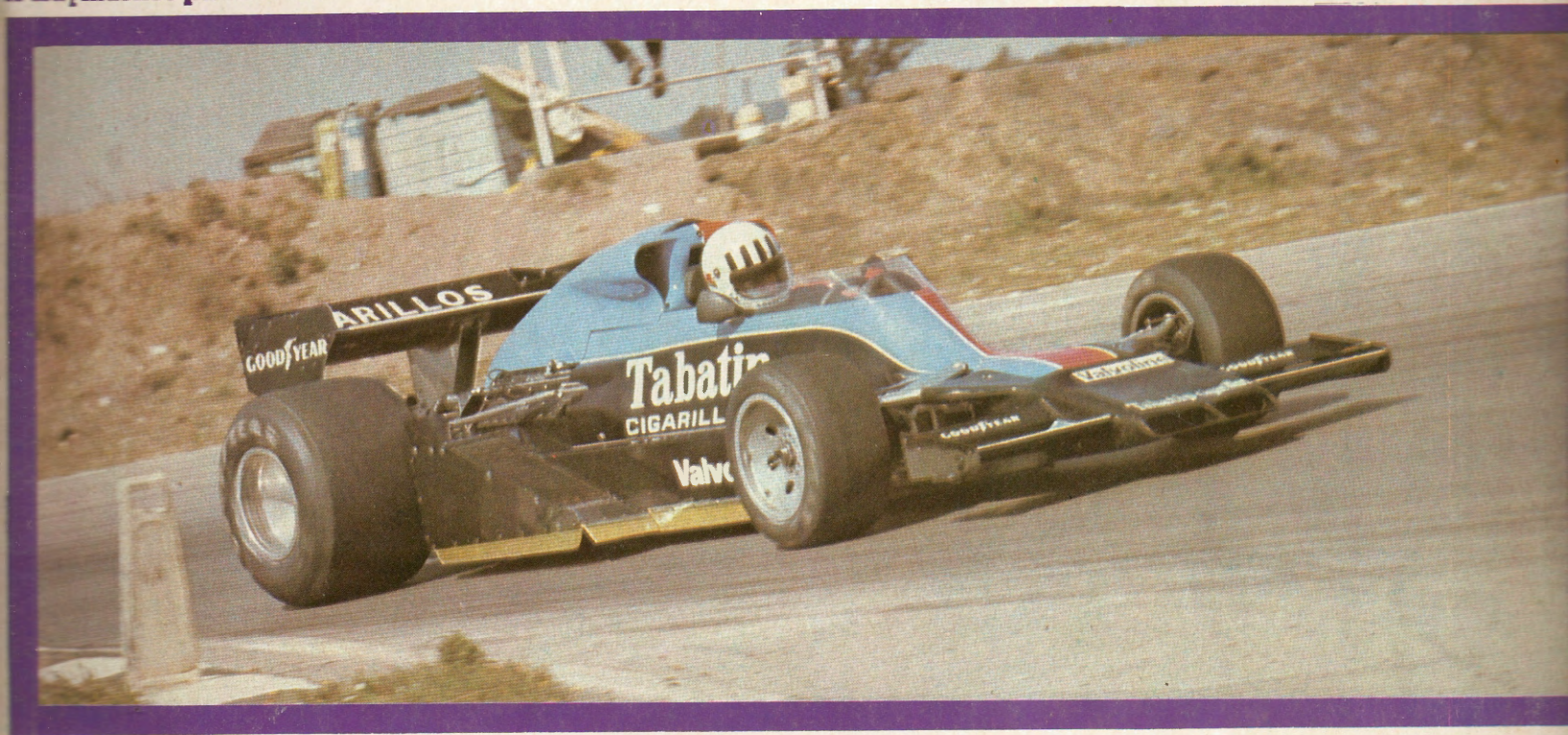
Autospor

A Haymarket publication

26th August 1976 2



Shadow test new F1 car



Bank Holiday racing previews

In colour: Martini Brabham-Alfa □ Burmah Rally □ Misano F2

Autosport

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Editor Quentin Spurring. *Sports Editor* Chris Witty. *Technical Editor* John Bolster. *Overseas Editor* Pete Lyons. *Club Editor* Bob Constanduros. *Rallies Editor* Peter Newton. *Rally Features Editor* Ian Sadler. *International Rallies Editor* Henry Liddon. *Chief Photographer* David Winter. *Editorial Assistant* Linda McRae.

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Advertisement Manager Mike Trew. *Assistant Advertisement Manager* Eric Verdon-Roe. *Group Advertisement Manager* Derek Redfern.

Publishing Director Simon Taylor.

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Another British international?

We now have eight international rallies in the UK and Eire. One qualifies for the WCR, no fewer than six count towards the farcical ECR series, and the remaining one, the recently appointed Mintex, is a true pseudo-international, offering in theory greater promotional worth for its sponsors, and in practice much greater cost to competitors, who still mourn the passing of the Mintex Dales National. The whole question of the growth of the British international was raised again at the weekend, for the Burmah Rally was being observed with a view to a possibility of going international next year.

Viewed dispassionately, the *raison d'être* of the international is, as its title suggests, to attract foreign competition and encourage them through whatever means available, to compete with the rally crews of the host nation. The means may be through the medium of an international championship. Once the ECR is dissolved and a sensible European series devised, this may become a possibility; through financial inducements (an unlikely eventuality in the UK), or through the widely held esteem of the event in question. But precious few of our internationals have a high reputation in Europe, even though they may attain universally higher standards than Europe is capable of.

Thus having dismissed the myth of international competition from most of our so-called internationals, one is forced to regard them in a rather less romantic light. Looked at this way, too many become merely empty promotional platforms which often unnecessarily prolong insufficient stage mileage for the sake of creating an aura of "the grand sporting event", and in so doing they increase costs right across the board to the rank and file competitors, upon whom they are in fact highly dependent for revenue. Of course some of our "internationals" are not like this at all, and perhaps this is a rather scathing generalization; but the entire question of the desirability of more internationals is now topical again.

The Burmah has long been one of our most challenging nationals. Running as it does in August, it can scarcely hope to attract an international field, even with excessive amounts of cash inducements from the ambitious sponsors. Taking the trouble to qualify for ECR status seems a rather pointless exercise, so will the Burmah risk alienating the very competitors it seeks by becoming "bigger and better"? And if so, have the sponsors and the organizing club really considered the implications of such a move?

As far as we are concerned, the maxim in these circumstances is "far better a first rate national rally than a mediocre international". Some of Clerk-of-the-Course Ian Muir's comments on the matter appear in *Special Stage* this week. We know the Lanarkshire CC will appraise the situation very carefully before making a move.

next week

Pete Lyons's fully illustrated report of the Dutch Grand Prix at Zandvoort — Henry Liddon reports from Finland on the next counter in the World Rally Championship, the classic Thousand Lakes — ShellSport 5000 at Brands Hatch and Formula 3 at Silverstone, plus reports of all Bank Holiday motor sport — The story of Ermanno Cuoghi, one of Grand Prix racing best known mechanics and crew chief for the World Champion — Colt Celeste Coupe tested*

cover picture

Above: Shadow's hopes of a reversal in their flagging Formula 1 fortunes rest on their new DN8 model. Tom Pryce is pictured at Snetterton last week testing the car, which is described with more photographs on page 2.
Below: The Alfa Romeo Dealer Team Group 1 Alfasuds attack the chicane at Thruxton. The story of the "Quadrifoglio" in motor racing is told on page 36. Photo: David Winter.

