he'll be the man to beat in FSV this year.

Second, and unable to do anything about Lazier, was Tom Bagley, driving his familiar Kent Oil-backed Zink. Having experienced engine problems in practice which saw him qualify only eighth fastest, Bagley moved up through the front runners well to lie second by lap 4, although by that stage Lazier was long gone. Third was Herm Johnson in his O-Zone Lola T324, followed by Bill Alsup (Modus), Harry Macdonald and Mike Yoder, both in Lolas.

Scheckter gets close

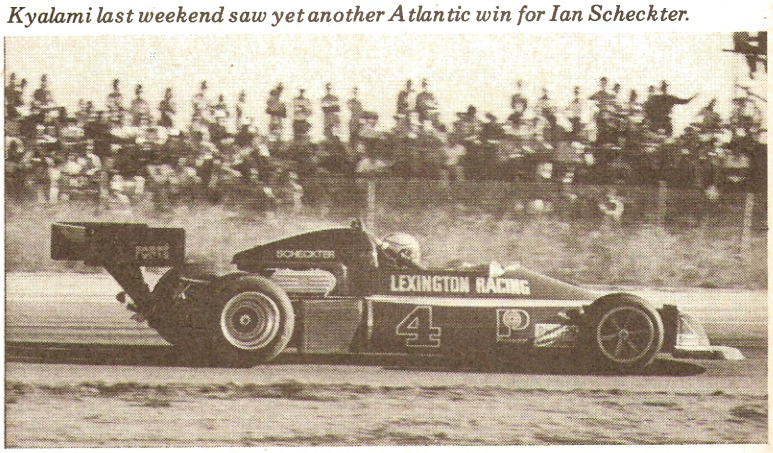
Ian Scheckter came within three points of clinching the Player's South African Formula Atlantic title which he so nearly won last year with the Lexington Tyrrell when he dominated the Winter Trophy event at Kyalami last Saturday. Another flag-to-flag victory from pole position took him a step nearer, as his Lexington March soundly trounced the stiffest opposition which has been offered this year.

Driving his brand new Lucky Strike March, Dave Charlton came home in second place after holding off determined challenges from Tony Martin in the Bic Chevron and Roy Klomfass in the Ralt. Martin took the STP Driver of the Day award for a truly gritty performance: his right leg (broken in a motocross accident three months ago) had still not healed sufficiently to give enough braking power, so Martin had to use his left foot for both clutch and brakes.

Klomfass spun out of third place while sandwiched between Charlton and Martin, damaging his Ralt against the Armco. The other Chevron B34 of Guy Tunmer thus inherited fourth place after a lonely race well ahead of Nols Nieman in the Benson & Hedges Wheatcroft, which held off the B29 Chevron of John Gibb to the flag. Basil van Rooyen retired his newly modified Chevron on the first lap with a fuel pump failure.

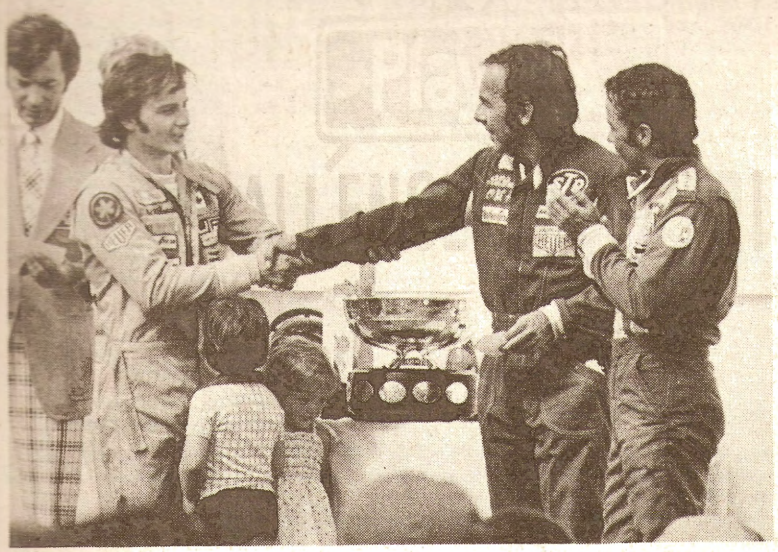
Scheckter, who won the 32-lap race at an average speed of 109.58mph, set a new Atlantic lap record at 1m 22.83s, having qualified at 1:21.89. He now leads the series with 51 points to the 28 of Klomfass and Charlton, the 17 of Martin and the 14 of van Rooyen.

Kyalami last weekend saw yet another Atlantic win for Ian Scheckter.



WORLD DRIVER'S CHAMPIONSHIP (FORMULA 1)

	Driver	Nat	Brazil	South Africa	USA West	Spain	Belgium	Monaco	Sweden	France	Britain	Germany	Austria	Holland	Italy	Canada	USA East	Japan	Points
1	Niki Lauda	A	9	9	6	6	9	9	4	—	6	—							58
2	James Hunt	GB	—	6	—	9	—	—	2	9	9								44
3	Jody Scheckter	ZA	2	3	—	—	3	6	9	1	4	6							34
4	Patrick Depailler	F	6	—	4	—	—	4	6	6	—	—							26
5	Clay Regazzoni	CH	—	—	9	—	6	—	1	—	—								16
6	Jochen Mass	D	1	4	2	—	1	2	—	—	—	4							14
	Jacques Laffite	F	—	—	3	—	4	—	3	—	—								10
8	John Watson	GB	—	2	—	—	—	—	—	4	3	—							9
9	Hans Stuck	D	3	—	—	—	—	3	—	—	—	—							6
	Tom Pryce	GB	4	—	—	—	—	—	—	—	2	—							6
11	Carlos Pace	BR	—	—	—	1	—	—	—	3	—	3							7
12	Gunnar Nilsson	S	—	—	—	4	—	—	—	—	—	2							6
13	Carlos Reutemann	ARG	—	—	—	3	—	—	—	—	—	—							3
	Mario Andretti	USA	—	1	—	—	—	—	—	2	—	—							3
	Alan Jones	AUS	—	—	—	—	2	—	—	—	1	—							3
16	Chris Amon	NZ	—	—	—	2	—	—	—	—	—	—							2
	Emerson Fittipaldi	BR	—	—	1	—	—	1	—	—	—	—							2
18	Rolf Stommelen	D	—	—	—	—	—	—	—	—	—	1							1



Bill Brack congratulates Canadian Atlantic Champion Gilles Villeneuve.

Gilles locks it up

With 120 points and only one round remaining, Gilles Villeneuve is now certain of the Player's Canadian Formula Atlantic Championship. Bill Brack's second place finish at Halifax last weekend (page 20) boosted his points total to 67, nine more than Tom Klausler. But surprisingly enough, despite his tremendous success this year, Villeneuve's immediate future is still in doubt for the Ecurie Canada team does not have the sponsorship to do any more races this year. Unless something is found he will appear at neither the Mosport Player's finale nor the traditional season-ender in Canada, the race through the streets of Trois Rivieres. Missing the latter would indeed be a tragedy, for it would deprive North Americans of a chance to compare the best young road racer on their side of the ocean, with some of the currently acknowledged best in the world. Perhaps that challenge will finally be taken up in Europe next summer?

EUROPEAN FORMULA 2 CHAMPIONSHIP

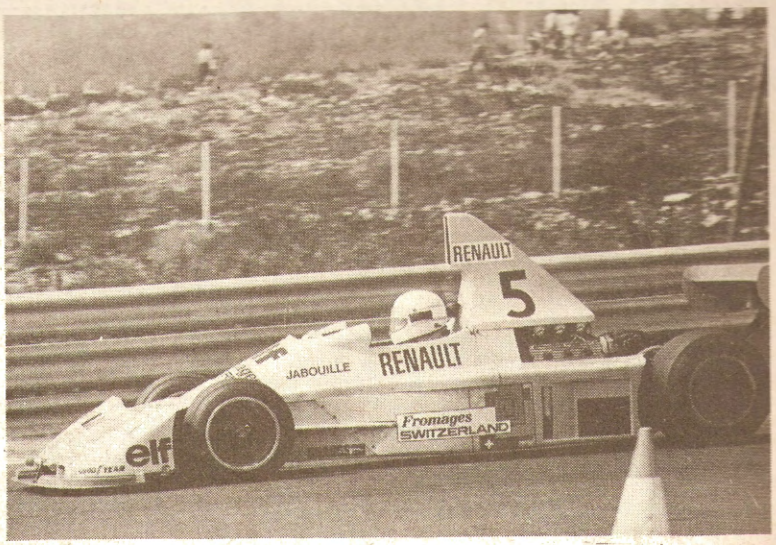
	Driver	Nat	Hockenheim	Thruxton	Vallelunga	Salzburg	Pau	Hockenheim	Rouen	Mugello	Enna	Estoril	Nogaro	Hockenheim	Points
1	Rene Arnoux	F	9	—	—	3	9	3	—	6	9	9			48
2	Jean-Pierre Jabouille	F	—	—	9	1	6	4	6	9	3	6			43 (44)*
3	Patrick Tambay	F	6	4	6	4	—	6	—	4	—	—			30
4	Alex Ribeiro	BR	—	6	4	2	3	—	—	3	6	4			28
5	Maurizio Flammini	I	—	9	—	6	—	1	9	1	—	—			26
6	Michel Leclere	F	—	—	3	9	—	9	—	—	—	—			21
7	Giancarlo Martini	I	—	—	—	—	4	2	4	2	—	—			12
8	Eddie Cheever	USA	—	3	—	—	—	—	—	—	4	2			9
9	Roberto Marazzi	I	3	—	—	—	—	—	2	—	—	—			5
	Hans Binder	A	—	—	—	—	—	—	—	—	2	3			5
11	Willi Deutsch	D	4	—	—	—	—	—	—	—	—	—			4
12	Keijo Rosberg	SF	—	—	—	—	—	—	3	—	—	—			3
	Ingo Hoffmann	BR	—	2	—	—	—	—	1	—	—	—			3
14	Harald Ertl	A	2	—	—	—	—	—	—	—	—	—			2
	Sandro Pesenti-Rossi	I	—	—	2	—	—	—	—	—	—	—			2
	Klaus Ludwig	D	—	—	—	—	2	—	—	—	—	—			2
17	Hans Heyer	D	1	—	—	—	—	—	—	—	—	—			1
	Francois Migault	F	—	1	—	—	—	—	—	—	—	—			1
	Jean-Pierre Jaussaud	F	—	—	1	—	—	—	—	—	—	—			1
	Freddy Kottulinsky	S	—	—	—	—	1	—	—	—	—	—			1
	Markus Hotz	CH	—	—	—	—	—	—	—	—	1	—			1
	Alberto Colombo	I	—	—	—	—	—	—	—	—	—	1			1

* Best 7 results count.

USAC/SCCA FORMULA 5000 CHAMPIONSHIP

	Driver	Nat	Pocono	Mosport	Watkins Glen	Elkhart Lake	Mid-Ohio	Elkhart Lake	Sears point*	Seattle*	Laguna Seca*	Riverside	Points
1	Alan Jones	AUS	4	36	36	8	—						84
	Jackie Oliver	GB	—	24	—	36	24						84
3	Brian Redman	GB	36	3	5	—	36						80
4	Al Unser	USA	—	—	24	24	12						60
5	Danny Ongais	USA	24	12	2	—	16						54
6	Vern Schuppan	AUS	16	5	—	16	—						37
7	Warwick Brown	AUS	—	8	16	12	—						36
8	Teddy Pilette	B	—	16	—	5	8						29
9	Randy Lewis	USA	12	4	—	—	3						19
10	Brett Lunger	USA	—	—	12	1	5						18
11	Horst Kroll	CDN	3	—	8	—	—						11
12	Peter Gethin	GB	—	—	4	2	4						10
13	Sam Posey	USA	8	—	—	—	—						8
14	Bob Lazier	USA	—	2	—	4	1						7
15	Skeeter McKitterick	USA	5	—	—	—	—						5
16	Arlon Koops	USA	—	—	3	—	—						3
	Tuck Thomas	USA	—	—	—	3	—						3
18	John Benton	USA	2	—	—	—	—						2
	Dick Shirey	USA	—	—	—	—	2						2
20	Bruce Allison	AUS	1	—	—	—	—						1
	John Briggs	USA	—	1	—	—	—						1
	Bob Nagel	USA	—	—	1	—	—						1

* Unconfirmed venues



Jean-Pierre Jabouille drove a storming race at Estoril to keep his title hopes very much alive.

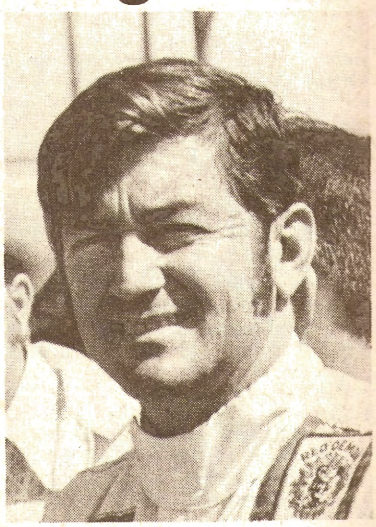
Marcis at Talladega

The Talledega 500, the 20th round in this year's Winston-sponsored NASCAR Grand National championship trial, caused quite a few surprises when it was run last Sunday. It was a race in which none of the recognized front runners finished, although judging by his performance in qualifying, in which he put his K&K Insurance Dodge on another pole at 190.651mph, Dave Marcis's victory was not altogether that surprising.

The race was run over 188 laps of the ultra-fast 2.66-mile tri-oval. Apart from Marcis's early pace, attention turned to Richard Petty who, having qualified outside the top ten, began to move his STP Dodge up through the field, eventually to take over the lead. However, it was not to last, for the reigning champion found himself sidelined when his engine dropped a valve. Had he won, Petty would undoubtedly taken over the NASCAR points lead, as both Cale Yarborough and Benny Parsons, the current series leaders, had retired their Chevrolet Chevelles, as had Darrell Waltrip, another fancied runner.

Also sidelined during the course of the event was Bobby Allison in the Penske Mercury and Dave Pearson in his familar Purolator Mercury.

Chasing Marcis all the way to the wire, and the only man on the same lap at the end, was Buddy Baker in his Norris Industries Ford Torino.

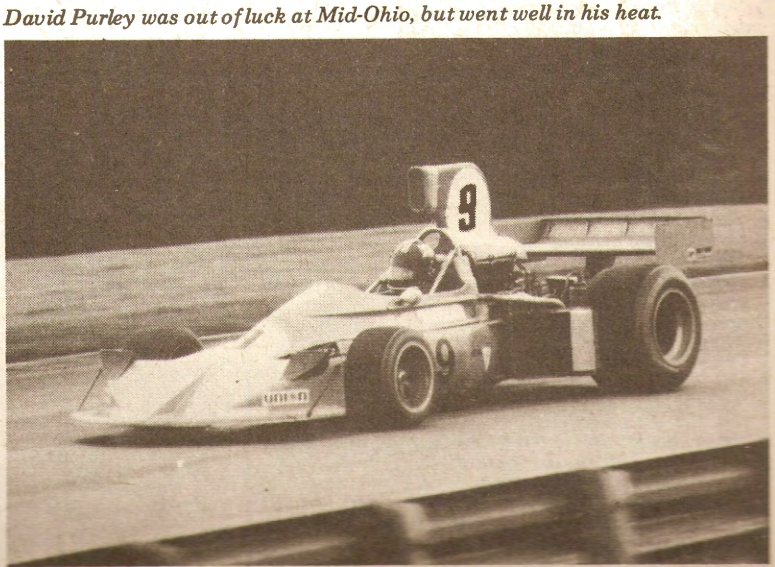


Allison: out of luck.

Baker may have been closer to Marcis had he not run short of fuel with three laps to go, and been forced to make a quick pitstop to take on a couple of gallons.

Third was our friend from Le Mans, a certain Richard Brooks in his Truxmore Ford, while James Hylton was fourth in his Chevelle, albeit another lap down. Then came Lennie Pond in his Chevelle, a total of six laps down on the winner, who averaged 157.547mph for the event.

David Purley was out of luck at Mid-Ohio, but went well in his heat.



Tony Brise

I am not usually over-eager to put pen to paper to air an opinion, particularly when it concerns an opinion which may well arouse considerable protest. I am referring to the "over-attention" the late Graham Hill is receiving against the "under-attention" for the late Tony Brise.

Before all racing fans start swearing, let me start by stating that I have always been a great admirer of Graham. He was, and he will always remain in our minds, one of the finest and most liked men at all racing circuits in the world. His tragic death was indeed an enormous loss to Grand Prix racing and I, for one, had great difficulty digesting it that rainy weekend last winter. All efforts to picture him as an all-time hero are therefore not only right but also to be admired and supported.

However, why on earth the total lack of attention or call it respect if you like, to the loss of one of the greatest race-driving talents since Jimmy Clark? Tony Brise was in my opinion (and I know that a considerable number of drivers, racing journalists and followers share this opinion) destined to follows in the footsteps of the all-time greats like Moss, Clark and Stewart. It is therefore with great disappointment that I miss any reference to Tony in all racing activities, stories and programmes, in particular when they are produced and/or presented by people who are supposed to know the racing business.

AMSTERDAM, HOLLAND.
FRANK van den WALL BAKE.

[*We agree with you, Frank, and for that reason were pleased to learn of the efforts being made by Teddy Savory in this direction with his scheme for a British Racing Drivers Team, reported in last week's issue. Additionally, Tony Brise was honoured by the BRDC last week* — Pit & Paddock. — *Ed.*]

The Beeb

I think the point that you made in a recent editorial about the BBC and advertising on racing cars is a very perceptive one in that if they are forced into too an entrenched a position, all sport will suffer from the restrictions imposed upon its sponsors. However, the RAC has always made it quite clear to the BBC that we are prepared to return to the restrictions of 1968 if such a return will persuade the BBC to resume televising motor racing, as well as opening discussions for an agreement which is more suitable for the financial needs of sport in the 1970s. Despite this offer, the BBC has not expressed any desire to put motor racing in front of the cameras.

Indeed you may recall that at the time of the Race of Champions when the cameras were already installed at Brands Hatch, the F1 sponsors agreed to a proportional reduction of the number and size of advertisments on the cars, but this still did not cause any change in the BBC's line.

LONDON SW1
JOHN DAVENPORT
The Royal Automobile Club

F1 fire engines

As a very experienced Canadian Race Marshal it greatly concerns me to read of Niki Laudas serious burns despite our stringent fire-fighting regulations. Once again the first men on the scene are drivers, not marshals, whose only possible action is a heroic dash into the flames to remove the driver.

I would make a serious suggestion that we recognise the fact that another driver may be the first on the scene and equip him with the means to *extinguish* the fire. We could require all F1 cars to carry one 20 pound Monnex fire extinguisher, quickly removable and require that all F1 drivers be trained in their use.

This is not a criticism of the German marshals. I know the problems very well but I feel that a close look should be taken at my suggestion to better equip drivers with fire fighting equipment.

ONTARIO, CANADA
BILL LOBBAN

Spacesuits?

I write this letter shortly after hearing that Niki Lauda is now off the danger list which is welcome news indeed. It would appear from reports of the accident, including your own that the most serious damage to Niki's health occurred when he inhaled toxic fumes from extinguishers, body-work etc., and also suffered burns to the face and head. Surely this must be largely due to the fact that his helmet was knocked off in the accident.

Is it not possible for helmet and safety suit manufacturers to get together and produce a system in which the helmet would hook down onto the neck of the safety suit in a similar fashion to NASA astronaut suits, thereby preventing the helmet being knocked off in future accidents similar to Lauda's and also allowing the driver to breath his own contained air supply whilst in the car. I write as a layman on this subject and perhaps the manufacturers of such equipment would like to express through your magazine their views on whether or not such an arrangement is practical.

NORTHAMPTON
J. MC DONNELL

Freelances

I have just heard on the radio of Niki Lauda's accident at the Nurburgring, and I have no doubt that the circuit will shortly be denounced as "unsafe". The purpose of this letter is not to apportion blame, I don't know the facts, but to make a constructive suggestion.

The German organizers must obviously have a considerable problem in getting sufficient numbers of marshals to cover the circuit, simply because of its length. In this country there is a large number of Formula One/5000 experienced marshals who would welcome an opportunity to help out.

This, of course, is not a new idea. I know of individual marshals who have gone abroad privately, but I would like to suggest that if it were officially organized, perhaps through a motor sport club in this country, there could be a considerable response. A large party of experienced marshals, perhaps up to a hundred, could make a substantial difference next time.

EDGWARE, MIDDX
S. C. FARMERY

Facts of life

It seems that Mr Ayling, criticising London Rubber Industries' recent advertising in the Grand Prix Guide, should be acquainted with the facts of life in more senses than one.

First, as an accepted promotional medium the sponsorship of a racing car must be backed up by advertising in the appropriate media. One of the basic reasons, I would imagine, that Durex's clever advertisement was placed in AUTOSPORT is because more males than females read the magazine and use the product!

Secondly, it is pathetic to criticise such an advertisement as 'smutty' or 'in poor taste' and furthermore AUTOSPORT for accepting such an advertisement since the advertising revenue is the lifeblood of any magazine.

Don't knock sponsors, Mr Ayling, who provide the cars; don't knock AUTOSPORT which is the top motor racing publication in the country; and, above all, don't join the BBC!

HUNGERFORD, BERKS
ROB GRANT
Grandon Associates

GPRSC

Pete Lyons in his memorably accurate report of the British Grand Prix last week referred to the fact that if ever the many thousands of motor race fans formed themselves into a pragmatic, forceful and coherent group much benefit would be derived for both the sport in general and the spectators in particular.

Perhaps unknown to yourselves an organisation does in fact exist with this very purpose in view. The GPRSC was formed early this year and in this short period of time has grown to International significance with members from as far afield as Australia, Sweden and Canada, as well as of course the many from within the United Kingdom itself. It exists for the sole aim of improving the lot of the often, we suspect (thought of to be at least) the less interesting and glamorous party to the sport.

The arguments against facilities at the majority of British circuits are legion but the GPRSC, even in knowing the problems inherent in managing a circuit or event, which we do, believe more time, money, cooperation and indeed sympathy could be awarded to the humble spectator who after all, whether it is liked or not, is still (and always will be) the lifeblood of the sport.

RICKMANSWORTH, HERTS
STEPHEN CECIL
Press & Public Relations, GPRSC

Great bunch

On behalf of Mike Baker and myself, I would like to take this rather belated opportunity of thanking all those who helped us after Mike had crashed at Lydden on August 1st (as reported last week).

First, our deepest thanks to the TEAC marshals who got Mike out of a considerably bent car in a most speedy and efficient way, and also to the Ambulance men who got him to hospital in double quick time.

Second, many thanks to all the other members of the Formula Vee Association who helped to put our car back on the van, especially to Ian for the organisation and to Pete for bringing it home for us. It may not be the most glamorous of formulae but you will not find a better bunch of people in the sport in this country.

Mike is well on the mend at the time of writing and we hope to get down to Lydden on the 15th to thank you all personally.

NORTHFLEET, KENT
ADRIAN LUCAS

Season tickets

I read Susan Bartram's letter (July 29) about Brands Hatch Season Tickets. Miss Bartram was annoyed that she was not allowed to go into the Grand Prix paddock on the strength of having a Season Ticket. In fact, the Season Ticket is not even valid for getting into the British Grand Prix meeting.

On the ticket application form, it clearly states "Excluding Grand Prix and Stock Car Meetings". So maybe she was a bit unfair to Brands Hatch — I know, because I'm a Season Ticket holder there!

MAIDSTONE, KENT.
ERIC OSBORN.

Forever amber

I refer to your report on 'Leyland see red at Spa' in the July 29th issue of your journal.

To keep the record straight, we were in fact advised by British Leyland that they would not be competing in the Spa 24 Hours. We therefore did not arrange any facilities at Spa which your article suggests.

LONDON EC2
JOHN COLLINS
British Petroleum Ltd

Retriever

Through your correspondence column, I would like to thank the public-spirited citizens who stopped me on the M1 last Sunday (August 1st) as I was returning from Silverstone, to inform me that the nosecone of my Formula Ford car was 5 miles behind me!

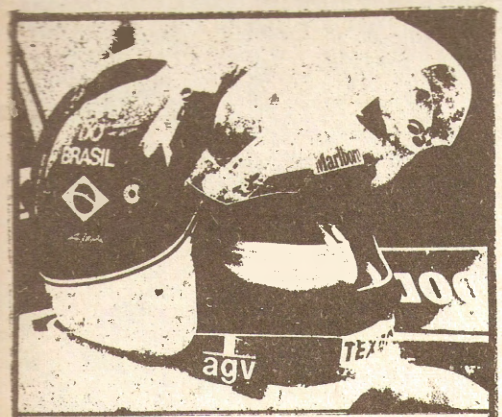
They will be glad to know that I retrieved it only slightly damaged.

Thanks a lot, folks! If ever you see me at a meeting, come round and I'll buy you a drink.

DERBY
D. SHEPPARD-JONES

Then as now?

What was happening 25 years ago this week? Well, AUTOSPORT carried a report on the *Daily Telegraph*-sponsored meeting at Brands Hatch, the entire programme being devoted to 500cc F3 cars. Winner of the final was Bill Whitehouse. There were some very interesting names among the other contenders: John Brise, later World Stock Car Champion and father of the late Tony, for example. There is also a photograph of B. C. Ecclestone spinning his Cooper in front of the pack. He did, of course, survive the altercation, going on to control motor racing .... The Albi GP was won by Maurice Trintignant's blown Simca from Louis Rosier's Talbot .... There was a dramatic announcement from the Austin Motor Company that "rising costs" had compelled them to increase prices. Nothing much changes really, does it? Save the fact that in those far-off, gentler days, they didn't say "increase", they said "revise" .... For the record, an A40 Devon with sliding roof was three quid more than one without ....



World Championship Round 11

James to make it five?

NIGEL ROEBUCK looks at the prospects for Sunday's Austrian GP at the Osterreichring

Those of you who have been to the Austrian Grand Prix will know all about the race's tremendous atmosphere. With its glorious mountain backdrop, the circuit is one of the most beautiful anywhere. Although only seven years old, the Osterreichring is proof positive that a modern man-made-and-designed circuit need not be a sterile complex or "race facility". The track at Zeltweg is quick, very quick, and many of its corners are truly daunting. The vast crowds lose themselves in the magic of the place; everyone loves the Austrian Grand Prix.

But this year it will all be different. Since the death of Jochen Rindt, the focal point of the race — indeed, of Austrian motor racing — has, quite naturally, been Niki Lauda. The spectators respond to mention of his name as do the Italians at Monza to the word "Regazzoni". For the vast majority of those who camp on the Styrian mountainside, who laze in the sun and drink beer, Niki Lauda *is* the Austrian Grand Prix. For the second time in four years, Lauda will not be taking part in his home Grand Prix, and each time the Nurburgring has robbed him of the opportunity. From Mannheim, the news of Lauda's condition is better than we could have dared to anticipate. He is, by all accounts, staggering his doctors and there is every reason to hope we shall one day see him in a Ferrari again. This weekend though, the Osterreichring will be like a wake, and until the great Austrian returns, motor racing will be without its leader.

Ferrari's current withdrawal from Grand Prix racing means, of course, that there will be no Clay Regazzoni either. Idolised everywhere, the Swiss is said to be quitting at the end of the year. Does this mean we shall never see him race again? Surely the Commendatore will relent at Monza, won't he? Let's hope so, anyway.

With the last three Grands Prix in his tally bag, James Hunt must be clear favourite this weekend. Second in last year's wet race and third the year before, Hunt should find the M23 ideally suited to the Osterreichring, and must inevitably make further inroads into Lauda's undefended and now-precarious points lead. Jochen Mass drove his McLaren superbly at the Ring and should also make the leading bunch in Austria.

Tremendously impressive in Germany was Carlos Pace, the Brabham-Alfa now looking a serious contender at last. In 1973, Moco finished a fine third with the Surtees, setting fastest lap on the way. Likewise, Carlos Reutemann was on his own, untouchable, in the 1974 race. Should he find himself with equal equipment, the Argentine star will be in with a real chance. It would be good to see.

Elf Team Tyrrell have never managed to win in Austria, even in the days of Stewart and Cevert. The six-wheelers have been competitive everywhere, but only at Anderstorp have they shown any degree of superiority. Depailler appears to have assumed the mantle of team leader — in terms of pace, anyhow. Remember the Frenchman's storming start last year? Meanwhile, a succession of steady placings have moved Scheckter into a comfortable third place in the championship. Not to find a Tyrrell in the first three would be a surprise.

Surely a really good result must soon come the way of John Player Team Lotus. Consistently competitive these days, Mario Andretti is overdue for some points. Nor can Gunnar Nilsson be ruled out; his showing at the Ring was both brave and mature.

In the height of the rain during the race last year, two men stood out: Vittorio Brambilla and Ronnie Peterson. Despite Ronnie's efforts to move to Ferrari last week, and despite Max Mosley's fervent attempts to unload Vittorio onto the Italian team, both men will be in Marches this Sunday. Brambilla's drive last year was one of true brilliance, but he has not shown that sort of form for a long time. Ronnie likes the circuit, has won there, and surely must finish a race soon. In the third car will be Hans Stuck, who was actually quickest in one of the practice sessions last year.

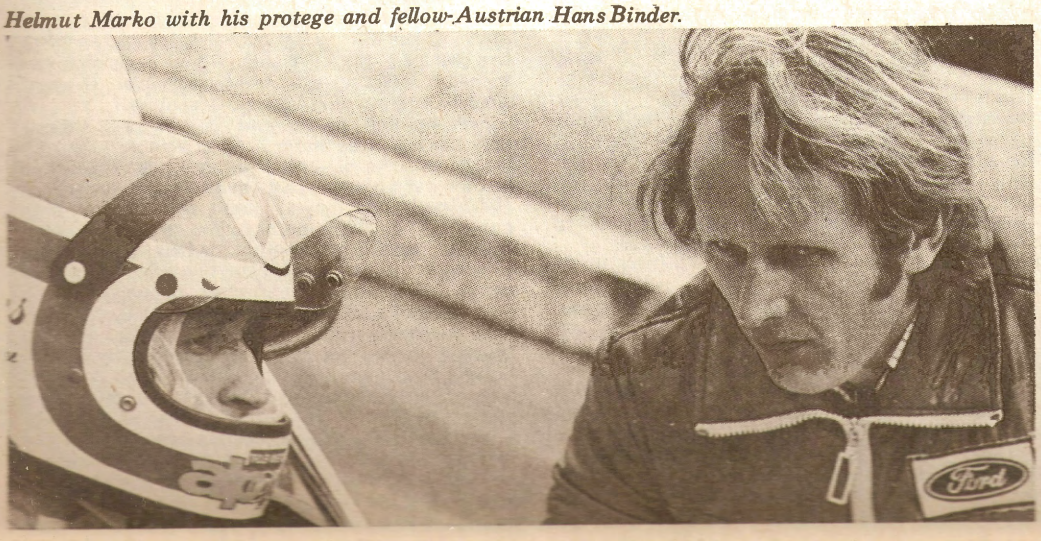
Last of the competitive runners should be John Watson with the Penske, although Alan Jones can be relied upon to go well with his Surtees TS19. Other Surtees entries are for Lunger and Pescarolo. Now without Chris Amon, the Ensign team will be running Austrian hope Hans Binder in the N176. Emerson Fittipaldi will be there with the cranky Copersucar-sponsored car, and Bubbles Horsley is taking just one Hesketh, for Harald Ertl. There will be two Shadows as usual, for Tom Pryce who will be trying as hard as ever, and for Jean-Pierre Jarier.

I have not yet mentioned Jacques Laffite and the Ligier-Matra. The French car will, I feel, be tremendously quick in Austria, and Laffite could cause a big surprise.

There is also the possibility of entries for two obscure Austrian drivers, Otto Stuppacher in an ex-works Tyrrell 007 and Karl Oppitzhauser in Brian McGuire's Williams FW04.

So who is it to win? Pick any one from Hunt, Pace, Andretti, Depailler, Scheckter and Laffite. For my money, it's Hunt. □

Helmut Marko with his protege and fellow-Austrian Hans Binder.





OSTERREICHRING, AUSTRIA
Lap distance: 3.673 miles
Lap record (F1): Clay Regazzoni (Ferrari 312B3), 1m 37.22s, 136.01mph.

PREVIOUS RESULTS
1972 Osterreichring (54 laps — 198.34 miles)
1, E. Fittipaldi (Lotus-Ford 72D), 133.32mph;
2, D. Hulme (McLaren-Ford M19C);
3, P. Revson (McLaren-Ford M19C).
1973 Osterreichring (54 laps — 198.34 miles)
1, R. Peterson (Lotus-Ford 72D), 133.50mph;
2, J. Stewart (Tyrrell-Ford 006);
3, J-C. Pace (Surtees-Ford TS14A).
1974 Osterreichring (54 laps — 198.34 miles)
1, C. Reutemann (Brabham-Ford BT44), 134.10mph;
2, D. Hulme (McLaren-Ford M23);
3, J. Hunt (Hesketh-Ford 308).
1975 Osterreichring (54 laps — 198.34 miles)*
1, V. Brambilla (March-Ford 751), 111.23mph;
2, J. Hunt (Hesketh-Ford 308);
3, T. Pryce (Shadow-Ford DN5).
* Race stopped at 28 laps — rain.

RADIO COVERAGE
Friday: Radio 2, 18.45.
Saturday: Radio 4, 08.25; Radio 2, 17.30.
Sunday: Radio 2, 19.00.
Monday: Radio 4, 07.25 or 08.25.

TIMETABLE
Practice
Friday: 10.30-11.30 and 13.30-15.00.
Saturday: 10.30-11.30 (unofficial) and 13.30-15.00.
Sunday: 9.00-9.30 (unofficial).
Race (54 laps)
Sunday: 14.00.

CHAMPIONSHIP POSITIONS
World Championship of Drivers (after ten rounds):
1, Niki Lauda, 58pts; 2, James Hunt, 44; 3, Jody Scheckter, 34; 4, Patrick Depailler, 26; 5, Clay Regazzoni, 16; 6, Jochen Mass, 14; 7, Jacques Laffite, 10; 8, John Watson, 9; 9, Carlos Pace, 7; 10, Gunnar Nilsson, Tom Pryce and Hans Stuck, 6; 13, Carlos Reutemann, Mario Andretti and Alan Jones, 3; 16, Chris Amon and Emerson Fittipaldi, 2; 18, Rolf Stommelen, 1pt.



At the start, Ribeiro leads from Rosberg, Meier, Arnoux (on left), Tambay and the rest.

Arnoux keeps his distance

Martini driver dominant in Portugal — Fine drive into second place by Jabouille — Ribeiro third for March — Strong Chevron challenge — Report and photos: CHRIS WITTY

The fact that Rene Arnoux set the fastest lap of the race in his Elf Martini-Renault as early as the third lap underlined the Frenchman's domination of this, the 10th round of the European Formula 2 series, which was held in Estoril last weekend.

Arnoux, who had set such a hot pace in both practice sessions, made a particularly tardy start which allowed Alex Ribeiro's works March-BMW and the Chevrons of Hans Binder, Keijo Rosberg and Hans Meier to get ahead of him. And yet in the space of a lap he was after Ribeiro, setting this record lap (and on full tanks, too) which was not approached by any other driver in the race.

Ribeiro's glory lasted until lap 7 when Arnoux took advantage of a slight misfire in Alex's engine and pulled effortlessly away to win by 23s.

However, the drive of the race had to be that of Jean-Pierre Jabouille. Having had to start from the seventh row after problems in practice, the Frenchman tigered through the field in his familar Elf-Renault 2J to pass the squabbling Ribeiro and the on-form Binder towards the end. But by then Arnoux was too far in front to be in the least worried.

Ribeiro, handicapped by gear selection problems, held off Binder throughout while both the Fred Opert cars of Rosberg and Meier fell back after running well early on.

Eddie Cheever came through well along with Michel Leclere to challenge a troubled and unhappy Patrick Tambay (in the Martini team's old Mk16), the latter retiring just before the end while Leclere had a lurid moment when his throttles jammed open. It was a race that, for a change, brought out the best in quite a lot of people, and at a time when perhaps it matters most.

F2 EUROPEAN CHAMPIONSHIP ESTORIL 10

ENTRY AND PRACTICE

It's close on 2400 miles from Sicily to the equally hot and rocky terrain of Estoril where the 10th round of this year's European Formula 2 series was to take place. For many of the regular teams who have religiously contested this year's series, perhaps it was understandable that although Portugal has a pleasant climate during the summer, last weekend's race had by far the smallest entry seen this year. The fact that the race took place at all is perhaps surprising as it had been originally scheduled as the season's opening round back in March. It was later rearranged to fall later in the summer because of the country's unstable political situation which, happily, seems to be improving. Certainly the effort put in by the organisers shows willing, even if the actual trackside officialdom revealed as much clear-headed thinking as Basil Fawlty!

Much has already been said about the 2.70 mile circuit of Estoril, situated to the north of the holiday haven of Cascais and not far from the hustle and bustle of Lisbon. Its huge grandstands still tower above the start and finish area, and the only changes since international motor racing last "hit town" was the erection of some catch fencing at certain corners and the increase of the guardrail height. However, the actual track surface has become extremely bumpy to the extent that some cars were greatly handicapped. This track condition played a crucial part in both and, possibly, the outcome of the championship.

As has become almost customary this year, many of the teams took the opportunity of carrying out some private testing on the track prior to Saturday's official thrash. This practice goes against what the F2 Association originally intended as, in this case in particular, it allowed one team to test a new unraced car well before another.

Thursday had seen the two French teams running with Rene Arnoux, the current series leader, getting most miles under his belt in the team's brand new Mk19 Martini chassis which had been built up to replace the car he'd damaged at Enna. The Martini team had been back to their base at Magny-Cours to pick up the car which until now had just been a spare chassis lying in the workshops. It had not turned a wheel until Rene made his first exploratory laps of the undulating Portuguese track.

His team-mate Patrick Tambay had to make do with the team's spare, the Mk16 which had won this race last year, driven by Jacques Laffite. Patrick wasn't a very happy man because he knew there was no way this car, with its heavier steering and handling characteristics, was a match for Arnoux's, so the Mk16 wasn't going to get him the win he was desperately after.

Unlike Arnoux, Tambay wasn't able to try his *muletta* as the mechanics hadn't been able to race-prepare it in time for unofficial testing so the Frenchman took out Bernard Chevanne's ex-hill-climb March-BMW 762 for a few laps. This was the first time Patrick had driven a March since Vallelunga last year and his lap times (around the 1m 36.4s mark) indicated how much at home he felt in the car.

Having been running fast and hard on the Friday, after getting acclimatised to his new chariot, Arnoux predictably led the way during the first hour-long session on the Saturday morning. The lap record was held by Jean-Pierre Jarier in his March-BMW 732, set up back in 1973 at 1m 35.87s although a fairer indication of what to aim for was Michel Leclere's pole time from last year in the works March-BMW 752 at 1m 34.61s. With the track far bumpier than if had been eighteen months before, not many people thought Leclere's time would be improved upon.

Sure enough, at the end of that first session only one man was under it. That was Arnoux who looked to have his car superbly under control as he powerslid his way to a 1m 34.01s, an average of 104.11mph and over a second quicker than anyone else! It would remain good enough to keep him on the pole, surprisingly his first this year, for although he ran quickly in the afternoon, and again winding up the fastest runner, he was 14/100ths of a second slower. One got the impression he could have gone faster still, for the Martini looked much more at home over the bumps than the other Renault-powered cars. Or was it Arnoux hanging a lap together on a wing and a prayer?

Tambay, like Arnoux, set his best time in the morning session (1m 35.26s) and came within a few tenths of that time during the afternoon. He was trying, although to what degree is known only to Patrick himself. One thing that perhaps

was significant was the fact that this car is almost 2s a lap slower than the newer car around their test track at Magny-Cours and when Arnoux drove it earlier this year for two races, his performances threatened little of what was to come later on.

Putting the cat among the pigeons at this meeting, as at Mugello, was a Chevron. In fact not one, not two, not three but five! With the car's designer, Derek Bennett, taking time off from hang-gliding (his new love!) to oversee their works effort with Austrians Hans Binder and Harald Ertl, he must have been happy to see that for the first time since March moved into F2, there were more Bolton-built cars on the grid than Bicester "babes".

Of their eight cars taking part, five of them occupied places in the top eight qualifiers, but perhaps the one over-riding factor was that the design worked really well on this type of circuit and suited the conditions. Why? "I'd like to think it's because we've designed a car that's got suspension." This view, taken in the way it was meant and not literally, was borne out by one of Chevron's rival designers.