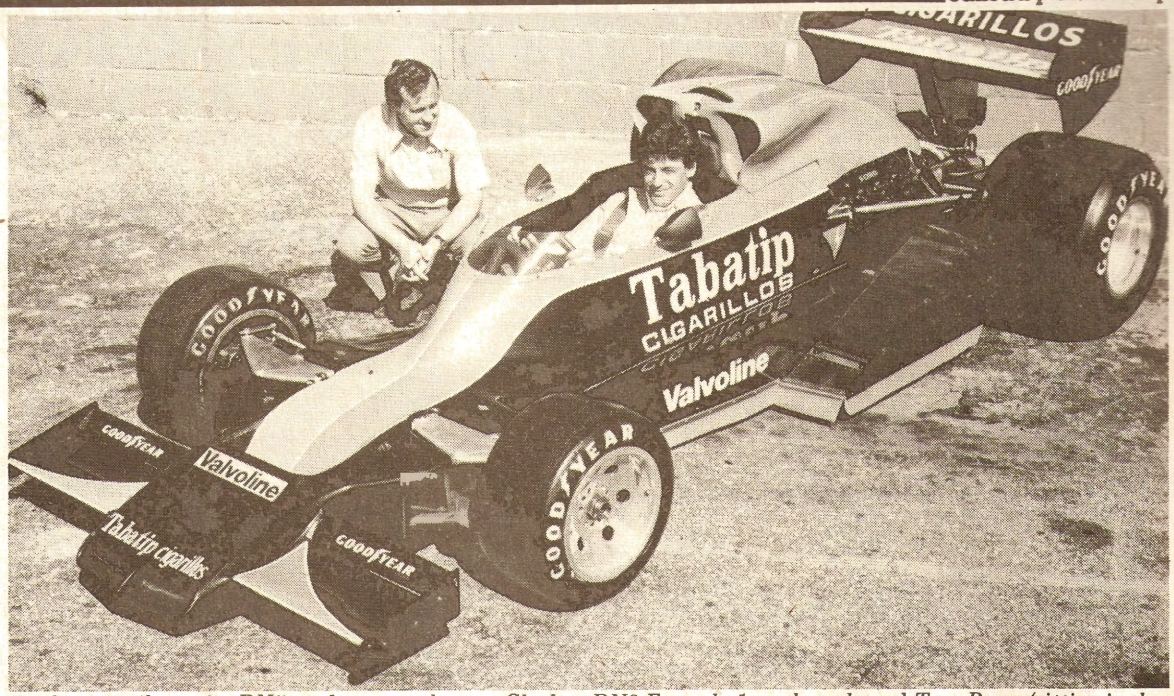
*These items were correct at the time of going to press.

Shadow's new DN8 F1 car

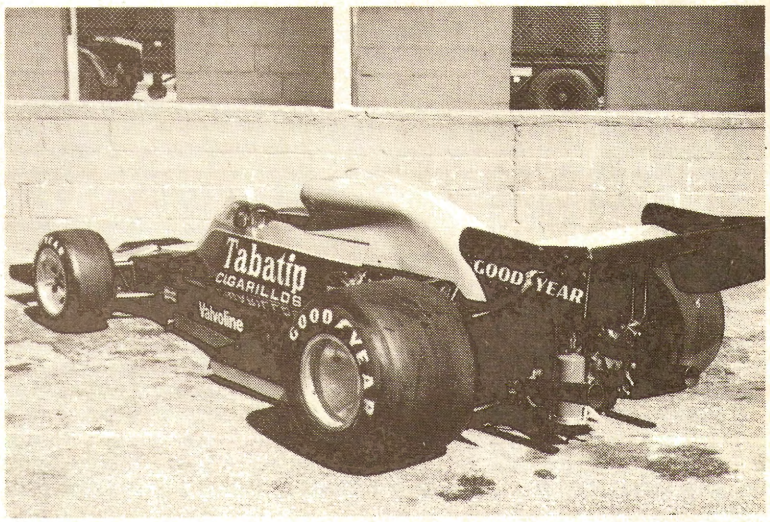
The distinctive new Formula 1 Tabatip Shadow DN8, successor to the team's DN5, was put through its paces at Snetterton by the team's number one driver Tom Pryce last Thursday.

A refined and lightened machine, some 27 kilos lighter than the DN5, this new Shadow is a totally new design by Tony Southgate, who completed the drawings for the new car before he left for Team Lotus a couple of months ago, with a distinctively low monocoque, high sided bodywork and new wing and airbox configuration conforming to the latest international regulations. Power again comes from a 475bhp Cosworth DFV driving through the familiar Hewland 5-speed gearbox while suspension follows DN5 practice with inboard mounted front coil spring/damper units operated by fabricated rocker arms while twin lower parallel links plus top link and radius arms operate in conjunction with the spring/damper units at the rear. Detail refinements include the mounting of the steering behind the front suspension, rather than in front of it as on the DN5, and twin caliper brakes are fitted all round with ducts directing cool air through the upright and out through the brake discs. The car's water radiators are mounted under angled cowls along the monocoque sides while the oil radiator is mounted in the nose section.

Pryce was very enthusiastic about the new car when he tried it at Snetterton and there is a distinct possibility that he may race the car at the Dutch Grand Prix at Zandvoort this weekend.

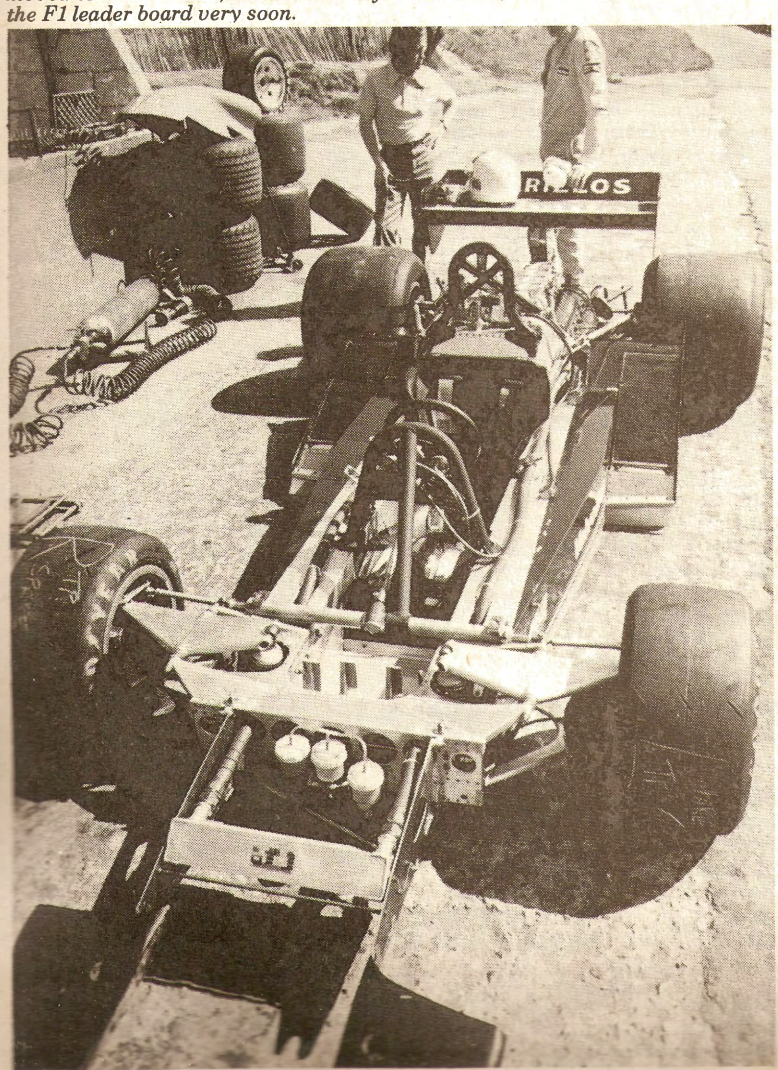


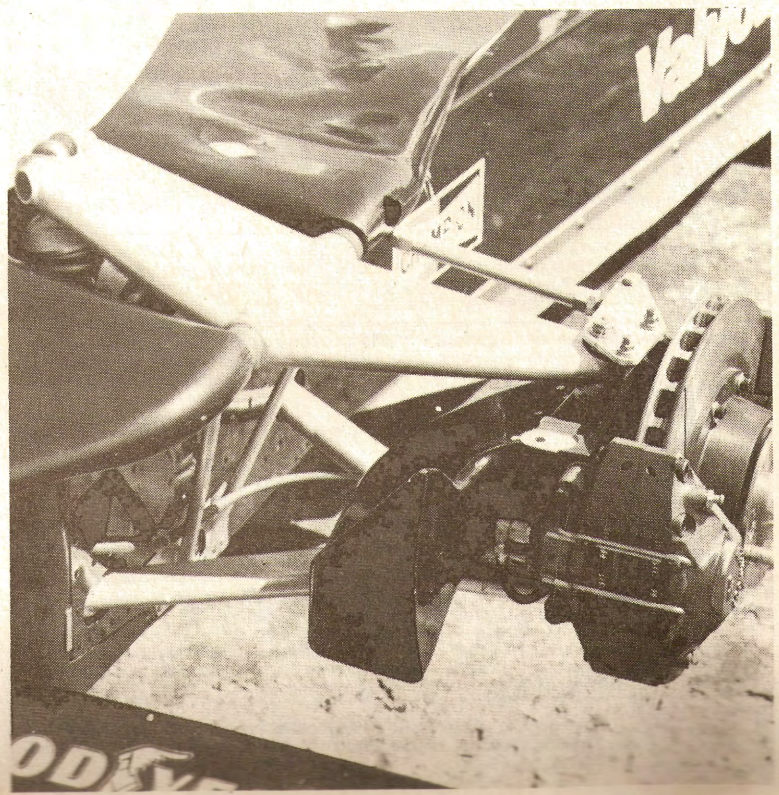
Looking similar to its DN5 predecessor, the new Shadow DN8 Formula 1 car has pleased Tom Pryce (sitting in the car) in recent tests at Snetterton while team manager Alan Rees (kneeling) tells us that they'll take it to the Dutch GP this weekend.



"A refined and lightened machine", the new DN8 (above) still follows DN5 thinking in the suspension (below) department.

Refined changes on the new DN8, designed by Tony Southgate (before he moved to Team Lotus) and assisted by Dave Wass, could see Shadow back on the F1 leader board very soon.





Ferrari return to F1

SEFAC Ferrari's welcome decision to return to Formula 1 racing in defence of their championship leads was announced last Monday at the Ferrari test track at Fiorano. And on Tuesday, Niki Lauda announced that he is hoping to make his own return to the wheel in time for the Canadian GP at Mosport.

Supported by the Presidents of the Automobile Club d'Italia and the Commissione Sportiva Automobilistica Italiana, Ferrari expressed the opinion that his decision to withdraw from Formula 1 had "contributed to promote a moral process to the highest level of motor racing". The ACI and CSAI officials have pledged their organizations to assisting Ferrari in bringing about a reform of the CSI which would involve the institutional inclusion of the Formula 1 Constructors Association.

The immediate aim of the three Italian bodies is to obtain, at the CSI meeting early next month, a firm resolution calling for the strict adherence to the regulations covered by the Sporting Code, and for disqualification for "any or whatever inobservance". Ferrari said that this was the only way to ensure the continuance of motor racing as a sport and technical exercise, free from the "speculative and commercial interests which alter the nature of a sport away from loyal human endeavour and intellectual capacity".

Ferrari, the ACI and CSAI have engaged the services of a lawyer, who is to ask the FIA to re-examine the entire affairs of the Spanish and British Grands Prix before the Italian GP takes place, so it seems that neither controversy is over yet. In addition, in future Ferrari will be supported at all Formula 1 races by the presence of a suitably qualified CSAI official.

In the light of these new arrangements and, says Ferrari, in response to "the desires of all his sporting friends", he has decided to return with a single car for the Dutch GP next weekend, and to hope for a quick recovery by Niki Lauda, who will rejoin Clay Regazzoni in the team as soon as he is fit.

Meanwhile Lauda, who has had his final skingrafts in the Ludwigshaven clinic, has returned home, where he has said that he hopes to be training in ten days' time, and has set himself Mosport as the target for his return.



Conny Andersson — F1 Surtees

Andersson in

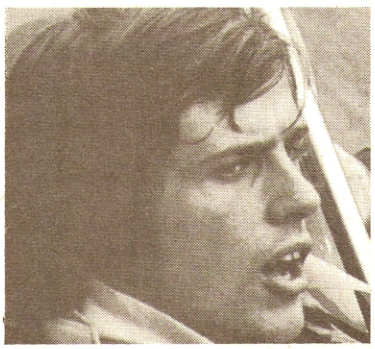
With American driver Brett Lunger committed to a Formula 5000 race at Elkhart Lake this weekend in his First National City-backed F5000 Lola T332, Team Surtees have called on the services of Swedish Formula 3 driver, Conny Andersson, to make his F1 debut in Lunger's Chesterfield Surtees TS19 at the Dutch Grand Prix this weekend.

Andersson has had talks with John Surtees for some time now about running in one of his cars. The 37 year old Swedish F3 "ace", who is currently contesting the lead of the European F3 series with Riccardo Patrese, has in fact, tested a TS16 late last year at Goodwood and was suitably impressive.

His appearance in Lunger's TS19 is strictly a one-off exercise, although it will no doubt give Big John a chance to assess the Swede's talent if, indeed, he has an F1 future.