Having been the fastest man on Friday when he was the only person to break into the thirty-fours, Keijo Rosberg was able to keep up the threat to the "big six" throughout official practice, although his efforts in the end weren't quite good enough to keep him on the front row. Alex Ribeiro in the works March-BMW saw to that.

Rosberg was having his first outing in one of Fred Opert's Hart-powered B35s, the same car used by Howdy Holmes at Enna. Compared to the ToJ, the Finn was enthusiastic about his new machine which, he felt, gave him the chance to show his ability as a front runner and most certainly as a charger. "After the ToJ, I'm having to change my whole driving style. With this car (the Chevron), you have to treat her like a woman. You are much gentler. I'm finding this particularly difficult to adjust to, but I hope it will come in time."

He's a man of his word for his efforts in achieving competitive lap times were most exhilarating and although Opert is never happier than when his cars are up in front, Rosberg spun more than just a couple of times and had trouble selecting gears, which meant that he buzzed the engine over its limit several times. Yet it held together and, apart from the odd "it oversteers here and it understeers there" like most drivers, Rosberg's efforts brought him the second fastest time to Arnoux in the morning from which he shaved a full 0.7s in the afternoon to wind up third fastest overall. Indeed a fine effort, although one hoped he would caress this "woman", rather than "wrestle" with her in the race.

Depriving Rosberg of his front row berth was Ribeiro, fast becoming the complete professional in his approach to both his sponsors and the job in hand: winning races. With the race at Zolder rumoured to have been cancelled (see *Pit and Paddock*), Alex still had an outside chance of wresting the European F2 title away from the French, providing he won here.

His works March-BMW was unchanged since his fine drive in Sicily (save for the standard type nosecone), and apart from a routine engine change between sessions, Ribeiro got down to business in the afternoon, improving significantly by over a second. In fact, he may have gone even quicker (he set his time with five minutes to go) had he not got caught up with Leclére and Binder. Once he picked those off, he had slight gear selector problems and Arnoux stayed put.

As for team-mate Maurizio Flammini, life wasn't quite as sweet. Following the bit by bit destruction of his March at Enna, the factory had a new monocoque flown out via Rapid Movements three days before practice began. The object was for the team to build up a brand new car at the circuit — which they did in tremendous fashion.

As the car wasn't finished until Saturday morning, Flammini accepted Chevanne's invitation to let him have a whirl in his 762 to learn the circuit. This he did.

The morning session was treated as a sorting session for the bespectacled Italian but all hopes of improving significantly in the afternoon were dashed when the BMW lost all its oil pressure after half a lap so Maurizio's mediocre morning effort remained as his grid time. Perhaps it was a good thing that only 19 cars had turned up as there was no need to worry about trying to qualify, for the first time this year.

Binder was another of the Chevron runners going quickly. Unlike Rosberg's car, Hans relies on BMW power and after setting the fifth fastest time in the morning, he improved significantly (by 1.37s) thanks to a tow from Ribeiro, to bring a pleasing smile to Ernie Huppert's (his manager) face at the end of the day.

Following his write-off in Sicily, the Trivellato team produced their spare Chevron B35 monocoque for Giorgio Francia which saw the Italian excelling like all the other Chevron runners. His effort was quite creditable as his team's transporter was late in arriving and the car was untried before official practice. Unfortunately for his team-mate Roberto Marazzi, things weren't going so well because after spending the morning session learning the track, a cam carrier broke midway through the final session which saw his particular B35 rather out of place on the back of the grid.

If Rosberg was going well for Fred Opert then so, too, was Hans Meier, the Austrian having his third race in the team's second Hart-powered Chevron B35 and at last showing some of the determination first seen when he drove an F2 Surtees this time last year.

Harald Ertl ended up the slowest of the three Austrians who were luckily driving one of these really attractive cars, although to be fair, Harald did lose the last half of the all-important second practice when he picked up a puncture and then suffered engine problems which were traced to a malfunction in the valve gear.

Alberto Colombo was the second quickest March, his 752 suffering from a duff fuel pump in the morning although this was rectified for the afternoon. Eddie Cheever was alongside him in his 76-ised 752, this 19-year-old approaching this race with renewed vigour after his excellent showing at Enna. However, a handling deficiency set in and Eddie never really got it dialled in. It was found afterwards that the fault lay in a set of rear tyres which were laminating and causing violent oversteer into and all through the corners, particularly the fast ones.

In many ways it was surprising to see Xavier Lapeyre make the grid, although it must be said he was driving a Chevron too, while Freddy Kottulinsky was experiencing handling problems with his Ralt throughout.

Mind you, Kottulinsky's problems couldn't have been as bad as those of the Elf Switzerland team. Like Arnoux, they'd been testing on both the Thursday and the Friday and were quick in announcing that the track was much slower than it had been the year before. Little did we know.

Both Jean-Pierre Jabouille and Michel Leclere had their cars back to Mugello trim (*ie* Laffite-style noses) although Jabouille was concentrating on the long wheelbase car as he thought this would suit the circuit better. He was right, but after a dozen laps or so of the first session, an oil pick-up pipe detached itself from the engine so Jean-Pierre reverted to his usual short-wheelbase car. It was awful but Jabouille didn't pay too much attention to detail because he knew his other car would be repaired for the final session.

As for Leclere, he found the car with its short track configuartion virtually undriveable and his time (he failed to improve in the afternoon) was very much a one-off effort, Michel indicating to his throat which underlined just how near he'd come to losing it, not once but at every corner!

But if Jabouille thought his long wheelbase car would bring him a form of compromise, then he was in for a shock for apart from having his crash helmet stolen the drive to the clutch broke. As this is a one-off part which fits specifically *inside* the bellhouse extension, Jean-Pierre had to revert to his short wheelbase car for the race.

Although he hadn't incurred these problems with the car when he brought it to the circuit the previous year, it must be remembered that he used a BMW motor then and the Renault V6 is some 55lbs heavier which, at this circuit (compared by the team with Thruxton where they last encountered this problem), upset the car's polar movement of inertia.

Modus, was also having to cope with handling problems while Willie Deutsch had the bolts break off in his crown wheel and pinion assembly which locked the diff up solidly on his Daimon March-BMW 762. Fortunately this happened while he was travelling at 10mph down the pit road in the second session and not 140mph down the main straight.

Alex Ribeiro March-BMW 762 1m 34.33s	Rene Arnoux Martini-Renault Mk19 1m 34.01s
Hans Binder Chevron-BMW B35 1m 34.66s	Keijo Rosberg Chevron-Hart B35 1m 34.49s
Giorgio Francia Chevron-BMW B35 1m 35.50s	Patrick Tambay Martini-Renault Mk16 1m 35.26s
Harald Ertl Chevron-BMW B35 1m 36.02s	Hans Meier Chevron-Hart B35 1m 35.56s
Eddie Cheever March-Hart 762 1m 36.17s	Alberto Colombo March-BMW 752 1m 36.05s
Freddy Kottulinsky Ralt-BMW RT1 1m 36.27s	Xavier Lapeyre Chevron-BMW B35 1m 36.21s
Jean-Pierre Jabouille Elf-Renault 2J 1m 36.35s	Michael Leclere Elf-Renault 2J 1m 36.28s
Bernard Chevanne March-BMW 762 1m 37.18s	Maurizo Flammini March-BMW 762 1m 36.83s
Willi Deutsch March-BMW 762 1m 37.27s	Ian Grob Modus-Hart M4 1m 37.23s
	Roberto Marazzi Chevron-BMW B35 1m 37.62s

RACE

A long pre-race morning warm-up was to give us an indication of Jabouille's brilliance as a test driver. Most drivers would accept their fate but Jean-Pierre worked out what he thought would help his car over the bumps. It was a combination of springs, bar and wing settings and it worked, for he lapped at 1m 34.8s, "but it's really a day too late". However, he was back in the ball park, even if there were five rows between him and Arnoux. As for Leclere, he couldn't quite attain the right set-up because Jabouille took the only set of ideal springs.

Arnoux meanwhile had eased around in 1m 34.9s on full tanks while Ribeiro was 0.1s slower. Binder was also lapping in the mid-thirty fives with full tanks although it was noticeable that the faster Chevron were now understeering through the corners rather than oversteering as they had been doing in practice. Flammini improved as well, knocking a second off his practice time so it all pointed to an interesting confrontation.

Arnoux completely blew his start but as luck so often follows a winner, Rosberg avoided him and it was Ribeiro who dived into the first long sweeping right-hander, already putting a little daylight between himself and Binder.

Rosberg held off Tambay, the latter quickly waving his team-mate through while Meier had done well to improve on his grid placing and was already in front of Tambay and Francia with Cheever, Ertl, Jabouille, Colombo and Leclere already stacked up behind as they completed the first lap.

Already we had lost Flammini from the fight, the Italian claiming he was pushed as he cannoned into Leclere's (that's two races in a row!) rear wheel, losing his nosecone and bending ▷

Rene Arnoux dominated the weekend for Martini and won by a big margin.



continued

the frame which meant that his ensuing pit stop to replace it took a fraction longer than normal. Still when he rejoined, although a lap adrift, he drove in a style we haven't seen of late, lapping fast and cleanly to take the second fastest lap of the race, admittedly 0.84s slower than Arnoux's best.

Talking of Arnoux, he quickly disposed of the Chevrons to start his chase of Ribeiro by lap 2, it taking him little over a lap to pull in a deficit of a second or so. Once on the March's tail, Rene looked for a way through but Alex wasn't giving in that easily as a couple of F3-style weaves served to indicate. Great stuff.

But surely it couldn't last, for Ribeiro's car was smoking ominously. In fact, it continued to do so for the whole race. No, Alex's problems were high in the rev range where his BeeEm began to burble. Arnoux's Renault sounded crisp by comparison and he flashed past while the March pit prepared for a lightning stop to change the spark box, which never happened. It looked like Rouen all over again only this time Arnoux looked in anything but trouble. By lap 9 he had 4s over Alex, and a lap later this had nearly doubled as the works March slipped back into the clutches of Binder and Rosberg.

From there on, Arnoux pulled away at over half a second a lap so that by half-distance, he was 17s to the good and still gaining. Seemingly oblivious to anything other than the track ahead, his head bowed forward, nothing was going to stop his progress, bar a mechanical failure.

With the Martini long gone, attention quickly turned to the battle for the lesser placings and, in contrast to some of the earlier races this year, there were some superb squabbles taking place.

Heading the list was Binder's pursuit of Ribeiro. The Austrian was having his best race ever and he stayed in touch, without trying anything too dramatic, for the first half of the race. Rosberg too was driving with uncharacteristic restraint and it was paying dividends, although as the race progressed he started to have trouble changing gear and he lost a bit of ground.

By lap 15, Jabouille had pulled through the middle order in gritty style and had just taken a subdued Tambay, although he too, like Rosberg, was finding his gearbox playing up. Meier was still doing a splendid job for Opert while Cheever and Leclere at last found a way past Francia whose Chevron was troubled with worsening oversteer as the race went on, thereby causing him to fall further in arrears. A lap later Ertl found a way through and for the next ten laps, these three really put on a great show as Leclere (doing a mini-Jabouille) tried and tried to oust Cheever while Ertl watched from very close quarters.

Eventually Leclere made it into what soon became 7th place for Meier was suffering from a slowly deflating left rear tyre and he had to make a pit stop which effectively ended his best run to date. Once clear of Cheever, the Elf 2J went off after Tambay but Eddie and Ertl were not giving up and they went too. To add coals to an already well burning fire, the underrated Colombo had hauled himself into contention with this group as well.



Fred Opert confers with new boy "Keke" Rosberg.

Jabouille gained another place on lap 24 when he cut past Rosberg and for several laps, it looked as if "Keke" would be easy meat for Tambay, then the Frenchman had a lurid moment as he grappled for gears which brought Leclere and his "gang" a little bit closer.

Once Jabouille had left Rosberg in his wake, Binder checked his mirrors and saw the yellow peril looming ever larger. The Austrian put his skates on and closed right up on Ribeiro's gearbox which, as it happened, was also giving the Brazilian problems like several of the other fancied runners. Mind you, at no stage did Alex give this unfamiliar challenger an opportunity to pass and both cars were equal down the long main straight. There again Jabouille's Renault was even faster (they have a larger rev band which allowed the French to gear their cars better for this particular circuit than the BMW) and he caught them at almost a second a lap, swooping past Binder and then Ribeiro on the straight in successive laps. So now, with 12 laps to go, Jabouille found himself 25s behind Arnoux and that's how it stayed, more or less, until the end, Arnoux worried towards the closing stages by his nosecone which was breaking loose from the frame while Jabouille, unknowingly, had sheared almost half of his driveshaft retaining bolts.

Another three or four laps and .... who knows, perhaps Arnoux would have all but clinched the European series.

Meanwhile Ribeiro was still holding Binder at bay, although it was obvious the Chevron was the quicker car because Hans locked up on one occasion and slid off onto the dirt at one of the tricky 2nd gear downhill right-handers. He just avoided the catch-fencing, lost about four seconds and was back on Alex's tail four laps later, although unable to do anything about it in the final laps.

Further back, Leclere had caught Tambay while Rosberg had departed the scene, a split water pipe ending his race, although one wonders whether the gearbox would have lasted the distance. One driver whose gearbox didn't last was Tambay who spent the final stages desperately fighting off attack after attack from an on-form Cheever who was now having his second wind, and it was good to see it. Eddie finally made it through with four laps to go and then, a lap later, Tambay coasted to a stop without any gears at all. It just wasn't his weekend.

It wasn't Leclere's either, for just as the Frenchman looked set for a place in the points, his throttles jammed open (on lap 43) at the end of the back straight and, in a flash, he killed the engine and flicked the car sideways to stop. It was cool thinking. Unfortunately the engine refused to fire up cleanly on restart, the G-forces having surged the remaining gallons of fuel to one side. By the time the Renault screeched back onto all six cylinders, Michel was down to 10th place.

Ertl was also another to drop out of the points in the latter stages, a neck pain (from the German GP accident) worsening while he too suffered gearbox aggravation. All this last-minute activity saw Colombo promoted into the points while a last-minute effort by Marazzi, when he realised there were points at stake, just failed by a second or so to beat his fellow Italian.

It had been a good race, thoroughly entertaining and, thanks mainly to a brilliant drive by Jabouille (not forgetting Arnoux's of course), the championship is far from over as far as these two are concerned. For the rest, there's always next year but some of them feel they've already failed when they should have succeeded. Being sponsored by Elf can have its disadvantages!

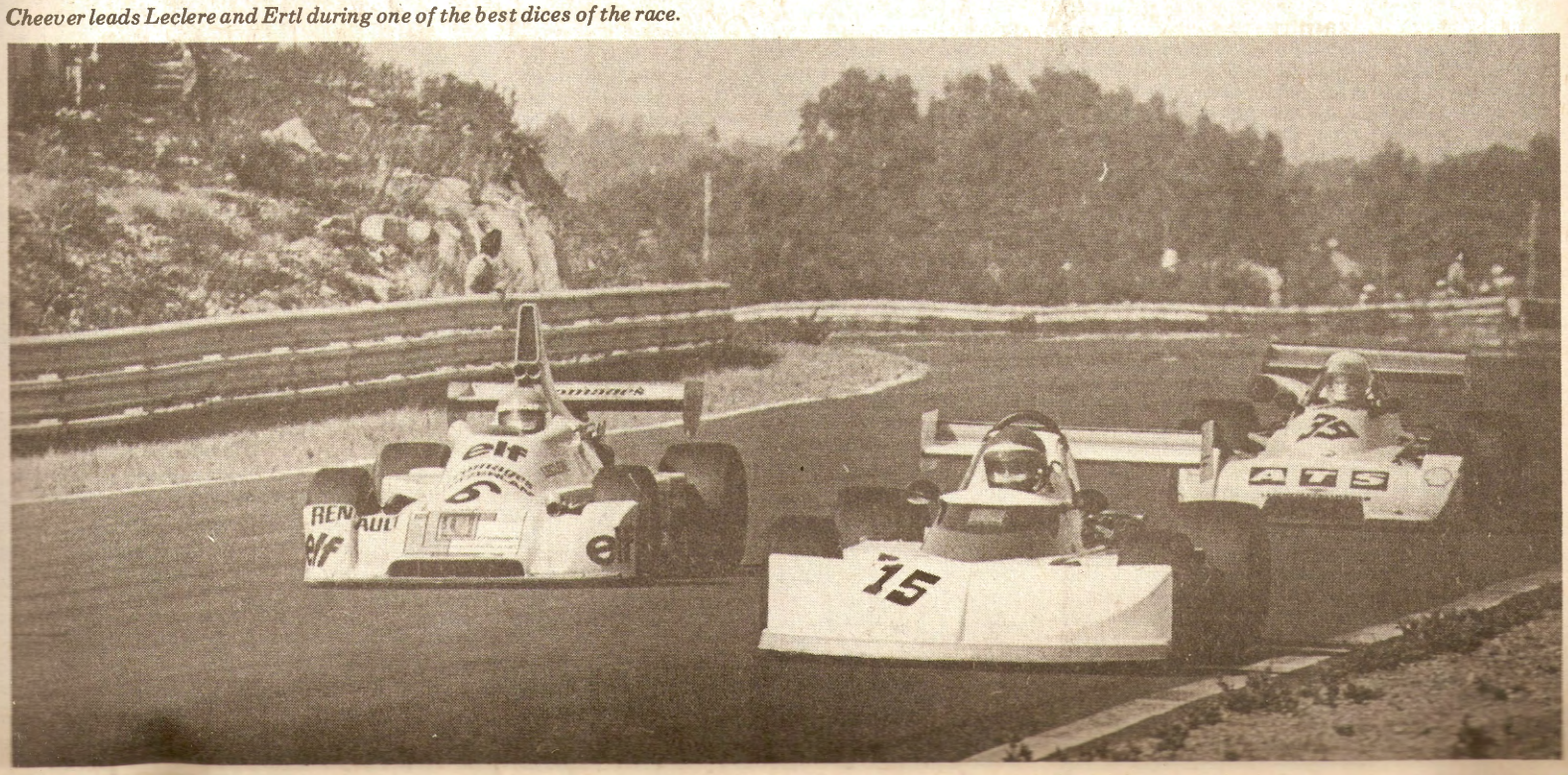
Grande Premio do Estoril
Estoril, Portugal, August 8
50 laps — 135.15 miles
European Formula 2 Championship — round 11

1, Rene Arnoux (Martini-Gordini Renault V6 Mk19), 1h 20m 19.77s, 101.534 mph;
2, Jean-Pierre Jabouille (Elf-Gordini Renault V6 2J), 1h 20m 42.22s;
3, Alex Ribeiro (March-GmbH BMW 762), 1h 20m 46.53s;
4, Hans Binder (Chevron-GmbH BMW B35), 1h 20m 47.65s;
5, Eddie Cheever (March-Hart 420R 762), 1h 21m 17.19s;
6, Alberto Colombo (March-GmbH BMW 752), 1h 21m 32.32s;
7, Roberto Marazzi (Chevron-Trivellato BMW B35), 1h 21m 34.35s; 8, Michel Leclére (Elf-Gordini Renault V6 2J), 1h 21m 43.81s; 9, Xavier Lapeyre (Chevron-GmbH BMW B35), 49 laps; 10, Harald Ertl (Chevron-GmbH BMW B35), 49; 11, Hans Meier (Chevron-Hart 420RB35), 49; 12, Willi Deutsch (March-GmbH BMW 762), 49; 13, Maurizio Flammini (March-GmbH BMW 762), 49; 14, Giorgio Francia (Chevron-Trivellato BMW B35), 48 laps; 15, Ian Grob (Modus-Hart 420R M4), 48; 16, Freddy Kottulinsky (Ralt-Heidegger BMW RT1), 46 laps; 17, Bernard Chevanne (March-GmbH BMW 762), 44 laps.

Fastest lap: Arnoux, on lap 3, 1m 34.55s, 103.409 mph **(circuit record).**

Retirements: Keijo Rosberg (Chevron-Hart 420R B35), lap 34, split water pipe; Patrick Tambay (Martini-Gordini Renault V6 Mk16), lap 48, gearbox.

Cheever leads Leclere and Ertl during one of the best dices of the race.



Tony Pond on the "Roof"

After Tony Pond's unsuccessful but very commendable attack on the South African Total Rally, the Uxbridge Leyland driver plans a return to Africa in late September to drive another Marina (this time with a 3.5 litre Leyland V8 engine under the bonnet) on the notorious Roof of Africa rally. This year's Roof is 10 years old and so, too, is the Kingdom of Lesotho, the host country. This precarious blind through the mountain ranges will for the first time have a class for motorcycles and two winners will be announced once the dust has settled. Regulations are that "anything goes" and with steep one-in-three mountain tracks to some very high altitudes, Tony will likely need the torque of the V8.

In order to make the "Roof" as "exciting and as interesting as it has been in the past", the organisers have planned to mix the cars and bikes for at least one of the stages — the 340km from Qacha's Nek to St Michael's. The second and third stages will see the two wheelers 60 minutes ahead of the cars in an effort to obviate the dangers of a car, Jeep, or buggy, running into stricken motorcyclists in the dust. Servicing (previously every 100 km) has been restricted to one point on every stage throughout the three day blind.

One innovation sure to keep interest at a high level is a short slalom test preceding the start. The competitors times on this will determine starting positions .... and if car or bike A is, say, two seconds quicker than B — then that's the time difference employed at the start proper. Quite a road race!

The event is sponsored by the *Star* newspaper and they comment: "We aim to maintain this unique camaraderie and with the vigorous support of the ever-enthusiastic Government of the Kingdom of Lesotho, maintain the "Roof's" unique affections of so many motor sport fans. The fact that this is our 10th birthday as well as the 10th birthday of the Kingdom makes this a fitting occasion to make these changes."

The Kingdom of Lesotho's Government, under Chief Jonathan, has planned to elaborate programme of celebration of which the *Star's* "race" now forms a part.



Roger Clark — definitely going ....



.... and Ari Vatanen too.

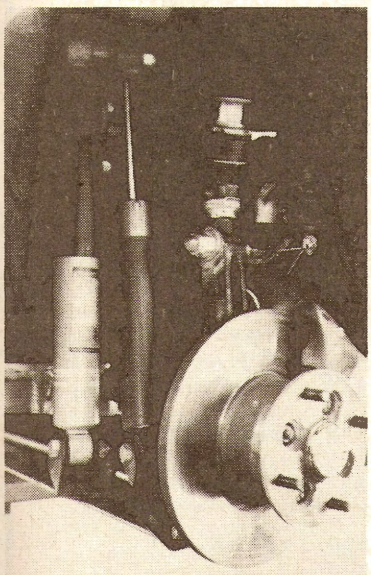
Ulster Rally: Ford definite

Due to the tense points situation at the head of the RAC Rally Championship works Fords will be doing battle with the Irish Porsche brigade in greater numbers than would have been first anticipated. The entry for the Ulster (September 3/4th) has already been seeded and the front runners commence with Roger Clark, followed by Billy Coleman (Thomas Motors entered RS1800 — though possibly appearing, as we have previously reported, in the new Chequered Flag Stratos if the car is built-up); Cahal Curley (Carrera); points leader Russell Brookes ahead of Ari Vatanen; Dessie McCartney's and Brian Nelson's Porsches; at eight comes Adrian Boyd (Carrera — see elsewhere on these pages) followed by David Agnew (ex-Warmbold BMW 2002 Tii) and completing the top ten is a blank — probably to be taken-up by Ian Gemmell.

The second part of the top twenty continues with David Lindsay (RS1800) and Sean Campbell with the top seeded group one car, his RS2000. Robin Eyre-Maunsell is right behind and ahead of the Carreras of Noel Smith and Ken Shields before Jim McRae (Group 1 Magnum); Ronnie McCartney (Escort RS2000); Fred Patterson (Carrera), Roy Cathcart's ex-Clark Escort and Robert McBurney's adrenalin inspiring Porsche-Volkswagen.

At the time of going to press, Ford's Competitions Manager, Peter Ashcroft, confirmed the appearance of both Roger Clark and Ari Vatanen as "ninety-nine per cent certain — as long as they don't blow the whole place up in the meantime." Roger Clark confirmed his desire to compete and also the, quite understandable, desire to keep a low profile about his appearance at number one. Let us hope that the event's main sponsors, the *Belfast Telegraph*, treat their publicity with restraint.

That Marina . . .



All change

If you're reading this over an early breakfast, today (Thursday), and are due to appear at the RAC Open Day — we're just in time to tell you that the location has moved from Belgrave Square to Pall Mall, due to accommodation problems.

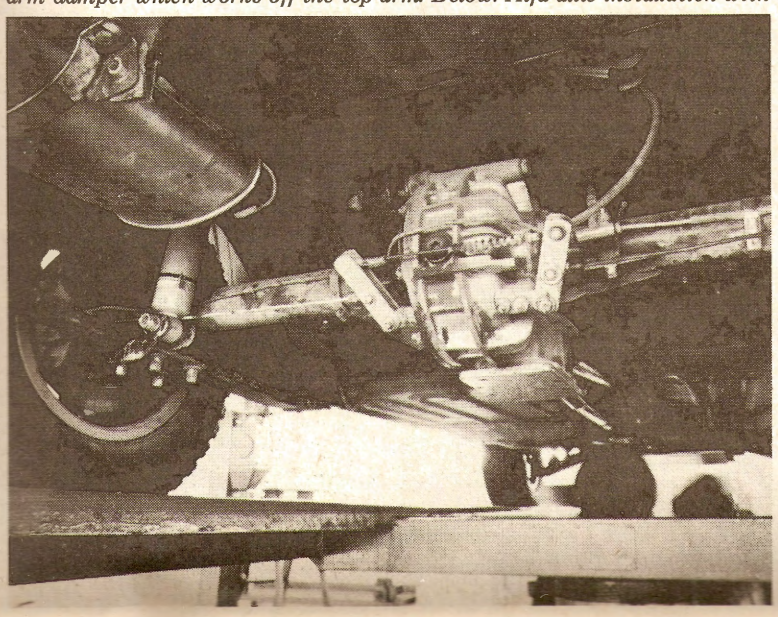
● Regulations for the Lombard RAC Rally have now been published and copies should be in circulation by the end of this week.

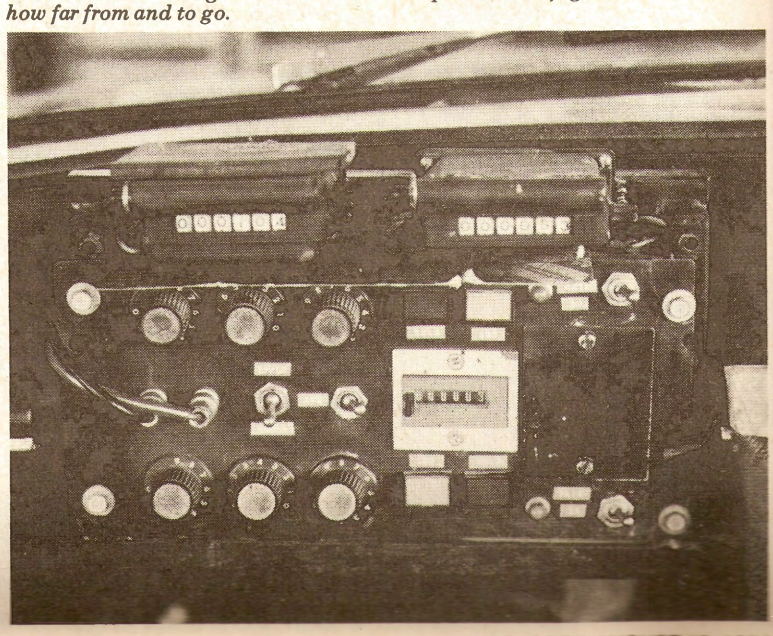
● Regulations are now available for the Opposite Lock Suffolk Stages Rally, organised by West Essex CC and West Suffolk MC for September 19th. Entry fee is £12.50 for 18 stages on airfields and farm tracks, totalling approximately 40 competitive miles. Regulations are available from: Mrs. M. Smith, 24, Millsmead Way, Loughton, Essex. Telephone 01-508 3475.

AP Stages gets the mileage

This year's AP Stages, offering forest stage miles for the first time (see Special Stage, July 22nd issue) has indeed come up with enough forest stage miles to meet the minimum charge. The buckinham District and Automotive Products AC recently found another two and a half miles (making eight miles of forests within the 42 stage mile agenda). It means that this popular Oxfordshire day-stage event now offers just about every conceivable road surface in its passage — stubble, farm tracks, quarries, airfields and forest. As usual, the event will both start and finish at AP's Service and Parts Division, Banbury. The rally is scheduled for Sunday, 12th September and entries secretary is: Mrs. S. Hirons, 8 Mayfield Close, Leamington Spa, Warwickshire CV31 1RE.

Above: No, you're not seeing double. This detail is of the front suspension of the Leyland (SA) Marina used by Tony Pond on the Total Rally (see page 16) considerably strengthened around the tie-bars, torsion bar, uprights and, of course, with two sets of Bilstein telescopic dampers to assist the normal lever-arm damper which works off the top arm. Below: Alfa axle installation with rear discs, massive dampers (Eric Sander's sister car used pairs at each side) and extensive skid-plates. A single link was fitted between differential housing and body shell forward of the axle, and "no tramping" was the positive result. Below Right: Dave Richards' sophisticated flightdeck — all to see how far from and to go.





Castrol AUTOSPORT RALLY CHAMPIONSHIP 1976

Entries–flood for the 76

Sensational news from the Wolverhampton and South Staffs Car Club, organisers of the Aberystwyth Castrol 76 — final round of the Castrol/AUTOSPORT championship — is that they are already in possession of more than 80 entries (83 by last Friday). This is especially high, considering that the list does not close until October 4th, and is a firm indicator that the final event of the popular series is going to be very well worth the waiting. Names already cropping-up include Tony Fowkes, George Hill, Paul Faulkner, David Stokes, Barry Lee and Laurie Richards.

Build-up to the Burmah

The anticipated Burmah Build-up will be boosted on the Friday evening of the Dunoon start by two special film shows to be held in the Queen's Hall. The two performances will commence at 7 and 9pm and will last more than an hour with the classic "The Flying Finns" being shown along with "Winning Ain't Easy", the record of Dealer Team Vauxhall's exploits in 1975. Admission is free (should keep a few locals out of the Dunoon bars) and the doors will open at 6.30pm. This film show is beaten, however, by the South Shore MC of Blackpool(!) who are holding a "Pre-Burmah" Forum on the Thursday at their Station Road clubhouse. MR:102/306337. The club will have Russell Brookes, Ron Crellin, John Horton and Henry Inurrieta along, with a possible appearance from Chris Lord. The film show is expected to consist of the '76 Scottish Rally offering. The evening is due to begin at 7.30pm and admission is 45p, including supper.

Rippin Saltire

Qualifying as the first Motor Club to run an event at the increased forestry charges, the St. Andrews DMC's Rippin Structures Saltire Rally (September 11) has been deliberately programmed to make it feasible for competitors to avoid an expensive overnight hotel. This has been made possible by starting the event at 01.30hrs on Saturday morning from Banchory with the finish scheduled for 15.00hrs in St. Andrews. This Scotsman Championship counter will traverse 300 miles in the course of visiting 20 special stages, totalling more than 70 miles. Concerned about the new charges, the organising club have calculated that the entry cost will be £44 if they are to have a hope of breaking even. They have made a firm undertaking to pay rebates on the day if these charges are not levied.

Lindisfarne

Regulations are now in circulation for the Newcastle Centre Hotel sponsored Lindisfarne Rally (Motor/RAC Championship, October 2nd). That the popular Lindisfarne is being supported this year by a hotel chain, is something really welcome in rally sponsorship (even if it is indicative of the up-market style cultivated by Special Stage rallying in recent years) and the Centre Hotel is offering accommodation at special rates for competitors. You are advised to 'phone Sue Green at the hotel (0632 26191) without delay.

The format of this year's event retains the attractions which have made this event so successful — namely 100 no-nonsense forest miles in the giant Keilder complex. In addition a spectator stage is planned just fifteen miles from the start (on tarmac) and total mileage will be 180. With the initial entry standing at £33, the organisers claim that the Lindisfarne offers the best value for money on the national calendar.

In addition to being an RAC counter, the event is the penultimate round of the Association of North East and Cumbria Car Clubs Stage Rally Championship and as an additional attraction the organisers are offering extra awards to ANECCC contenders. Regulations come from: Keith Gray, 59 Glencoe Avenue, Cramlington, NE23 6EH. Telephone: Cramlington 716504.

● That picture of Russell Brookes clutching a Carlisle OS sheet (Special Stage, last week) was obviously a ploy! Our spies report that Russell is honeymooning in Milford, County Donegal — near where Derek McMahon resides, funnily enough.

The Boyder's back . . .

with Porsche-power for the Ulster

Adrian Boyd making a return to rallying? yes, and according to our source it will be with the ubiquitous Porsche Carrera. We hear that David Agnew will be running the ex-Warmbold BMW 2002Tii on the Ulster and that his quick lhd Stuttgart prepared Porsche — will be sold to, or at least used by Reggie McSpadden (Agnew and McSpadden co-directors of the same firm). Agnew's more standard Carrera, already prepared for rallying, is the car likely to be used by Boyd. The Porsche is expected to be on loan to Adrian for the Wexford Castrol Special Stage Rally this weekend and plans are that Adrian and Derek Boyd will drive the car alternately on subsequent occasions, including the possibility of a full season next year.



Adrian Boyd — joining the Carrera-clique?

Ready to run

The newly acquired Opel Kadett of Geoff Birkett is scheduled to make its debut on the Bolton-Le-Moors CC's Midnight Rally, on August 21. The car is based on a DOT rolling shell and has been built-up by Geoff and Neil Watson, the latter to service the car for the remainder of the year. The car uses a DOT built two litre engine giving 175bhp. The car has been entered under the DOT banner for the Manx.

Fatal accident stops ATS

The Associated Tyre Specialists Eppynt Stages Rally, organised by the Eppynt and Carmarthen MC, and held in daylight last Saturday was brought to a premature close when the organisers decided to cancel the remainder of the event after a most unfortunate accident occurred to the Escort of Peter Waldon/Robert Arthur in the early afternoon. Waldon was fatally injured after his car left the road on the Dinas stage, near Llanwrtyd Wells, and came to rest several hundred feet below the road in a dry stream bed. Waldon lost his life when the car ignited. Co-driver Robert Arthur escaped with bruised ribs and cuts and was released from hospital last Sunday.

The car has already been examined on behalf of the Coroners Office and the RAC have already sent a scrutineer to inspect the wreck. The accident happened while the car was traversing a section of the track along a steep escarpment, a hillside not yet planted with trees and fire damage was confined to a small area of fern and bracken. Due to the excessively steep nature of the hillside, it was not possible to implement rescue for several minutes and the first persons on the scene reported the car to be completely burnt-out. Peter Waldon, well known as a sprint driver, had travelled from Pembrokeshire for the ATS Stages and was married.

Watch out Finns! Pictured here are three of the finalists in the Border Television Young Rally Drivers Competition with (l to r) "mechanics" Chris Huddlestone, Sam McGee and co-organizer Tony Brunskill. The youngest finalist is Graham Sharp (aged 9) on the left with two girl-finalists Angela Brown (12) and Karen Nellis (14). Border Television will be featuring the competition for the next six weeks on their "Lookaround" programme, beginning Friday August 13, and the overall winner will be going to the Manx — in Tony Brunskill's Avenger.



Terry Brown's clouded win

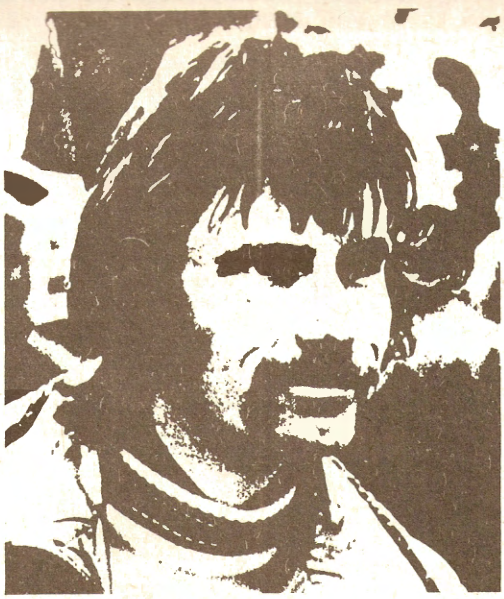
Terry Brown and Hywel Evans' victory on the A.T.S. Eppynt Stages Rally held near Carmarthen on Saturday, was marred by the tragic accident of one of the competitors. Peter Waldon in car 20, who was killed when his car went out of control on the Dinas Stage. (See separate story.)

The organizers of the Carmarthen and Eppynt Motor Club had tried especially hard to provide some of the best stages in Mid-Wales, hoping to get the rally accepted by the BTRDA for their series next year.

The first incident to mar the proceedings was the cancellation of stages 3 and 4 both held on Dinas in the morning, when car 26, Stuart Lewis/John Payne rolled and blocked the stage, narrowly missing what could have been another disaster. The first half was a battle between Laurie Richards/John Tew in their Century Oils Escort 1800 and Terry Brown/Hywel Evans in their Escort 1800. However, the gremlins returned once again for Laurie Richards and he retired before lunch, leaving Terry Brown a decisive leader at half way. Battling for second place were Dave Grainger/Julia Richards in their Cambrian Tyre Escort and the other Century Oils Escort of Frank Pierson/Arthur Brick, each with a desperate shortage of rubber. However, with Laurie Richards retiring and not needing his Goodyear tyres, he was able to help both crews, enabling them to finish second and third respectively. Another thinking of retirement at half way were Norman Harvey/Terry White but they decided to carry on with no brakes in the afternoon to finish sixth. There were only 3 stages in the afternoon, due to the accident, which gave Terry Brown the chance to draw even further ahead. The presentation of the awards was cancelled and the rather subdued competitors made their way, thoughtfully, home.

1, Terry Brown/Hywel Evans 50.24; 2, Dave Grainger/Julia Richards 51.01; 3, Frank Pierson/Arthur Brick 51.09; 4, Chris McAuliffe/Max Kingsland 51.38; 5, Godfrey Jones/Robert Roebuck 52.21; 6, Norman Harvey/Terry White 52.26.

Tales from the Total



Tony Pond

Flying down to Johannesburg to compete on the Total Rally for Leyland South Africa was quite a prodigious experience for me. Nineteen hours on a jumbo jet could have been quite tedious for Dave Richards and myself but we were fortunate (or unfortunate — depending on your point of view) to have Timo Makinen on the same 'plane. He was fantastic but it felt as though we'd covered a rally and a half by the time we landed! Gerry Phillips of *Motoring News* was also on board . . . and he just happened to meet an old colonial who had apparently climbed on during a fuel stop at some island or other in the middle of the Atlantic. They had to carry the colonial off the aircraft, after literally drinking the old boy into the ground.

However, while all these little diversions helped make our long haul more palatable, I was all the while slightly apprehensive about the wellbeing of my vehicle for the rally. It's the same whenever you compete in a non-Abingdon "built-by-the-locals" car; you have big reservations about what sort of a cock-up its going to be. We needn't have worried. Dave and I were impressed with the Marina within five minutes of first sight and I was especially relieved to see the way it had been built and the way somebody had obviously thought about the job.

I'll admit that it was slightly strange to see six shock absorbers on the front suspension and I did wonder if that would work. I can report that work it certainly did — in fact I've *never* been so impressed with a car. Apart from a propshaft centre bearing breaking up (and it was changed in just nine minutes) we had nothing go wrong on the rally — absolutely nothing. The car's builder — Geoff Mortimer — must really have the skill of a Ken Tyrrell of the rally-world, coupled with the mechanical expertise of a Mick Jones. Geoff is nothing short of brilliant — probably the cleverest bloke I've ever driven for.

Geoff owns a garage just outside Johannesburg on the Kyalami side and at present he is kept busy running Leyland South Africa's competition programme between selling petrol. He's their Ralph Broad equivalent, if you like.

That Marina of his was certainly some car. With the way regulations are (very relaxed), he can develop cars any way he sees fit. On the Marina, Geoff wanted disc brakes all-round, so an Alfa axle is utilised. At the front there are modified uprights and torsion bars, the steering rack is a beautiful 2.4 turns lock-to-lock (and 400 Rand each, they warned me) while the body is considerably strengthened, yet lighter than a TR7. We were to be pushed along by a mortimer-built Dolomite Sprint engine with about 195 reliable bhp on tap. He did quite a comprehensive job with a car that he's been developing for little more than a year! It came as quite an eye-opener when I learned that my car had been built from a wired shell in just three weeks by Geoff and one other. In fact, the entire competitions department numbers just three dedicated souls. This little band have been entering national rallies (one a month) and they've already notched up an outright win with Eric Sanders driving. You can appreciate what an efficient set-up they have created.