Sullivan out

Surprising news is that Danny Sullivan's F2 deal with Team Modus has fallen through and the American now finds himself without a ride.



New JPS tested

Another brand new Formula 1 car has also been testing recently, although in contrast to the Tabatip Shadow DN8, it hasn't been officially announced to the press.

The car is question is the brand new John Player Special (*nee* Lotus 78) which has been designed by Colin Chapman, Ralph Bellamy and Tony Southgate. The car first ran at the Team Lotus test track up at Hethel last Thursday driven by Mario Andretti. It was then taken to Silverstone on Monday where, behind locked gates, the car completed a further day of testing without any undue worries. Andretti reportedly did about 50 laps without any undue worries and was lapping in the 1m 22s on the Grand Prix circuit.

The new car is completely different to the current type 77 which, in the hands of Andretti and Gunnar Nilsson, has been challenging for a Grand Prix win of late. The 78 is apparently extremely wide, especially at the front where the outside edges of the front wheels are as wide as the rear. The coil sprung suspension locating arms are very wide based both at the front and rear while the monocoque has quite high sides which means that there is no need for any bodywork around the cockpit area. Brakes are outboard and, in its current state, the car had four wheels although we've heard that Team Lotus have asked for some smaller wheels to be made. We tried, albeit unsuccessfully, to extract some further information from Nilsson, who had been spectating there all day. Unfortunately, we were greeted with just a big smile and a wink.

Dennis goes over to Ralt

Britain's Ron Dennis is entering a Formula 2 Ralt RT1 for the talented young Eddie Cheever at the Brands Hatch ShellSport 5000 race on Monday. In fact, Dennis's Project Four racing team are planning to run the final two races in this year's European F2 Championship with one of the Ron Tauranac designed RT1 chassis. The aim then is to run a two-car works Ralt team in next year's F2 series.

The car Cheever is planning to use at Brands had its Brian Hart all-alloy 420R engine fitted on Tuesday, and it was hoped that Cheever would test the car at Brands Hatch yesterday (Wednesday). The Brands race will be seen as a shakedown run for the new combination prior to the Nogaro F2 race in France on September 19.

Dennis has been competing as an entrant in F2 for six years now, the last two of which have been spent running Marches, but, as Dennis said, "I now feel that to stay fully competitive in F2, you need to be tied up with a works car. The March has been good, as the team have done well with a couple of heat wins plus Vittorio Brambilla's exceptional win at Vallelunga late last year. But now it is so competitive in F2 you need an engineer as well as a team manager." As Dennis worked closely with Tauranac down at Brabhams, prior to Bernie Ecclestone taking over the company, it seems logical that the two should join forces for a concerted attack on the F2 series next year.

No decision has been taken as to what engines the team will use next year, although they must be heartened by Luciano Pavesi putting his privately run Ralt-Hart RT1 on pole in front of the works Marches at the Misano F2 race last weekend. Dennis also said that he would like to run Cheever alongside "an ace, a driver who will be able to win me races."

Six star gas?

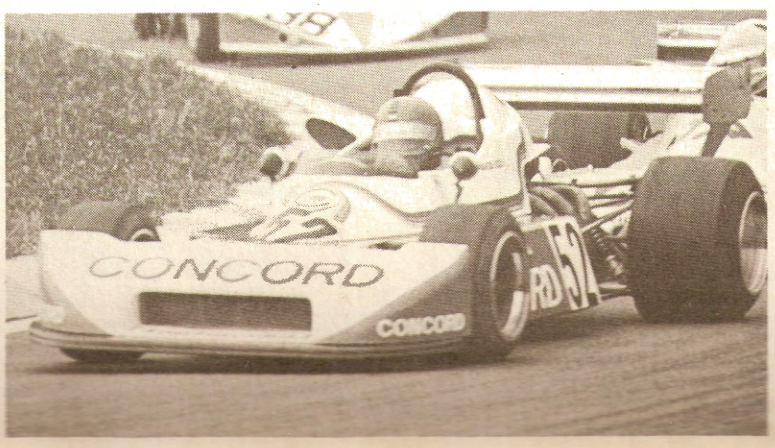
Never tardy in their defence of Ferrari, the Italian media did nothing to further the cause of the Commendatore last week, when it was gleefully announced on the Italian radio news that James Hunt had been disqualified from his fourth place in the Austrian Grand Prix, and that all his previous 1976 race results had been declared null and void. . . .

For some time, an unpleasant rumour has been doing the rounds that the McLaren Formula 1 team has been using an illegal fuel additive during race qualifying. It seems that the Italian radio 'beavers' seized on this rumour in a malicious effort to discredit the McLaren team, and reached wild conclusions about a post-event scrutineering decision.

A telephone call to McLaren's Teddy Mayer and a telex conversation with the Austrian organizers confirmed that no car was disqualified from the event, and that no fuel samples were taken during post-race scrutineering or at any other time.

The Italian newsmen do Ferrari a disservice.

Underlining Ron Dennis's reason for switching over to Ralt chassis in Formula 2, Italian Luciano Pavesi put his private Hart-powered, RT1 version on pole for last weekend's F2 race at Misano.



Brands 5000 bonanza

Next Monday's ShellSport 5000 championship qualifier, which takes place on the Brands Hatch Grand Prix circuit, really looks like being one helluva motor roace. For the first time, it has a truly international flavour with drivers from no less than 12 different countries taking part.

Apart from the regular Formula 1 and 5000 runners who have contested the series all season, there are a host of Formula 2 cars who have entered and are obviously hoping that their power to weight ratio around the 2½ mile circuit will pay dividends.

Entered in an F2 Chevron is Austrian Hans Binder. He finished twice in the points in the last two European F2 championship rounds driving his works backed Chevron-BMW B35. He made his F1 debut in the Ensign in Austria last weekend and went well. Two more fancied Chevron runners are Australian Bobby Muir who put his Ford BDX powered B35 on the front row at the Mugello F2 race a few weeks ago while Finnish Super Vee star, Mika Arpiainen will take charge of the brand new ATS Chevron which was to have been driven by Reinhold Joest.

Ickx gets the Ensign

Having run Hans Binder in the recent Austrian Grand Prix, Mo Nunn will have the talented services of Jacky Ickx this weekend in Zandvoort where the Belgian driver will drive the team's F1 Ensign for the first time. Nunn had hoped to run Ickx in Austria before Binder's sponsors made the deal for him to run their local driver instead. It is assumed that Nunn, since Chris Amon's departure from the team after the German Grand Prix, will run Ickx for the rest of the year, although it naturally depends on sponsorship. Nunn has been in contact with Al Unser to see whether the American would be interested in racing the car in the Canadian and American Grands Prix in October and Al has apparently shown interest.

Jacky Ickx — Ensign drive.





Broadspeed and British Leyland, your attention please. Bob Tullius gave his Group 44 prepared 5.3-litre Jaguar XJS its race debut at the Mosport TransAm race last weekend. It finished.

Enter the TransAm Jaguar XJS

Long time American production sports car racer Bob Tullius debuted the latest machine from his British Leyland supported Group 44 shops at the Mosport Trans-Am. Their Jaguar XJS has been under construction since early spring, but the Mosport race was its official debut.

Group 44 has done all the engine and chassis development on the car and claim that the V12 motor puts out about 450 horsepower currently. Tullius has had no contact with Ralph Broad and the European effort building the XJ12 saloons, but will be coming to England this autumn and hopes to exchange notes with his European counterpart.

The car ran well in its debut before being slowed by oil cooling troubles. Tullius eventually finished tenth and the whole team was very enthusiastic about their first race.

The car will next appear at the Trans-Am at Trois Rivieres on September 5, and then Tullius hopes to use it to take the American B production sports car title at the Champion Road Racing Classic, the American club racing run-offs, at Road Atlanta in October.

Amon news!

Chris Amon was reported to have been at Zandvoort on Monday of the week testing a Formula 1 Penske. No, the New Zealander is not driving a back up car alongsde Austrian GP winner John Watson this weekend. What he was doing was testing and setting up the ex-works PC3 chassis which Boy Hayje's sponsors have bought for their local star to drive at the Grand Prix this coming weekend.

Perkins F1 comeback?

Local interests in the Dutch Grand Prix this weekend will be higher than normal for besides Boy Hayje taking part in his ex-works Penske PC3, Larry Perkins will be making a return to the Formula 1 grids in the HB Bewaking Boro (*nee* Ensign N175).

Since the team ran short of finance earlier this year and were forced to curtail their racing activities, they allowed Perkins the opportunity to try and find a suitable backer for the car so that he could carry on racing it. A good showing this weekend may help him find that elusive backer.

● Word has filtered through, although not confirmed as yet, that Wheatcroft Racing and Holbay have ended their joint venture with the Abarth F2 engine. We gather that Holbay wished to continue with the unit that has yet to race but Brian Henton and Tom Wheatcroft weren't.

Is Guy fit?

Guy Edwards was out testing his *Penthouse*/Rizla-sponsored Formula 1 Hesketh on Tuesday to see whether his injured wrist would stand up to driving again. In fact it wasn't broken at the German GP, just badly sprained, but it was still uncertain whether Guy would be able to take part in the weekend's Dutch Grand Prix.

After the Silverstone tryout, Edwards was going to decide whether to drive or not, and if the latter decision was taken, he hoped to get Rolf Stommelen to drive the Hesketh at Zandvoort.

Esso help out

Esso are helping to keep up a family tradition by continuing to back the Brabham family in motor sport. The lastest venture of course involves Jack Brabham's son Geoffrey who wears the Uniflo colours this weekend when he makes his Silverstone F3 debut. Father Jack was also Esso sponsored for much of his career and still owns Esso filling stations in the Southern outskirts of London.

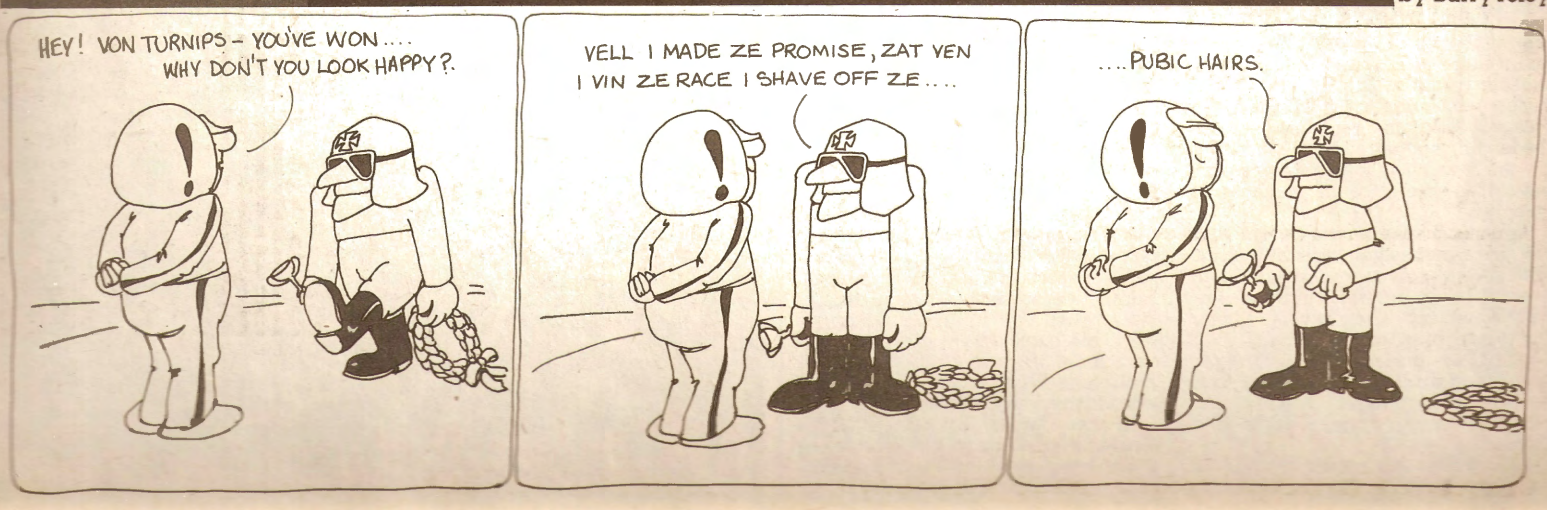
Evans' F5000 McLaren M25

Making a comeback to Formula 5000 racing at Brands Hatch this weekend is none other than Bob Evans. He will be driving the ex-works McLaren M25 which has been the property of David Hepworth since he "won" custody of it in a legal battle with Brazilian Carlos Avallone.

Evans was due to test the car at Silverstone earlier this week. Helping the former European F5000 champion in the venture are Shell while both Alan McKechnie (Evan's former entrant) and Alan Smith have helped in both preparation and supplying engines. Evans, whose season has been limited to a couple of F1 outings with Team Lotus and a one-off race with the RAM team at the British Grand Prix, hopes to contest the final four races in the ShellSport series. This will be the first time the M25, an F5000 version of the current F1 M23, has raced.

catchpole

by Barry Foley



Patrese pips Brancatelli to take series lead

The European Formula 3 Championship gets better and better, as last weekend's race, the eighth round of the 10-race series held at the German airfield circuit of Kassel-Calden, showed. The winner was Italian Riccardo Patrese, driving his regular Stebel-sponsored Chevron B34, although it was a very close thing for Riccardo was pushed extremely hard in both parts of the two-heat race by his fellow countryman Gianfranco Brancatelli, fresh from his win at the Austrian GP meeting the week before.

Practice had seen Conny Andersson on the pole in his regular Speedprint March, with Patrese, Ulf Svensson (Ralt RT1) and Brancatelli next up. However, Conny had a bad stomach upset and he was wondering at one stage whether he would be able seriously to defend his narrow lead over Patrese in the championship. Andersson was not the only driver troubled by illness for Lamberto Leoni, another Italian, was struck down by suspected appendicitis, while Rudi Doestch, the lead driver in the German KWS team, has been in hospital for the last four weeks, having been troubled by a metal plate inserted in one of his legs following an accident earlier in his career. He was allowed out for this race, but he became one of many to have problems by hitting the tyres which make up the makeshift chicanes at the circuit.