I suppose that I've just given the impression that my rally car was as near unbreakable as that much-maligned word can convey — well it was. We retired after hitting the *biggest* hole in the world. It was nobody's fault, just very bad luck. You couldn't have lifted for it; you just couldn't see it coming. This crater was in bedrock, the final of a three-phase jump. We'd just come through a washout and our engine was flooded, so our speed was no more than 60kph. The ideal speed would have been double that in order to clear it. Our sump guard had no alternative but to sit on the engine rather heavily. The oil pick-up pipe got mangled and that was that. We retired on the following stage with fluctuating oil pressure. There was no point in writing the engine off, Geoff just doesn't have the finance to have a Sprint engine blown into a thousand pieces.

Back to the event. I must state first of all that the reception for European crews was even better than Finland: and that is saying something. We seemed to be attending one long barbecue from the moment we stepped off the aeroplane! It was heartening to find out that the general public are also highly aware of the sport, more so than here, and, as an example, the Total cornered a full hour of their new-fangled television time. Just everybody knows. We sauntered up to Zulu Land for the last few days of our stay (on what could be politely called a sort of crumpet safari) and even 1000kms off-route people knew all about the rally, including the hotel receptionist we were chatting-up . . .

> "On one occasion we were waiting for the dust to go and then discovered that the road had gone round to the left. We were perched on the mountain's edge!"

As for the driving, the motor car competitive bit, the first day was short — just five stages. There was no arrowing apart from the odd random pointer at a dodgy junction or two and we had to find our way with the odometer, a complex machine not unlike a hell of an accurate Halda. It involved an almost continual altering of the factor to compensate for wheel-locking and suchlike and if you get it right, the thing is accurate to within inches.

These first few stages around Pretoria existed mainly for the media (just as necessary there as here) and to my mind they were just a bit better than the average RAC-type Mickey Mouse stage. But they are going to have to learn about blocking off the wrong roads and using arrowing properly! These stages were very different in nature for European crews in as much as they don't know the factors and how much wheel-locking is going to be occurring. Once they start to go "out" you go really wrong and start diving up wrong slots. Harry Kallstrom, Timo Makinen, Ove Andersson, ourselves and others were all getting in a terrible tangle. It was the most worrying aspect of the entire event and in daylight it was fearful. People do have head-oners! Apart from the above, there was nothing really wrong with those stages and in all other respects the rally was brilliant. At the end of the first day we were re-seeded at 28 (losing your way takes time) and had to start the long second section in a lot of people's dust.

Making dust — Tony and Dave cruise through the finish of their disaster stage, already worried about falling oil pressure.



Some of the stages we had in store were fantastic! I'd never seen loose roads like these before, especially the classic stage of Louw's Creek, a forest up near Swaziland covering two mountain ranges and of 81km. Luckily the organisers had decided to use some arrows here (there are more than 140 junctions in the stage) but you still had to be accurate on the odometer. It took about one and a half hours to complete — the time of a football match. We were given five minutes clear at the start, the next bloke had five minutes and the chap in front of him four minutes, all because of the dust problem which was becoming incredible. We got them all by the end of it — but not without dramas. We had to stop three or four times just to let the dust settle to get ourselves orientated and that was no joke when on one occasion we waiting for the dust to go and then discovered that the road had gone round to the left. We were perched on the mountain's edge! It was quite a stage, going from an area with a rainfall of 30 inches to parts with over 100 inches; it was always changing character. Flat to tight and fiddly then back to flat overdrive top motoring . . . and solid gum trees everywhere.

Dust made passing an extremely tricky business. I caught "Spotty" Woodhead about an hour into the test and then spent about 30kms trying to get past. When we eventually managed the manoeuvre, I realised that I'd done the bloke a complete injustice. It turned out to be the driver of a standard Colt who'd been lost and had re-joined in front of us. I'd been shouting and cursing out of the window — even looking around in the back for a jack handle to sling at him next time he went down a hairpin! Throughout that night dust was quite a headache. There were many times when we would have to stop from high speeds in a complete cloud of it — without *any* vision. On the brakes, sling it broadside and hope. One minute the forest would be damp and clear, so during that spell you could gain on the next car. He then goes into a dusty section whanging the stuff everywhere and without any wind it just sits there waiting like a solid wall — much worse than any fog. It was pretty nasty stuff to drive into.

Dust certainly wasn't the only hazard though. There are wild animals in Africa. Chris Sclater demonstrated this fact when he went out on the first stage after daybreak (breakfast time) on the terribly rough, grassy, rock-strewn climb up a mountainside. We came piling round a bend to be confronted by this familiar, tall, red-overalled shape with a strange piece of cloth wrapped around his head. He looked like something from Lawrence of Arabia. We didn't think about it anymore at the time, however our hole in the road was waiting just one stage away so we soon met up with Chris again. Curiosity got the better so we enquired about the headgear. It turned out that he'd retired right by a hornets nest and apart from these things angrily buzzing poor Chris, there were agitated snakes everywhere — puff adders, cobras — all wriggling out of the rocks for his autograph. Chris's co-driver wouldn't even get out of their stricken car, much preferring the possibility of being clobbered by another car. There were loads of 'orrible bugs too! Charming country — and a great rally.

The Total certainly deserves something like World Championship status. So too do some of their drivers. Two blokes who really impressed were Van der Merwe, who was driving a 160J Datsun, and my team-mate Eric Sanders. Both are very quick and even had Timo dishing out compliments. I'd really like to see them both having a go at the RAC. □

by Nick Brittain

Aborted descent

Ronnie Peterson to sign for Ferrari. This was the well-founded rumour that was doing the rounds last week prior to Ferrari's hysterical and emotional decision to withdraw for the rest of the season.

Conjecture, coupled with allegedly leaked information from flight control at Bologna airport, had the informed Italian *paparazzi* press staked out waiting for the arrival of a private jet on Thursday morning. According to a hungry newshound, "We are waiting for two Swedes and an Italian Count."

Could the two Swedes have been super-swift Ronnie and his manager Steffan Svenby? Could the Italian Count have been the super-rich Peterson fan and Lombardi backer Count Zanon?

Alas, we shall never know, for the plane never landed.

Consider the background facts. One: Ferrari had an appeal pending with the RAC over the matter of Hunt's disqualification from the British GP which was due to be heard on Wednesday. Two: Ferrari, with his eyes firmly set on a second manufacturers title, badly needed a "charger" to replace Niki as team leader. Three: The only driver available was Ronnie, whose arrangement with March, via Count Zanon, is widely regarded as an "agreement" rather than a "contract". Four: The normally cool and complacent March boss Max Mosley was obviously ruffled and concerned at the possibility of losing the team's only real driver — Ronnie. In an uncharacteristically naïve move, he publicly offered to release Brambilla to Ferrari until Niki was fit to drive again.

Did Max honestly believe that Ferrari could consider a driver capable of writing off three cars in as many days as a suitable replacement for the ice-cool analytical talent of Lauda?

More likely it was a desperate public relations ploy on Max's part to prevent Ferrari poaching Peterson. How, in front of the ever-attentive Italian press, could the Commendatore decline this generous offer from the nice kind March team, and then steal its leading driver?

But all the political posturing came to naught when the RAC turned down Ferrari's appeal to disqualify Hunt. Ronnie's future with the March Brothers was assured (temporarily?) when, in a fit a pique following the RAC decision, Ferrari made their statement that they would abort their racing plans for the rest of the year.

But will Ferrari really stay out for the rest of the year? Will they allow the world's best team of racing cars to gather dust in the workshops? Will not Mr Regazzoni bring some pressure to bear in order that he should be permitted to do the thing in life he enjoys most and does best? Can anyone envisage an Italian Grand Prix without Ferraris on the grid? Questions, questions.

Meanwhile, March are busy making efforts to provide Ronnie with a set-up that many feel he deserves and should have had from the beginning of the season: a spare car at his disposal for Austria, and three engines specially prepared by Cosworth in place of the historically less than perfectly reliable units previously prepared by March's own engine shops.

It is unlikely that this is the last chapter to be written in the curious Zanon/March/Peterson/Ferrari saga.

Subversive SANROC

Remember the mass walk-out by black African countries from the Olympics, and the chaos and confusion that followed? Remember that it was not a political gesture aimed at the Canadian organisers, but a way of SANROC getting at South Africa?

SANROC — South African Non-Racial Olympic Council — is a tiny two man outfit operated on an amazingly miniscule budget of £2000. Its avowed intentions are to pressurize South Africa into relaxing its apartheid laws.

Watch now for a SANROC move that could endanger the running of next year's South African GP. Chris de Broglio, who describes himself as Secretary General, is an intelligent, smooth-talking graduate from Mauritius. He admits that he has nothing against motor racing but that he intends to use any sport which attracts multi-national interest as a tool for his cause.

Could he prevail upon the participants or the organizers to stage a Montreal-style walk out? No way. And he admits that this is not his intention.

What he would like to organise is the cancellation of the South African Grand Prix in 1977. And for SANROC to be able to take the credit for so doing.

He is less than talkative at this early stage about his plans for achieving this wholly undesirable intrusion of politics into our sport. But he does hint that his line of approach would be through major team sponsors, like Marlboro and Martini. By organizing a boycott of such major brands in African countries, he believes that he can prevail on the team sponsors not to send their teams to South Africa.

Was there more than meets the eye in this year's cancellation and eleventh hour reprieve for the South African GP?

Have cash—now career

Are you a wealthy Walter Mitty sitting there getting blisters counting your money, and wondering how you could get onto a Grand Prix grid? If so, read on.

If, like Alessandro Pesenti-Rossi, a semi-successful F2 racer, you have £20,000 to spare, you could have done what he did and wound up on the grid at the 'Ring running 40 seconds a lap off the leaders' pace. He bought the ex-Scheckter Tyrrell 007. And there he was, a GP racer.

For slightly less money (£17,500) Boy Hayje will become a contender in the Dutch GP at the wheel of the ex-John Watson Penske PC3.

It would seem that somewhere between fifteen and twenty thousand pounds is the going price for a reasonably successful, clean, one-owner Grand Prix car.

Penske manager and former wizard of the ski slopes Heinz Hofer reckons that Hayje has a good deal. "He was planning to do a rent deal for the race and pay about £12,000 for the ride. At the end of the day he'd be £12,000 light. This way if he keeps the car in one piece he's had a good race and has still got a car that's worth what he paid for it."

So no more postcards, please, asking how you can get into GP racing. The answer is start saving up.

Just reward

While the Grand Prix stars speed around the smooth tarmac tracks of the world coining themselves six-figure incomes, what of their rally counterparts lurching and yumping through forest tracks like randy mountain goats? Are they as well rewarded?

My man in the City tells me that enquiries were being made on behalf of Roger Clark, who expressed interest in becoming an underwriter at Lloyds. When last I was invited to join, the going-in price was £75,000. And that was five years ago. It can't be any less today.

One bad apple in the barrel. . . .

A year ago the Frank Williams operation had energy, enthusiasm, ambition, credibility, but no money. If Frank had money, he'd really be a front runner, was the opinion of the *cognoscenti*.

Money, it seems, is the great panacea in motor racing.

Then along came Walter Wolf, chequebook at the ready and full of confused ideals and grandiose ideas. Here was the ultimate fiscal solution. But was it?

At the British GP the egregious Wolf, plainly unhappy with his investment, was threatening to get rid of Frank, sack Harvey and restructure the whole operation. Insiders take little note of these emotional outbursts. And rightly so, for no restructuring has taken place. Save that Mr Ickx has been "released" from his contract.

Sadly, Frank must be reflecting that the pursuit of mammon is less rewarding than the honest pursuit of the chequered flag. All that Wolf's money has bought him is a team that has disintegrated, a car that won't work, and a string of undistinguished drivers cast off as rejects by other teams.

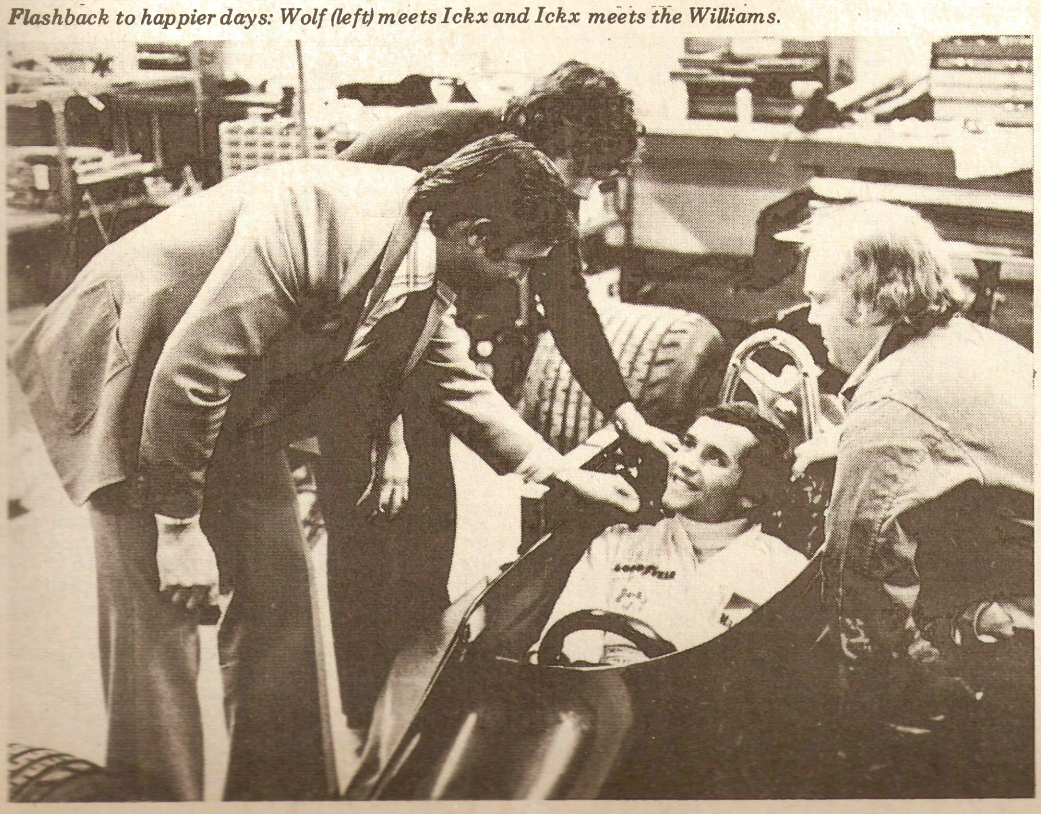
Meanwhile the hapless Mr Wolf has had yet another Super Deal turn to manure in his lap. Having failed in his attempts to bring Lamborghini into Formula 1, he turned to Ford of Cologne and hatched a vision which, when seen through rose-coloured spectacles, showed Niki Lauda in a car built by Ford of Cologne (maybe powered by the new Duckworth engine) and financed by Wolf money.

But sadly the dealings were done with Chief Executive Bob Lutz, who overnight was promoted to Vice-President of Truck Division and moved to England. Which left the whole project languishing in the Pending file of Lutz's successor Peter Weihler.

Meanwhile, having disposed of Leclere and released Ickx, the one-car Wolf-Williams team soldiers on in a bold effort to improve its lacklustre record and regain some credibility with the peripatetic Merzario.

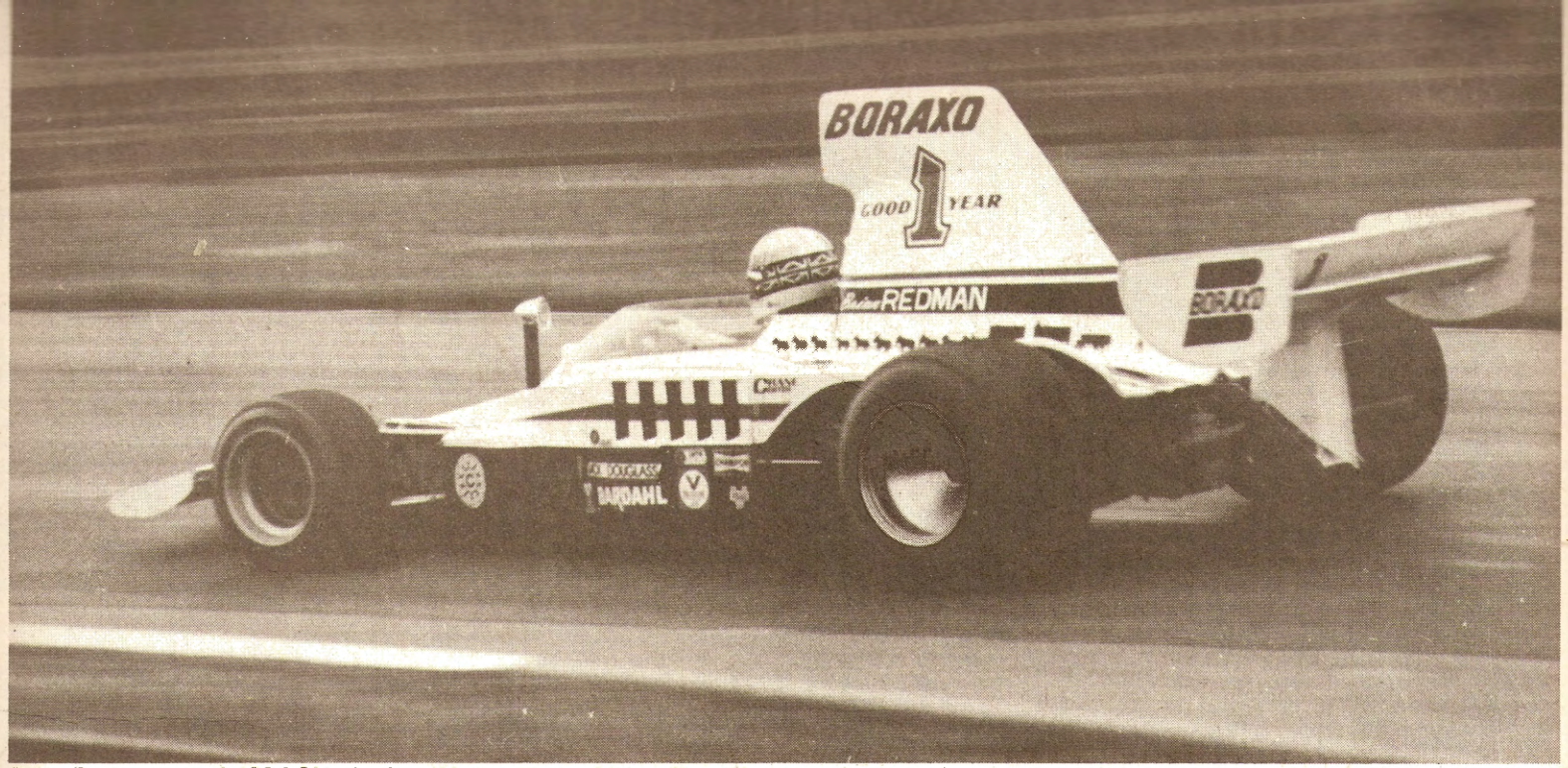
Be of good cheer, Frank. Things can't get worse.

Flashback to happier days: Wolf (left) meets Ickx and Ickx meets the Williams.



Quote of the week

Jackie Stewart talking about the Nurburgring: "There are times when I think this place was designed by Hitler for Jewish drivers."



Brian Redman won the Mid-Ohio final as he pleased, extending a 29s buffer from Oliver.

Redman hits supreme form

The champion untouchable at Mid-Ohio — Oliver in the points again — Unser spins away second.

Report GORDON KIRBY

Photographs CHARLES LORING

It was as if Brian Redman came to Mid-Ohio a changed man. Everyone remarked on it — drivers, team managers, mechanics. They all agreed that this weekend there was a kind of intensity to Redman's approach the like of which they'd never seen before. It was as if Redman had at last realised that he is not merely the Elder Statesman of Formula 5000, nor simply the current, two-time Champion, nor even the winningest driver in the formula's history. It was as if Brian Redman had at last realised that his experience and capabilities have brought him to a point of complete supremacy in American road racing. Indeed, that's what Redman was at Mid-Ohio — supreme in every detail.

It all started with him qualifying more than a second faster than anyone. It continued with a faultless, domineering win by the Englishman in the first qualifying heat and it came to a final, sustained climax as soon as the flag dropped to start the 42-lap final. Redman scorched off into the lead pulling out a startlingly large margin immediately and pushing on alone at a faster and faster pace to a sound 29sec victory. The Champion's second win of the year pulled him right back into the midst of the year's title battle to a position only four points behind joint points leaders Alan Jones, who was unable to start this race because of gearbox travails, and Jackie Oliver, who finished a good second to Redman. A rare performance, was Brian Redman's winning drive at Mid-Ohio.

As Redman disappeared on his own, a tight, three-way struggle developed over second place. Driving the Shadow-Dodge as forcefully as ever, Oliver earned the place after first, Danny Ongais knocked off his steering wheel-mounted kill switch, and then Al Unser spun. Ongais carried on to finish third after another good, hard drive while Unser recovered in time to retrieve fourth place. Despite having to contend with fading oil pressure for most of the race Teddy Pilette driving the VDS team's Chevron B37 achieved his best result since Mosport by holding off Brett Lunger for fifth place.

So there you have it. Redman and the Haas/Hall team have responded magnificently to the blows of fortune and the Championship has closed up into the kind of down-to-the-wire battle which neither F5000 nor CanAm have ever seen. Now if only there were something more than two races remaining to the year's schedule....

Brian acknowledges a fine performance.



F5000 AMERICAN CHAMPIONSHIP **MID-OHIO** **5**

ENTRY & PRACTICE

In that way American F5000 has brought itself, in the wake of its finest-ever mid-season races, to the same, well-worn problems of old. All of those problems — lack of prize money, insufficient promotion, thin fields — are superseded by the simple shortage of races. There are now only two rounds remaining to the seven-event Championship and without the impetus of Long Beach, as there was last year, attempts to schedule more rounds seem to have failed. There may yet be one or two additional races but the chances of that are so ensnarled in political wrangling that no one seems to proffer any faith in seeing an expansion to the rag-tag end to the season. The situation is bad enough to have provoked open conversation among the entrants about attempting to organise next year's Championship without the sanctioning of the SCCA. Years of travail, first with the CanAm and latterly with Formula 5000, are fast catching up to the top end of the American road racing pole.

Meantime the competitors can do only that which they do best. And for Mid-Ohio's Championship round it seemed that an uncommon number of them would be closing in on the same path. At the very least it would be interesting to compare the form of Elkhart Lake with the form at this difficult, twisting 15-turn, 2.4-mile circuit.

Very soon, however, it became clear that Brian Redman expected no comparisons to be made. He had experienced a very successful test session at the circuit early in the week and he began official practice (all four hours of which were run on Saturday alone) in an exceptionally confident frame of mind. "I'm not even thinking about the Championship now," he said before beginning his day's work, "I'm just going along race by race." By the end of the day it was beginning to look as if Redman had this particular race well in hand.

The morning had been sheathed with light, constant rain which finally stopped just as the afternoon's first of two timed sessions began. Slowly the "line" began to show through the wet pavement and in the final minutes of the session it became dry enough for slicks. From the entry of 22 only Redman timed his change from wets to dries at the right moment and in the six laps he managed on slicks Brian returned a best lap that was five full seconds faster than anyone else. The

The final session remained dry throughout although the sky remained overcast and the air unseasonably cool. Concentrating entirely on the Haas/Hall Boraxo Lola T332C (the Team's Tuesday test had shown that their T430 was at least a second slower than the regular car on this particular circuit) Redman was faster by a clear amount at all times and in the final twenty minutes he put in a series of superbly-balanced laps; a definitive stab at the throttle, a quick, precise whirl of opposite lock and the tall, white Lola would boom away from the tight snaps of Mid-Ohio in a single, oversteering sweep of its tail. Beautiful to watch. Considering the cool air and dusty remains of the morning's rain, the Champion's fast lap (1m 24.056s), although 2secs off Mario Andretti's F5000 qualifying record, was an excellent effort. "It feels so good," said Brian, "that I feel as if I might get carried away in my own enthusiasm and drop the lot." His mechanics reported that although they were very pleased with the precision they had achieved in their car's set-up it was essentially to normal specification and that most of its speed must have come from the driver. "It's him you know, he's mad this weekend."

Although he was comfortably faster than anyone else Al Unser was more than a second slower than Redman in recording 1m 25.318s for second fastest time. Driving his usual, short-nosed, delta-winged VPJ Lola T332 Unser was unable to strike a good balance in the short, dry time available and was still complaining of a considerable "push" by the end of practice. Of the quicker runners Al was the only one who had not tested earlier in the week and in the morning's wet practice, trying hard to make up for lost time he was the only one to put in a really serious effort.

Third fastest was Championship leader Alan Jones, who on Tuesday had tested his fourth different F5000 car of the season. This was the ex-Guy Edwards Lola T332 which Theodore Racing had purchased as a stop-gap while waiting for the arrival of the T332C. The T332 was fitted with modified rear suspension which gave Jones and his mechanics some problems to sort out, enough in fact for Alan to run across the speed bumps on a couple of occasions. One of these excursions seemed to bend something and during the final half hour of practice Jones was unable to manage any worthwhile laps. That evening it was discovered that a couple of studs had pulled out of the bellhousing so that the rear of the car was moving around which at least gave the team some confidence that the driver would be more competitive than his best of 1m 26.031s indicated.

Benefitting from more than 400 miles of Tuesday testing, Danny Ongais qualified fourth best (1m 26.243s) with one of his two Interscope Lola T332Cs. Again the former drag racer impressed with his tenacity and with the announcement as practice began of the merger of the Interscope team with the VPJ team it seemed that Ongais patron Ted Field had engineered another major step in the Hawaiian's burgeoning career.

Brett Lunger settled in well without the benefit of any testing and midway through the final session he started to whittle away smoothly and deliberately at his times. But then he dropped a little bit *too* much of a rear Goodyear off the edge of the pavement as he braked the First National City Travellers Checks/Hogan Racing Lola T332 into the Carousel and the car whipped around onto the wet grass. Brett dropped the clutch, stepped hard on the brakes and kept the engine revving but he was helpless on the slippery grass and the Lola spun around twice before clouting the barrier a hefty blow with its right side. That finished his practice, leaving him with a best of 1m 26.305s and his mechanics with an all-night chassis rebuild.

Jackie Oliver qualified sixth quickest (1m 26.737s) with the spare Shadow-Dodge DN6B which the team felt was better suited to the twists of Mid-Ohio than their usual car. Oliver was another to have missed out on Tuesday testing and although he reckoned this had cost him some speed he was of the opinion that the combination of he, car and engine could never be as competitive at Mid-Ohio as on faster circuits like Watkins Glen or Elkhart Lake. Part of the problem was in the comparatively weak mid-range power of the Dodge engine which the team hoped to minimise by raising all the gear ratios by a tooth or two.

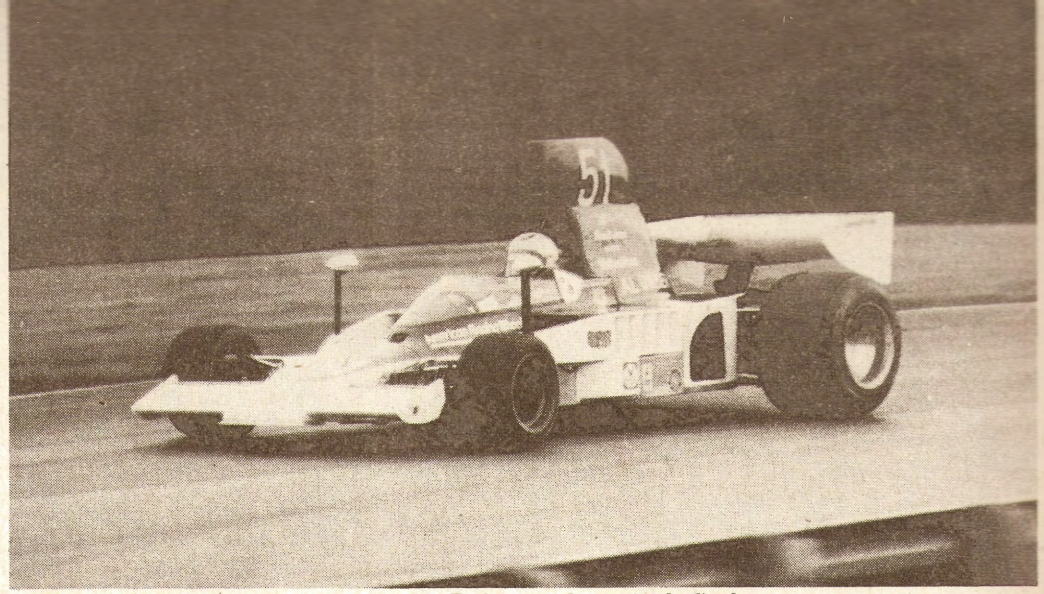
Bob Lazier surprised by lapping Oftedahl Racing's Lola T330/2 in crisp style for seventh best time (1m 27.899s). The Super Vee ace was remarkably modest about it saying, "The car is really well-balanced, I can drive it as hard as I like."

Lazier was followed by David Purley who was making his American debut in John Cannon's March 73A/751. Purley's learning of the circuit was hampered by a variety of minor problems (engine wouldn't start, water radiator leak, etc) yet he still returned a good 1m 28.034s. Next up was Teddy Pilette who changed to VDS Racing's Chevron after his regular T430 Lola sprang a leak of the fuel tank. Pilette was quite happy with the Chevron and felt there was considerably more potential than his circuit-and car-learning best of 1m 28.214s indicated.

Evan Noyes completed the top ten with his familiar Lola T332, lapping at 1m 28.318s and continuing to experiment with a full-width front wing fitted about half a foot above the nose. Peter Gethin had a terrible time with the second VDS Lola T430 which seemed to skate about as if it was on oil. For the first time this year however he was pleased with his engine, in this case a new Chaparral Chevvy, more examples of which Count van der Straten intends to purchase to replace his brace of Morands for next season. Twelfth quickest was Vern Schuppan, whose practice was upset badly by a rear tyre coming completely off its rim (it apparently separated from the rim when a retaining bolt broke) and sending the Jorgensen Lola T332 into a long, long slide across kerbs and grass and kerbs. That knocked the car's alignment about so that Vern had to struggle in the late afternoon to record 1m 30.932s. Completing the faster runners was Dick Shirey, back in the Automotive Developments Lola T332C again after its rental to Theodore Racing at Elkhart. With their "mule" motor now working reliably, driver and team at last began to make some progress. Randy Lewis ran into more bad luck when a driveshaft sheared on his fourth lap of Tuesday practice and the Wrangler/Tram Lola T332 slammed almost head-on into the guardrail. The car needed a new monocoque and a large variety of suspension pieces and wasn't completed until early on Sunday morning so that this hard-trying privateer was again going to have to race without the benefit of any timed practice.

Saturday's sunset seemed to herald a clearing of weather but the following morning dawned as grey and overcast as the previous day's sky. A welcome 90-minute warm-up session was scheduled for the early part of the morning and sure enough, just as that was about to start a light, misting rain began to fall. That soon stopped, however, and within minutes the air was full of the loud bark of F5000 engines.

By the end of the warm-up Redman had again shown himself to be clearly superior to anyone. But that superiority wasn't as thorough as the previous day, for Jones lapped within half a second of the Champion, a good deal faster than he had managed in qualifying, while Oliver, Pilette, Schuppan and Gethin were all similarly faster. After running in his new chassis, Lewis, who had no previous Mid-Ohio experience, was a surprising seventh fastest in the warm-up. Just as Redman had re-established his advantage, so the rest of the frontrunners had bunched up. Had this been the second day of practice it would have brought a notably different grid than that which now split itself, in customary odd and even fashion, for the pair of qualifying heats.

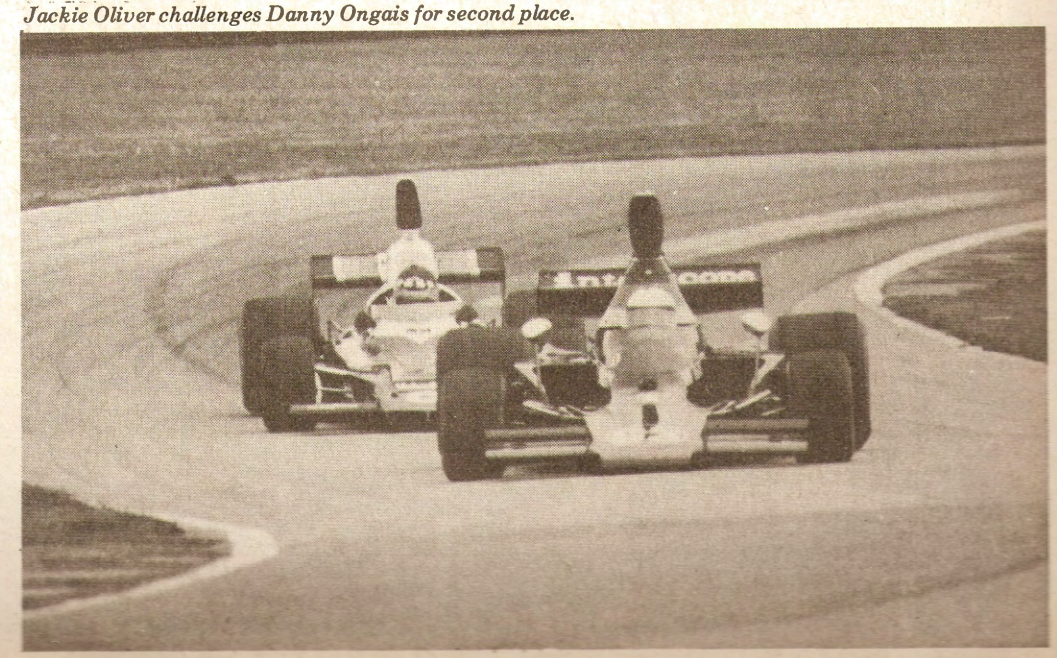


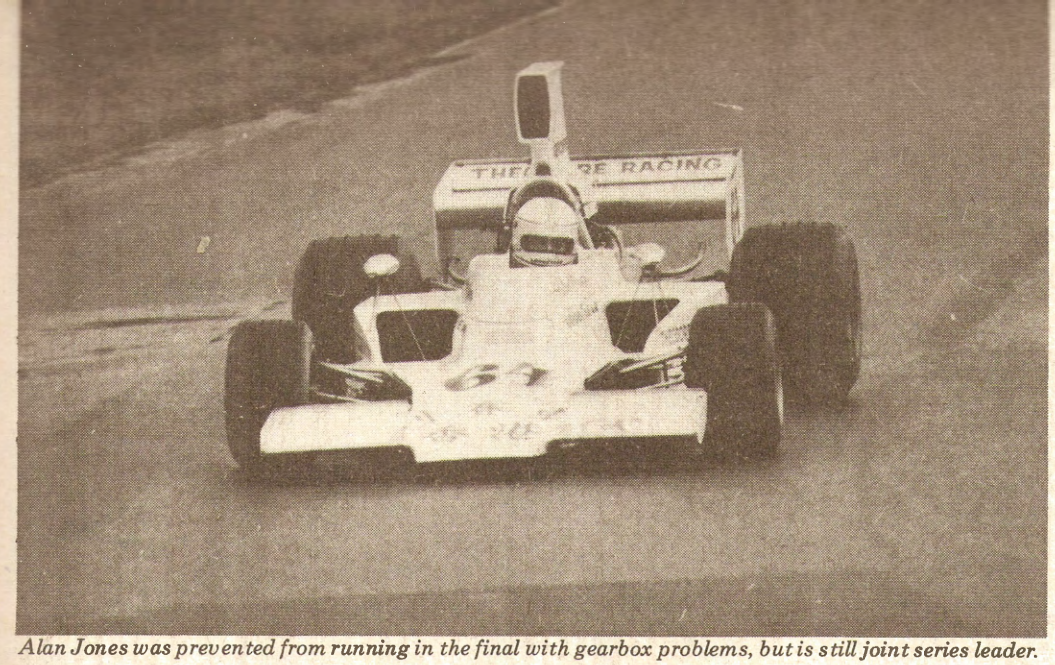
Al Unser couldn't get on the same second as Redman and spun in the final.

HEATS

Even though there were only 11 cars for each heat, the distance for both remained at 21 laps. The first of these saw Redman score a resounding victory, although for half a lap Jones threw up the first signs of a challenge to the Champion. Indeed Jones was able to squeeze Redman out at the first turn and snatch the lead as they shot off toward the "Keyhole". But away from the "Keyhole" and down the straight into the back esses, Redman's nose pulled alongside Jones's similar one and, as they both moved onto the brakes, Redman went through to the lead. And that was it. He drove off ▷

Jackie Oliver challenges Danny Ongais for second place.





Alan Jones was prevented from running in the final with gearbox problems, but is still joint series leader.

F5000 AMERICAN CHAMPIONSHIP MID-OHIO 5

continued

unchallenged to win by nearly 18secs while Jones struggled with the immediate loss of third gear and later the failure of second too. On the third lap Pilette got by Jones when the latter had a long moment while trying to find some drive to the rear wheels, and although the Australian was able to nose up to Pilette's tail a few times, a worsening of the gearbox problem meant that he finally finished a very distant third. Lunger finished alone in fourth, frustrated that the good handling of the FNCTC Lola had disappeared in the wake of his shunt, while Purley in fifth was the last man to remain unlapped by the flying Redman. Gethin finished a miserably disappointed sixth, while Shirey recovered from a second-lap spin to come home seventh.

The second heat was an altogether different story. Unser, Ongais and Oliver immediately broke away from the others and, although no one was once able to pass another, the three cars remained clumped together all the way to the end. In fact, over the final laps they all three closed up and, as Unser lead them home, there was as little as 1.1secs covering them from Unser's nose to Oliver's tail. The heat of their battle meant that this heat was considerably faster than Redman's, so that Unser would start from the pole. Maybe there would yet be a challenge offered to Redman?

Although Schuppan moved his Lola quickly into fourth place, he just as soon lost the position when the car started smoking badly. A few laps later he pulled slowly into the pits where a cracked cylinder head was diagnosed — the result apparently of a cracked oil cooler, which in turn seemed to be a final vestige of Schuppan's tyre-losing incident the previous day. The Australian's problems allowed Lazier to move back into the fourth place he had held for the first few laps, well clear of Noyes, who was similarly clear of Lewis. A good, hard drive by Lazier, that was.

Al Unser Lola T332	Brian Redman Lola T332C
Danny Ongais Lola T332C	Teddy Pilette Chevron B32
Jackie Oliver Shadow DNGB	Alan Jones Lola T332
Bob Lazier Lola T332	Brett Lunger Lola T332
Evan Noyes Lola T332	David Purley March 73A/751
Randy Lewis Lola T332	Peter Gethin Lola T432
John Briggs Lola T332	Richard Shirey Lola T332C
John Benton Lola T330	Horst Kroll Lola T330
Vern Schuppan Lola T332	Roger Bighouse Rassey
Tuck Thomas Lola T332	George Davie March 741
Bob Nagel Lola T332	Burt Kuehne Lola T300

FINAL

Rehearsals over, it was now time for the 42-lap final. But as the field slowly assembled, the seriousness of Jones's gearbox problems became apparent. It had been discovered that a broken ring and pinion bearing had caused the loss of gears in the heat, but at the same time the team didn't have a spare, so they were forced to attempt adapting their spare gearbox to fit the modified rear suspension of their latest car. They struggled at the job for more than an hour, but the closer came the time for the start of the race, the more impossible their task appeared. "About five minutes before the start I realised it was hopeless," the team's chief mechanic said later, but they stuck at the job anyway, even as the 10 cars down on the grid began to rumble into life. As Unser and Redman each engaged first gear and set off behind the pace car (Johnny Rutherford at the wheel of that, incidentally), Alan Jones closed his eyes and nodded his head. Already his race meeting was finished.

So as much as he might not have been thinking about the Championship, Redman suddenly found himself with a remarkable opportunity to pull himself back into the points chase. And indeed he started the race with aggressive determination, nosing ahead of Unser as they ran up toward the green flag and snatching the lead immediately. Even as he stamped at the brake pedal and flicked the white Lola through the first turn, Redman was pulling away on his own and by the end of the first lap he was as much as 2secs clear of Unser and the others.