Patrese seized the initative at the start of the first heat, hotly pursued by Brancatelli's Speedprint March. Brancatelli, in the event of his teammate not being sufficiently able to force the pace, was at least hoping to force Patrese into an error.

The error came, although it resulted in Brancatelli also spinning, with perhaps a little assistance from the Chevron. Anyhow, both resumed, with the March closing in on the Chevron at the flag.

The second part was a replay of the first, only this time Brancatelli got in front and stayed there. Patrese sat right on his gearbox and remained close enough to take the overall victory on aggregate. Andersson was third with another Italian, Piercarlo Ghinzani, making it three Marches in the top four.

Completing the points scorers were Danes Thorkild Thyrring in his Ralt RT1 and Jac Nellemann in his Texaco-backed Van Diemen. Marc Surer was the best placed German driver, bringing his KWS Chevron home next chased by the Ralts of Clas Sigurdsson, Hakan Alriksson and German F2 driver Helmut Bross, who was running an RT1 chassis brought from German Ralt importer Bertram Schafer.



Riccardo Patrese — back in front.

Patrese's win puts him back in the lead of the championship with just two races left to run. One is at Knutsdorp in Sweden, where Andersson must be favourite, while the final race is at Vallelunga in Italy, where Patrese will be favourite. The odds are tipped in Riccardo's favour at the moment, although Andersson does have a potential ace up his sleeve in Brancatelli, a teammate who could upset the former World Karting Champion's applecart.

EUROPEAN FORMULA 3 CHAMPIONSHIP

	Driver	Nat	Nurburgring	Zandvoort	Mantorp Park	Avus	Enna	Monza	Arras	Kassel-Calden	Knutsdorp	Vallelunga	Points	
1	Riccardo Patrese	I	4	9	6	—	9	9	4	9			46	(50)*
2	Conny Andersson	S	9	—	2	9	6	6	9	4			43	(45)*
3	Gianfranco Brancatelli	I	—	—	9	3	—	—	6	6			24	
4	Bertram Schäfer	D	6	2	—	4	—	—	2	—			14	
5	Marc Surer	D	2	6	—	—	—	—	—	—			8	
6	Clas Sigurdsson	S	3	—	4	—	—	—	—	—			7	
	Ulf Svensson	S	—	—	1	6	—	—	—	—			7	
	Piercarlo Ghinzani	I	—	—	—	—	4	—	—	7			7	
9	Guiseppe Bosoni	I	1	3	—	—	—	2	—	—			6	
10	Hakan Alriksson	S	—	1	3	1	—	—	—	—			5	
11	Werner Klein	D	—	4	—	—	—	—	—	—			4	
	Boy Hayje	NL	—	—	—	—	—	4	—	—			4	
13	Francesco Campaci	I	—	—	—	—	3	—	—	—			3	
	Gaudenzio Mantova	I	—	—	—	—	—	3	—	—			3	
	Henrik Spellerberg	DK	—	—	—	—	—	—	3	—			3	
16	Jochen Dauer	D	—	—	—	2	—	—	—	—			2	
	Lamberto Leoni	I	—	—	—	—	2	—	—	—			2	
	Thorkild Thyrring	DK	—	—	—	—	—	—	—	2			2	
19	Fernando Spreafico	I	—	—	—	—	1	—	—	—			1	
	Orazio Ragaiolo	I	—	—	—	—	—	1	—	—			1	
	Jean-Louis Schlesser	F	—	—	—	—	—	—	1	—			1	
	Jac Nellemann	DK	—	—	—	—	—	—	—	1			1	

* Best 6 out of 8 results

MacDonald outruns Lawrence in Far East

The Rothmans Far East championship was thrown wide open last Sunday week when Hong Kong's John Macdonald swept home in first place ahead of Graeme Lawrence, making the score one each for these two Rothmans Cathay Pacific sponsored drivers.

The Selangor GP event, held at the fine 2.1-mile Batu Tiga Circuit Kuala Lumpur, was the second event in the five-race series, attracting 12 entries. Practice was dominated by MacDonald in his Ralt RT1 and Lawrence in his March 76B, although neither were really happy with their cars. In an effort to stay with the faster MacDonald, Lawrence had brought with him a home-prepared FVA, while MacDonald relied on his backup Cosworth unit. Fastest in the two-valve class was Pocho Ramirez in his March 723.

The race started in dull, warm weather with MacDonald on pole while Lawrence and Albert Poon (Chevron-BDA B29) completed the front row of the small locally assembled grid. It was Poon who leapt into an immediate lead only to be passed by MacDonald at the start of lap 2 and, soon after, by Lawrence also.

Driving with his usual vigour MacDonald opened up an early lead, with Lawrence trying hard to stay in touch. When lapping traffic at the half-way stage Lawrence closed the gap to a few yards, but on lap 34 the mechanical fuel pump belt broke forcing him to switch over to the electric pump. At the same time Graeme immediately broke the lap record! However as his battery tired Lawrence fell further behind leaving MacDonald unchallenged until the end. During the last few laps of this 50 lap event, MacDonald had some worrying moments as his left front wheel seemed determined to shake itself loose and he crossed the line only seconds in front of Lawrence, with Poon in third place although a lap behind. The two-valve "B" Class went to Ramirez who finished fourth overall, five laps down.

It was by no means a great race, but it has set the stage for a tremendous battle at the Indonesian Grand Prix on October 29, and there should be plenty of 'needle' between the two Rothmans Cathay Pacific sponsored drivers. The fourth event in the series will be the Macau Grand Prix on November 14, at which it is believed that Rupert Keegan, David Purely and Vern Schuppan will be on hand to test the 'local' heroes. The final event in this US $20,000 series will be the Phillipines Grand Prix.

John MacDonald (left) about to say a few words about his Selangor GP win in Malaysia recently.



Big teams boycott German championship

Supporting the European Formula 3 qualifying at Kassel-Calden was another round of the German "GT" series, although as a result of a recent meeting in Frankfurt between the leading entrants and competitors in the series, all the top teams boycotted the race as a show of strength.

Apparently the entrants feel that the prize money for each individual race is so low, even when winning an event it is not possible to break even on the meeting. They have asked for the prize fund to be increased to 80,000DM (nearly £18,000) per event, and until the organizing AvD do something about it, they will continue to carrying on with their "strike".

Effectively this meant that there were no Porsche Turbos from the Kremer, Loos/Tebernum and Kannacher teams, nor were there any Escorts from Zakspeed or, for that matter, BMWs from GS/Obermoser.

Primarily because one of his sponsors came from the Kessel area, Paul Hennige felt obliged to contest the event, although he had to resurrect an old BMW 2002 he once raced rather than his Zakspeed-prepared Escort. He led the race easily from the start before commiting an indiscretion which saw him have to work his back up through the field once more. Second to Hennige was Wolfgang Wolf in his rapid front-wheel-drive VW Scirocco.