As far as the leading place was concerned, that was it. Redman kept pulling further and further away, keeping up the same quick pace he had set for himself, which simply became faster and faster as his fuel load burned itself away. It was a devastating, command performance which was just as Brian himself had described it after his easy heat victory: "Just like the old days, wasn't it?" he had laughed mischievously. It was.

On the other hand, the battle for second place was nothing like the old days. This one was all new-style Formula 5000. It began as a replay of the second heat, with Unser initially holding a small gap to Ongais and Oliver. But slowly the black of Lola and Shadow edged up on the blue and white VPJ Lola, while only a few yards further back Pilette held his ground in the red VDS Chevron.

The first change in this balance happened on the seventh lap, when Ongais banged his hand against the steering wheel-mounted ignition kill switch. "I thought, ah, I've done another one!" he later told it as he heard the engine die. "Then I looked around at the gauges and suddenly I realised what I'd done." Quickly he flicked the switch back on and the Interscope Lola's exhaust note picked up again, but in the few seconds that had passed Oliver had snapped ahead, and Unser and he had pulled some 4secs clear. Pilette at least was still behind, and Ongais now pulled his head down harder in an attempt to hang onto Unser and Oliver.

Those two had soon pitched into an extremely close, hard battle and the differences in performance of the Lola and Shadow and styles of the drivers themselves made it even better. Once Ollie tight corner. But as the Shadow went ahead and the driver snapped back to the left and prepared to brake for the esses the Lola suddenly drove back inside and retrieved the place!

Unser continued to maintain control until eleven laps from the end when he ran just a shade too wide at a fast rise in the road. "I just hooked the grass a little and away it went," he said shaking his head in disgust. Oliver had to jump hard on the brakes to avoid the Lola, playing judiciously on the pedal and steering so as not to lock the front wheels and scraping past with inches to spare. So the Shadow powered off on its own, secure in second place from Ongais, who had by then lost third gear and dropped well away from Oliver's tail. By the time Unser recovered he had slipped to fifth behind Pilette, but Teddy was troubled by rapidly fading oil pressure and was into an easy, nursing drive, looking only to finish, so it was a relatively simple job for Al to catch and pass the VDS Chevron for fourth. Pilette's first-time performance with the Chevron, incidentally, sick as it was in those closing laps, earned the Belgian the Wrangler Jeans "Man of the Race" award.

Brett Lunger held sixth place from the first corner all the way to the finish, still bothered with a chassis which wanted neither to go in nor come out of slow turns at all well. In the closing laps Lunger saw Pilette's sick Chevron up ahead and he put in a big effort to catch up, managing to do so right at the end. But he missed passing the Chevron by a matter of feet as they rushed up to the chequered flag.

A similar last-minute battle developed for seventh place between Gethin, who had moved into the position on the ninth lap, and Lewis, who went faster and faster as the race wore on and found himself getting more confident in his rebuilt Lola. But Gethin, who had a strong engine and a miserable-handling chassis, hung onto the place to the flag largely because Lewis was unable to mount a sustained attack. About midway into the race, Randy began to experience sharp pains through his back, which he suspected must have been a result of his testing shunt, and he found that he had continually to adjust his seatbelts and move around in the cockpit. A good drive, that one.

Shirey had his first good run with the Automotive Developments Lola, coming home a comfortable ninth and looking much more comfortable in the car. The lack of horsepower from the team's "mule" engine was painfully evident whenever Shirey was lapped by a frontrunner, but the FF graduate's driving was clean and consistent. Lazier was as high as seventh at one point but he felt the effects of a pair of broken rocker arms as early as the second lap, so he was another who had to nurse his way home, in this case into tenth place ahead of Noyes, who bounced over some kerbs on the first lap and had to stop for a wheel change.

Surprisingly enough, there were only two retirements from the 20 starters. Schuppan stopped the Jorgensen Lola after one lap when the pressure cap popped off the water header tank and complicated the engine problems with which the Australian already had to contend, while Purley dropped from seventh place after five laps when March's clutch refused to disengage.

Through all this, Redman pushed on powerfully and confidently, driving with a combination of precision and *panache* that only a man as experienced as he can possibly combine. Only two laps from the end he set the race's fastest lap, nearly a second better than anyone else and within a second of the F5000 record, which was no mean achievement in the cool weather of the day. In the twilight of the evening, reflecting on his and his team's return to form, Redman was moved to suggest: "I think that's the best race meeting we've ever had since I joined the team. It was really fantastic." Indeed it was.

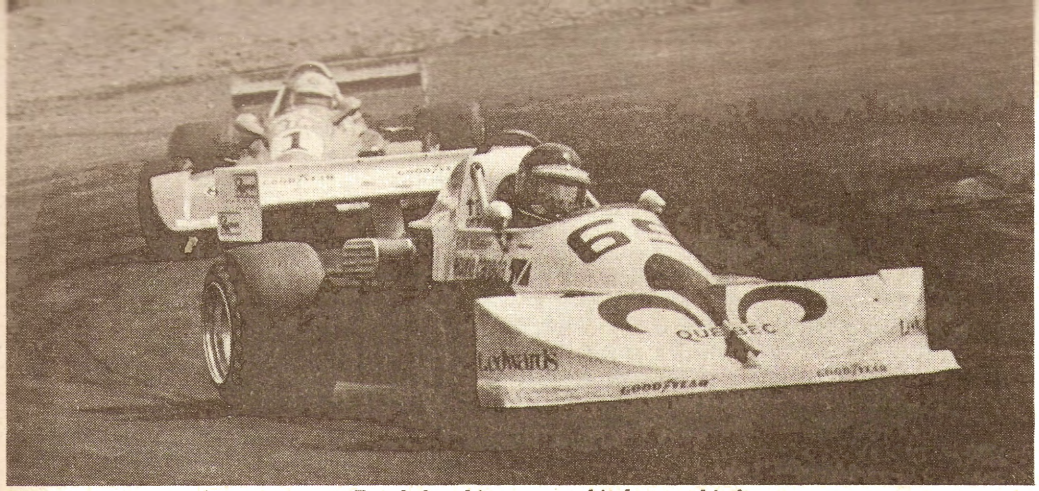
14th Annual Valvoline Buckeye Cup
Mid-Ohio, Lexington, Ohio, USA, August 7
42 laps, 100.80 miles
SCCA/USAC Formula 5000 Championship, round 5

1, Brian Redman (Lola-Chaparral/Chevrolet T332C), 59m 7.434s, 102.29mph;
2, Jackie Oliver (Shadow-Shadow/Dodge DN6B), 59m 36.375s;
3, Danny Ongais (Lola-Falconer & Dunn/Chevrolet T332C), 59m 58.274s;
4, Al Unser (Lola-Falconer & Dunn/Chevrolet T332);
5, Teddy Pilette (Chevron-Morand/Chevrolet B32);
6, Brett Lunger (Lola-Hogan/Chevrolet T332);
7, Peter Gethin (Lola-Chaparral/Chevrolet T432); 8, Randy Lewis (Lola-Smith/Chevrolet T332); 9, Richard Shirey (Lola-Unser/Chevrolet T332); 10, Bob Lazier (Lola-Oftedahl/Chevrolet T330/2).

Fastest lap: Redman, lap 40, 1m 22.914s, 104.20mph.

Heat 1 (21 laps): 1, Redman, 30m 21.931s, 102.49mph; 2, Pilette; 3, Alan Jones (Lola-Bartz/Chevrolet T332C); 4, Lunger; 5, David Purley (March-Bartz/Chevrolet 73A/751); 6, Gethin. **Fastest lap:** Redman, lap 20, 1m 24.303s, 102.49mph.

Heat 2 (21 laps): 1, Unser, 30m 03.860s, 100.58mph; 2, Ongais; 3, Oliver; 4, Lazier; 5, Evan Noyes (Lola-Bartz/Chevrolet T332); 6, Lewis. **Fastest lap:** Oliver, lap 19, 1m 24.246s, 102.56mph.



Villeneuve, here leading challenger Brack, lost his sponsorship but not his form.

Villeneuve clinches it

Ecurie Canada March driver wins again to secure Atlantic title — Brack a strong second — Report: CHRIS WADDELL

Gilles Villeneuve did it again in round five of the Canadian Player's series at Atlantic Motorsports Park last Sunday.

A devastating performance in practice was followed by a flag to flag win, overcoming a strong initial challenge from Bill Brack. With the victory, Villeneuve and his Ecurie Canada team have finally taken the Canadian series, and there's still one round remaining.

Atlantic Motorsport Park is the most eastern venue for the Canadian Player's series, and without a doubt it is the roughest circuit in the championship. Bill Brack had previously described the 1.6 mile circuit as a ploughed field that had tarmac laid on top of it. If that description was apt in past years, it was even more valid this time around as all complained that the surface was worse than ever.

But if that weren't enough, there were even more cries of dismay when the opening day of practice was cancelled because too few marshals arrived and no one had bothered to ensure that there would be a doctor in attendance. Consequently it would all come down to two one-hour sessions on the second day, and it was really only in the last half hour that grid positions were determined.

For a long time it appeared that Gilles Villeneuve's driving talent had gone the way of his Skiroule sponsorship. Somehow now the car was painted white instead of green all the magic had disappeared. He was spinning with great regularity and it looked as if Bill Brack's time set in the opening session would hold. For the first time this year, it seemed that Villeneuve would be bumped from pole position in a North American Atlantic event.

Then with about 25 minutes remaining, Villeneuve shot through the fifth gear esses at the end of the straight. He looked fast but a glance at the stopwatch which read 1m 01.8s left one in disbelief. Surely a mistake had been made for that was nine-tenths quicker than Brack and a second and a half faster than Villeneuve's previous lap.

But no, next time around it was a 1.9, then a 2.1 and back to the pits. In a repeat of his St. Jovite qualifying performance, he had just devastated the field. Devastated everyone except Brack though, for the defending champion then went out in his STP Chevron and went faster and faster, finally ending up with a 1m 02.03s in what can only be described as an equally stirring performance. When the two of them were turning their quick laps it looked as if everyone else was driving in fourth gear through the esses.

Villeneuve was still in command and back on form but Brack, who lapped the field there twice in winning in 1974 and once last year, was not going to find things as easy as in the past. To help Villeneuve, mechanics Andy Roe and Graham Scott did an engine change, dropping a new Morris BDA in the Ecurie Canada March for the race.

Meanwhile at the far end of the paddock the STP forces were beaming over the tray that had been installed underneath the wing in Ligier style. No one wanted to say whether it worked or not, but it was on to stay for the weekend.

Bobby Rahal and Tom Klausler shared the second row, with Rahal having a few minor dramas with the Swing Orange March 76B. Two holes appeared in the oil pan in the first session and then a wire on the fuel pump vibrated loose in the second session. Klausler had a testing accident that dinged the monocoque a bit and he was only moderately happy with his car's handling. He had the updated front and rear suspension mods for the Lola T460 but had neither the new nose nor the extra large wing tab to put on his Traylor entry.

Right beside the Swede was Tom Gloy in the Tui BH2. Gloy had left Pierre Phillips's team, and with Phillips returning to California decidedly less than enthralled with the performance of his Lolas, Gloy has joined Allan McCall for the last two Player's events and Trois Rivieres. Gloy fitted right into the band of New Zealanders and was very pleased with the car, even though the pounding of the circuit produced a cracked engine frame.

Howdy Holmes was seventh with his regular Chevron B34, but complaining of "water-ski arms" thanks to a few days of slalom ski-ing. Other than driver problems, he seemed well pleased with his car. Another happy soul was Bobby Brown in eighth spot with the Audiovox March 76B. Brown did a lot of laps during practice and it obviously paid off. Other than a check of the clutch, which Carroll Smith decided to do, to keep busy the night before the race, Brown was prepared for the 65-lap pounding.

Completing the top ten were Hector Rebaque's Carl Haas Lola T460 and Chip Mead in his Ralt RT1. As always Hector didn't have much to say but concluded that the car was about average, working very well in some spots, and being subpar in others. Mead was not so enthusiastic for the Cavanaugh Racing team had discovered a major oversteer problem in the final session. New tyres made no difference and there were a few worried faces as the sun set that evening.

Fastest qualifiers:

Gilles Villeneuve (March-Morris BDA 76B)	1m 01.80s
Bill Brack (Chevron-Hart BDA B34)	1m 02.03s
Bobby Rahal (March-McCoy 76B)	1m 03.23s
Tom Klausler (Lola-Traylor BDA T460)	1m 03.29s
Bertil Roos (Ralt-Hart BDA RT1)	1m 03.71s
Tom Gloy (Tui-Nicholson BH2)	1m 03.73s
Howdy Holmes (Chevron-BSR BDA B34)	1m 03.75s
Bobby Brown (March-Morris BDA 76B)	1m 03.96s
Hector Rebaque (Lola-Traylor BDA T460)	1m 03.98s
Chip Mead (Ralt-Willis BDA RT1)	1m 04.43s
Richard Spenard (Ralt-Hart BDA RT1)	1m 04.44s
Seb Barone (March-Race Shop BDA 76B)	1m 04.56s
Juan Cochesa (Chevron-Hart BDA B34)	1m 04.62s
Craig Hill (Lola-Hart BDA T460)	1m 04.69s
Bruce Jensen (Chevron-Hart BDA B29)	1m 04.92s
Wink Bancroft (Chevron-Hart BDA B34)	1m 05.22s
Price Cobb (March-Race Shop BDA 76B)	1m 05.24s
Marty Loft (March-Race Shop 76B)	1m 05.34s
Lloyd Callaway (Chevron-Hart BDA B34)	1m 05.65s
Marcel Talbot (Chevron-Hart BDA B34)	1m 05.74s
Robert Nelkin (Chevron-Hart BDA B34)	1m 05.94s
Kevin Cogan (Chevron-Swindon BDA B34)	1m 06.04s
Tim Coconis (Lola-Cosworth BDA T460)	1m 06.19s
Tim Cooper (March-CRW BDA 76B)	1m 06.20s
Lynn Benson (Modus-Cosworth BDA M3)	1m 06.23s
Rick Bell (Chevron-Hart BDA B34)	1m 06.79s
Bob Beyea (March-Nicholson BDA 722/75B)	1m 06.92s

With Villeneuve and Brack so far ahead of the rest of the field it did not take much to guess that the race for the first corner, a downhill right-hander, would be crucial. And again, almost needless to say, Villeneuve made it there first in his now white car. Brack looked for a moment that he might be able to sneak inside but it was not to be. The STP car settled for second.

Rahal found himself third ahead of Klausler, Roos, Gloy, Holmes, Rebaque and the rest. The rough nature of the circuit meant that there was really only one line and one dare not stray too far out of it to attempt a pass. Thus it did not take long before the race took on the appearance of a bit of a procession, enlivened by Seb Barone's March 76B spreading oil around the track for several laps before finally expiring.

At Gimli and St. Jovite, once he was in the lead, Villeneuve left the rest of the field in the dust, but it was not to be today. Brack would have none of it and after the Ecurie Canada car had built up a two-second lead, Brack held the gap at just that. Meanwhile Rahal was gradually slipping off the pace and Klausler was slowly receding into the clutches of a train comprising Gloy, Roos, Holmes, Rebaque, Richard Spenard and Bobby Brown. Spenard, a young Formula Ford driver from Quebec, having only his second Atlantic race, was performing admirably in a brand new Ralt RT1.

In fact, Spenard produced much of the interest in the race's early stages. By the 12th lap he had found his way past Roos who was suffering with an engine that would not pull out of corners thanks to carburation troubles. Seventh position for Spenard suddenly became fifth on lap 18 when Gloy, Klausler and Rahal became embroiled on the back straight. Each was apparently attempting some sort of passing move on someone else when they all realized that other cars were in their way. The result of it all left Klausler continuing in what had become third, Gloy momentarily off the track after a spin to avoid another car and Rahal out of the race with ignition problems.

These activities were receiving only some attention for Brack had been busy whittling away at Villeneuve's lead. On the 13th lap with 2.4 seconds in hand, Villeneuve began some lapping in heavy traffic. Soon the gap began to tumble and by lap 20 it was down to just nine-tenths of a second. It was beginning to look as if it just might be Brack's day after all.

Then Villeneuve began to turn it on again and the gap began to grow. By lap 34 it was back to 2.1 seconds when Brack entered corner one to lap Bruce Jensen's Chevron B29-Hart. Brack went inside but "I just touched the brake pedal a bit too hard and I spun. It was just a driver error." Soon underway again, but the Ecurie Canada March had receded ten seconds into the distance and that was just about it.

At half-distance Klausler held a steady third but he was 28 seconds behind Brack, and only 3.2s up on Holmes' similar car. Spenard was 6.7s further back but two seconds ahead of Roos who held a similar advantage over Bobby Brown. Gloy had finally called it a day after 29 laps and a couple more spins as the tyres had gone off leaving him with no adhesion.

On lap 35 Spenard fell back to seventh when shifting to second gear, he found instead a box of neutrals. By the time he had diagnosed the problem (the whole shift linkage had rolled a bit, leaving all the gears in a different place), both Roos and Brown had gone by.

In the last half of the race Brack tried to pressure again in Gimli style but only could close to within 8.9s before Villeneuve again turned it on. The gap slowly increased and by race end it was up to 16 seconds.

Further back Holmes had been cutting into Klausler's lead but that ended on lap 53 as the Lola driver felt strange vibrations coming from the back of his car. Suspecting a broken half-shaft Klausler pitted but nothing could be found out of place. Thus he returned and drove slowly with the problem to finally drop way back to 13th spot.

This gave Holmes third, and he finished in that spot although a lap off the pace. In the late stages of the race he came under increasing pressure from Roos's Ralt, but the Swede spun fourth away on the last lap at the very last corner. He couldn't restart the car and thus was credited with seventh.

Player's Challenge
Atlantic Motorsport Park, August 8
65 laps — 104 miles
Canadian Formula Atlantic Championship, round 5

1, Gilles Villeneuve (March-Morris BDA 76B), 65 laps;
2, Bill Brack (Chevron-Hart BDA B34);
3, Howdy Holmes (Chevron-BSR BDA B34), 64 laps;
4, Richard Spenard (Ralt-Hart BDA RT1);
5, Hector Rebaque (Lola-Traylor BDA T460);
6, Price Cobb (March-Race Shop BDA 76B);
7, Bertil Roos (Ralt-Hart BDA RT1), 63 laps; 8, Bruce Jensen (Chevron-Hart BDA B29); 9, Craig Hill (Lola-Hart BDA T460); 10, Juan Cochesa (Chevron-Hart BDA B34).

FA PLAYER'S CANADIAN CHAMPIONSHIP HALIFAX 5

The wonderful world of Superbikes

PETE LYONS indulges his addiction for thoroughbred motorcycles

Are you dragging through life without the car you deserve? Are you missing the power, the refinement, the sensitivity that your neural system was born to handle?

Worse, do you suffer from a mechanical sweet tooth? Do you have an uncontrolled craving for gangs of pistons arrayed in banks, and for whirling multiple camshafts, and for cases stuffed full of finely hobbed gear-wheels? Does your roving eye stop involuntarily at the sight of great, craggy alloy castings, and does it linger to caress satiny forms frosted richly with delicious colour? And do you in the secrecy of night raid the fridge of your dreams and knosh visions of Dinos, and Lambos, and brutally svelte silver Turbos? So do I.

And are you pinched relentlessly by financial inadequacy, and do you writhe with the pain of unfulfilment? Well, there is hope. For you, unhappy soul, can move into the wonderful world of Superbikes.

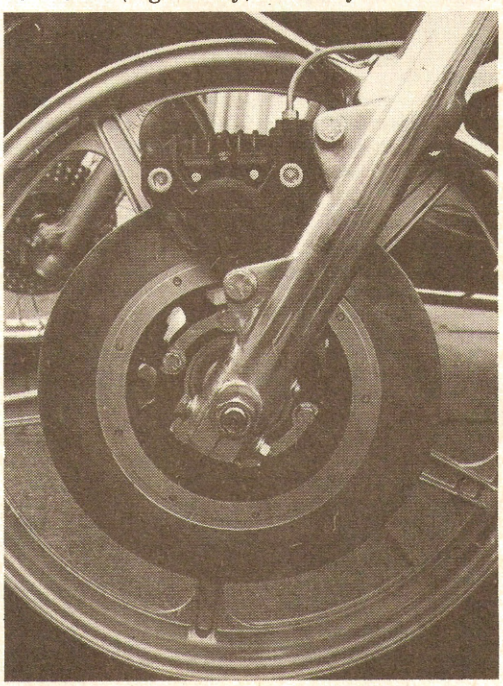
Now, the basic idea of the Superbike is not new — my father is still sorry he let his Henderson four go, and T. E. Lawrence had a famous string of Brough Superiors. My own first bike was a 1951 Vincent 1000. But there has recently developed the most incredible proliferation of bikes which are bigger, faster, stronger than they really have to be. And more exotic.

You can get one with six cylinders in line across the frame, the 750cc Benelli Sei. You can get one with a Wankel engine, the refined Suzuki Rotary. The Guzzi Convert offers you one litre of smooth power, driving through an hydraulic torque converter. Honda produce a watercooled, shaft-drive flat four called the Gold Wing, faster and much more nimble to ride than it looks. Ducati has a wide-angle V-twin of such long, rangy lines that all you can think of is racing. BMW have built successive versions of their flat-twin for generations, but it is still so up-to-date that it is most people's first choice for long distance touring.

Superbikes easily capture the imagination, and enthusiasts can spend hours arguing the relative merits of the Triumph Triple and the "isolastic" Norton. Thousands of riders will consider nothing but the 1200cc Harley Davidson Sportster, but for thousands of others the Kawasaki 900 is uncontested "King Kong". Honda recently modified their long-favourite CB750 into an "F" version, with disc brakes on both wheels, better handling, and efficient four-into-one exhaust system — but express an interest in it and someone is sure to say, "Yes, but wait until you see the new shaft-drive Yamaha!"

That is the real trouble with Superbikes: you tend to be unable to make up your mind. Like a hungry man at a buffet lunch, you end up with one of everything on your plate! And why not? A gentleman really does need three different bikes as a minimum, to cover different riding conditions and moods. Five would be even better. But no matter how carefully (or emotionally) you select your five, someday you'll see a sixth you just must have. . . .

Not that I myself own five bikes just now — I have owned five, but not all at once — but Bubbles Horsley does. Harvey Postlethwaite has a Superbike of his own. "Luke" has a *really* super bike, and "Jenks" often takes his Four to the continent. Jochen Mass keeps a 900 on the deck of his schooner. Emerson Fittipaldi's father cherishes a lovely white BMW. In fact a lot of the motor racing fraternity seems to harbour the secret vice of bike enthusiasm: John Surtees can be seen trialling, and Alan Jones was using a road bike in South Africa, and Eddie Keizan, who owns a Yamaha agency, organizes weekend trial rides down there (a great day, and I only fell off once!).



Go to many motor racing shops, and you'll probably see more bikes than racing cars.

To be sure, Superbikes represent only one side of motorcycling's fascination. But it is with the Superbike that those of us with a Lamborghini taste can indulge it.

"What?" I hear your cry. "Pay a thousand quid or two thousand quid for a motorbike? Cor — could get a ruddy car for less than that." And so you could. But whatever does a man with a Lamborghini taste want with a thousand pound car?

The Superbike offers so much more than rainwater down the collar and chain lube under the fingernails. The hot ones offer acceleration so strong you must grip the seat tightly with your knees. The well balanced ones offer handling which turns any mountain road into a race circuit. Any good bike has braking power which makes a car seem dangerous. A Superbike, I think, could be well defined as a motorcycle with so much total performance that it constantly wants to go faster than you do. Such a machine must automatically turn any kind of journey into an adventure.

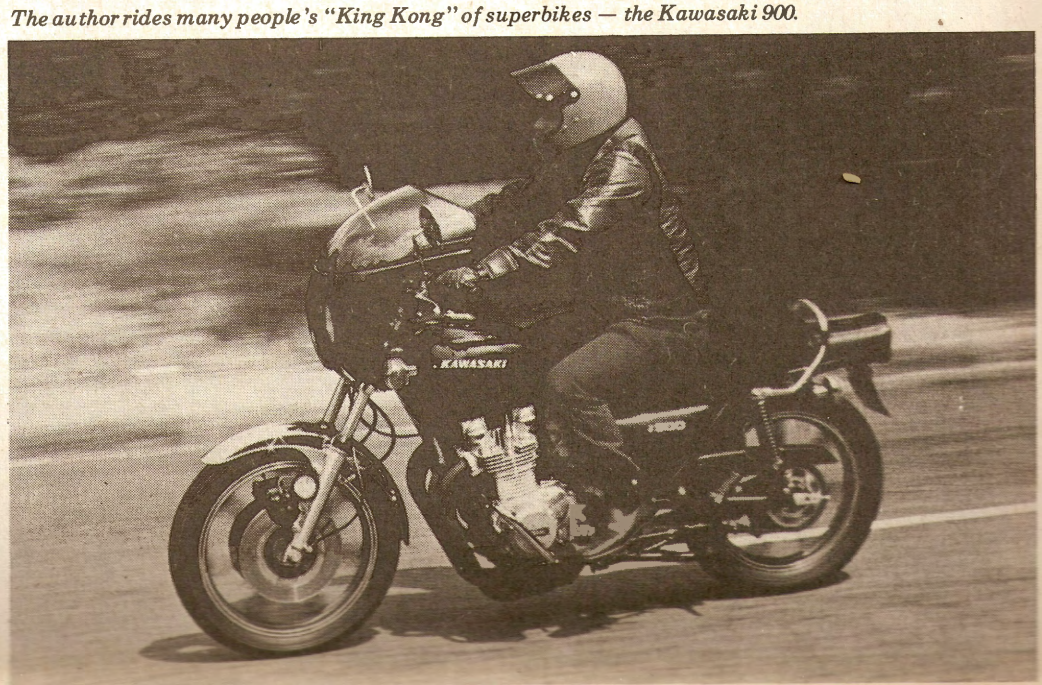
Own a Superbike, and you remember every trip you made on it. Own a Superbike, and you find yourself parking it where your friends can see it. Own a Superbike, and you look forward to cleaning it, to polishing it, to adjusting it. You enjoy thinking about it. It becomes a bright part of your life.

There is one danger, perhaps. It is the risk you take of arriving home one brisk evening, taking off your helmet and gloves, glancing back at the cooling motorbike and suddenly realizing — you'd actually rather own it than a Supercar!

Hexagon's pile of sweets

Heaped atop the highest hill in London is a pile of sweets. Mechanical confectionery for the affluent *gourmand*. It's called Hexagon of Highgate, and ▷

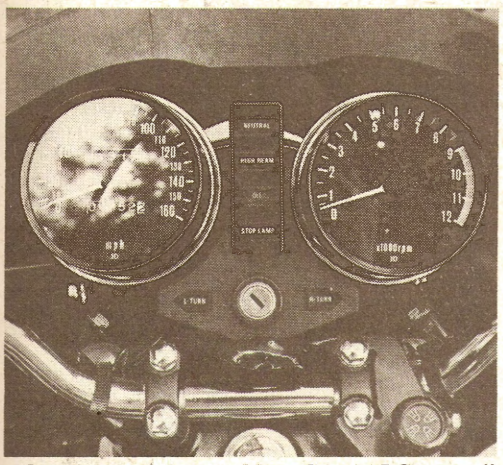
The author rides many people's "King Kong" of superbikes — the Kawasaki 900.



Hexagon of Highgate has a heap of Alfas over there, and a stack of BMWs over here, and should your empty yearning tastes crave a Countach, or a Boxer, or something similarly calorific, Paul Michaels can probably do something to help.

You can't afford it. I know, neither can I, but keep looking. Look for the radio mast which protrudes from "the highest room in London, that's why it's there," and hard by it your eye will fasten upon a display window of the most scrumptous motorcycles you have ever seen. It's called Hexagon Motorcycles and it's a new venture and it's something a little special. The motorcycles *are* special, some of the two-wheeled world's most exotic; and each one is displayed as if it were really something special, up on a plinth, perhaps, with a carpet beneath, and with spotlights bringing out the glow of the paint and the sheen of the metal. You can walk all around the bikes, studying them like sculpture, and walk around a second time, and again.... You might spend a lot of time doing that, walking around.

Here's one to linger over: the Laverda *Jota*. One litre of three-cylinder, air-cooled motor, double camshafts, 90 brake horsepower and a tested 153mph. It has cast alloy wheels and triple disc brakes, a 13-plate clutch and a long, lean, lively line. It was conceived as a production racer and has hot cams and big ports and high compression and is virtually entirely hand built. Hexagon will sell it to you for twenty one hundred and fifty pounds. That's quite a lot less than a Countach.



Over here, we have a Moto Guzzi "I-Convert." It has a 1000cc V-twin lying across the frame, and it drives through a hydraulic torque converter and a shaft to the back wheel. The transmission is controlled by a rocking foot pedal, which selects between only two ratios: low and high. You've actually no need to use anything but high, the converter does it all; for neutral you use the clutch lever. So little has your foot to do that it has not a little peg to perch upon but a long rubber clad footboard. It's equipped as standard with windscreen, pannier set, 5½ gallon fuel tank, a fuel tap which automatically shuts off the flow when you turn off the ignition, and an ignition system which automatically shuts off when you hook out the side stand, and with 68 smooth, torquey horsepower. It sells for £1899.

Or, if you like leaner muscle, you can have 81bhp out of four craggy DOHC cylinders, the strong, stark, twin-disced Kawasaki Z900. A raffish brute of a motorcycle, a Muhammad Ali in d'Artagnan costume, for £1400. A further £789 puts you on the ageless prince of motorcycling, the sweet, smooth BMW R90.

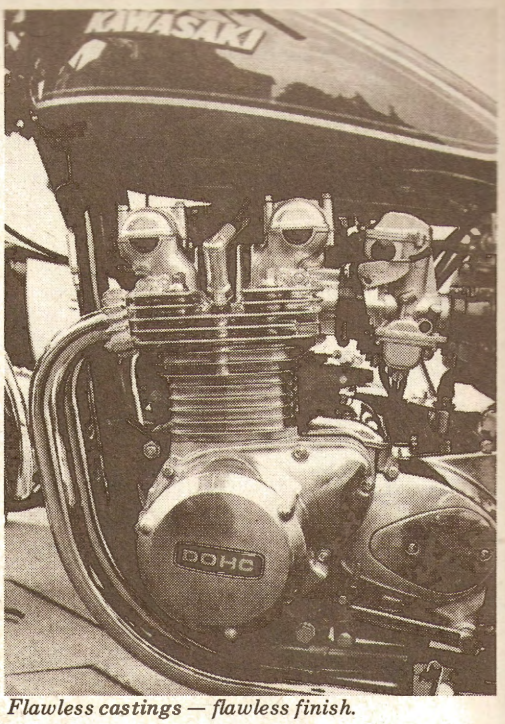
Proprietor of this candy store is Keith Greene, who says his first love is still and will always be motor racing, but who freely admits he has been a Closet Bikey for years. That Z900, with Lester cast wheels and special 4-1 exhaust, in fact, is his own personal transport.

As General Manager of Hexagon Motorcyles, which opened its doors last February, he holds some firm convictions about his new business. "We intend to deal in only the finest of motorcycles. The Laverda is very likely the last of the genuinely hand-built bikes, for instance, and in the Kawasaki I really believe you get the world's best value for money.

"This is not a benevolent society, and in the long run only the viable dealers are going to make it. That's why we've taken on Kawasaki, even though it's a mass-production machine, because their distributors here are not in the discount race. We take a fair percentage from each unit sold (time is money), there are some dealers who will make £15 for every sale, but when things get rough those dealers are going to go out of business, and where do you get your bike serviced then? We want to be here for a long time, and we want to provide quality machines to quality clientele."

Quality machines, like the Guzzi 750-S3, a racey, 70bhp dear which Keith says goes, handles and stops as well as it looks — especially stops. Like all the big Guzzis now, it has "integrated" braking. This means that the foot pedal sends 70 per cent of its pressure to the rear disc, and 30 per cent to one of the front discs. "It gives you braking which is better balanced than any ordinary man can achieve," he reports. "You can hum both tyres at 60, 70mph just with the foot brake, and yet in the wet it's hard to lock the wheels up. If you want more braking, you've still got the hand lever controlling the other front disc. It works very well indeed."

The super Laverda has smaller brothers too, the sleekest of which is the £1550 750cc SF/3. There's a new 750 Kawasaki, a twin-cam twin with contra-



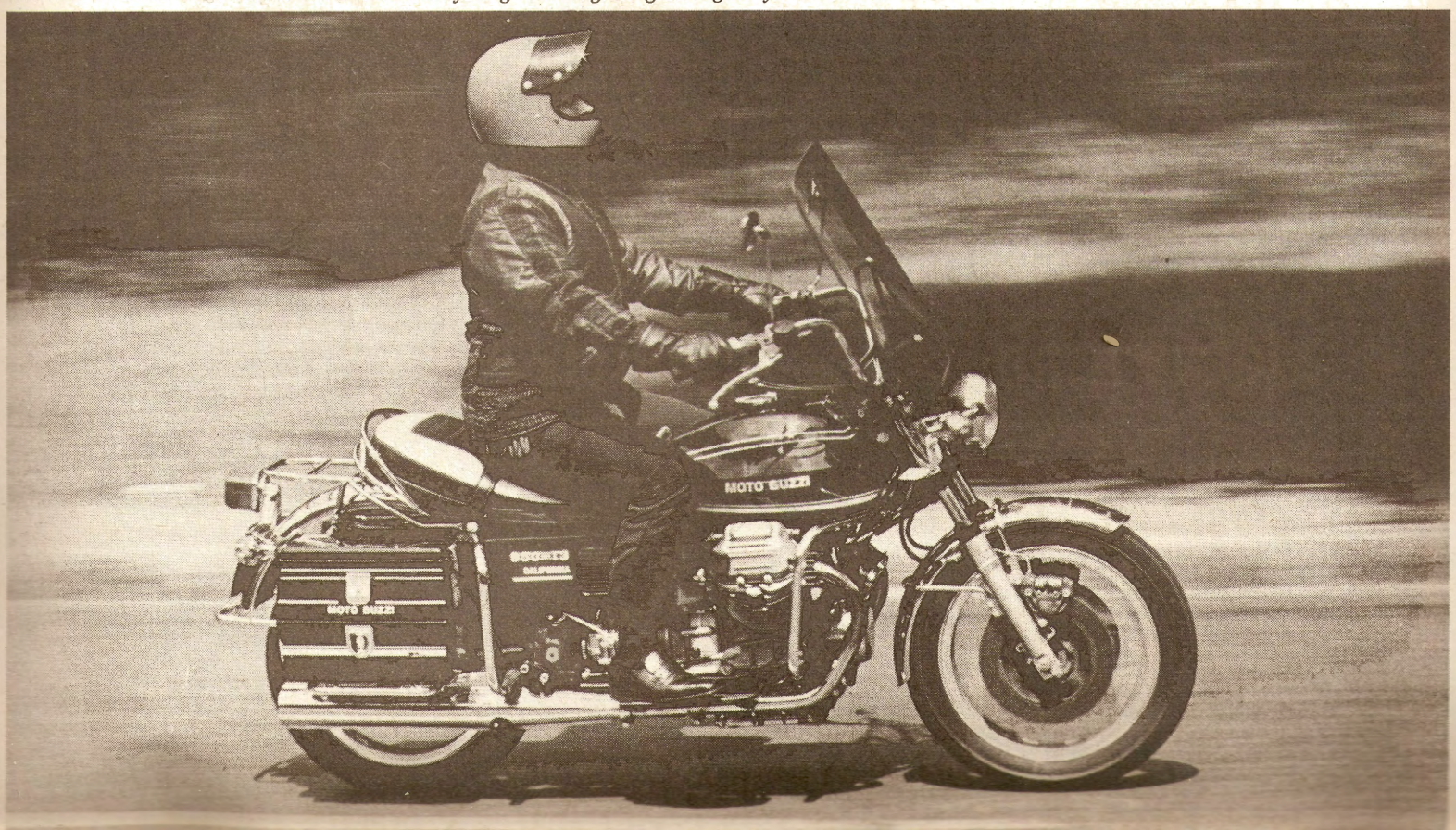
Flawless castings — flawless finish.

rotating layshafts to take out the vibration; this is a "sensible" Superbike which offers 53bhp, 108mph and as much as 60mpg.

That's just a sampling. There are other choices, like lightening-fast two-stroke Superbikes which drink up the fuel like lightning as well, but are also light to handle and to buy. Hexagon are carrying a small line of off-road type bikes, and mini-bikes, and already there is a growing selection of interesting, well-maintained used bikes. "Only nice, tidy ones." Accessories, helmets, riding gear, too. The showroom is a pleasant place to visit anyway, and such is the pace of development in the motorcycling world, so frequently do the Superbike manyfacturers bring out new models, that a visit at monthly intervals should always turn up something new. It will be up on a little pedestal, and there will be spotlights bathing it lovingly, and it will be worth walking around.

When you come to realize that you have an addiction to something like fine, fast road machines, there is only one thing to do about it. You mustn't suppress it, life is too short: you must *indulge* it. A kindly Providence has supplied a delicacy within the reach of even you and me. The Superbike. □

Purrrrrrr.... 850cc V-twin Moto Guzzi and Pete Lyons go cruising along the highway.





FRED HENDERSON

One of the cars creating a lot of spectator interest on the rounds of this year's RAC rally championship is the Oates Garage Toyota Celica GT being hurled round the forests by Fred Henderson, who is a 30-years-old garage proprietor from Durham.

Fred first became involved in rallying in 1967, with the purchase of a 1000cc Anglia which evolved into a 1300 as the bug bit deeper. One of the first Escort GTs in the North came Fred's way in 1968 and this car was given a first win on the Washington Rally, which also saw the emergence of Alan Conley. Fred also became interested in autotests about this time and sold the Escort to buy a 1275 S which became an all powerful combination in this formative branch of motorsport. Rallying re-appeared with the 1970 RAC, an event on which Henderson has competed every year up to 1975, with a 100% finishing record....

A sponsorship link with ATS tyres followed with the extensive testing and competitive use of remould tyres in which that company trades ... numerous restricted wins on Northern road events being interspaced with class wins on forest Nationals such as Tour of Dean, Mintex Dales and Armstrong Forest.

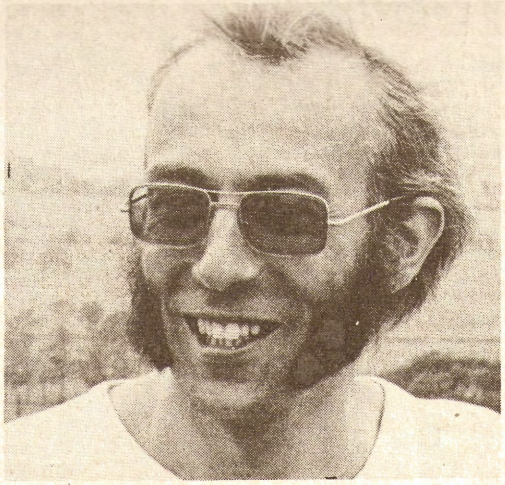
Fred says that he sets his sights on an acheivable goal, attempting to lift his level of competition each season; and during 1975 his target was the ANNEC Association championship which he won by a huge margin, partnered by Trudi Binks.

The latter part of last season saw the NE Toyota Distributor, Oates Garage of Willington approach Fred with a view to contesting the newly announced capacity class RAC championship in a G2 Celica with the possibility of some events abroad. The deal was signed at the completion of the '75 RAC, where Fred dragged an ailing RS1600 round despite no less than 5 axle changes to finish 49th.

An entry was put in for the Marlboro Arctic rally in Finnish Lapland and in true Henderson tradition, numerous problems were overcome to record a second in class, and 26th overall on one of the world's coldest and toughest rallies. RAC points came in the Dean and the Granite City but an uncharacteristic off on the Mintex while leading the class brought a rebuilding session. The *Western Mail* Welsh saw the Henderson/Orrick Toyota back on top, however, with a class win by the margin of 28 minutes which reinstates the team in the joint lead of the Championship with Cowan's works Lancer, and battle re-joined on the Scottish. Henderson's approach was perhaps best summed up by Dunlop's John Horton who was looking for a competitive driver to test the new "Clubman" A2 derivative tyre on the Welsh when he said "I looked down the list and wondered who was a class winner capable of evaluating my product ... there was only Fred".

DO





JOHN MEREDITH

"It's a bit of fun to make the weekends different from the week". This typically unassuming remark comes from John Meredith who leads Guyson/BARC Hill Climb championship and lies third in the RAC Leaders series with his lightweight Mini-Cooper S. John was born "in the middle of hill climb country" near Kidderminster, but now lives in Leighton Buzzard with his wife and two children, and works in the Industrial Relations Department of the National Water Council.

His introduction to motor sport came through motorcycles, sprinting and hill climbing in 1962/63 without notable success. He then acted as mechanic to two lads with a sidecar outfit but a visit to Curborough "at the back end of '68" led to three quarters of a season with a roadgoing Mini-Cooper S. This was replaced by the Touring Class 'racer' (!) which is now wielded by Terry Tattam. A new class record first time out at Pontypool ("my favourite hill") heralded a quietly successful career with a car which had modified head and racing tyres ("old R7s") but nothing really special. However, this very reliable car was carefully prepared by John with help and advice from Marshall and Fraser of Aylesbury. He reckons to "live off the knowledge and know-how" of Dave and Ginger Marshall (of Mini Traveller fame). The best of many good performances from this car was probably fifth overall in the 1973 Castrol/BARC series — the Mike Flather year.

The present ex-Brian Preston Special Saloon Mini had stood idle for a year when John bought it but "I knew it was basically a good car". Last year most of the work went into the engine and the results sheet showed ten wins and fifth again in the now Guyson-supported BARC Championship. Since then this very light, 8½ cwt, machine has gained a rose-jointed front end and coil springs at the rear, and has been developed along the lines of the ex-Marshall/Jantzen 850 racer and the Mini Traveller. With the car in its present form, ten wins and six class records have already fallen to John while co-driver Bob Forth is also in the top 20 of the Guyson/BARC series. John is very appreciative of Bob who shares in the cost of running the car but who readily fits in whatever way gives John his best chance of championship success.

John admits to enjoying working on the car as much as driving it but gains a lot of satisfaction from giving "the young lads" (Russ Ward?) a good run. He estimates that the present car has cost about £1500 so far but is more conscious of the time and effort expended in championship chasing and expects to have a reduced commitment next year when he is considering running a marque class Sprite or possibly a supercharged Mini.

CM





BERNARD DEVANEY

Dubliner Bernard Devaney is one of three Irish Formula Ford competitors who have come over to conquer English-based drivers in National Championship races this season. AUTOSPORT has previously dealt with the other two, David Kennedy and Devaney's team-mate Derek Daly, but Devaney is proving to be equally as competent and successful.

Born on May 31, 1953, Devaney took an early interest in racing having supported a neighbour who raced sports cars. When he was 15 and 16 and still at school, Bernard took part in 250cc Class 4 Karting and in 1969 he won the Irish Championship after beating the late Tony Brise at Phoenix Park.

His initiation into motor racing came via Lingard Goulding who gave the innocent 17-year-old Devaney a run in his Formula 5000 car at Mondello (!) and in 1972 Bernard won a Mondello handicap race — his competition debut — driving Goulding's Formula Ford Lotus 61. An abbreviated race the next year and a Formula Super Vee test drive were all that followed while Bernard worked in pubs, petrol stations and the family garage business in order to earn enough money to buy his first racing car.

This was a Crosslé 25F which he purchased late in the 1974 season and proceeded to take two wins at Mondello and two second places (including one in his first outing at Aintree). To contest the Irish Formula Ford Championship in 1975, he switched to a Hawke DL15 backed by the Irish Racing Drivers School and scored six wins, two seconds and two thirds with only mechanical failure letting the Championship title slip away by 1 point to his friendly rival, Daly.

This season's bid by Devaney to capture one of the British national championships was dogged by two misfortunes. With a works Hawke DL15, Devaney was forced into the chicane Armco at Thruxton on Easter Monday which seriously damaged the car and injured his leg and ankle. After a six week lay-off, he contested the Brush Fusegear Championship but was ruled out when his works Alan Smith engine was declared illegal (for full story, see AUTOSPORT July 22, page 57).

Devaney's performances in the relatively small number of races in which he has competed proves that he can cope with the best in Formula Ford. Meanwhile he works at Hawke, resides in Derek Daly's coach based next door to Hawke at Southend, and is searching for financial support to compete in Formula 3 or FF2000 next year.

RNF





David Purley

"You'd better not print that," said David Purley, "or I'll have all my entries turned down next year . . . ." In 1977, Purley is making a return to Grand Prix racing (with which he had dabbled briefly in the past), and we had just been discussing his favourite circuits. His views on motor racing safety — indeed on many racing topics — are completely out of step with those held by most of his contemporaries: "I like the 'Ring, Rouen, Chimay and Macao." And this, remember, comes from a racing driver, not D.S.J. I could hardly believe my ears. This kind or remark normally comes from retired drivers who don't have to go to these places any more, who have conveniently forgotten how bloody terrified they used to be.

Purley, however, is *not* a retired racing driver, Currently he leads the ShellSport 5000 Championship and next year he intends to be a full-time Grand Prix driver. I spoke with him only three days after Niki Lauda's appalling accident at the Nurburgring, and in cold, hard print, many of his words may sound callous. To draw this inference from them is to do Purley less than justice. He is not *anti*-safety, by any means. He is just not particularly interested in it. He is a most unusual kind of man, with a background spanning the Parachute Regiment (including a spell in Aden), flying (at 17, he was the youngest licence-holder in the country), deep sea diving (which he still does, having an interest in a salvage company) and, of course, motor racing. With those credentials, the question had to be asked, is he attracted to things simply because they are dangerous? "If I'm being totally honest about it, I would have to say that yes, I am," replied Purley.

So many of his views and attitudes are at variance with 1976 as to sound fanciful if reported by someone else. Therefore, I reckon the best way of tackling the problem is to quote our conversation *verbatim*.

Having mentioned your favourite circuits, how would you answer people who would call your choice irresponsible?

As far as I'm concerned, dangerous places give motor racing extra punch. I know people will be appalled by that, but it's the way I feel. I get a big charge out of racing at a circuit where putting a wheel over the edge means you're done. I was talking to Stirling Moss at the British Grand Prix about this, and he said the very same thing. If you're racing at a dangerous circuit, then you just make bloody sure you drive within the limits of yourself and your car, that you don't make mistakes, don't put a wheel over the edge. . . .

Yes, but just before the German Grand Prix, Niki Lauda said in AUTOSPORT that he accepted that side of it, that if he made a mistake, it was nobody else's fault. What concerned Niki was the thought that the car might break, leaving a man little hope of survival at a place like the Ring.

Yes, of course, I can understand that. But I'm afraid that my only answer to that is that people who worry a lot about their own safety should take up fly-fishing. They shouldn't be racing drivers. This is not to be callous about Niki, believe me. I simply don't believe that people obsessed with personal safety become racing drivers in the first place. Once you get into F1, it seems your attitudes have to change. Some of today's stars used to do F3 when I was doing it, and we used to go to some incredible places, like Chimay. Now Chimay really was a terrifying place, but I used to get tremendous satisfaction from it. It was run on public roads, you know, and was very quick. But, to my mind, that was what motor racing was all about. Real *road* racing. I thought it was a tremendous place, and so did a lot of others. I used to be very frightened there, and I think you have to be a little bit frightened to drive a racing car properly.

Obviously, it is common sense to use reasonable precautions, fire-proof clothing and so on. For a long time after Zandvoort *(in the 1973 Dutch Grand Prix Purley bravely made single-handed attempts to release Roger Williamson from his burning car)*, I was held up as some kind of safety expert. At every circuit, I was taken round to inspect the safety facilities, invited to give talks on safety, given loads of Nomex and so on. I am *not* an expert on safety. What happened at Zandvoort was purely a reflex action. In Aden, if one saw a burning tank or something, one tried to help the people inside. With Roger's accident, it was exactly the same. It was a case of a man needing help. I have no recollection of it at all; I don't remember stopping the car, getting out, running across the road or anything. I can remember trying to get the marshals to help. Afterwards, I said some pretty nasty things about them, but they simply weren't equipped to deal with the situation. I mean, one of them was wearing a plastic mac. Now, if he goes near that car, he's dead, isn't he? The people who *did* have the right equipment were two hundred yards up the road. This is where I do hold strong views on safety. If a man does have an accident, then he should have the right to expect that everything possible will be done for him, and as soon as possible.

I was very surprised to hear of the delays in rescuing Lauda. The week after Zandvoort in 1973, I drove in the German Grand Prix, and I thought the facilities at the Ring were good. They seemed to have Porsche rescue cars all around the circuit. But that, of course, was right after Roger's accident, and maybe a special effort was being made. It should *not* be the job of a racing driver to stop his car to rescue another driver. He shouldn't have to do it. When first you get out of the car, everything is still happening at 160mph. During a pitstop, for instance, no matter how good the mechanics are, everything seems terribly slow to the driver. When I tried to help Roger, I probably wasn't acting very efficiently. Now the marshals have been sitting there all afternoon, anticipating an accident. They should have the right equipment, and they should be able to use it properly. This concerns me very much more than the safety of the actual circuit.

I'd be a hypocrite if I said I would never race at any circuit where the safety facilities didn't come up to standard, because I go every year to Macao, which is a terrifying place, really. There are twenty foot drops onto rocks. But when I'm there, I just make damn sure I don't go off. That gives an added zest to it, as far as I'm concerned. I firmly believe that if we allow motor racing to become slot-car racing, eventually the public will stop coming to watch it. Christ, we get *paid* for doing it. I mean, the next thing will be remote-control cars with no driver, so that no-one ever gets hurt. I mean, no one *wants* to get hurt, and most spectators don't want to see someone get hurt, but remove the possibility of it and you remove the thing which gives racing its bite, its punch.

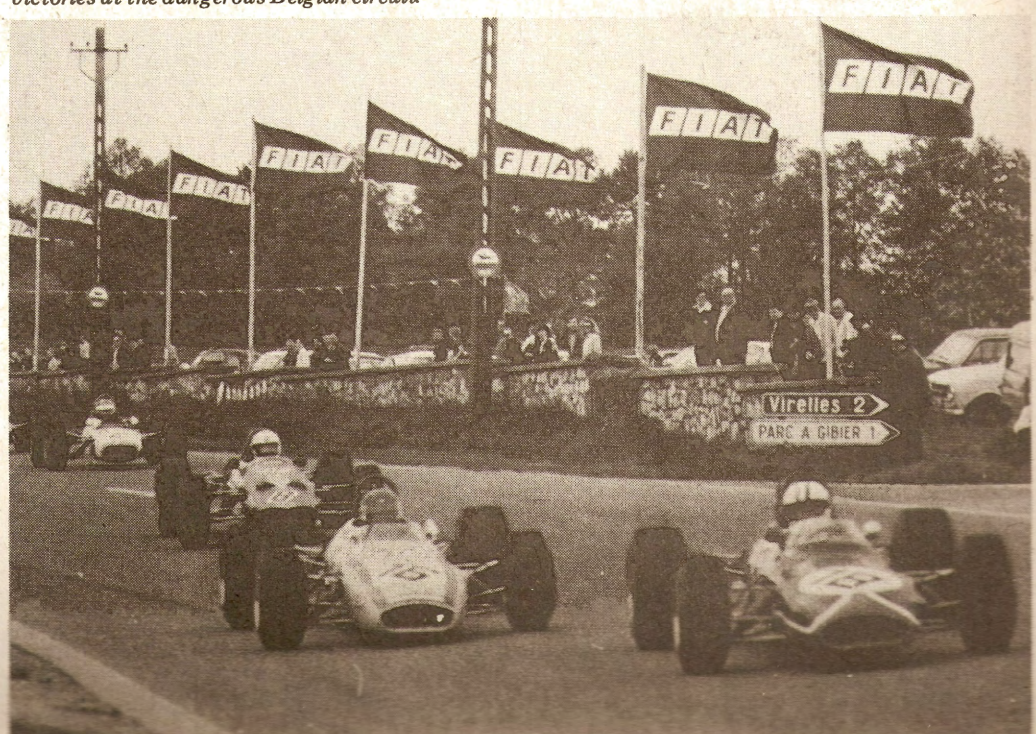
I do hold strong views as certain aspects of safety, however. The material used in deformable structures, for instance. At Lec, we use that same materials in our fridges, because it is a very good insulating substance. It is made in our part of the factory. Now we have our own fire-fighting crew and I cannot get insurance to cover them for that part of the factory because of the known danger of toxic fumes when the stuff burns. And this is used in deformable structures. . . . It seems from what I have heard that Lauda's lungs have been damaged by these fumes. Deformable structures are a good safety measure, yet they're filled with potentially lethal material.

A lot of what you have said smacks very much of Innes Ireland. . . .

Yes, we're very alike in many ways, right down to the parachuting. Innes always loved pure road

▷

"Chimay . . . a terrifying place, but real road racing." Purley's Brabham heads for one of his three F3 victories at the dangerous Belgian circuit.



David Purley

continued

racing, and he went racing because he enjoyed it. I mean, Chimay .... you know, it was a high-speed slipstreamer, with about ten cars in the leading bunch, and if you went off, you shot into the undergrowth. There was no Armco barrier. There was a lovely atmosphere about the place. The paddock was a cow field, and there was one loo for about ten thousand people! Real, old-fashioned road racing. I loved it, and I really regret that it has almost disappeared now. Racing should be *fun*. I hate all the politics and commercialism in Grand Prix racing.

So why are you going back to it?

Because it's the top level of the sport. I've driven F1 cars in the past, but never competitive ones. I think I'm a good driver, a hard driver, and I can't wait to get my hands on a competitive GP car. We're talking about 1978, really, because we'll be feeling our way and learning next year. But I'm sure we'll get there in the end. The car has been designed by Mike Pilbeam, and I've got the highest regard for his ability. What we need now is a sponsor.

Do you think that your attitude to racing has anything to do with your time in the army?

Yes, I'm sure it has. I was in Aden, you know, and nothing very much is going to frighten you after that. Many times I was absolutely terrified in Aden. Towards the end of the final evacuation, things got very hot, and we had everything chucked at us. They were using Kalashnikov sub-machine guns, mortars, grenades and so on. I was more frightened then than at any time before or since. And the second most frightening thing was parachuting. When you're standing in an aircraft by an open door at night, eight hundred feet up, the 'plane bucketing around in the slipstream and so on, that's very frightening. Everyone would be standing around, yawning from fear, cracking very un-funny jokes and so on. . . . Quite honestly, after that, motor racing was a bit of an anti-climax.

I never go as well in practice as in the race, because I simply cannot get sufficiently wound up. I don't get frightened enough. I have to be tensed up and nervous to go quickly. Maybe my past experience in the Army hasn't helped me with my motor racing. But then again, it does help to keep a clear head. You don't want to be so bloody paralysed with fear that you can't think about what you're doing. I mean, there used to be quite a few drivers, topline drivers now.... one of them in particular, I remember.... I don't know if he still does it, but in F2 and F3 days, he used to be puking his guts up all the time....

Yes, he still does....

Really? Well, I can't understand that. I could never get that wound up.

I must ask you about your parachuting days. There is a story about the day your 'chute didn't open. Tell me that's not true.

It *is* true, I'm afraid! Actually, the 'chute did open partially, mind you. We were jumping on Long Valley in Aldershot. We'd just come back from Aden. I was number 1 port and my platoon sergeant was number 1 starboard. It was our first jump out of an American C130 Hercules. With all British aircraft, you were taught to drive out hard into the slipstream with your hands above your reserve 'chute. You'd get out and this 150mph slipstream would whistle you away. Now the Americans, of course, thought of that and, to make everything a little more comfortable, they had installed a baffle out of the door so that, in fact, you went out into still air. In these circumstances, if you drove out hard — as you'd been taught before — the tendency was that there would be a swirl behind the aircraft which would bring you back down under the belly, and you'd hit your mate on the other side. Well, they told us, and told us not to drive out hard, but it was our first jump out of this aircraft, and everybody was forgetting. We were watching the red light and we completely forgot about stepping out. As soon as the green went on, we both punched out hard, and we met under the aircraft. Part of my body hit him, knocking him out, so he went down unconscious .... broke his back. I went straight through his rigging lines. It was all very blurred, but I ended up actually sitting on top of his parachute. It was a PX with a hole in the top, and I was just sitting there, holding onto the hole in his 'chute, looking down through the hole at him, just hanging limply underneath. We came down from 800ft like that. My 'chute was being robbed of the air so it was only partially open. I remember wondering whether I should slide off his 'chute and take the chance that mine would open properly. I decided to stay there. As soon as he hit the ground, my 'chute just collapsed and I fell down on top of him. I bust my foot in two places, had a bone sticking out. I was in hospital on-and-off for about six months.

What about this attempt on the Land Speed Record? Is that really going to happen?

I don't know. I hope so. I didn't want there to be any publicity about it until we knew it was definitely going ahead, but it was leaked. The car is designed down to minutest details, and we've done a full-scale mock-up. The specification includes a Cranfield Safety Capsule, which I will sit in. This is an incredible thing, a sort of very heavily reinforced egg. If anything goes wrong and the car starts to break up, the capsule spills out and rolls. Actually, we've calculated it would roll for about four miles.... I mean, I'd lose consciousness but I'd be all right. We've got all the expertise, and I'm sure it will happen if we can get the money together. We're talking about a quarter of a million pounds. If it comes off, I'll probably be terrified!

It's just a long torpedo tube, with a tail about six feet high. It weighs five tons and will have about 6000hp. All being well, it will go through the sound barrier, which is about 760mph at Bonneville.

Art Arfons was planning to send his car through the sound barrier by remote control, wasn't he? Then, if nothing happened to the car, he would drive it through himself.

Yes, but I can't really see the point of that. I mean, the whole point is to be the man in the car and to drive through yourself. One of the biggest problems about that sort of speed is the deceleration. The car's frontal area is tiny, but merely coming off the power at that speed is like hitting a brick wall in terms of G-forces. And that's without touching the brakes! So I'll have to wear a G-suit. We've been given some boosters by Rolls-Royce; they have come from two Blue Streak missiles....

Who started this project?

Professor David Gossling. Another of his projects is an attempt on the High Altitude Balloon Parachute Jump Record. The idea is to take a helium-filled gondola up to about nineteen miles and then do a parachute drop from it. I told David I'd like to do that as well!

What else do you do with your time?

Well, I work pretty well full-time for Lec, the family company, as Personnel Director, which I enjoy very much, I might say. I also have an interest in an offshore salvage company, so I go deep sea diving fairly often. And I do a lot of flying. I've been flying since I was 17.

Everybody who flies has one particular story. What's yours?

Oh, there are hundreds! When I was 17, I flew down to Nigeria on a sales trip in a single-engined Commanche 250. Two of us went down there, all the way down the western coast of Africa. As we were getting towards Sierra Leone, we had to fly for five hundred miles over swamps. We took off early, at about five in the morning, to see the crocodiles eating. I was flying very low, at about 300ft, and as the sun came up, the temperature started going up too, and the engine began to misfire! We were both terrified, just sat there, sweat pouring off us. I switched on all the emergencies and finally gained a bit of height, and the engine began to clear itself. I started giving out Security Calls to Freetown, which is what you do if you've got minor trouble and you're a bit worried about it. Well, I didn't get any answer the whole time. Finally we made it into Freetown and landed on this grass runway. Out came a black man with a beautiful white suit on, terribly la-di-da, and he said "Oh, good morning, gentlemen, have you been trying to contact us?" I said "Yes, actually, for the last two hours, I've been giving out Security Calls and not getting an answer." "Oh sorry," he said, "I've been out the back, making the tea!" Incredible, those crocodiles could have had us...."

To go back to our earlier conversation, why do you think that dangerous circuits — dangerous situations of any sort — appeal to you so much?

I suppose because dangerous circuits constitute so much more of a challenge. You've got the added bite to it that you know you *must not* make a mistake. That adds tremendously to the satisfaction, as far as I'm concerned. You really have to get yourself wound up. When we did bayonet training in the Army, we were taught to scream as we lunged forward. At Rouen, as you come past the pits you're doing about 160mph, I suppose, and then you've got that incredible series of downhill sweepers, nearly all of them flat, down to *Nouveau Monde*. As I came past the pits, for the last couple of hundred yards before those turns, I used to scream into my helmet, to give me more courage, to keep my foot hard down. That really is a tremendously satisfying circuit, although not so much since they stuck that chicane in.

Facing page: foot hard down at Rouen on the way to second place in the wet 1974 F2 race with the Team Harper Chevron (top). Purley's main F1 effort came in 1973 with the Lec March, here at Monaco (bottom).

Do you think you're going to enjoy being back in Grand Prix racing?

I'm not expecting to enjoy it as much as what I have been doing. I shan't enjoy most of the circuits particularly, and I'm sure the politics will get me down. But Formula 1 is the high point of the sport, and that is where I want to be. I'm certainly not expecting instant success. I shall be happy to qualify, to begin with. It will take time to become competitive, a whole year probably, but I'm confident we shall get there eventually.

I'm very proud of my team. It's small, but everybody gets on well, and all work tremendously hard. We are honest with each other. If I make a mistake and damage the car, I always say so. One of the problems with a lot of drivers is that they don't admit they have made mistakes. This is stupid because, apart from anything else, it confuses the mechanics, who don't know if something broke or what. I had an accident at Snetterton the other day. I was chasing Keith Holland; his V8 would leave my V6 behind on the straights, but the Lec Chevron was a lot quicker than the Lola in the corners. On the last lap, I took the car off the road and over the kerbs in a final attempt to get by. It was a calculated gamble, and it didn't work. I slid into him, and we were both out. After the race, I was sure he was going to give me a hard time — I certainly would have done — and I saw him coming over to me, with a grin on his face. I really like and respect Keith. "I really am sorry," I started to say, and then he said, "Well if you hadn't tried it, you wouldn't be a racing driver." I thought about it afterwards, and decided I agreed with him. And I know if I'm in that situation next time, I'll try it again. It's a cliche, but I really hate second place. I love winning.

So how do you see your future?

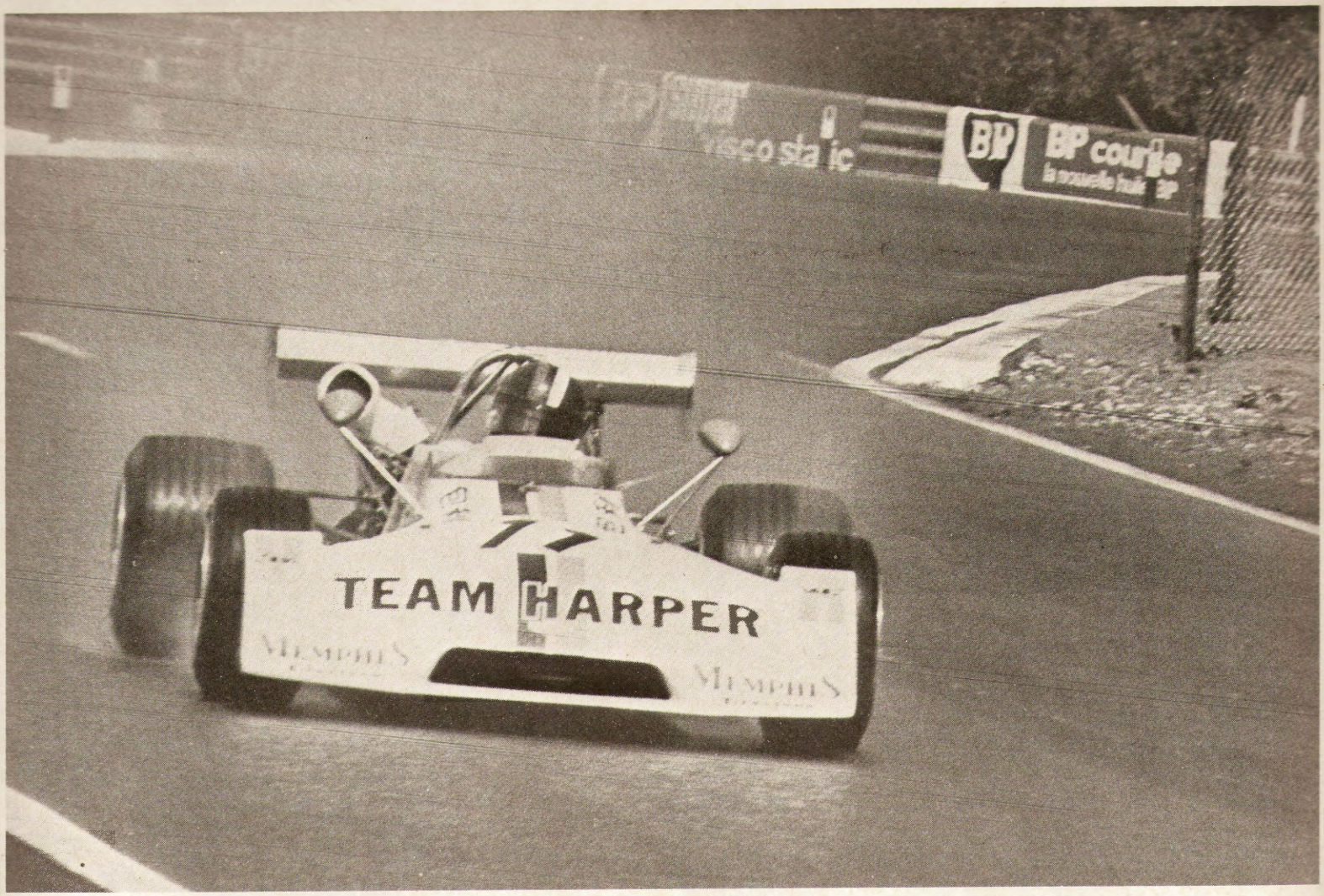
I think I will go on driving for another four years or so. If I cease to enjoy it, I'll stop before that. I'm in good shape, very fit. I run eight miles every day in about fifty minutes. And I think I will always be involved in motor racing. I love it so much. When I'm a fat, staid old businessman, I'll still have my racing team. Longterm, I can see myself as an F1 entrant. I'll always be involved.

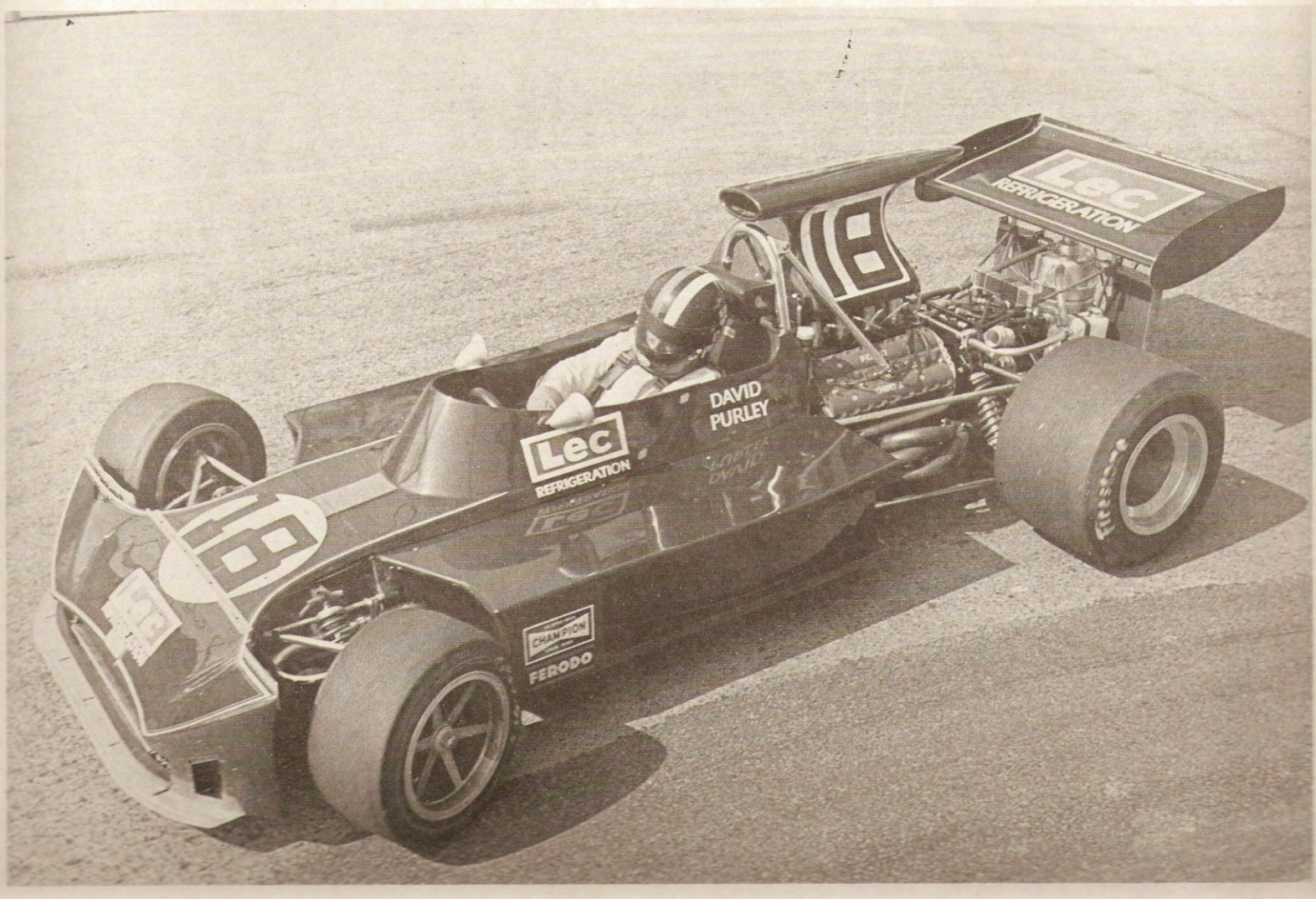
As I left David Purley's house, there was but one thought in my mind: Bernie Ecclestone, are you ready for this?

NIGEL ROEBUCK

This week's centre spread

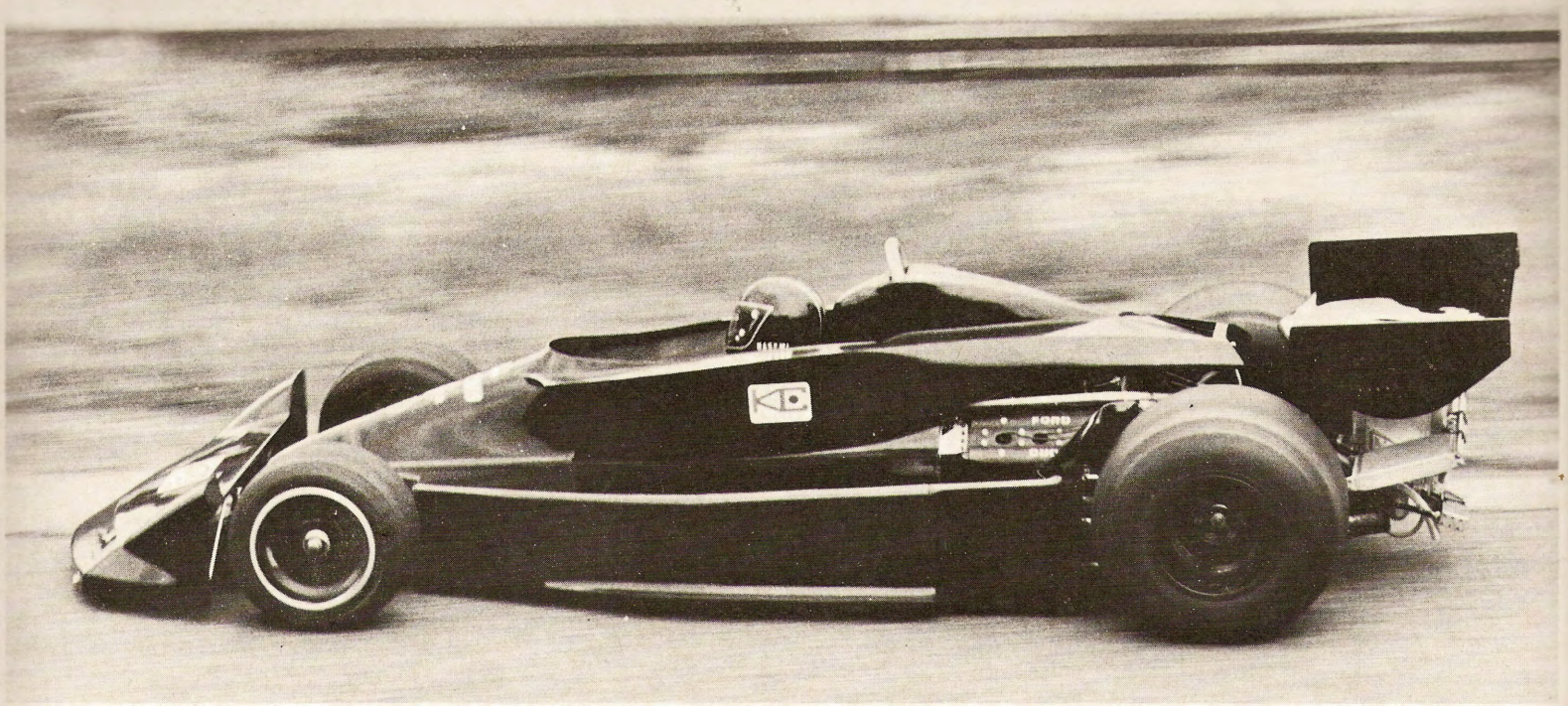
The winner of four of the eight qualifying rounds of the 1976 Shell-Sport European 5000 Championship held so far, and the clear leader of the series with four rounds to go, is David Purley with the handsome Lec Refrigeration Chevron 330. The Chevron was campaigned in its original form by Purley in 1975 before being extensively modified over the winter by the Lec team to designs by Mike Pilbeam, who is now at work on a Formula 1 car for Purley to drive next year. The successful Chevron is powered by the 3.4-litre Ford Essex GA V6 engine, and Purley has taken it to victories at Mallory Park (twice), Thruxton and Brands Hatch on the way to establishing a championship lead of 39 points over his nearest challenger. The Lec Refrigeration team, managed by Mike Earle, is based at Bognor Regis in Sussex.

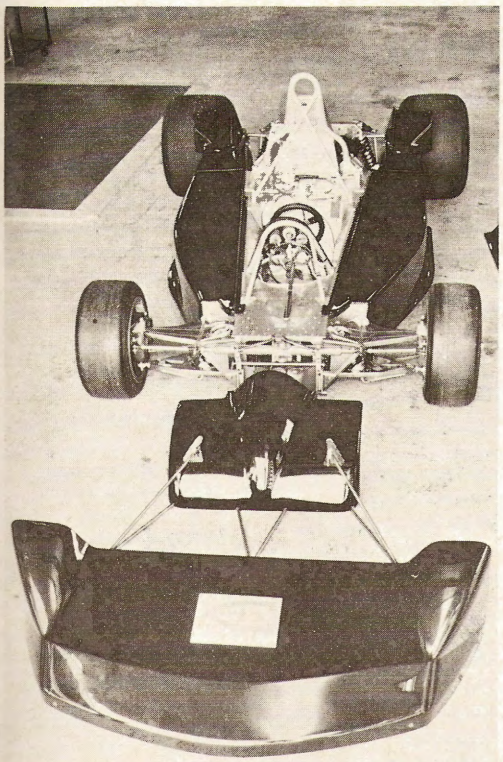

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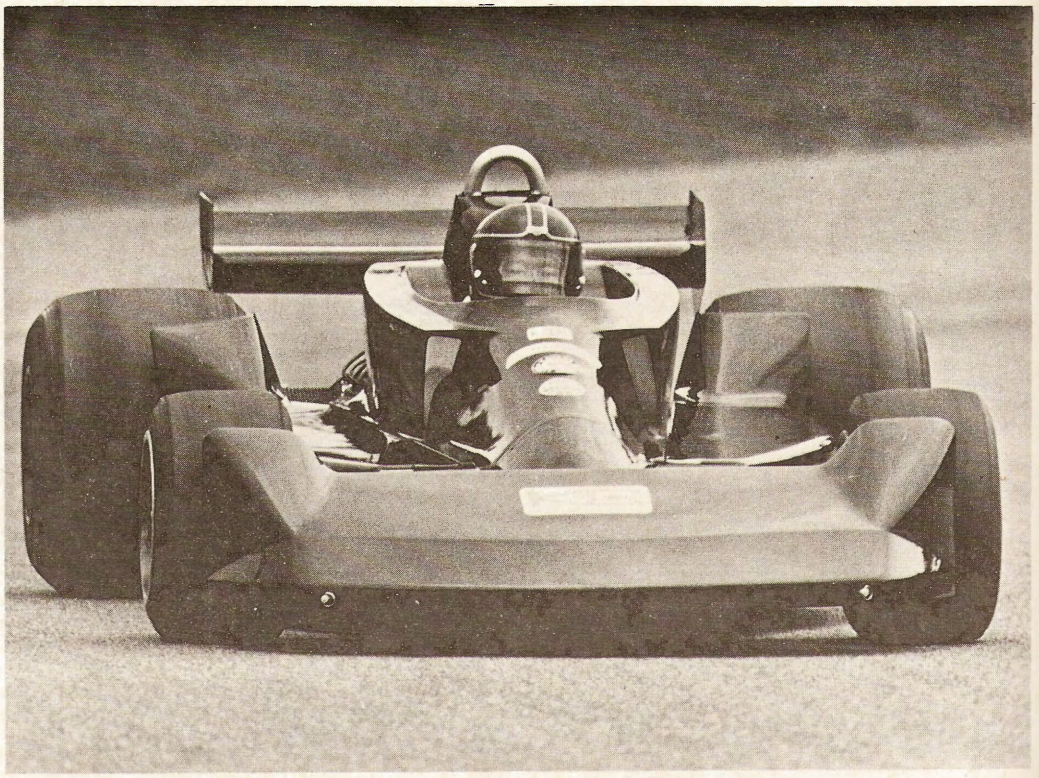

Lec
REFRIGERATION
18
DAVID
PURLEY
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CHAMPION
FERODO




TAIN'S








KE-RACING TEAM


KE-RACING TEAM



The sun rises again

Following on the heels of the Honda and Maki projects, a third Japanese Formula 1 car is scheduled to race at the first Japanese Grand Prix in eleven weeks' time. KUNIHIKO AKAI describes the Kojima KE-007, an all-new Formula 1 chassis from Japan

From 1964 to 1968, Formula 1 racing was given greater interest through the participation of the series of Japanese-built Honda cars driven by Ronnie Bucknum, Richie Ginther, John Surtees and others. Following the withdrawal of Honda at the end of 1968, there was no Japanese involvement in Grand Prix racing until the appearance of the disappointingly uncompetitive Maki in 1974. After several non-productive outings in the hands of Howden Ganley in 1974 (when the New Zealander crashed heavily due to car failure at the Nurburgring) and of Tony Trimmer in 1975, the Maki project has been abandoned because of the withdrawal of the team's Citizen Watches sponsor. Now Japan is to host a Grand Prix for the first time, and a third Japanese marque is scheduled to make its debut at the Fuji circuit on October 24.

This is the Kojima KE-007, a product of Kojima Engineering, one of Japan's largest racing car manufacturers and teams which operates from Kyoto. Kojima Engineering is running a Formula 2 March-BMW 742 this season for Datsun works driver Masahiro Hasemi, and at Fuji (along with circuit lap record holder Kazuyoshi Hoshino, who will drive the Tyrrell 007 recently purchased by Heros Racing) Hasemi will attempt to become the first Japanese driver ever to race in a Grand Prix.

Facing page, top: from the side, the Kojima KE-007 is reminiscent of the F1 Williams FW05. Centre left: the Kojima with body panels removed. Centre right: the front view accentuates the unusual cockpit treatment. Bottom, left to right: team owner Matsuhisa Kojima, designer Yoshiro Ono, Chief Engineer Kikuo Kaira. This page, below: front bulkhead, steering box and suspension (left); side-mounted Nippon water radiator at the rear (centre); Kayaba prototype adjustable damper units (right). Bottom: fuel tank between cockpit and engine bay (left); rear view — Hewland gearbox, Lockheed brakes (centre); sports car type nose section (right).

The Kojima KE-007 has been designed by the man responsible for the Maki, which Hiroshi Fushida attempted to qualify for one or two Grands Prix last year. Yoshiro Ono began work on the design last December, when team owner Matsuhisa Kojima made the decision to expand into Formula 1 and formed a special project team with Kikuo Kaira (formerly mechanic for Masami Kuwashima) as Chief Engineer. The car, which uses the Ford-Cosworth DFV engine, was recently revealed at a test session at the Suzuka circuit. It is conventional in design, but its constructors are keen to stress that it is not a copy from any European model.