In the larger division, Jurgen Neuhaus had little trouble in beating a depleted field in his non-turbo-charged Porsche Carrera RSR.



Al Holbert's Porsche Turbo looked certain of winning the TransAm race at Mosport last weekend until tyre trouble intervened three laps from home.

Holbert's tyre problem gives TransAm to Ludwig Heimrath

Making it a feast of racing at Mosport last weekend was the penultimate round of the American TransAm championship, in which British interest undoubtedly surrounded the first ever racing appearance of the 5.3-litre Jaguar XJS. But more of that in a moment.

The last two races have been won by Carl Shafer's Chevrolet Camaro and, having secured the pole, there seemed no reason why he could not make it three in a row. Alongside him once again was George Follmer in one of the Vasek Polak Porsche 934 Turbos; the second car, driven by series leader Hurley Haywood, had qualified a troubled eighth fastest but didn't start. Al Holbert was next up in his Porsche Turbo, followed by Ludwig Heimrath in the first of the normally aspirated Porsche Carrera RSRs.

Shafer's Camaro rumbled off to lead to 22 of the 41 laps, before the front bodywork started to come loose. Also troubled by a high speed engine misfire, the V8-engined monster started to drop back, eventually finishing fourth. With Shafer starting to struggle, Holbert took over the lead chased by Heimrath. Follmer was not in a position to dispute the lead at this stage as, like Shafer, he was suffering from a high-speed misfire, and had to make do with third place at the end. However, with just one round remaining (at Trois Riveires at the end of next week), George now has a very real chance of wresting the TransAm title from his teammate Haywood.

Up front, it looked as if Holbert, the current "king" of IMSA, would assume the same mantle in the TransAm, but with just three laps to go he rushed into the pits to change a left rear tyre. Heimrath had been catching him at around 5secs a lap, and the stop cost Al both 16secs and the race, Heimrath taking the flag 13.9secs to the good.

What of the Jag? Well, Bob Tullius qualified the Group 44 prepared car 11th, and during the early stages he was happily running around seventh. However, he found that when he was lapping in close company the air ducting to the oil cooler was not adequate, so he dropped back and finished 10th. The team were very happy with this, its first outing, and the car should be at Trois Riveires on September 5 for the final round.

Second success for Unser's Parnelli-DFX

Al Unser gave the Cosworth DFX-engined Parnelli its second USAC win of the year at the Milwaukee 200 last Sunday, the ninth round in the USAC series. Unser averaged 121.907mph for the event, which he won by a considerable margin from Gordon Johncock's Sinmast Wildcat, thus reversing the result from the previous weekend.

Pole had been taken by series leader Johnny Rutherford in his works Hy-Gain McLaren M16E at 129.542mph. The Indy 500 winner led for the first 50 miles before Unser, who had qualified fifth, got the DFX turbo into the groove. On lap 74, Al took the lead for good.

Rutherford finished third, a lap down, and ahead of Bobby Unser, who was making a return to USAC racing circles in his Cobre Tire Eagle, the team obviously feeling that they have now cured their engine problems. Perhaps they have, for Bobby led for a couple of laps at one stage, although he was no match for his younger brother, now inheriting America's "man of the moment" tag (certainly judging by the interest presently shown in him by the European F1 teams).

Mike Mosley (Eagle) and Roger McCluskey (Hopkins) completed the top six finishers, while notable retirements were those of Tom Sneva, whose Penske McLaren blew up on lap 127, Wally Dallenbach, whose Sinmast Wildcat had problems with refueling, and Johnny Parsons, whose Citibank Eagle also blew an engine early on, although he had been well in contention and had led at one stage.

A notable absentee was A. J. Foyt, who is obviously preparing for the Californian 500 at the end of next week. Milwaukee was the first USAC race Foyt has missed in a long time.

Pearson's excellent NASCAR win after lightning pit stop

Those NASCAR Grand National mechanics are amazing. If you thought that Cale Yarborough's mechanics were pretty "ace" in changing an engine in 20 minutes, then how about a shock absorber change in 55 seconds? Yes, that's what David Pearson's Bud Moore team did to his ill-handling Purolator Mercury midway through last Sunday's Champion Spark Plugs 400-miler held at the Michigan International Speedway. What's more, it enabled Pearson to win the event, beating Yarborough by just 1.2 secs after 200 laps of racing. It was Pearson's eighth win this year out of 14 starts.

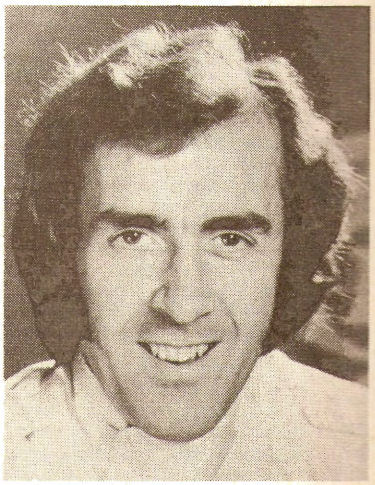
Richard Petty brought his STP Dodge home into third place, still on the same lap as the leaders, as was Bobby Allison in the Penske Mercury. Fifth, a lap down, was Dave Marcis (K&K Dodge) followed by Neil Bonnett, five laps down in his Chevelle.

Benny Parsons had overheating problems with his Chevelle and finished a lowly 10th, while a notable retirement was that of Baker, whose engine broke a valvespring on lap 86.

British interest in the event focused on David Hobbs, who was making a return to NASCAR after his debut way back in January at the Daytona 500. Hobbs was driving Richard Brooks's spare Truxmore Ford, painted up in Coca-Cola colours. He qualified 22nd and finished 17th, his race including a spin *en route*.



David Pearson — another win.



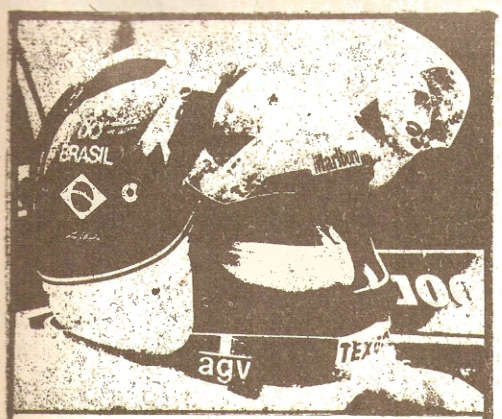
David Hobbs — second outing.

The pole had been taken by Pearson at 160.875mph, with Buddy Baker's NI Ford Torino and Yarborough next up. The latter took the initiative soon after the start, leading a total of 125 laps during the event. At this stage, Pearson was struggling with deteriorating handling, and with 100 miles to go he was a lap down on Yarborough, the series leader. Then came this amazing pitstop, and gradually the Mercury started to get back into contention, nipping past Yarborough's Chevelle with 17 laps to go to win at an average of 140.078mph.