At the announcement, Matsuhisa Kojima explained his reasons for entering Formula 1. "For a long time, we have been involved in all levels of motor sport in Japan. The main races in our country are for Formula 2 and 2-litre sports cars, and we have been racing these machines very successfully, and also taking part in two national categories, FL500 and FJ1300. We have the reigning FJ1300 champion and have scored several F2 and sports car race wins, and I think the time has come for us to turn our eyes towards the international racing scene. At first, we had planned to enter the European Formula 2 Championship, put we felt that we wanted to run a Japanese engine and there was no suitable unit. So we abandoned the plan late last year.

"At about that time, I heard that the organizers at Fuji had proposed a date for a Japanese Grand Prix World Championship race in October 1976, so we decided to enter a car for Hasemi. Formula 1 is the highest form of motor racing and it is the dream of all racing car manufacturers and drivers, wherever they come from, to compete at this level. Like Heros Racing, we could have bought a car from Europe, but I felt that if we could design and construct our own Formula 1 car it would create much more interest in Japan and perhaps herald a new epoch for Japanese motor racing to coincide with our country's first Grand Prix."

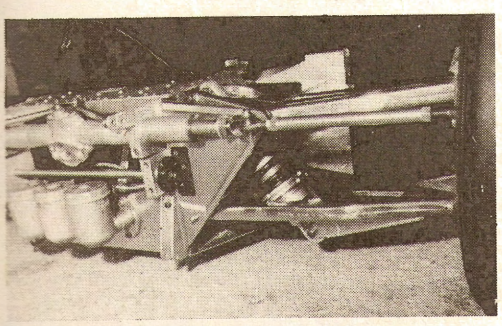
As with the Maki, Yoshiro Ono designed the Kojima from the outset to take the Cosworth engine and Hewland FGA400 gearbox. The primary design theme of the aluminium alloy monocoque and its ancillaries has been lightness, and the completed car is reported to weigh only 578kgs, which is only 3kgs over the minimum weight limit. "Lightness makes a car to have good cornering, acceleration and braking abilities," says Ono, "so I drew the car very small compared with the average Formula 1, and used materials as light as possible. For example, I have used high-pressurized aluminium for the bulkhead of the monocoque, titanium for bolts, carbon-fibre for body cowlings, and so on. I have also tried to produce a highly efficient aerodynamic shape, and I have set a very shallow distance between the upper and lower arms of the front suspension so that I could use a shallow sports car type nose section for increased downforce while retaining an aerodynamic profile. The nose section itself can be moved back and forth to provide a maximum degree of adjustability."

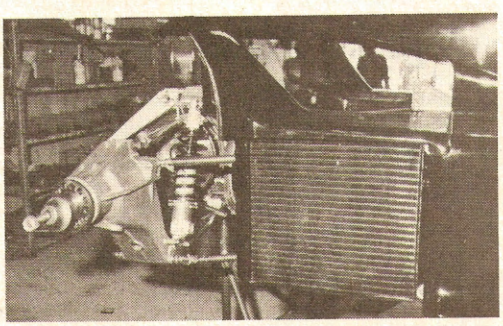
Ono's Kojima KE-007 is certainly a small car, with an overall width of 193.5cms (21.5cms less than the maximum allowed) and an overall length of 460cms maximum (or 415cms with the nose section fully retracted). The wheelbase is 250cms, the front track 140cms and the rear track 145cms.

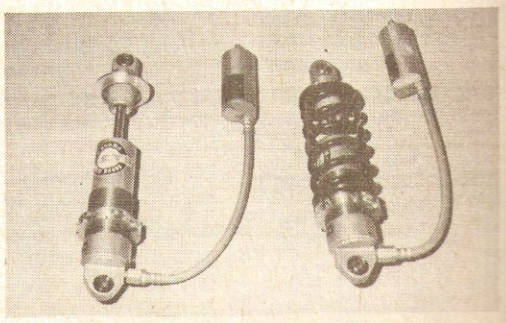
Mr Kojima, who operates Japan's biggest banana import company and who is himself an ex-Suzuki works motocross rider, has opted to use as many Japanese products as possible on the car. While the brakes are Lockheed ventilated discs, the aluminium water radiators are made by Nippon and the tyres are products of Dunlop Japan. Of particular interest are the damper units, which are manufactured by the Kayaba company, well-known for the production of motorcycle dampers. Kojima has involved Kayaba closely with the project, and the company is developing a new damper unit which can be adjusted from the cockpit during a race according to conditions and the load in the 190-litre capacity, Kojima-produced rubber fuel cells. There is a fuel tank between the cockpit and the engine, and the oil tank is also sited there.

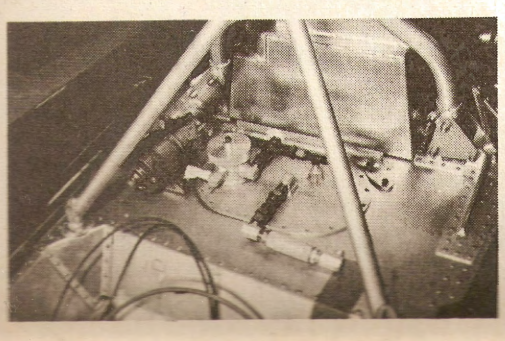
After his brief test run at Suzuka, driver Mashiro Hasemi expressed himself satisfied with the potential of the new car: "You know, it is the very first time we have run the car, but I could lap this course at 2m 2s constantly." Hasemi himself holds the Suzuka lap record, set in Kojima's F2 March, at 1m 58.6s. "In this first test, there was a lot of understeer on slow corners and I could feel too much downforce at the rear, but these are easy little problems to solve. When we have set the car, I think I can lap Fuji under 1m 13s with ease." The lap record for the circuit is 1m 16.88s.

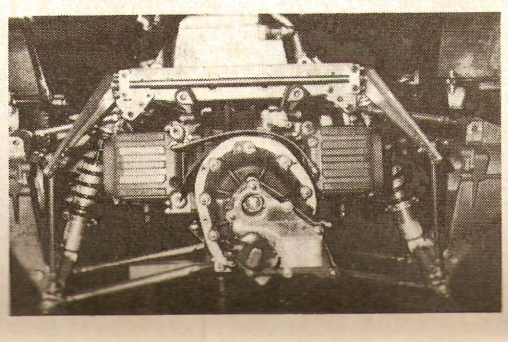
Mr Kojima has his sights set only on a good performance in the Japanese Grand Prix at present, but has said that, provided the car goes well against its European opposition, his team will contest the whole World Championship series in 1977. □

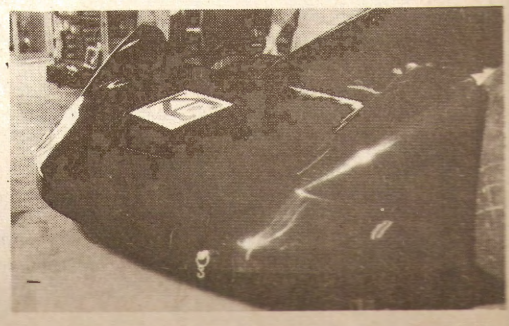














With the Cavalier Coupé, Vauxhall have avoided the excessive angularity of some recent designs.

VAUXHALL CAVALIER GL COUPÉ

In the right direction

It is no secret that General Motors are rationalising the production of their Vauxhall and Opel factories. One of the first fruits of this process is the Vauxhall Cavalier which, in its saloon and coupé forms, is closely related to the Opel Ascona and Manta respectively. I tested the Ascona 19 SR not long ago, so when I was asked to try a Vauxhall, I asked for the GL coupé for the sake of variety.

They are both good-looking cars in the modern idiom, the excessive angularity of some recent designs having been avoided. The light and cheerful interior treatment is attractive, but one is surprised to find that the Vauxhall is less elaborately equipped, lacking the rev-counter, voltmeter, and oil-pressure gauge of the Opel. The engine is Opel's high-camshaft four-cylinder unit of 1.9-litre capacity. The test car had a 4-speed synchromesh gearbox, but the excellent GM Strasbourg automatic transmission is available.

There's nothing fancy about the design, with wishbones and an anti-roll bar in front and a hypoid rear axle with the usual short torque tube, plus another anti-roll bar. Rack and pinion steering is featured, with vacuum assistance for the front disc and rear drum brakes. The body has the same external dimensions as the saloon, but as there is a lack of rear headroom for tall passengers, I would class it as a 2 + 2 rather than a full four-seater. There's plenty of luggage space in the boot, in spite of the presence of the spare wheel.

The Zenith carburetter gives instant starting under all conditions, though extreme cold was not available to me. Some manufacturers are becoming rather casual about bad carburation nowadays, but I give Vauxhall full marks in this department. The engine has plenty of torque in the middle ranges and is capable of reaching high revs on the indirect gears, but as the power peak is at 4800rpm, this is a somewhat pointless exercise unless one wants to waste petrol.

Although the Cavalier Coupé is of much more sporting appearance than the Ascona saloon, the acceleration figures are identical up to 60mph. However, there is a bonus of some 3mph in top speed, plus a slight improvement in the 0-80mph time, so the shape must pay off in reduced drag. The weight of both cars is the same and as the width is 5ft 6in, the aerodynamics must be more than reasonable to achieve 105mph on 89bhp, at which speed the speedometer claims an optimistic 110mph.

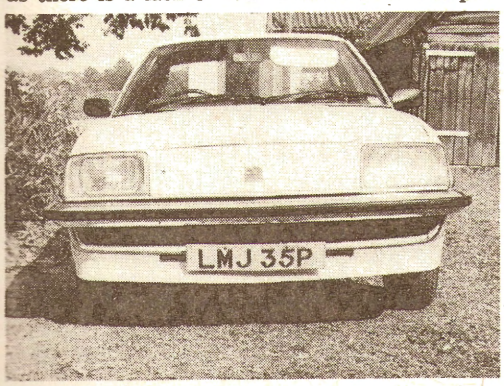
The engine is not particularly noisy unless overrevved, but the gearbox is always audible on the indirect ratios. Unfortunately, there is a tendency for the body to boom at high cruising speeds and, even worse, there's a violent rumble that forces you to change down to third below 30mph. Personally, I like to drive in towns at 20mph in top, both for fuel economy and because I enjoy the sensation of a flexible engine turning slowly and smoothly. I am denied this pleasure in General Motors cars, which have to be rowed along with the gearlever in an undignified manner.

If I was disappointed with the Vauxhall's refinement, I give it good marks for handling and stability. It's an enjoyable car to drive fast on winding roads, assisted by its useful third gear performance. Corners are taken without too much roll, while the degree of understeer is only enough to ensure straight-line stability. The rear wheels stick down very well, the line-axle only betraying its presence on particularly bumpy corners. The Cavalier rides quite comfortably on normal British roads but the suspension seems rather busy on some of our country lanes, which are deteriorating through lack of maintenance.

Braking is excellent and the system has power in reserve for mountain descents. The brake pedal is light enough for a woman driver but does not tend to lock the wheels under a heavy masculine foot. The gearbox handles pleasantly, like the steering, which is fairly low-geared but still transmits the messages from the road surface to the driver's hands.

The heater is of the proper air-blending type and the ventilation system is independent, supplying plenty of cool breathing air, while the rear side windows swing out for additional air extraction in hot weather. The powerful headlights encourage fast driving at night and the instrument console is shielded from causing reflections in the screen. However, the top of this shield did reflect in the screen in bright sunlight, its red colour seeming an unwise choice.

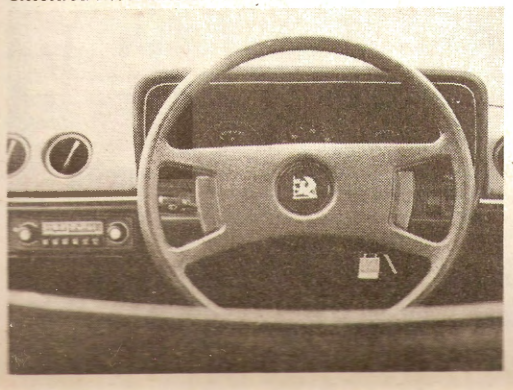
If the cruising speed is restricted to a legal 70mph, the Cavalier is economical for its size. Both road and wind noise are moderate, only the aforementioned body booming spoiling an otherwise peaceful progress. It is this, coupled with the unpleasant rumble which prevents slow driving in top gear, that makes me rather lukewarm in my appraisal of the Cavalier. With a bit more refinement it could be a great car and I'm sure that General Motors can do it.

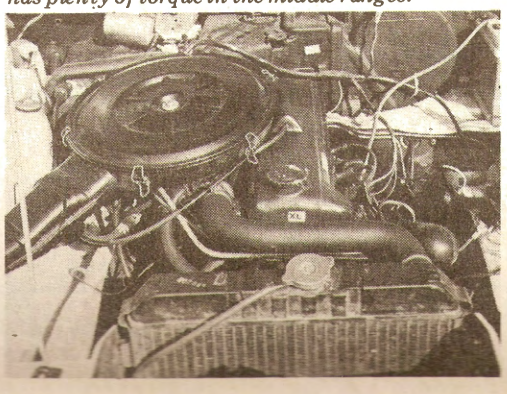




Above: wind-cheating shape allows 105mph top speed from a meagre 89bhp. Below: Heavily shielded instrument console.

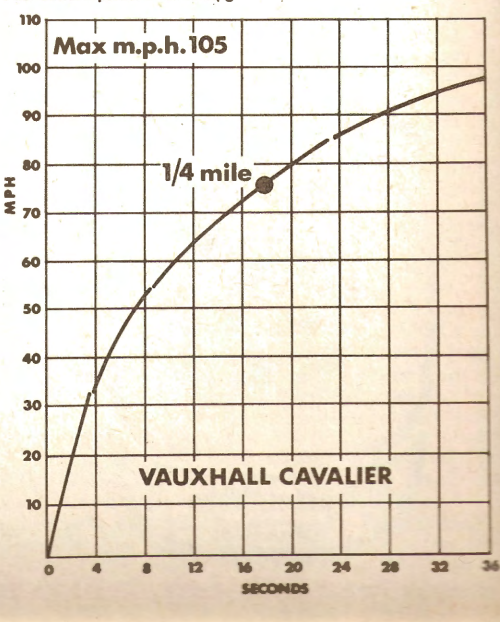
Above: Smart, un-fussy rear aspect. Below: the Opel manufactured high-camshaft 1.9 litre engine has plenty of torque in the middle ranges.

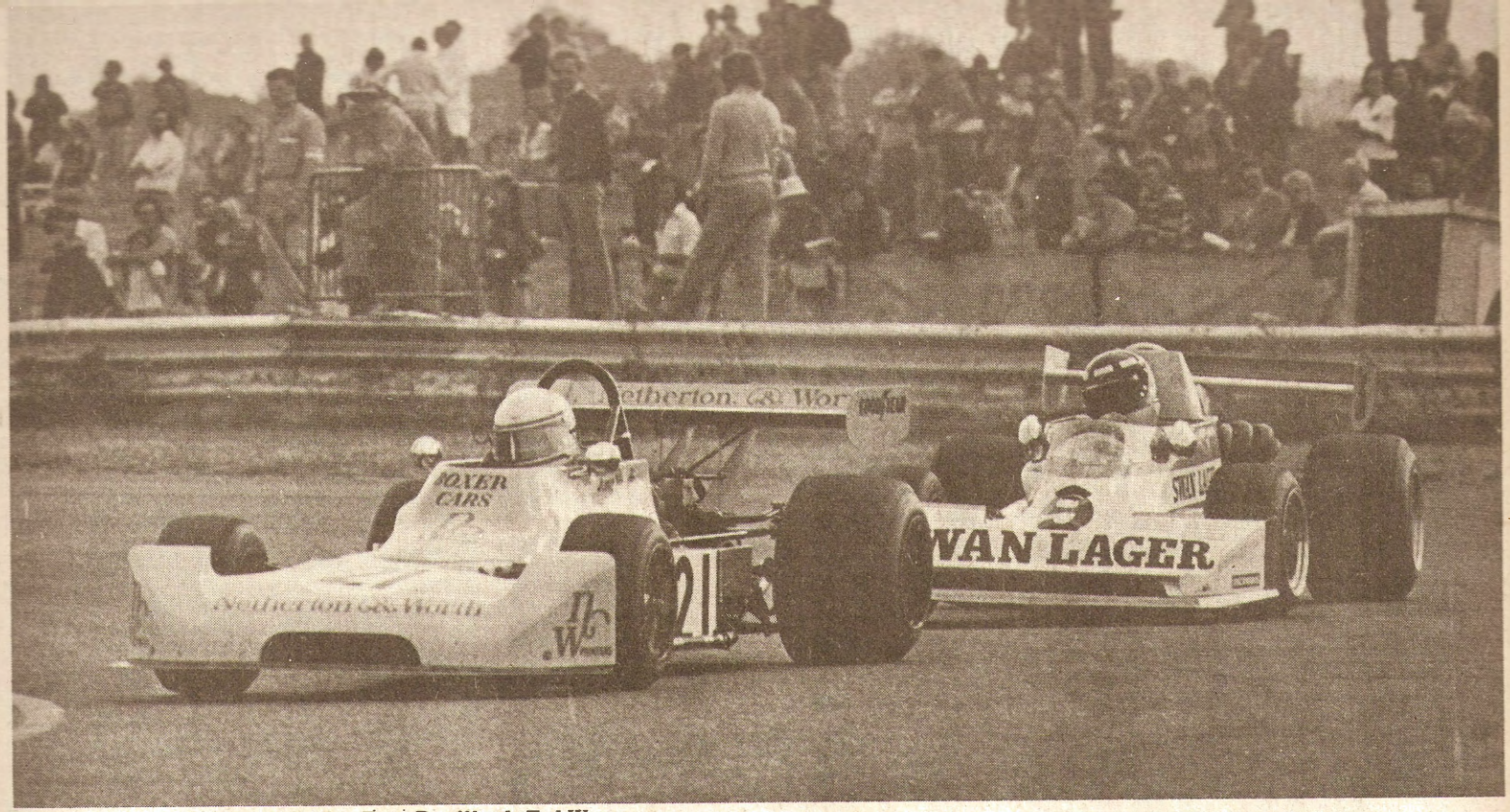




SPECIFICATION & PERFORMANCE DATA

Car Tested: Vauxhall Cavalier GL Coupé, price £2920 including car tax and VAT.
Engine: Four-cylinders 93 x 69.8mm (1897cc). Compression ratio 8.8 to 1. 89bhp DIN at 4800rpm. Chain-driven overhead camshaft. Twin-choke Zenith downdraught carburetter.
Transmission: Single dry plate clutch. 4-speed synchromesh gearbox with central change, ratios 1.0, 1.366, 2.156, and 3.428 to 1. Hypoid rear axle, ratio 3.67 to 1.
Chassis: Combined steel body and chassis. Independent front suspension by wishbones and coil springs with anti-roll bar. Live rear axle on short trailing links and torque tube with Panhard rod and coil springs, plus anti-roll bar. Rack and pinion steering. Servo-assisted dual-circuit disc/drum brakes. Bolt-on steel wheels fitted 185/70SR13 tyres.
Equipment: 12-volt lighting and starting. Speedometer. Fuel and water temperature gauges. Clock. Heating, demisting and ventilation system with heated rear window. 2-speed windscreen wipers and washers. Flashing direction indicators with hazard warning. Reversing lights.
Dimensions: Wheelbase 8ft 2in. Track 4ft 6in. Overall length 14ft 6in. Width 5ft 6in. Weight 1 ton 1gr.
Performance: Maximum speed 105mph. Speeds in gears: third 86mph, second 55mph, first 33mph. Standing quarter-mile 18.0s. Acceleration: 0-30mph 3.2s, 0.50mph 7.0s, 0-60mph 10.2s, 0-80mph 20.4s.
Fuel Consumption: 23 to 28mpg.





Pace-setters in the Indylantic final — Tony Rouff leads Ted Wentz.

THRUXTON

Dowsett first of the few

After a long break, during which the magnificent new grandstands were erected at the Club chicane, motor racing returned to Thruxton last Sunday. The nine race programme was split with three heats and a final for the Indylantic '76 Championship race and three Formula Ford races, one Clubmans and one Group 1 production saloon car race. While Formula Atlantic Promotions Ltd certainly tried very hard and some of their promotional ideas are good, the general execution of the programme was badly lacking in some areas. The heats were too short to be exciting but the final started at a terrific pace with Ted Wentz (Swan Lager Lola) and Tony Rouff (Netherton & Worth Boxer) fighting for the lead during the first five laps before Wentz touched the Boxer going into Club causing Rouff to spin. In a race of attrition Phil Dowsett (Sangria Designs/Capital Radio Chevron B29) came through to win but with only five cars finishing out of a field of nine, the £2.50 admission fee seems a little high.

Formula Ford was exciting as usual, with wins by Kenny Gray (RAC) and Rod Bremner (DJM) bringing the crowd to their feet. The fast nature of the circuit last weekend brought the 100mph FF record nearer reality while all the class records were broken in the controversial Britax Production Saloon car race which was won on the line by Gerry Marshall (in Phil Dowsett's old Ford Capri) from Tony Lanfranchi and Derrick Brunt. Malcolm Jackson's three-year-old Mallock Mk14 stormed the Sytner Clubmans race after Peter Cooke spun, breaking the lap record in the process.

After the pace car driven by Stirling Moss peeled into the pits and the starter's flag dropped, Ted Wentz shot into an ever-increasing lead in the first Indylantic Super Sprint qualifying heat. By the third lap Patrick Neve's Boxer (the F2 chassis) had pulled away from Tony Rouff's similar car which had a traction problem during practice, which was audible during the race. Following the retirement of Richard Scott after a hairy spin at Church in the Sana (he's now the third driver to be used by Graham Eden), Phil Dowsett's Chevron pulled away from Steve Carvill (Surtees TS15) and Mike King (ex-Wentz development Lola T360) to take fourth. Carvill rounded King on the last lap as the Lola employee found the handling awry.

In the second five-lap heat Wentz made a superb start from the middle of the grid to lead at Club. Steve Carvill hung on for a lap but then dropped back as the Lola pulled away at a faster rate of knots than the first heat. Carvill held second easily while King was caught by the two Boxers. First Rouff got by, then Neve. The Belgian passed the American on the last lap to take third, with King close behind and fast being caught by Alo Lawler's Chevron B29 (which spun and caught fire in the pits during the first heat), and Jeremy Rossiter's similar car (the Spax driver missed the first heat with Dave Price not quite completing an engine change after a core plug blew out during practice).

Scott's Sana missed both the second and third heats while a broken radiator was moved and fresh rear tyres were put on after canvas was found showing on one during his pit stop in the first heat. Jeremy Rossiter led the third heat impressively all the way with a misfiring engine even though Tony Rouff was not far behind and having a hard time holding off Ted Wentz. Dowsett came fourth with Carvill holding station, 0.2s behind for the entire five laps. Neve came next after a controversial moment at Club on the second lap which saw the Boxer slam sideways into the Armco, sustaining no damage, flipping on to its side and coming down under the rear of Alo Lawler's Chevron. The Boxer gave the Chevron an uppercut and Lawler's car leapt into the air and came down with no damage!

The two Americans, Wentz and Rouff, captured the front row for the final and the way Rouff's Boxer held off Wentz's Lola led Wentz to reason that the Boxer was superior in a straight line. Rouff came into Club first at the end of lap one with Wentz's Championship-leading Lola snaking viciously under heavy braking on the outside line. Dowsett led the dice for third with Lawler, Rossiter, Neve, King, and Scott in line astern. Rouff kept the inside line at Club for the first five laps allowing Wentz no room as both Americans showed a lot of grit but on the sixth lap the Lola just touched the Boxer as they braked for Club and in an instant Rouff was spinning. Both carried on, but then Wentz had a tyre deflate as a result of the accident on the long right-hand Village bend which sent him deep into the grass, damaging the Lola's nose. He continued after a pit stop but the crew forgot to clear the grass from the radiator; the consequent overheating led to a cooked engine and retirement three laps from the end. Rouff carried on for two more laps with a rear wheel canted in before he retired angrily.

Phil Dowsett assumed a commanding lead which he held to the end, thankful that the qualifying heats allowed him to sort the Chevron's handling. After Neve retired with a blown engine (a broken throttle spring hampered him anyway), Alo Lawler claimed second to the end, a nice reversal of fortunes. Had a rear tyre not gone off, the Irish Chevron may have closed the gap to Dowsett. Rossiter made a pit stop with overheating but with a high retirement rate he still came third ahead of Jeremy Sumner's battered Chevron and Adrian Russell's distant Lola. Mike King retired early with a cooked clutch and Scott's Sana lost its water.

Phillip Bullman's new Hawke DL15 made fastest practice time for the RAC Championship race recording an incredible 1m 25.4s which equalled John Stevens' doubtful four-year-old record. Daly's Hawke led the first lap from Jim Walsh (Royale RP21 with side pods), Kenny Gray (Scorpion Royale RP21 with side pods), Philip Bullman, David Kennedy (Crosslé 30F), Rod Bremner (Crosslé 30F), John Bright (Royale RP21), Mike Blanchet (Lola T440), and David Heale (Reynard 75). Gray took the lead on lap three in Mike Eastick's well-prepared car and with Daly, Walsh and Kennedy, opened a tiny gap on the rest. Daly's Minister engine was not pulling well, forcing the Irishman to run a high top gear while Derek Warwick and David Kennedy were in trouble from the start with Warwick dropping back after a stone broke his visor, while Kennedy (on his first visit to Thruxton) lost his oil pressure but plugged on to gain valuable RAC points. Gray pulled away from the rest but a bang from the chicane kerb on lap nine knocked the Royale out of second gear allowing Walsh to take the lead from Gray, Daly, Kennedy, Bremner, Warwick, Bright and Blanchet. Warwick was forceful in his recovery drive, his manoeuvre outbraking Bright (whose tyres had gone off) at Club with two wheels locked up on the grass being particularly brave. Gray slipped past Walsh at Club on the last lap to take a well-deserved victory with Daly's brake-locking Hawke inches behind, being pressed by Kennedy's Group Waterworks Crosslé with well-cooked motor. Bremner was a little further back in fifth, shocked by the straight line speed of the Hawkes and Royales, while Bright and Blanchet were tucked tight behind the Canadian.

Kennedy was missing from pole for the DJM Formula Ford race which was a pity since the Irishman had shown how well he could go on a strange circuit. Derek Daly (a late entry for the ▷

DJM race) was hounded for the first two laps by the Royales of Walsh and Gray but the over-steering Hawke suddenly snapped away from Daly at Village on lap four and although he continued, dirt in the clutch meant that he could not release it for the rest of the race. Walsh and Gray opened a tiny gap to Bremner and Bright, then another gap before Daly, then David Heale, Mark Syms (Hawke DL15), Frank Bayes (Image), Philip Bullman, and Warwick, who spun at the apex of Club on lap three, missing the armco by a whisker.

From lap six until the end Walsh, Gray, Bremner and Bright were disputing the lead and at Club for the last time Walsh led Bremner after a late braking manoeuvre, with Gray grappling with a slide which took him and Bright close to the barrier. Exiting the chicane, Walsh's Royale jumped out of gear, giving the race to Bremner although both were given the same time; then came Bright and Gray also on the same time, with Daly a little adrift in fifth after his car jumped out of gear on the last lap, and a chastened Warwick completed the points-scorers with David Heale right behind.

It seems a pity that Group 1 Production Saloon car racing is so professional since the difference between "standard" road cars is widening. The latest weapon is the very new Kleber V10 RS tyre which is an out and out racing tyre with direction of rotation signs, etc. The cars to benefit mainly have been the BMWs and Capris which had a tyre problem previously and indeed it was the Industrial Control Services Capri of Gerry Marshall which dominated this Britax round with Tony Lanfranchi's versatile Mayfair Opel and Derrick Brunt's quick Manitou BMW. From the third lap onwards Lanfranchi led, but by the penultimate lap Brunt and Marshall had hauled themselves back into contention. However, on the last lap Eric Cook's Mazda (which had already spun at Church) clobbered the armco at Club, necessitating yellow flags. Lanfranchi led through the chicane for the last time while Marshall had taken second from Brunt. As Lanfranchi slowed for the line Marshall whipped past and although both were given the same time the Capri was adjudged the winner. Lanfranchi was angry, believing that the yellow caution period did not end until after the finish.

After a grassy moment at Church on lap three Graham Miles' Manitou BMW fell back to have a lonely race in fourth, with Brian Pepper's General Relays Opel never far behind in fifth (a new engine proving to be a little tight). Jeff Allam again mopped up Class B in his Magnum, an immaculate drive netting him sixth overall with the other class winners (John Brindley and Roger Payne) having no problems.

Peter Cooke's advanced Harrison was plagued with carb problems during practice for the Sytner Clubmans race. Altering the float levels in the downdraught Webers proved to be the right way to go for Cooke who stormed off the grid from sixth to first in one lap. Malcolm Jackson's quick Mallock was right with him and for half the race these two had a splendid chase with Cooke seemingly having the upper hand until oil leaking from the diff onto the rear tyres caused him to ru on the grass and spin coming out of Club. Jackso tucked down in the cockpit and shot between th stricken Harrison and the armco and created new class record as he dominated the rest of th race. Nick Adams was unable to offer a challeng since his Ardmore Mallock broke a diff after onl three practice laps and he was running the ra with too little wing. He kept second though wit Vernon Davies's similar brand-new Mk18 Malloc closing over the last two laps and finishing length behind. Cooke recovered to take a twitch fourth ahead of the Phantoms of Chris Grevill Smith and Peter Lovett who benefitted with th retirement of Creighton Brown with engine prob lems and the pit stop by David Manley (puncture

With the programme running late the consol tion Formula Ford race was hurried away an following a pit stop by Rob Ellis's Van Diemer Ashley Ward's similar car led until the end. A exciting dice for second finished with Davi Widgor (Image) just ahead of David Dickso (Royale RP21), David Lowe (Lotus 61), Dav Granville (Royale RP16A), Peter William (Hawke DL15) and Gareth Lloyd (Dulon MP15).

COLIN MASTERMAN

Indylantic Super Sprint Qualifying Heat one (5 laps): 1, Ted Went (Lola-Swindon T460), 6m 11.0s, 114.31mph; 2, Patrick Neve (Boxer Swindon PRA002), 6m 14.6s; 3, Tony Rouff (Boxer-Swindo PRA002), 6m 18.2s; 4, Phil Dowsett (Chevron-9 Swindon B29), 6m 28.0s. **Fastest lap:** Wentz, 1m 13.6s, 115.24mph.

Indylantic Super Sprint Qualifying Heat two (5 laps): 1, Ted Wentz 6m 10.8s, 114.37mph; 2, Steve Carvill (Surtees-Swindon TS15), 6m 18.8s; 3, Patrick Neve, 6m 22.8s; 4, Tony Rouff, 6m 23.0s. **Fastes lap:** Wentz, 1m 13.4s, 115.55mph.

Indylantic Super Sprint Qualifying Heat three (5 laps): 1, Jerem Rossiter (Chevron-Swindon B29), 6m 16.4s, 112.67mph; 2, Ton Rouff, 6m 17.8s; 3, Ted Wentz, 6m 18.4s; 4, Phil Dowsett, 6m 23.2s **Fastest lap:** Neve, 1m 14.0s, 114.62mph.

RAC Formula Ford Championship round (10 laps): 1, Kenny Gra (Royale-Scholar RP21), 14m 35.0s, 96.93mph; 2, Jim Walsh (Royale Scholar RP21), 14m 35.2s; 3, Derek Daly (Hawke-Minister DL15) 14m 36.4s; 4, David Kennedy (Crosslé-Minister 30F), 14m 36.8s; 5 Rod Bremner (Crosslé-Rowland 30F), 14m 37.4s; 6, Derek Warwick (Hawke-Minister DL15), 14m 40.2s. **Fastest lap:** Daly and Bremner 1m 25.8s, 98.85mph.

Sytner of Nottingham Club Clubmans Sports Championship round (10 laps): 1, Malcolm Jackson (Mallock-Arden Mk14), 13m 12.8s 106.98mph; 2, Nick Adams (Mallock-Davron) Mk18), 13m 19.2s; 3 Vernon Davies (Mallock-Holbay Mk18), 13m 19.4s; 4, Peter Cooke (Harrison-Harrison Mk7B), 13m 30.8s; 5, Chris Greville-Smith (Phantom-Swindon P76), 13m 32.4s; 6, Peter Lovett (Phantom Swindon P76). **Fastest lap:** Jackson, 1m 17.6s, 109.30mph **(record).**

Britax Production Saloon Car Championship round (10 laps) — overall and over £2400: 1, Gerry Marshall (3.0 Ford Capri), 16m 53.8s, 83.66mph; 2, Tony Lanfranchi (2.8 Opel Commodore GSE) 16m 53.8s; 3, Derrick Brunt (3.0 BMW Si), 16m 54.4s; 4, Graham Miles (3.0 BMW Si), 17m 03.2s. **Fastest lap:** Marshall, 1m 39.2s 85.50mph **(record). £2001 to £2400:** 1, Jeff Allam (2.3 Vauxhall Magnum), 17m 16.4s, 81.84mph; 2, Bill Sydenham (1.6 Toyota Celica GT); 3, Ian Deavin (2.0 Ford Escort RS2000). **Fastest lap:** Allam, 1m 41.8s, 83.32mph **(record). £1601 to £2000:** 1, John Brindley (2.0 Mazda RX3), 17m 32.4s, 80.59mph; 2, Alan Minshaw (2.0 Mazda RX3); 3, Ron Freeman (2.0 Mazda RX3). **Fastest lap:** Brindley, 1m 42.2s, 82.99mph **(record). Up to £1600:** 1, Roger Payne (1.6 Chrysler Avenger), 18m 22.4s, 76.94mph; 2, Neville Knight (1.3 Simca Rallye 1); 3, Geoff Wooldridge (1.1 Lada). **Fastest lap:** Payne, 1m 47.4s, 78.97mph **(record).**

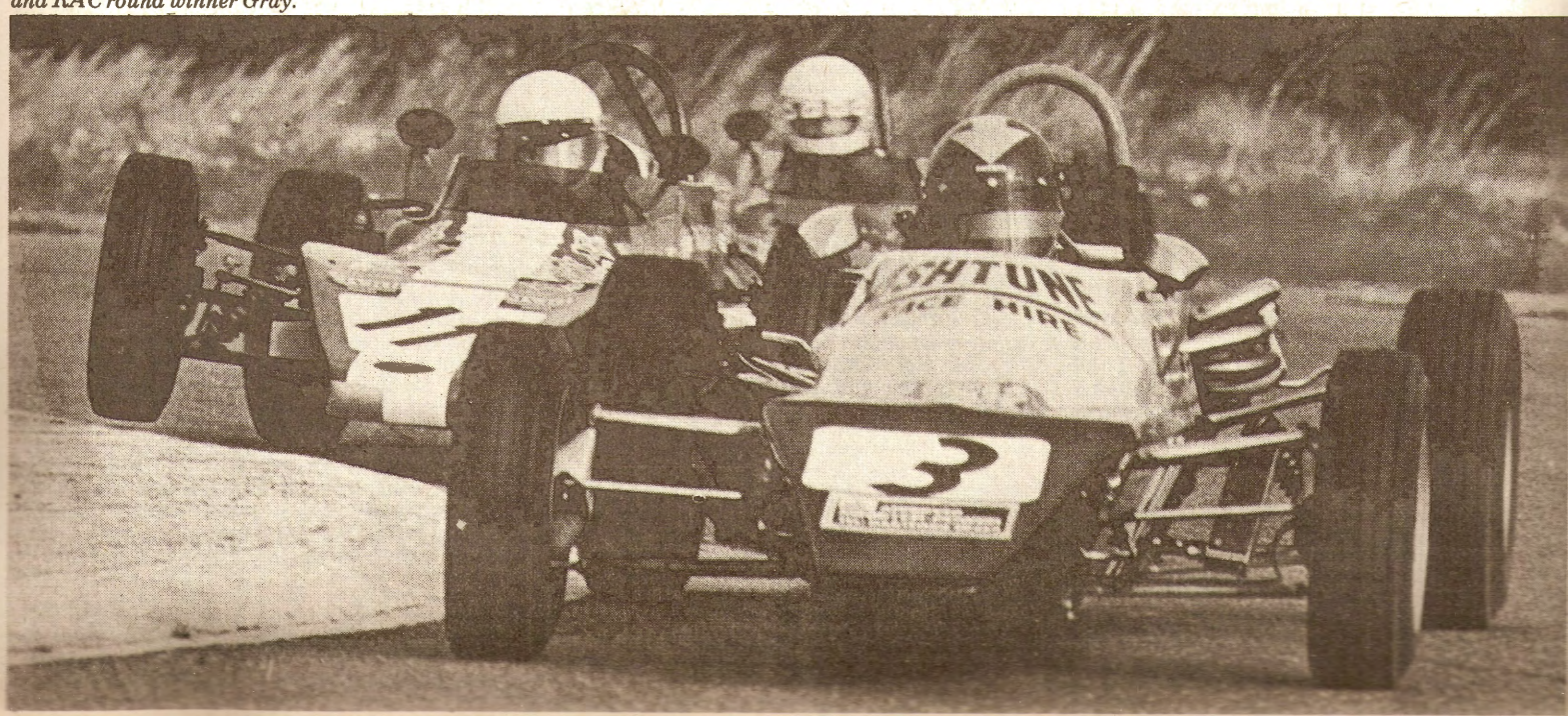
Indylantic '76 Championship round (22 laps): 1, Phil Dowsett, 28m 08.0s, 110.54mph; 2, Alo Lawler (Chevron-Swindon B29), 28m 14.2s; 3, Jeremy Rossiter, 28m 51.0s; 4, Jeremy Sumner (Chevron-Swindon B27), 21 laps; 5, Adrian Russell (Lola T462), 21 laps; 6, Ted Wentz, 19 laps. **Fastest lap:** Wentz, 1m 14.0s, 114.62mph.

DJM Formula Ford Championship round (10 laps): 1, Rod Bremner, 14m 34.8s, 96.95mph; 2, Jim Walsh, 14m 34.8s; 3, John Bright (Royale-Smith RP21), 14m 36.4s; 4, Kenny Gray, 14m 36.4s; 5, Derek Daly, 14m 38.4s; 6, Derek Warwick, 14m 45.0s. **Fastest lap:** Gray, 1m 25.6s, 99.08mph.

Formula Ford Consolation race (8 laps): 1, Ashley Ward (Van Diemen-Scholar RF76), 12m 22.2s, 91.42mph; 2, David Widgor (Image-Scholar), 12m 25.8s; 3, David Dickson (Royale-Minister RP21), 12m 26.2s; 4, David Lowe (Lotus-Holbay 61), 12m 26.6s. **Fastest lap:** Rob Ellis (Van Diemen RF76) and Peter Ramella (Mistrale Lloyd), 1m 30.8s, 93.41mph.



Above: Derrick Brunt takes a line over the kerbs in an effort to stay with Tony Lanfranchi's Mayfair Opel. Below: Daly's Hawke leads the Royales of Walsh and RAC round winner Gray.



CROFT

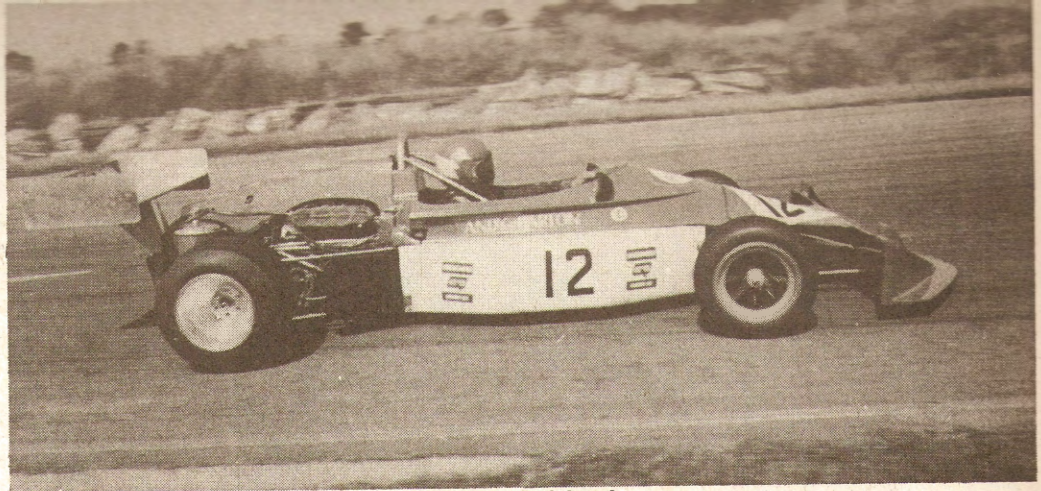
Whiting and Dryden dice

The BARC (Y) had a rather better entry on Sunday than they have tended to have had for their recent Croft meetings, and although the programme only contained five races there was plenty of excitement. Dave Bettinson's Caterham Super Seven was on top form to defeat John Cooper's Jevons Group/Squires Steel Porsche 911 in the BARC Modsports round, while Northern Clubmans Racing with Coopers Oils competitors put on the best Clubmans race seen in the North East for a long while, a race which finally went to Richard de la Rue's U2 Mk16. Nick Whiting fought off tremendous efforts from Bill Dryden's Tolemans Group/SMT Firenza to win the Special Saloon affair with the All Car Equipe Escort-BDG. Croft regulars Andy Barton (March 73B/75B) and Mick Starkey (ATS Merlyn Mk20A) also had wins, the former rather lucky to finish and the latter ending a recent run of misfortunes. The racing was fast too, Cooper, Dryden and David Enderby setting new class records, while a thoroughly amicable day ended with the Northern Clubmans drivers awarding their Man of the Meeting award to Clerk of the Course Mike Wilson as a gesture of appreciation for his and team's efforts.

The BARC Modsports Championship race, which was combined with the club's local series, looked good with the first four cars covered by 0.6secs in practice. John Cooper made a fine start but Dave Bettinson's spiky-looking Speed Typesetting Caterham Super Seven clung on behind and snatched the lead on the sixth lap to hold the lead to the finish, and shared fastest lap with Cooper. Behind, Jon Fletcher strove hard with the little Davrians but came out on top ahead of Jim Adamson's Rock Engineering Davrian Mk7. The only other finsihser on the same lap at the finish was Garry Wilson's class-winning Sprite, the driver of which had the odd gear selection problem. Both Fletcher and Adamson had been led by John Kirk's K&F Metals Davrian but the latter dropped out with oil in the wrong places. Both Ian Hall's Mini Jem (misfiring at times) and Pat Longhurst (Davrian Mk7) were below their normal form.

Practice was even closer for the BARC Northern Formula Ford contenders, the first four sharing the same time. Mick Starkey put the ATS Merlyn on pole position despite a top-end misfire in practice which was cured by a plug change. Starkey made the best of the start and this initial advantage was decisive, as he had a clear road whereas a six-car clump fought over second place. Ken Pickering (Jamun T5B) led the bunch until lap 10 but an increasingly sick engine dropped him to fifth at the finish. Cameron Binnie with his new Royale-Minister RP21A looked another likely contender for second but a lap 10 spin put him out altogether. Thus it was Dave Manners who, despite still reckoning to be a bit rusty, forged the ex-John Simpson Nike into second place ahead of Simon Davey's similar car, Richard Philip's Crosslé 20F and the ailing Pickering. Starkey's return to form puts him in the lead in the Yorkshire Centre Championship.

Chris Hart's men of Northern Clubmans Racing provided an excellent array of up to date Clubmans machinery and a really splendid race. The front row shot away together but Mike Lane stuck his U2's nose in front although he was very hard-pressed by Richard de la Rue and Chris Hart himself. Lane hung on until lap 8 when the experienced de la Rue found a way past and was able to hold off the pursuit to the end. Hart's brown U2 began to smoke heavily towards the end and he shut off immediately after the flag, although he remained ahead of Jim Yardley's interloping Beagle Mk3B and John Muirhead, whose U2 is now backed by Wallmain Refrigerated Transport & Frozen Foods. The FF-engined brigade were fighting hard as well and it was Dud Moseley who had the edge at the flag, by just 0.2sec, from Ken Brown, after a race long dispute. Don Cressy was a close third in the early stages but he demolished the chicane on lap 5 to the detriment of the hitherto smart U2.



Andy Barton was lucky to win after a last lap driveshaft breakage.

After the hard-worked marshals had put their corner back together again the Special Saloon men gathered for a combined local and Forward Trust 1000 round. On papaer this looked like *the* race of the day but non-starters made the FT 1000 end of the field very thin. Then Malcolm Stevens's Falcon went on fire in the assembly area. Nick Whiting made a break at flagfall but there was no question of the Escort drawing away from Dryden's shrill Firenza. Behind them Tony Sugden was a first lap casualty when all drive ceased from the Escort's transmission (Tony's first DNF in 24 starts this year). Third man Jim Evans was another casualty when the AET Turbo Escort blew a head gasket. However, Whiting and Dryden fought on, flat out and locked together. On the final lap the Scotsman pulled out everything to try and get by in a hectic finish amid backmarkers, but to no avail, although he did have the new class record for his efforts. Mike Newman's Holden & Hartley (Burnley) Firenza was the only other competitor on the same lap, well ahead of Doug Emms's very rough-sounding Camaro, The tiddlers were few in number but class winner David Enderby broke the class record for Pole Position Racing while Neil Dineen still managed second in class with the Sony Mini despite stopping for two laps to fix a fuel union.

Andy Barton was 6.2secs quicker than his nearest Libre opposition and any thoughts of a fight from Brian Robinson's Lola T360 evaporated as the latter's crew tinkered fruitlessly with the engine before giving up in the pit lane. Barton's March lapped the lot but in the closing stages a patched up rear crossmember came apart again and then, as Andy came through the chicane for the last time, a driveshaft let go. A lucky win. Nearest pursuer was former Mini driver Dave Muter in Barton's Lotus 69, although he was led briefly by Joe Applegarth's splendidly prosaic pushrod Brabham mostly-BT23C. Unfortunatley Joe suffered a brief spin but finished a close fourth behind John Muirhead's Wallmain U2 and well ahead of John Holroyd's U2, which actually set the fastest 1600cc lap and had been third until John was also delayed by a "moment".

CHRIS MASON

BARC modified Sports Car and BARC Northern Modsports Northern Sports Cars (Scorton) Trophy Championships round (15 laps): 1, Dave Bettinson 1.6 Caterham Super Seven), 18m 31.8s, 84.99mph; 2, John Cooper (2.8 Porsche 911), 18m 42.6s; 3, Jon Fletcher (1.6 Lotus Elan), 18m 44.8s; 4, Jim Adamson (1.1 Davrian-ADA/Imp Mk7), 18m 46.2s. **Over 2000cc:** 1, Cooper, 84.17mph; no other starters. **Fastest lap:** Cooper, 1m 12.6s, 86.78mph **(record). 1501-2000cc:** 1, Bettinson; 2, Fletcher; 3, Mike Taylor (1.6 Lotus Elan). **Fastest lap:** Bettinson, 1m 12.6s, 86.78mph. **1151-1500cc:** 1, Garry Wilson (1.5 Austin-Healey Sprite), 80.39mph; 2, Keith Ashby (1.3 MG Midget); 3, Ian Hall (1.4 Mini Jem Mk2). **Fastest lap:** Hall and Wilson, 1m 17.2s, 81.61mph. **Up to 1150cc:** 1, Adamson, 83.91mph; 2, Brian Stephenson (1.0 Davrian-Imp Mk4); 3, Pat Longhurst (1.0 Davrian-Carter/Imp Mk7). **Fastest lap:** Adamson, 1m 14.0s, 85.14mph.

BARC Northern Formula Ford Championship round (15 laps): 1, Mick Starkey (ATS Merlyn-Scholar Mk20A), 18m 58.2s, 83.03mph; 2, Dave Manners (Nike-Scholar Mk10), 19m 03.2s; 3, Simon Davey (Nike-AVJ Mk10), 19m 11.0s; 4, Richard Philip (Crosslé-Minister 20F), 19m 21.0s; 5, Ken Pickering (Jamun-Scholar T5B), 19m 22.8s; 6, David Morgan (Merlyn-Scholar Mk20A/29), 19m 26.0s. **Fastest lap:** Pickering, 1m 14.6s, 84.45mph.

Northern Clubmans Racing with Coopers Oils Championship round (15 laps). Overall and fully-modified class: 1, Richard de la Rue (Mallock U2-Ford Mk16), 17m 21.0s, 90.77mph; 2, Mike Lane (Mallock U2-Davron Mk18), 17m 24.0s; 3, Chris Hart (Mallock U2-Hart Mk17B), 17m 42.0s; 4, Jim Yardley (Beagle-Ford Mk3B), 17m 48.0s. **Fastest lap:** de la Rue and Lane, 1m 08.0s, 92.66mph. **FF-engined class:** 1, Dud Moseley (Mallock U2-Holbay Mk16B), 82.67mph; 2, Ken Brown (Mallock U2-Rowland Mk16); 3, Andrew Feather (Mallock U2-Neil Brown Mk16). **Fastest lap:** Moseley, 1m 13.6s, 85.60mph.

Forward Trust 1000 and BARC Northern Special Saloon Championships round (15 laps): 1, Nick Whiting (2.0 Ford Escort BDG), 17m 58.6s, 87.61mph; 2, Bill Dryden (2.5 Vauxmall Firenza), 17m 59.0s; 3, Mike Newman (2.3 Vauxhall Firenza), 18m 55.0s; 4, Doug Emms (6.1 Chevrolet Camaro), 14 laps. **Over 2500cc:** 1, Emms, 77.79mph; no other finishers. **Fastest lap:** Jim Evans (2.0 Ford Escort RS2000 Turbo), 1m 12.2s, 87.26mph. **1301-2500cc:** 1, Whiting; 2, Dryden; 3, Newman. **Fastest lap:** Dryden, 1m 10.6s, 89.24mph **(record). 1001-1300cc:** 1, Graeme Woodhouse (1.3 Mini-Cooper S), no speed given; no other finishers. **Fastest lap:** Woodhouse, 1m 20.6s, 78.16mph. **851-1000cc:** no starters. **Up to 850cc:** 1, David Enderby (850 Mini), 74.01mph; 2, Neil Dineen (850 Sony Mini); 3, Roger Bredner (850 Mini). **Fastest lap:** Enderby, 1m 22.4s, 76.46mph **(record).**

BARC Northern Formule Libre Championship round (15 laps): 1, Andy Barton (2.0 March-Barton/BDA 73B/75B), 16m 17.6s, 96.66mph; 2, Dave Muter (1.6 Lotus-Richardson/BDA 69), 16m 43.6s (14 laps); 3, John Muirhead (1.6 Mallock U2-Holbay Mk16), 16m 46.8s (14 laps); 4, Joe Applegarth (1.6 Brabham-Ford BT23C), 16m 47.6s (14 laps). **Over 1600cc:** 1, Barton; 2, Les Aylott (1.4 Ardua-BDA Mk5 Turbo); no other starters. **Fastest lap:** Barton, 1m 03.0s, 100.00mph. **Up to 1600cc:** 1, Muter, 87.88mph; 2, Muirhead; 3, Applegarth. **Fastest lap:** John Holroyd (1.6 Mallock U2-Holbay Mk16/18), 1m 09.0s, 91.30mph.

SILVERSTONE

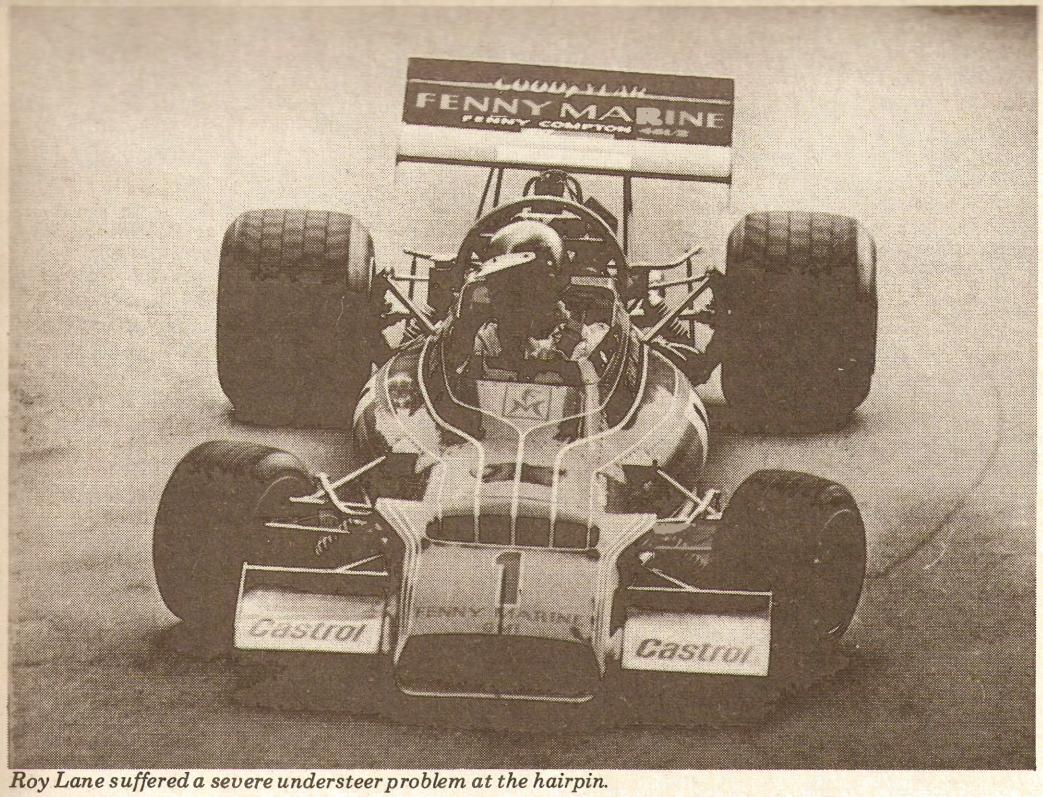
Wills finishes a winner

Richard Wills's period of misfortunes came to an end at Silverstone last Saturday when he won the customary hard-fought Formula Ford race, which concluded the British Motor Racing Marshals Club's annual clubmans meeting on the short circuit. Driving his MRE-Oselli 75F, he fought off a last-lap challenge from American Brian Ireland (Hawke DL15) which had made the most of the other leading runners falling off.

In sultry weather conditions, the six race programme opened with a Clubmans Sports Car race in which Tim Gath's Mallock U2 Mk 16 led from the outset after starting from pole position. His main opposition seemed likely to come from David Manley's U2 Mk17B but after a post-practice engine change, an electrical fault at the start left the Dubliner stranded in the pits for a lap. Local driver Steve Russell, in a similar U2, chased Gath throughout but Manley's return to the race coincided with the leaders going by, and the Irishman then spoilt any change of Russell having a go at Gath's lead by joining in the action. Once David Childs's Centaur Mk15 pitted on the fourth lap when an errant fire extinguisher became entangled with his feet, third place was inherited by Brian Green's Gryphon C4A with Alan White's Mallock U2 in close attendance until the last lap. As expected Alex Ferrada, another local competitor, dominated the Formula Ford-engined section with his ever-immaculate Ace Plant Mallock U2 Mk16B Davron to finish fifth overall, although Robin Henderson's Minister-powered U2 Mk16 shadowed Ferrada for a time.

Dorset teacher Chris Hague increased his lead in the National 750 Formula Championship by dominating this 10-lap round with his self-deisnged and built Wessex Special. A good three car slipstreaming contest was fought for second place, in which Tim Green's Time MkIII, winner of this race last year, just succeeded in defeating Chris Elmes' Maggot MkIII and Bob Simpson's six year old Reliant Special on the last lap after continual swapping of places. Elmes equalled Hague's fastest lap of 1m 11s, to take 0.6s off Lyn Evans's circuit record. Dick Harvey's Darvi Mk3 kept at a discreet distance to maintain fourth

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Roy Lane suffered a severe understeer problem at the hairpin.

PONTYPOOL

Ken the master

Ken MacMaster took his 2.2-litre Modus M4 to a very popular and thoroughly well-deserved victory in the RAC Hillclimb Championship Round at Pontypool last Sunday. Having already won a BARC Championship Round at Pontypool in April, Ken MacMaster knows the course well and his particularly smooth and unflustered style of driving clearly suited the smooth and rather dusty track conditions to perfection, his time of 28.07s being just 0.03sec ahead of the beautifully controlled 2 Litre Ralt RT1 of former Hillclimb Champion, Michael MacDowel. Alister Douglas-Osborn in the 3-litre Motosail Jersey Pilbeam R22 set BTD during the class runs with a spirited 27.87, but was only just able to hold off the Grunhalle Lager March 76A of Chris Cramer by one-hundredth of a second to take third place on 28.28 in the Championship runs.

John Meredith's 1300cc Cooper S really seems to be the saloon car to beat this year and when the opposition finds the going just a little too hot, there's always the challenge of beating one's own class records! This time, Meredith moved into the class lead on his first run with a new record of 31.76 and then improved upon this to 31.67 to leave a slightly breathless John Milford struggling with his similar car to record 32.46 which in turn was comfortably ahead of the Hartwell Imp of Charles Barter with 32.87. Robin Yoemans's 1700cc Ford-engined Mini looked very smooth as it clearly outclassed all the other large capacity saloons and he too made huge inroads into his own previous class record.

If anyone should have doubted that Russ Ward had solved his engine problems in the ultra-rapid Sprite then they should have watched him through Pool Bend and the Esses. Second place in the class for GT and Modified Sports Cars went to the Midget of Kim Johnson on 35.62, while third place went to John Hawley whose Midget recorded 36.14. The unlimited capacity GT and Modsports car class provided the Lotus Elan of Stuart Watts with yet another copybook victory when he beat his old class record to finish well clear of the superb Cobra of Paul Channon, who recorded 33.33 to take second place from the Porsche Carrera of Colin Williams on 35.23.

Brian Wilson's 1300cc U2 is going even faster this season and the Clubmans and Sports Racing car class gave him yet another opportunity to show just how well it goes by taking his own record down to a new level. Second place went to brother John driving the same car with a good 30.03, comfortably ahead of Anthony Boshier-Jones in his 1600cc U2 on 30.10.

The Cooper Mk10 of Barry Brant has been going well this year, although Tim Cameron very often has other ideas about who should take the class award for the 500s. However, Barry really got the bit between his teeth this time and took an incredible 3½secs off the old class record — one of the best performances of the season from any single-seater driver. Tim Cameron responded in typical style to this challenge by getting the Joe Potts Special down to 33.58 — nearly 2secs inside the old record. Chris Dowson is creeping ever closer to Russ Ward in the RAC Leaders Championship and he took another step forward on Sunday when he took the Penrhos Wine Company Brabham BT15 straight through a big entry in the 1100cc racing car class to a convincing win with 30.93, nearly half a second up on David Gould's Terrapin at 31.39.

Having got tired of winning his class in the conventional way. Rob Turnbull decided to try a new rear aerofoil and full width nose on the B&W Motors Brabham BT35, all of which enabled him to take a full tenth off David Franklin's old record. Just for once, this didn't completely demolish the opposition and David Morris closed right up on Rob's tail with a determined 29.08, only to find Peter Kaye in another BT35 just astern on 29.10.

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SILVERSTONE continued

place from a near-capacity field.

Former MG Midget driver Richard Gamble made a favourable impression in his first outing with the ex-David Moore Forward Engineering Jaguar E in the Modsports race by hounding Maurice Gates's TVR Tuscan V8 for the first four laps before taking the lead. Gates's Tuscan, which he has been racing since 1966, pursued the fixed-top Jaguar until the latter's brakes locked entering Woodcote for the eighth time, flat-spotting a tyre. As well as that, the Jaguar's brakes were fading, and Gates retook the lead on the penultimate lap with Gamble falling further back when he thought the race was over one lap before it was! In fact, Robbie Gordon, driving the MG Midget normally raced by Keith Ashby (using a Richard Longman short-stroke engine) very nearly succeeded in snatching second place at Woodcote; this was Gordon's second race after an eight-year lay-off. Reg Woodcock, of Triumph TR fame, drove the ex-Bill de Selincourt Jaguar E to claim a comfortable fourth place from Peter Millward's road-going Ferrari Boxer which is not eligible for modsports and therefore was not classified in the results. Millward kept at bay the Davrian-Imp Mk1 of former saloon car exponent Dick Bowdidge after an usual race-long squabble.

Philip Lloyd drove a tremendously determined race to win his fifth National Formula 1300 Championship round of the season, driving the 1200cc Nomad Mk 2 which features a down-draught cylinder head of the driver's design. Peter Grzelinkski's ex-Rob Cochran/John Davies Bladon BRL6-Llewelyn, with all-round independent suspension, held the lead for the first lap and never gave us his challenge on Lloyd, but in turn he was hard pressed throughout by Graham Greig's crossflow Mallock U2 Mk 8B. The leading group also included John Allan's rear-engined Allan Mk 4 before that retired to the paddock on the fourth lap and championship contender Jim Ravenscroft, whose mid-engined, spaceframe Messer 2A turned sour and fell back to seventh in the last five laps only to retake John Law's smart 1200cc Mallock U2 at Woodcote on the last lap for sixth place. In a comfortable fourth spot was Steve Collier's Wells.

Colin Hawker's Cosworth-engined Volkswagen, featuring a revised tail section to conform with the new, sudden regulations regarding rear "wings", seemed a certain winner of the Special Saloon car race. However after leading for three laps, the electrics began playing up which resulted in the engine persistently cutting out and his eventual retirement. Tony Dickinson's 2-litre Brian Hart alloy BDA-engined Ford Escort inherited a comfortable lead, from Bill Cox, who had been nominated "Dish of the Day", in Pete Shelton's 5-litre Ford Cortina V8. Cox eased up towards the end, but Tony Whibley's 2.3 litre Vauxhall Firenza was too off-song in third place to offer any last lap challenge. John Robinson's Sunbeam Stilleto BDA won the 1300cc section, in fourth place, from David Carvell, who increased his lead in the Vandervell Award for Novice Drivers, driving his smart Mini-Cooper S.

A full grid of Formula Fords ensured a thrilling finale, with Brian Ireland's Hawke DL15 initially leading the other 29 cars before Richard Wills went ahead entering Woodcote for the first time. Wills managed to break clear of the rabble behind, which comprised Richard Trott's Merlyn Mk 20/29, Ireland, David Sears's Van Diemen RF76, Tom Wood's Royale RP21 and John Village's ex-Lees Royale RP21 fighting over second place. With some determined sideways motoring, Sears got to the head of the bunch on the third lap and next time round Trott and Wood became entangled at Woodcote which sent Wood off towards the banking; in fact, he just hit Alan Sidorov's rented Van Diemen which had partially destroyed itself against the sleeps a lap before.

However Sears spun at Copse on the fifth lap, dropping well out of contention, and Ireland was thus left with a comfortable second place from where he tried unsuccessfully to do something about Wills. Marc Donaldson, who had joined this group driving Geoff Smailes' Hawke DL15, spun off at Becketts on the eighth lap after getting as far as third, which left Boley Pittard Trophy winner Trott with third place from Village and Brian Turner's elderly but competitive Lotus 51C after countless place changes. Such was the competitiveness of the racing, the next seven cars were separated by just three seconds!

ROBERT FEARNALL

Clubmans Sports Cars (10 laps). Overall and fully modified engined-class: 1, Tim Gath (1.6 Mallock U2 Mk16), 9m 49.2s, 98.24mph; 2, Steve Russell (1.6 Mallock U2 Mk17B), 9m 51.6s; 3, Brian Green (1.6 Gryphon C4A), 10m 0.2s; 4, Alan White (1.6 Mallock U2 Mk16), 10m 04.0s. **Fastest lap:** Russell and Gath, 57.8s, 100.15mph. **Formula Ford-engined class:** 1, Alex Ferrada (1.6 Mallock U2 Mk16B), 90.36mph; 2, Robin Henderson (1.6 Mallock U2 Mk16); 3, Philip Matchwick (1.6 Mallock U2 Mk14/16). **Fastest lap:** Ferrada, 62.8s, 92.18mph.

Reliant 750 Formula Championship race (10 laps): 1, Chris Hague (750 Wessex Special), 12m 04.2s, 79.93mph; 2, Tim Green (748 Time Mk3), 12m 09.0s; 3, Chris Elmes (748 Maggot Mk3), 12m 09.2s; 4, Bob Simpson (748 Reliant Special), 12m 09.6s; 5, Dick Harvey (748 Darvi Mk3), 12m 18.2s; 6, Ian Palmer (750 Reliant Special), 12m 40.6s. **Fastest lap:** Hague and Elmes, 1m 11.0s, 81.53mph **(Record).**

Modified Sports Cars (10 laps), overall: 1, Maurice Gates (5.0 TVR Tuscan V8), 11m 07.0s, 86.79mph; 2, Richard Gamble (4.5 Jaguar E), 11m 25.0s; 3, Robbie Gordon (1.3 MG Midget), 11m 25.4s; 4, Reg Woodcock (3.8 Jaguar E), 11m 34.0s. **Over 2000cc class:** 1, Gates, 86.79mph; 2, Gamble; 3, Woodcock. **Fastest lap:** Gates, 64.4s, 89.89mph. **1501-2000cc class:** 1, Ricky Podmore (1.8 MGB), 70.04mph; no other starters. **Fastest lap:** Podmore, 1m 21.0s, 71.47mph. **1151-1500cc class:** 1, Gordon, 84.46mph; 2, Jon Ansell (1.3 MG Midget); 3, Peter Hanman (1.3 Mini Marcos). **Fastest lap:** Gordon, 67.4s, 85.89mph. **Up to 1150cc class:** 1, Dick Bowdidge (1.0 Davrian-Imp Mk 1), 82.11mph; no other starters. **Fastest lap:** Bowdidge, 68.2s, 84.88mph.

Formula 1300 Championship race (10 laps): 1, Philip Lloyd (1.2 Nomad Mk2), 10m 48.0s, 89.33mph; 2, Peter Grzelinski (1.3 Bladon BRL6), 10m 51.6s; 3, Graham Greig (1.3 Mallock U2 Mk8B), 10m 53.6s; 4, Steve Collier (1.3 Wells-Ford), 10m 58.8s; 5, Hugh Nicholls (1.3 Bladon BRL3), 11m 0.6s; 6, Jim Ravenscroft (1.3 Messer 2A), 11m 06.4s. **Fastest lap:** Lloyd, 63.6s, 91.02mph.

Special Saloon cars (10 laps), overall and over 1300cc class: 1, Tony Dickinson (2.0 Ford Escort BDA), 10m 36.2s; 90.99mph; 2, Bill Cox (5.0 Ford Cortina V8), 10m 45.4s; 3, Tony Whibley (2.3 Vauxhall Firenza), 10m 48.4s. **Fastest lap:** Colin Hawker (DFVW-Cosworth), 60.8s, 95.21mph. **1001-1300cc class:** 1, John Robinson (1.3 Sunbeam Stilleto), 86.82mph; 2, David Carvell (1.3 Mini-Cooper S); 3, Heidi Lorez (1.3 Mini-Cooper S). **Fastest lap:** Robinson, 65.8s, 87.98mph. **851-1000cc class:** 1, Tim Constantine (1.0 Hillman Imp), 79.85mph; 2, Michael Law (1.0 Hillman Imp); no other starters. **Fastest lap:** Law, 1m 11.2s, 81.30mph. **Up to 850cc class:** 1, Terry Pryce (850 Mini), 75.54mph; 2, David Leaver (846 Mini); no other starters. **Fastest lap:** Pryce, 1m 15.2s, 76.98mph.

Formula Ford (10 laps): 1, Richard Wills (MRE-Oselli 75F), 10m 56.4s, 88.19mph; 2, Brian Ireland (Hawke-Scholar DL15), 10m 57.2s; 3, Richard Trott (Merlyn-Holbay Mk20/29), 11m 05.0s; 4, John Village (Royale-Smith RP21), 11m 05.2s; 5, Brian Turner (Lotus-Turner 51C), 11m 05.4s; 6, Simon Davey (Nike-AVJ Mk10B). **Fastest lap:** Wills, 64.4s, 89.89mph.

the straights to get the benefit of his DFV power and took the unlimited racing car class with a time which equalled Roy Lane's class record, while Chris Cramer brought the big March 76A though to a well-controlled second place with 28.34, ahead of David Franklin's sideways March 742 (28.59) and Ken MacMaster's Modus M4 (28.86).

For once the RAC Top Ten had a slightly different look about it, with two new qualifiers from among the 1600cc class. Kaye opened the batting with his "full-width" Brabham in conditions which were far from ideal, with poor light and the hour approaching 7pm with alarming rapidity. Nevertheless, Peter's first climb was a smooth 29.37 which had to stand when the car got a little out of shape in Pool Bend on the second and lost sufficient time to prevent him getting above tenth place. David Morris kicked the tail of the Ensign out of line several times on his first climb but then collected himself together for a much smoother 28.70 and eighth place, well clear of Rob Turnbull's Brabham which just couldn't quite retain its class form and dropped back to a somewhat "on-off" run of 29.33.

Mike MacDowel qualified the Ralt on slicks but changed to intermediates for the Championship runs with an immediate improvement of over half a second to 28.39. The former Champion's second run was a model of how to use a "small" engine to best effect, again taking him into the lead with 28.10. Sir Nick Williamson was revelling in the new-found power of the DFV in his March 741 and put on a bravura display of power-sliding, which was a joy to watch but which under the conditions was unlikely to get him into the top points group and his first run of 28.69 could only net him seventh place. MacMaster gave an exhibition of smooth and very clean hillclimbing on his first run with 28.42 and then simply shot up the hill to move into the lead with 28.07, just ahead of MacDowel.

steer heavily in the hairpin and he simply couldn't get below 28.47 which brought him fifth place. David Franklin looked confident in the March 742 and his first climb of 28.58s looked like a good omen for the second run, but unfortunately he lost time coming out of the Esses and had to settle for sixth.

Cramer had the March well under control on his first run of 28.53 and looked well set to improve on this when the car shot into view in the Avenue, braked a little early for Pool and rocketed off up the hill in a great burst of acceleration to record 28.29 and settle into fourth place behind ADO's first run time of 28.28. This left everything up to Douglas-Osborn on the last run of the day and, although he was clearly trying hard, the Pilbeam just got away from him on the last corner and he lost time on the grass to record 28.98 to take third place in the run-off, and give Ken MacMaster his first-ever win in an RAC Championship round.

BOB COOPER

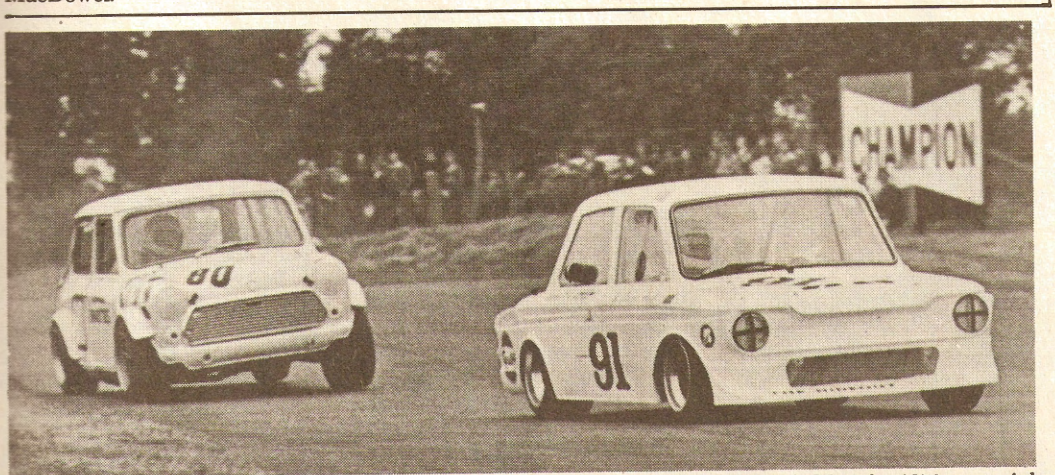
BTD: Alister Douglas-Osborn (3.0 Pilbeam-Cosworth DFV R22), 27.87s.

Class winners: John Meredith (1.3 Mini-Cooper S), 31.67s **(record)**; Robin Yoemans (1.7 Mini), 32.71s **(record)**; Russ Ward (1.3 Allard Healy Sprite), 32.22s; Stuart Watts (1.6 Lotus Elan), 31.72s **(record)**; Brian Wilson (1.3 Mallock U2), 29.89s **(record)**; Barry Brant (498 Cooper Mk10), 33.16s **(record)**; Chris Dowson (1.1 Brabham BT15), 30.93s; Rob Turnbull (1.6 Brabham BT35), 29.03s **(record)**; Douglas-Osborn, 27.87s.

RAC Hillclimb Championship round: 1, Ken MacMaster (2.2 Modus-Hart 420R M4), 28.07s; 2, Michael MacDowel (2.0 Ralt-Hart 420R RT1), 28.10s; 3, Alister Douglas-Osborn, 28.28s; 4, Chris Cramer (3.4 March Cosworth 76A), 28.29s; 5, Roy Lane (5.0 Fenny Marine-Chevrolet GM1), 28.47s; 6, David Franklin (2.0 March-BMW 742), 28.58s; 7, Sir Nicholas Williamson (3.0 March-Cosworth DFV 741), 28.69s; 8, David Morris (1.6 Ensign-Ford LN1F2), 28.70s; 9, Rob Turnbull (1.6 Brabham-Ford BT35), 29.33s; 10, Peter Kaye (1.6 Brabham-Ford BT35), 29.37s.

RAC Hillclimb Championship positions after eleven rounds: 1, Lane 81pts; 2, Douglas-Osborn 71; 3, Cramer 61; 4, Williamson 59; 5, MacMaster 57; 6, Franklin & MacDowel 48; 8, Griffiths 38; 9, Cussins 31; 10, Turnbull 18.

RAC Leaders Hillclimb Championship positions after nine rounds: 1, Ward 67pts; 2, Dowson 63; 3, Meredith 54; 4, White 37; 5, Watts 36; 6, Cameron 30; 7, Brant 28; 8, Barter 26; 9, Welch and Hutcheon, 24.



A successful debut for the new Imp of David Hall, seen here leading Stee Griffin's Mini for 1350cc special saloon honours.

MONDELLO PARK

Mick Roe shows the way

Patsy McGarrity, Mattie McNamara and Ed Mahon each won their respecitve races at the Carlow Car Club's Annual August Monday Mondello (Aug.2). Nothing new about that — but 20-year-old Mick Roe scored his first FF1600 victory, beating all the established Mondello men in the final as well as his heat in the Mondello School-entered Royale RP21. It was a very convincing win by Roe, leading from start to finish, despite pressure from the more experienced Jim Walsh in a similar car and Derek Daly in the Zhivago-sponsored Hawke DL15. Daly, however, had the honour of leaving the new record at a very quick 1 minute 2.2 seconds. David Hall made his first appearance of the season, his Team P.R. Reilly Chrysler Imp taking the 1350cc class of the special saloon race from Stee Griffin's hitherto all-conquering Smarties-Mini. And in the showroom saloon race Fintan Newport drove a Mk1 Ford Escort RS2000 to his first Mondello win. All of which made a refreshing change from the usual Mondello pattern of events that had become all too similar and predictable during the first half of this season.

Mick Roe provided a major turn-up in the first FF1600 heat, not only winning by four seconds from Jim Walsh in a similar Royale RP21 but setting a new class record of 1 minute 2.8 seconds. Derek Daly finished the race with the front nosecone damaged after contact with Walsh.

Ed Mahon in the Komatsu-MG Midget was the dominant man in the modsports race, followed by Brendan Lynch, Brian Tuite and Don Kissane. Bernard Devaney, racing with St. Raphael sponsorship, was the second Team Eire driver to make it home for this meeting, arriving after a crashing time at Oulton and Silverstone, to lead Mike Phillips all the way in the second FF1600, heat. But the judges declared a jump start as the St.Raphael Hawke DL15 and the Crossle 30F moved off the front row as the flag went up! The statutory one minute penalty eliminated two of the fastest men from the final, and the heat went to Trevor Templeton in a Crosslé 30F from the spectacular Joey Greenan and Alan Cahoon.

Joey Greenan was out again in the showroom saloon race, but his Capri was headed from flag to flag by Fintan Newport in an RS2000. Greenan was strongly challenged for second by Ray Moore in a Mazda RX3, with only 0.4 seconds between them at the finish, and Russell Connell's Capri led home Alan (Plum) Tyndall's Vauxhall Magnum and John Hale's Escort Mexico at Shell resulted in a big delay as the cars were towed back to the paddock after the race.

Only six cars made the Atlantic grid and as the flag fell only five got off the line, Bill Gowdy's Chevron being left behind and rejoining almost half a lap down. Harold McGarrity was the early pace-setter in his Chevron, with brother Patsy keeping a close watch until finally coming through on lap 9. Derek Shortall in the Vista Chevron was displaced by Jay Pollock for third, Jay making his first Mondello appearance of this year and driving The Protectacar Crosslé. Des Donnelly had another disappointing run in the March 74B, which is not proving as competitive as his 73B.

Mike Phillips in a Crosslé 30F won the consolation FF1600 Supersports 'B' race; Eddie Jordan, Ken Acheson and Matt Dunne were next in line. Pat O'Hagan in a Mallock U2 was sixth and winner of the desperately struggling Supersports 'B' class, which Pat hopes to popularise but which badly needs more entries.

In the absence of Rosemary Smith, who has opted out of the local scene, Mattie McNamara romped away with the special saloon race in his similar Escort-FVC. The big dice was for the 1350cc class in which David Hall's new Imp beat the Smarties Mini of Stee Griffin by 3.2 seconds, a most impressive debut for this exciting small capacity superloon.

As the field assembled on the grid for the FF1600 final, Bernard Devaney barged his way out of the paddock to take up station in the 'penalised' Hawke, while his father Mick hassled with the stewards to allow him to race. However, rules are rules, and the Clerk of The Course had no option but to point out that not only would he not start the race until Devaney left the grid but that his licence would be in danger of being revoked by the RIAC — to which Devaney replied by returning to the paddock in a virtual broadslide! With his team mate out, Derek Daly in the Hawke had to take on the two Royales of Mick Roe and Jim Walsh on his own. Roe quickly got himself well clear of trouble by leading off the line to pull away from the closely-dicing Walsh and Daly. On lap 6 Roe got down to 1m 2.4s and Daly set another new record of 1m 2.2s on lap 7; but after taking Walsh, Daly got all crossed up at Esso was dropped back to third. On lap 11, Daly was back up with Walsh, and on the penultimate lap, he tried the inside line on Walsh at the Esso left-hander only to tangle; both went off. Out in front, Roe showed new-found maturity and his margin at the finish was 10.6s over a recovered Daly. Walsh's starter refused to function and he retired after his lap 14 episode with Daly, all of which left Harry Acheson in third place with his Crosslé 30F. Joey Greenan resumed his heat two dice with Alan Cahoon to take fourth place by one second in the older 16F. Trevor Templeton was not in his usual top form and his Crosslé 30F just snatched sixth place on the line from Paraic Mooney's Merlyn Mk29, both only 0.8s in front of the Hawke DL15 of Brian Lennox.

BRIAN FOLEY

Formula Ford Heat 1 (10 laps): 1, Mick Roe (Royale RP21), 10m 35.6s, 70.23mph; 2, Jim Walsh (Royale RP21), 10m 39.6s; 3, Derek Daly (Hawke DL15), 10m 43.4s; 4, Ken Acheson (Crossle 30F), 10m 47.0s; 5, Paraic Mooney (Merlyn Mk29), 10m 55.6s; 6, George Russell (Van Diemen), 11m 00.0s. **Fastest lap:** Roe, 1m 02.8s, 71.08mph.

Modsports (10 laps): 1, Ed Mahon (MG Midget), 11m 28s, 64.88mph; 2, Brendan Lynch (MG Midget), 11m 30.8s; 3, Brian Tuite (A/H Sprite), 11m 56.4s; 4, Don Kissane (MG Midget), 11m 57.6s; 5, Johnny Flynn (MG Midget), 12m 03.2s; 6, Dave Waters (A/H Sprite), 12m 05.8s. **Fastest lap:** Morgan Dempsey (MG Midget), 1m 06.4s, 67.23mph.

Formula Ford Heat 2 (10 laps): 1, Trevor Templeton (Crossle 30F), 10m 48.8s, 68.80mph; 2, Joe Greenan (Crossle 16F), 10m 55.4s; 3, Alan Cahoon (Crossle 25F), 10m 56.6s; 4, John Ledlie (Crossle 30F), 11m 05.4s; 5, Noel Lennon (Crossle 20F), 11m 09.0s; 6, Harry Acheson (Crossle 30F), 11m 11.6s. **Fastest lap:** Bernard Devaney (Hawke DL15), 1m 03.0s, 70.86mph.

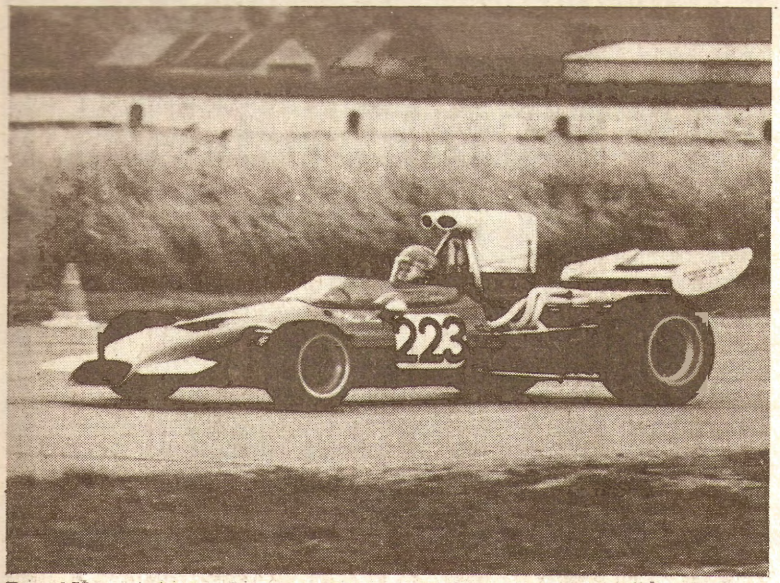
Showroom saloons (10 laps): 1, Fintan Newport (Ford Escort RS2000), 12m 56.4s, 57.50mph; 2, Joe Greenan (3.0 Ford Capri), 13m 01.6s; 3, Ray Moore (Mazda RX3), 13m 02.0s; 4, Russell Connell (3.0 Ford Capri), 13m 04.6s; 5, Alan Tyndall (2.3 Vauxhall Magnum), 13m 12.6s; 6, Larry Mooney (Audi 80GT), 13m 15.6s. **Fastest lap:** Newport & Moore, 1m 15.8s, 58.89mph. **1600cc class:** 1, Mooney; 2, Gerry McGarrity (Honda Civic), 13m 33.0s; 3, Jack Wilson (Lada 1200), 13m 54.0s.

Formula Atlantic (15 laps): 1, Patsy McGarrity (Chevron B29), 14m 16.4s, 78.19mph; 2, Harold McGarrity (Chevron B25), 14m 18.2s; 3, Jay Pollock (Crossle 35FA), 14m 20.4s; 4, Derek Shortall (Chevron B27), 14m 21.6s; 5, Des Donnelly (March 74B), 14m 36.8s. **Fastest lap:** P. McGarrity & Pollock, 56.0s, 79.71mph.

Consolation FF/Supersports 'B' (10 laps): 1, Mike Phillips (Crossle 30F), 10m 42.4s, 69.49mph; 2, Eddie Jordan (Crossle 20F), 11m 02.4s; 3, Ken Acheson (Crossle 30F), 11m 15.8s; 4, Matt Dunne (Hawke DL12), 11m 29.6s; 5, Pat O'Hagan (Mallock-U2), 9 laps; 6, Finan de Monge (Crossle 16F), 9 laps. **Fastest lap:** Phillips, 1m 03.4s, 70.41mph.

Special saloons (10 laps): 1, Mattie McNamara (Ford Escort-FVC), 11m 07.4s, 66.89mph; 2, David Hall (Chrysler Imp), 11m 15.0s; 3, Stee Griffin (Mini), 11m 18.2s; 4, Seamus O'Connor (Mini), 11m 20.8s; 5, Mick Dillon (Mini), 11m 28.0s; 6, George Frayne (Fiat 128), 12m 14.8s. **Fastest lap:** McNamara, 1m 04.4s, 69.32mph.

Formula Ford Final (15 laps): 1, Mick Roe (Royale RP21), 15m 51.2s, 70.40mph; 2, Derek Daly (Hawke DL15), 16m 01.8s; 3, Harry Acheson (Crossle 30F), 16m 08.2s; 4, Joe Greenan (Crossle 16F), 16m 12.0s; 5, Alan Cahoon (Crossle 25F), 16m 13.0s; 6, Trevor Templeton (Crossle 30F), 16m 29.4s. **Fastest lap:** Daly, 1m 02.2s, 71.77mph **(record)**.



David Harris's McLaren setting BTD at the Bassingbourne RAC sprints.

Riley wins at S. Herts but Harris still leads

Last Sunday, the RAC Sprint Championship contenders took part in the South Herts round at Bassingbourne, near Royston. Although he finished only third in the RAC Top Ten run-off, David Harris still has a comfortable lead in the championship. Prior to the Championship runs Harris set BTD with 28.47s in his usual McLaren M10B/14.

Maximum points in the championship went to Simon Riley in his Brabham BT33. He recorded 28.76s, very nearly a second quicker than his class-winning time when he edged out Jonty Williamson in the Surtees TS11.

David Render had a slow start with the Lotus 76 but came good when it mattered to take second spot in the championship runs with 28.99s, relegating Harris to third with 29.19s.

There were three close class battles. Peter Vass (Cooper S) just had the edge over the very quick Popular of Kevork Saradjian. Peter Andrews and John Corfield were six-tenths of a second apart in the Martin BM10 they shared in the Sports/Racing class, and Royale driver Les Edmunds just edged out Peter Fisk (March 702) in the up to 1600cc single-seater category.

BTD: D. Harris (McLaren M10B/14), 28.47s.

Class winners: B. Lynch (Chrysler Imp Sport), 46.08s; B. Wood (BMW 2002 Tii), 40.46s; P. Jones (Ford Capri), 41.52s; P. Faux (Mini), 42.08s; H. Lester (Mini-Cooper S), 39.68s; P. Vass (Mini-Cooper S), 41.44s; H. Terzontz (Ford Popular), 40.54s; P. Thomas (Lotus Elan), 40.11s; T. Brown (Lenham GT), 37.23s; P. Andrews (Martin BM10), 32.32s; L. Edmunds (Royale), 33.45s; S. Riley (Brabham BT33), 29.55s.

RAC Championship run off: 1, Riley, 28.76s; 2, D. Render (Lotus 76), 28.99s; 3, Harris, 29.19s; 4, Williamson, 29.68s; 5, R. White (McLaren M10B), 30.36s.

Skilton retains lead with Mantorp win

A strong team of British drag racers went to Mantorp Park, Sweden, last weekend for the International Drag Racing Festival. As well as the British and Swedish racers, a good field of Norwegian racers attended along with a Finnish competitor and two from the USA.

The main event was the second round of the Tor Line Funny Car Cup. The first round at Blackbushe in June saw Clive Skilton take the lead in his Donovan-powered Vauxhall Cavalier, collecting 100 points for his win. Dennis Priddle was second with 75 points and the two Swedish Funny Car competitors, Carlsson and Andersson each had 50 points.

The Saturday qualifying session at Mantorp provided some great action as a prelude to the elimination itself. The strip had been sprayed with special traction compound up to the half-way mark. It is more usual to spray to the three-quarter mark and this mistake became obviously apparent early in the day. Priddle and Herridge came down to qualify side by side. Both cars left the line fairly well but at the halfway point Herridge changed into high gear, just where the traction compound ended. The tyres broke loose and he veered dangerously close to Priddle; it must have been mere inches that separated them. Priddle kept his foot hard down and kept out of harm's way but his 'chute failed to deploy and that means only one thing at Mantorp. You end up in the sand pit at the end of the short shut-off area. He recorded a 7.7s run which was good enough for qualifying, but Herridge was fouled out because he crossed over into Priddle's lane, so he would have to make another run, while Priddle completely stripped down the engine to get rid of the sand.

Gerry Andrews was driving the 7-litre Chevy Stardust for the first time in competition and qualified with a 7.9s run. The two Swedes, Andersson and Carlsson came out and put down 8.5s and 9.6s respectively. Another Swede, Hazze Fromm, had earlier gone out of competition when a nasty oil fire (caused by a missing oil seal) created only slight damage but a lot of technical puzzles to solve.

Clive Skilton was top qualifier with a good 7.04s blast. Herridge came out for a second qualifier and put down a 8.8s run, getting no traction at all, and Andrews improved his performance with 7.8s. Andersson put down 8.4s but holed a piston and the block and a new Chevy motor had to be installed over night. Carlsson put down his best ever run of 7.8s but blew two cylinder walls and pistons and failed to make the elimination. So at the end of qualifying, Skilton was in top spot with 7.04s, with Priddle second at 7.7s.

The first round of competition saw Skilton go through to the semifinals on a solo bye-run with 7.04s. Andersson and Priddle were also on byes and although no time was recorded for the Swede, it looked slow. Priddle recorded 7.56s. Herridge beat Andrews with a smokey 7.6s to Andrews 7.93s.

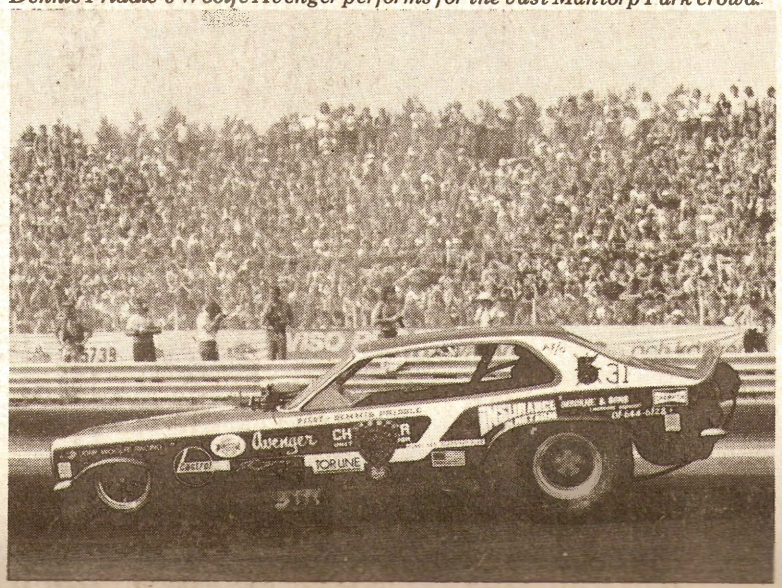
The Semi Finals saw Skilton record the first 6-second run in Sweden for Funny Cars, with a scorching 6.8s to Anderssons 7.7s. Skilton had a header fire at the end of the run but only damage to the body was apparent. Meanwhile Herridge beat Priddle in the second semi-final with 7.02s to 7.39s. So the final was scheduled to be between Herridge and Skilton.

The meeting had been running late all afternoon and the Swedish Hot Rod Association are known to be very strict on event timing. The Funny Car Finalists were late in appearing and an amazing series of events then took place. Herridge was patiently waiting for Skilton to be ready when, all of a sudden, Andersson rushed through the pits followed by Priddle and Skilton, all with their cars. Andersson fired up first and came to the line, did a burn-out, put in a 7.3s run and was announced the winner of Funny Car as nobody else was ready. All hell broke loose. The Swedish spectators booed and whistled. Priddle, Skilton and Herridge just couldn't believe it, especially Herridge who had been on time for the race.

After much protesting, the SHRA ran Skilton against Herridge, much to the crowd's delight and Skilton took the win in 7.6s to Herridge's red light time of 7.1s. That result stood and Skilton now leads the Tor Line Funny Car Cup Championship with 200 points. Priddle is second with 125 and Andersson third with 100. Carlsson and Herridge follow each with 75 points. The final round of this Championship is at Santa Pod Raceway in October.

One more sight that must be reported. That mad Swede, Arnold Sundqvist has done it again. How about an El Camino Pick-up strip dryer powered by a Starfighter jet engine. And it works....

Dennis Priddle's Woolfe Avenger performs for the vast Mantorp Park crowd.



Merridale double

London Brothers Bob and Tony Merridale scored their first "double" of the season with their brace of Escorts and Midlander Terry Smith powered his way to BTD at the Winchester & DMC's round of the BTRDA Autocross Championship at Eastleigh, Hampshire, last Sunday. A second run of 103.9s gave Smith his first BTD in the RAC championship and keeps him ahead of Rob Gibson, who took his customary class win with the Sprite.

Bob Merridale really turned on one of his best performances to win the small capacity Escort/Anglia class, for he was up against the formidable Bob Mack. But for once Mack found his Anglia outpaced on a smaller-than-average 750yds course, and he finished some 3secs down on Merridale and not very far ahead of Clive Trueman in his 1300 BDA Escort.

Tony Merridale, although without real opposition, turned on the taps with his big-engined Escort and did 104.7s, which looked good enough for BTD until Smith popped up to snatch it away.

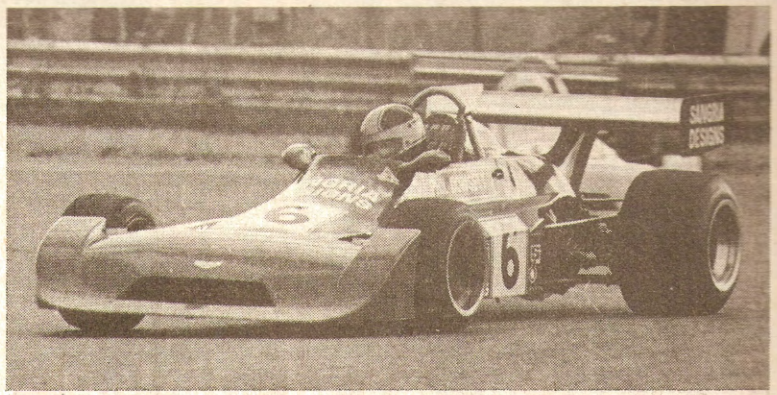
The meeting saw the first appearance of Frank Morris with a Ford unit in his HF Sprint Team Mini. He had to have his wits about him in winning the class, for the local 1-litre Mini ace Trevor Smith was within a second of him. The VW battle continued with Messrs Westley and Betteridge again the main contenders, and Westley came through with his umpteenth win in 109.5s to Betteridge, who did 109.6s and lost some three gallons of oil in the process.

● It seems that Divina Galica has already won her first championship this season. At the Snetterton 5000 meeting, by winning the Shellsport Ladies' Escort race, she clinched the MCD Ladies' championship, even though there is still one round to go.

Clubmans Register men prepare their defence

With the sword of Damocles in the person of the RAC and the circuit owners/promotors hanging over their heads, the Clubmans Super-Sports Register are already making contingency plans to put their house in order should the new FF2000 sports car Formula take off. In their latest bulletin the editorial suggests that "A" class is on the way out anyway, partially due to the amount of money available, and thus more competitive engines, and thus in turn to non-competitive racing, and partially due to the fact that this in turn has lead to circuit promotors becoming disinterested.

Therefore, the answer, says the Register, would seem to be to go some of the way towards FF2000 Sports Racing and have an FF2000 engine — a controlled engine which would cut costs and also ensure closer racing. The Register is only suggesting this as one way, but it's obvious that the FF2000 Sports Racing Formula bites deep, and they've taken their own precautions. Who knows, there may be a few people around at the end of next year with FF2000 engines and nowhere to put them....



Thruxton action: Phil Dowsett (above) heads for his first Indylantic victory, while the chicane incident between Neve and Lawler produces rapid marshal reaction. Report: page 41.



Records tumble at Baiting's

Nine class records were broken at a hectic Baitings Dam hillclimb meeting run by Knowldale CC last Sunday. On the 420yds course, the ideal conditions made record breaking a mere formality in some classes. John Shapley took BTD in his Carburol Special in 28.15s, which broke his own class record of less than one month's standing.

First record to go was in the over 1500cc standard car class, where G. Swinbourne clipped more than a second off the previous best in returning a 30.93 in his Escort. This was followed by Phil Wood's new record in the over 1-litre modified saloon class where he did a 30.31 in his Cooper S, an improvement of half a second.

The Modsports to 1300cc time took a bending from Des Richardson in his Midget, who clipped more than 1½secs off in returning a 31.23, and the Ginetta G15 of Mike Hanson improved the prod sports class from 32.19 to 31.70.

Paul Tankard then sliced a fraction off the bigger capacity class in his TVR Tuscan, and in the GT and Sports Racing class both Mervy Bartram (J&EB Special) and Bob Prest (Mallock U2) got inside the previous record on 30.0.

Terrapin driver John Crowson set a new best in the 1100cc single-seaters section in 28.28, shaving a fraction off the class record, and John Buck ended the day on 28.44, a hundredth outside the previous best time. Finally John Stanton improved the rally car class from 34.23 to 33.49 with his Escort.

BTD: J. Shapely (Carburol Special), 28.15s.
Class winners: B. Fryers (Mini-Cooper S), 30.99s; G. Swinbourne (Ford Escort), 30.93s (**record**); T. Carthy (Mini), 31.26s; P. Wood (Mini-Cooper S), 30.31s (**record**); D. Richardson (MG Midget), 31.23s (**record**); P. Fay (Morgan Plus 8), 31.74s; M. Hanson (Ginetta G15), 31.70s (**record**); P. Tankard (TVR Tuscan), 30.41s (**record**); M. Bartram (J&EB Special), 29.12 (**record**); J. Crowson (Terrapin), 28.28s (**record**); A. Newton (FA Huron), 29.89s; J. Stanton (**Ford Escort**), 33.49s (**record**).
Ladies: Mrs P. Smith (Morgan), 33.35s.

Single-seaters trounced by U2

A second run time of 32.38s gave sports-racing driver Tony Southall a rare BTD at the Quinton MC's sprint at Curborough last Sunday. In his Mallock U2, with 1600cc engine, he outpaced 11 single-seaters.

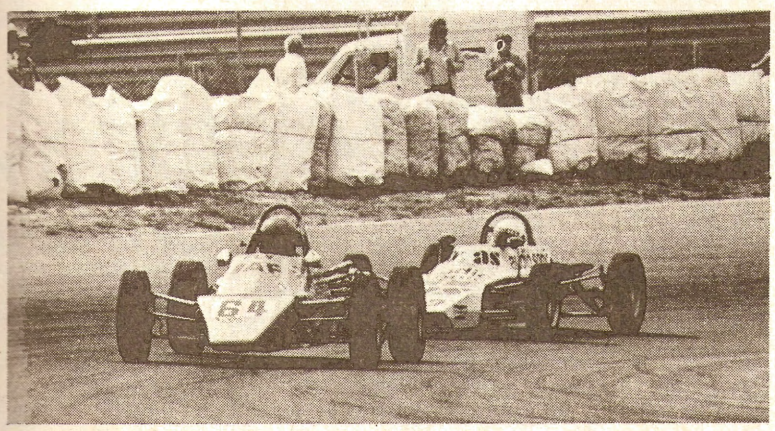
Best of the latter was Malcolm Orme's Brabham BT30 who did 33.07 to head John Hinley's Trojan F5000 by half a second. In the smaller capacity class Richard Lester was a comfortable winner in his Lola T100 in 33.52.

A pair of Porsche 911s and a Dolomite dominated the first two saloon classes. Richard Dodkins beat Orme by half a second in the standard car class and Mike Harris did 42.23 to beat co-driver Don Day by nearly a second in their Dolomite, Harris getting the best Quinton member award.

Neale Johnstone steamrollered his way to another easy win in the 1-litre modified saloon class with his Cooper S and his friend and Welsh Speed Championship rival Tom Wood did likewise with his 1923 Cooper S, although John Taylor's 1500 Mini was only half a second behind the latter.

Cyril Baxter turned up the wick sufficiently to beat Mike Trye by half a second in the Marcos/Elan battle in the Modsports class, and Arthur Mallock took the sports-racers class with a Mk16B version of his own design 33.41.

BTD: A. Southall (Mallock U2), 32.38s.
Class winners: R. Dodkins (Porsche 911), 39.98s; M. Harris (Triumph Dolomite Sprint), 42.23s; N. Johnstone (Mini-Cooper S), 38.03s; T. Wood (Mini-Cooper S), 35.73s; A. Payne (Riley 1.5), 36.66s; H. Shepherd (Jaguar E), 39.4s; C. Baxter (Marcos), 35.89s; A. Mallock (Mallock U2 Mk16B), 33.41s; R. Lester (Lola T100), 33.52s; M. Green (Lotus 23B), 36.43s; M. Orme (Brabham BT30), 33.07s.
Ladies: Mrs A. Thompson (JAS-Mercury), 45.89s.



Tiff Needell's BAF Hawke heads the first lap at Zandvoort.

Needell third from Zandvoort FF1600 pole

Tiff Needell went to his first European (Benelux Championship) race last weekend at Zandvoort, driving a works Hawke-Minister DL15. Tiff started the race from pole position (qualifying 0.7s quicker than anyone else). The Hawke led the first two laps from a huge slipstreaming bunch, but lost first place on the third lap when local aces Arthur van Demen and Martin Henneman went by. While van Demen held everyone up, Henneman made a break, and Needell got involved in a six-car battle for 2nd place. Finally, he finished third.

Hawke are now selling cars in Holland and Belgium, so naturally they were delighted with Needell's performance. With FF1600 races to come at the Nurburgring and Zolder, they are keen to run Needell again.

Battle of the Escorts

Although the event lost two of the favourites early on, there was still a close finish to the 200 Rally, run by Mid Surrey MC over a 200-miles route in Berks and Oxon last Saturday night. The Aylesbury crew of Garry Thorpe and Mike Wise collected the Gliksten Trophy in their RS1600, completing the course with a deficit of 12mins.

The event was less than an hour old when two crews were reported for failing to observe a Give Way sign, were docked a fail and promptly retired. Peter Watson/Graham Smith (RS2000) were joined by Derek Skinner/Peter Rushforth in their MGB V8.

On a straightforward exercise without selectives, the rally was always closely fought, for behind the leaders Keith Bushby/Ian Simpson dropped only one more minute in their RS2000 and finished on 13 mins, while there was a tie for third place on time.

On the furthest-cleanest rule, third place went to John Case/Bob Shutler in another RS2000, while Ian Pettie/John Jones (Mexico), who won the event in 1974, were placed fourth, both crews being on 14 mins.

The Cooper S of Peter Johnson/Dick Jones dropped 15 mins to finish fifth, 2 mins ahead of Richard Waring/Jim Bowie in an Escort TC.

Steve Neighbour/J. Shapely collected the Semi-Experts award in their Lotus Cortina on 35 mins, and the Novice prize went to Nigel Darby/Keith Jagger (Midget), on 4F 47 mins. Best Mid Surrey crew were Dave Dobbs/Paul Smith in a Lotus Cortina, on 1F 49mins.

Three-R PR

Robin Rhodes, Ireland's best-known motor sports commentator, has set up Robin Rhodes Racing to look after the much neglected PR and advertising of Irish car and motorcycle sport. Robin has taken over circuit advertising at Mondello Park and commercials for the Mondello PA system. Robin needs no introduction to Irish motor sport fans and in addition to doing the PA at home he has commentated at some British meetings. Later this year he celebrates his 300th race commentary with a special meeting in his honour at Mondello Park.

Robinson's McLaren

Ellesmere Port driver Don Robinson was competing in a Chevron B18 at Harewood on August 1, at the scene of his spectacular Easter accident. However, he should soon be out in a McLaren M14A (complete with 5.8-litre Chevrolet power) which is currently being built up for him by Roy Lane.

Expensive sport

Bill Wood, a great favourite with Croft and Rufforth crowds with his succession of large-engined single-seaters, is quite likely to return to the fray before too long, probably with another F5000-type car. Meanwhile he has opened a shooting club at Barnby Moor and informs us that the cost of a top-class craftsman-made sporting gun can now be as much as £8000! Thought motor racing was expensive....

Sones scores

Competing the 12 tests in 415.9s, Mike Sones was overall winner of the autotest run by Federation of British Police MCs at Longbridge, Birmingham, last Sunday. His nearest challenger should have been RS2000 pilot Tony Hunt, but with two pylons over and a couple of line faults he was down to fourth, 44secs off the pace.

Sprite men Roger Atkinson and Ray Webb diced for the runner-up spot, Atkinson getting the verdict by close on 5secs.

●Regulations are available for the MGCC's annual Formula Ford and MG Midget festival at Mondello on August 29. Duckhams Oils (Ireland) have provided over £1000 in prize money and the most successful driver could take home £400 if he wins his final, is the leader of each lap, wins his heat and takes fastest lap. Specially reduced rates are available on B + 1 Ferries and interested parties should phone Barry Manders on Dublin 747476 or Liam Plower on Dublin 854559.

●Dulon have sold a couple of their FF2000 models to Jim Russell pupils. The first goes to Frank Clifford and the other is for Tom Barnes. Both hope to be out soon, and Dulon hope to sell a few more soon.

Close victory for Keen

Although the entry was small — only 48 — and the dust plentiful, any one of half a dozen drivers could have collected BTD at the Longton & DMC's autocross at Park Hall, Chorley, last Sunday. In the end a third run blast of 122.5s gave victory to Dick Keen from Stafford in his 1300 Escort.

Four drivers were in the 123s bracket, three Mini men and the Flying Wellie Special of Mike Duffy. Derek Sparkes thundered his 850 Mini round in 123.9s to claim his class by a wide margin and Peter Sanders got his 1-litre outfit on song to record 123.4s, beating Derek Chadwick on the way.

David Stott had a real flyer first time round in 120.5s, but flew too close to a couple of markers; on his second run he lost a wheel and then he did 123.6s to head Tom Knowles by four-tenths; with Alan Eckersley only a tenth further away in third.

There was a rare defeat for Clive Holland in the rally car class. Chris Gibson did 124.2s in his Escort to finish almost a second up on Holland's Mini, with Mike Spray within inches of beating him as well.

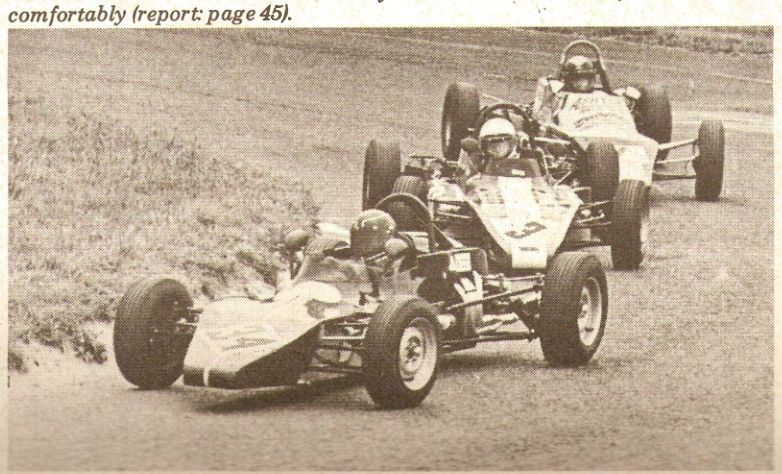
BTD: R. Keen (Ford Escort), 122.5s.
Class winners: G. Woodcock (Mini), 131.6s; D. Sparkes (Mini), 123.9s; D. Baines (Ford Escort), 125.6s; J. Young (Chrysler Imp), 125.6s; P. Sanders (Mini), 123.4s; A. Threlkeld (Ford Capri), 129.0s; D. Stott (Mini), 123.6s; M. Duffy (Flying Wellie), 123.3s; C. Gibson (Ford Escort) 124.2s.
Ladies: Miss M. Woodcock (Mini), 141.0s.

Above: Dave Stott on his way to a class win in his Mini 1300. Below: Jeremy Seal kicks up the dust with his three-litre Capri.





Mondello surprise: the Royale RP21 of winner Mick Roe keeps ahead of Jim Walsh's similar car and Derek Daly's Hawke in the FF final. Roe won comfortably (report: page 45).



BRIEFLY...

● If you have any problems with the larger mechanical implements such as engine cranes, arc welders etc, Jestor Services have started up a rental company to hire them out to drivers or the man in the street. They'll hire out just about anything you want, including a four-wheel trailer. Jestor is formed by Jeff Heselwood and Jeff Barnes and they're at Silverstone Farm Estate, Byfleet Road, Cobham, tel: Cobham 5888.

● A Chinese restaurant in Bridgend — the Golden Dragon — is providing the sponsorship for this Sunday's Bridgend AC Glamorgan Stages Rally. It starts at Glamorgan's airport and concludes at the Bridgend Recreation Centre. The club has 35 miles of stages of private forest, Ministry of Defence and privately-owned roads in a road route of approximately 140 miles.

● At the halfway stage of the Welsh Clubs Rally Championship, Teifi Valley MC lead with 79pts. Hereford MC are second with 74pts while Port Talbot, winners in each of the previous nine years of the series, are third with 62pts. In fourth and fifth places are the Welsh Border Car Club and the 60 & Worcester MC with 48 and 42pts respectively.

● Further to our piece about Len Brammer having to take things easy in FF2000 for the rest of the year, we understand that Brammer's team, MRL of Chepstow are opening a race car hire service under the name of Team MRL Racing Rentals and will run Dulons in both FF1600 and FF2000 form. Pre-race test sessions are included in the deal, and anybody interested should ring Dave Lucas at their Leicester base on 053-726 656.

● Owing to circumstances completely beyond their control, the organisers of the drag meeting at Blackbushe on Sunday, August 22, have announced that this meeting has been cancelled. The Surrey Centre of the BARC hope to continue their involvement with drag racing again in 1977.

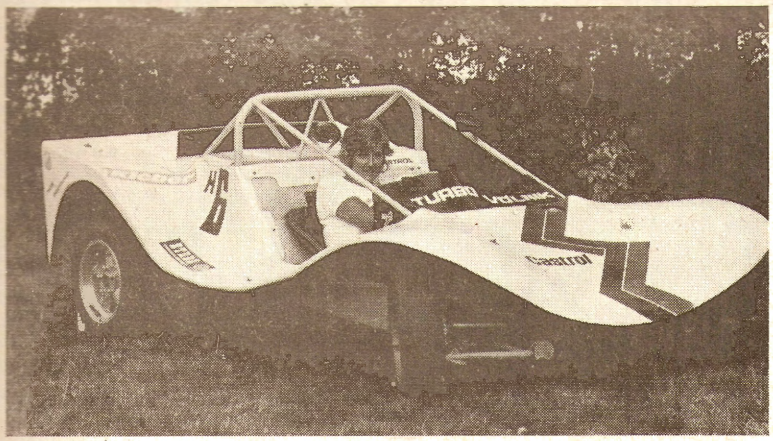
● Drag racing visits the Royal Navy's Wroughton base again this weekend for the NDRC Superdrag meeting. There's a good entry and the action takes place on August 15 at Wroughton which is four miles from Swindon.

● Having found a new venue, 432 Solihull MC are going ahead with their autocross postponed from July. The new date is August 22m and the event will be held at Maxstoke, near Coleshill. Regs are available from Mike Whewell, 31 Solihull Road, Shirley, West Midlands, tel: 021 744 4318.

●Finally making his assualt on the Formula Ford scene is Kim Perry, the 1975 750F champion who's got a Hawke DL12/15 sponsored by Lois Caring (Sales), the people who make Jump Jeans. Perry's first race will be on August 15, at Snetterton.

●With a number of autotests having been cancelled of late in the Wirrall area, competitors may be interested in the co-promoted meeting to be held there on August 22 by th Wallasey MC. Clerk of the course is Mike Harris, 1, Rudstone Close, Little Sutton, Merseyside L66 4TH, tel: 051 339 4684.

●Following Tony Rosen's large accident at Mallory Park ten days ago, Dave Price Racing are to rebuild the Capri which he shares with Martin Birrane using existing parts, prior to building up a really demon monocoque machine during the winter.



Susan Tucker-Peake at the helm of the turbocharged Volnik.

Susan shares the Volnik

Norman Bradshaw and Rod Turner had a grand dice for honours in the Specials class and ended up only two-tenths of a second apart at the West Suffolk MC's autocross at Chedburgh, near Bury St Edmunds last Sunday. A total of 62 cars turned up and a 1000yds course was covered three times per run.

Bradshaw, in his Bradbuilt, and Turner, in his MkII Voodoo, did 2m 8.6s and 2m 8.8s respectively and enjoyed their battle, accepting with grace the fact that Nick Seymour cleared off and left them with his Volnik machine and collected BTD in 2m 3.9s.

A rare sight was someone else in Seymour's machine. Miss Susan Tucker-Peake was allowed the honour, and did 2m 14.6s on each of her runs to collect the ladies prize.

Best of the class battles was between Alan Jones and Nobby Cresswell in the "heavy" Escort class. Jones's 1800 BDA had the edge by one-tenth, and in contrast the other Escort class was always the property of Graham Hathaway.

All three Mini class winners had easy successes, Ian Thompson winning by 4 secs, Phil Manser by 2secs and Barry Crump coasting home by almost 3secs. Laurie Manifold made an extremely rare appearance with his VW, and Ian Watson survived a roll when a driveshaft let go on his Mini, but he was still second in the 1-litre class.

BTD: N. Seymour (Volnik), 2m 3.9s.
Class winners: I. Thompson (Mini), 2m 10.7s; G. Hathaway (Ford Escort), 2m 11.3s; R. Wilkinson (AH Sprite), 2m 14.6s; L. Manifold (VW), 2m 11.6s; P. Manser (Mini), 2m 13.1s; A. Jones (Ford Escort), 2m 9.9s; B. Crump (Mini), 2m 9.0s; N. Bradshaw (Bradbuilt), 2m 8.6s; G. Bartram (Ford Escort), 2m 10.4s.
Ladies: Miss S. Tucker-Peake (Volnik), 2m 14.6s.

● Nick Seymour can clinch the RAC Autocross Championship this weekend when he competes in the Owen Motoring Club's round of the BTRDA Autocross Championship near Rugeley, Staffs. About sixty entries have been received, including most of the front-runners in the various classes. The club's Captain and former Ralley Champion John Bloxham is making a rare appearance. Clerk of the Course Brian Betteridge has an entirely new venue and is arranging an 1100yds course.

MALLORY PARK

The BARC are at Mallory this weekend with an eight-race programme, its highlight being a round of the BP Super Visco F3 championship. All the leading contenders are entered, including Giacomelli, Lees, Parsons, Geoff Brabham, Keegan, South, Young, Flux *et al.* There will be twenty qualifiers and the race is to be run over 25 laps.

As well the F3 race, there are rounds of the Oceanair Clubmans sports championship, Leyland Mini 7 challenge and Britax Production Saloon Car championship. Also there are races for F1300, FF1600 and special saloons. Racing begins at 2.10pm on Sunday.

OULTON PARK

Saturday at Oulton Park sees another round of the British Fusegear Formula Ford Championship, and all the front runners will be there, including Jim Walsh, Derek Warwick, Rick Morris, Matthew Argenti etc. There is a round of the Simoniz Special Saloon Car Championship, the most significant entries being those of Nick Whiting (Escort) and Stuart Graham (Chevrolet Camaro). There are also qualifying rounds of the BARC Modsports Championship, the Reliant 750 National Championship, the Classic Saloon Car Championship, the Britax Production Saloon car Championship and the Varley Batteries Monoposto Championship.

BRANDS HATCH

The BARC (Surrey Centre) have eight races on offer at Brands Hatch. Favourites for the MCD Open Single Seater Championship race must be Keith Holland (Lola T400), Nick Whiting (Surtees TS16) and Val Musetti (March 752). In the Tricentrol Super Saloon Car Championship round there is a really superb entry which includes Gerry Marshall (Firenza/Holden), Jonathon Buncombe (Imp BDA), Colin Hawker (DFVW), Mick Hill (Beetle Chev), Birrane and Strawson (Capri Chevs), Reine Wisell (Camaro), Stuart Graham (Camaro), Nick Whiting (Escort) etc. This race is over 20 laps and promises to be really something. In addition, there are races for FF1600, Special Saloons, Formula 4, Mini 1000 Challenge and ShellSport Escort Celebrities. Practice on Sunday begins at 9.00am, and racing begins at 2.15pm.

SNETTERTON

A round of the Townsend Formula Ford 1600 Championship is the big attraction at Snetterton on Sunday. As might be expected, the entry list includes virtually anyone of consequence in FF1600: Warwick, Daly, Blanchet and so on. There are two twelve-lap heats and a twelve-lap final. There are also rounds of the Sytner of Nottingham Clubmans Sports Championship, the Hitachi Special Saloon Car Championship, the Volkswagen (GB) Ltd Silver Cup Championship for Formula Super Vee, and the day ends with a Special Saloon race. Racing gets underway at 2.00pm.

LYDDEN

There is a very full programme at Lydden on Sunday, with three Kart races, four Banger races, two races for Anglia/Rods. As well as these, there are four other events for FVee, FF1600, Formule Libre and Saloons. Racing begins at 2.00pm.

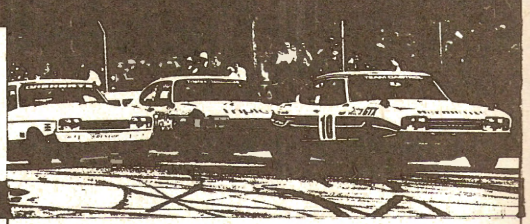
SHELSLEY WALSH

The Duport Group sponsor the twelfth qualifying round of the RAC Hillclimb Championship when it moves to the Worcestershire hill this Sunday. All the main championship contenders will be there, and everyone is wondering whether ADO will be the first man to get under 27s. Apart from that, Roy Lane will be out to do better than last time when he crashed, and all the others will simply be out to do better. Apart from that, there will be Morgans of all shapes and sizes, and Arthur Mallock, the famous U2 constructor, tries his hand at the hills.

The action on Sunday starts at 11.30am with practice on Saturday.

International events

Date	Venue	Event
August 13/15	Holland	Taurus Rally — European Rally Championship for Drivers
Aug 15	Osterreichring, Austria	Austrian Grand Prix — World Championship for Drivers and Manufacturers
Aug 15	Zolder, Belgium	Touring Cars, Grand Touring Cars, Sports Cars, FV
Aug 15	Zandvoort, Holland	Touring Cars, Grand Touring Cars, Sports Cars, FV



British events

Date	Venue	Event	Status	Club	Start	Details
Aug 14	Oulton Park	Race Meeting	R	BARC (NW)	13.30	Brush Fusegear FF1600, Simoniz Special Saloons, BARC Modsports, Reliant 750, Classic Saloons, Britax Production Saloons, Varley Monoposto
Aug 14	Knockhill, nr Dunfermline, Fife, Scotland	Sprint	R	Lothian CC	—	Scottish Sprint Championship
Aug 14/15	Wolfe Garage, Westerham, Kent	Rally	CP	Sevenoaks & DMC	10.30	Oakleaf Rally
Aug 14/15	Ripon Market Square	Rally	R	Ripon MSC	—	St Wilfrids Rally — Association of NE & Cumbria CC Road Rally Championship
Aug 14/15	Toddington M1 Services	Rally	C	Middx County AC	—	Nightowl Rally
Aug 14/15	Shelsley Walsh, nr Worcester	Hillclimb	N	Midland AC	11.30	Dupont Trophy Meeting — RAC/RAC Leaders Championship
Aug 15	Brands Hatch, nr Dartford, Kent	Race Meeting	R	BARC (SC)	14.15	Mini 1000, DJM Records FF1600, Esso Uniflo Special Saloons, MCD Single Seaters, Tricentrol Super Saloons, F4, ShellSport Escorts, FF1600
Aug 15	Snetterton, nr Thetford, Norfolk	Race Meeting	R	TEAC	14.00	Townsend Thoresen FF1600, TEAC Mini7, Sytner Club Sports, Hitachi Special Saloons, Special Saloons, VW Silver Cup Super Vee
Aug 15	Lydden, Lydden Village, Kent					—
Aug 15	Mallory Park, Kirkby Mallory, Leics	Race Meeting	R	BARC	14.10	Oceanair Clubmans, F1300, Leyland Mini 7, FF1600, Britax Production Saloons, BP F3, Special Saloons
Aug 15	Montpelier Farm, Writtle, nr Chelmsford	Autocross	R	Chelmsford MC	—	LCAMC/AEMC Championships
Aug 15	Rugley, Staffs	Autocross	R	Owen MC	—	Welsh Autocross Championship and BTRDA
Aug 15	Pitton Green	Autocross	R	Trostre MC	—	Welsh Autocross Championship
Aug 15	Knebworth Park, nr Stevenage	Speedcross	R	Falcon MC	—	—
Aug 15	Wroughton, nr Swindon, Wilts	Drag Meeting	R	NDRC	—	—
Aug 15	Curborough, nr Lichfield, Staffs	Sprint	R	MGCC	—	—
Aug 15	Woodvale Airfield	Sprint	R	Lancs AC	—	—
Aug 15	Goodwood, nr Chichester	Sprint	R	Sutton & Cheam MC	—	—
Aug 15	Gaydon Airfield	Sprint	R	Coventry & Warks MC	—	—
Aug 15	—	Autotest	R	York MC	—	Shell League Autotests

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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