Porsche clinch G6 series

Jacky Ickx (left) and Jochen Mass celebrate a victory earlier this year with the Martini and Rossi Porsche 936 turbo. Ickx, although beaten by the powerful CanAm cars at Mosport last weekend, won the G6 class thereby clinching the G6 series with their four win in five starts.





World Championship Round 12

A happy birthday?

QUENTIN SPURRING discusses the prospects for next Sunday's Dutch Grand Prix at Zandvoort

Next Sunday will be James Hunt's birthday. In last year's Dutch Grand Prix at the Zandvoort circuit 15 miles west of Amsterdam, James gambled right on a tyre change from wets to dries, and held off an exciting challenge from Niki Lauda's Ferrari to score his first ever Grand Prix victory, and the only one for Alexander Hesketh. It was an immensely popular win, and James is especially keen to celebrate its anniversary in like fashion next Sunday.

Having had to be content with fourth place at the most recent Grand Prix, in Austria, Hunt will be more determined than ever to win in Holland, especially as there are now stories about Niki Lauda returning to Formula 1 before the end of the season to defend his World Championship points lead. A victory at Zandvoort will put him only two points behind Niki in the title chase. James flies at Zandvoort, and in the continued absence of the World Champion he must start very much the favourite. The new M26 will be taken to Zandvoort as well as the Marlboro-McLaren team's regular M23s, which also seem to be so well suited to the Dutch circuit. If the M26 goes well in practice, Jochen Mass will possibly drive it in the race.

A similar evaluation procedure will be going on in the Shadow camp, for Alan Rees's team will take along their newly announced DN8 chassis which Tom Pryce tested briefly at Snetterton last week. Again, if the DN8 seems up to the job so early in its career, it could be raced, presumably by Pryce unless something unexpected happens to motivate his now lacklustre team-mate Jean-Pierre Jarier.

The news that a Ferrari will be entered after all for Clay Regazzoni to drive is welcome indeed, and Gianclaudio is another driver to shine at Zandvoort. So does the Ferrari. Although at the two most recent Dutch Grands Prix he has been overshadowed by his team leader, Regazzoni will have a point to make on Sunday. Whatever his critics have to say about him, it is well within his capabilities to win the race and increase the Ferrari lead in the Constructors series, which is why he will be there. After recent events, Daniele Audetto will be putting the team's all into getting Clay up onto the winner's rostrum, and it would be no surprise to see him there.

After such a surging start, the six-wheel Elf-Tyrrells somehow seem to have failed to respond to development, although it is certain that AUTOSPORT's columnist Jody Scheckter and Patrick Depailler will be right up there trying to repeat the Stewart/Cevert triumph of three years ago. Jody must score, and score well, if he is to keep in touch with Hunt in the drivers' championship and Elf-Tyrrell are only marginally behind McLaren (five points) in the constructors' battle. The Elf-Tyrrells' suspension failures in Austria were caused by a severe vibration, and the team have braced the cause; test runs at Silverstone have been used to indicate whether the problem has been rectified.

The unexpected and very welcome Osterreichring win for Citibank Penske and John Watson will have done wonders for the Dorset-based team, and John must be considered a real threat with the Penske PC4. For this race the team will be looking after another car, for F & S Properties have hired the old PC3 for Toine Hezemans's protege Boy Hayje to drive in his home Grand Prix, making his Formula 1 debut.

Another face from the ranks of Formula 3 will be that of Sweden's Conny Andersson, who will be making a further foray into Grand Prix racing at the wheel of the Surtees TS19 normally handled by Brett Lunger, who will be busy in the USA next weekend. Alan Jones, who forfeits his real chance of the American Formula 5000 Championship title by driving at Zandvoort, will be in the cockpit of the Durex TS19 as usual, and Henri Pescarolo will drive the Norev TS19.

Could this be the race at which the JPS-77 comes *really* good? Mario Andretti and Gunnar Nilsson have both put up some truly storming performances recently, and Sunday just could be their day. Andretti has lapped Zandvoort in 1m 20.4s duing testing earlier in the year, which is only just outside the lap record, although that was established three years ago.

Having lost the services of Chris Amon and run Hans Binder in Austria only, Mo Nunn has arranged for Jacky Ickx to drive his Ensign, and this is going to be a most interesting combination. We still don't really know for certain how good the Ensign is, how bad the Williams is, and how competitive Jacky Ickx is these days. If he can produce anything like the kind of form which was showed by the talented Amon, the Ensign could be right up there, and a lot of people have found it difficult to believe that Ickx is as over the hill as his performances in the Williams have suggested.

The inconsistent Arturo Merzario will have the job of getting the most out of the Williams-née-Hesketh for the Wolf-Williams equipe, but there is no reason at present to believe that he will fare any better than Formula 1's other two down and almost out single-car teams, Copersucar-Fittipaldi and Boro. Emerson Fittipaldi, who has been conspicuous this year for his praiseworthy lack of complaint about his alarming reverse in fortune, will quietly get on with the job and dream of next year, while Larry Perkins will go as hard as he can with the Boro, which the Hoogenboom brothers have Bewakened for their local Grand Prix.

The remaining singleton entry, of course, is overdue for a win. Jacques Laffite has driven with increasing maturity this season, and the musical Matra-powered Ligier might be the car for Zandvoort. If he should win, it would do as much for Grand Prix racing in terms of renewed interest as Watson's victory in Austria.

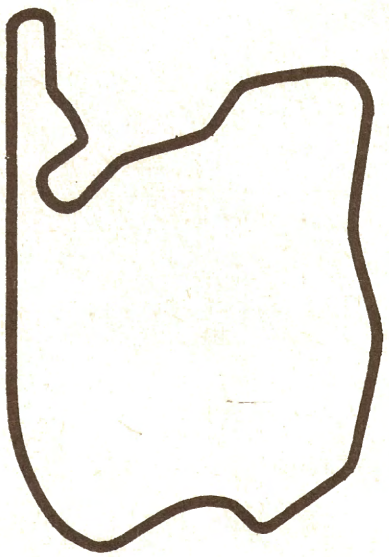
Zandvoort, with its fast curves and 115mph-plus lap, could also be the place for the Martini-Brabhams, for the cars' weight will not be so much of a handicap here. Although a top placing by either of the Alfa Romeo powered cars would be a surprise, Carlos Pace and Carlos Reutemann have the ability in abundance.

At last, Ronnie Peterson scored a championship point at the Osterreichring, a small but much needed fillip for the Swede and March Engineering. Ronnie was totally competitive in Austria, and can never be discounted as a possible race winner, especially when he is on an improving streak. As usual, he will be joined in March 761s by Vittorio Brambilla and Hans Stuck.

Harald Ertl will drive his Hesketh 308 and Guy Edwards his similar *Penthouse* car, provided his injured wrist is up to the job. Finally, the Brabham-Ford cars are entered by the unhappy RAM team, the drivers being Loris Kessel and Lella Lombardi.

So far, several of our Grand Prix predictions have been depressingly inaccurate, but, in the hope that this has not placed any kind of jinx on the drivers whose wins we have predicted, I reckon that this is going to be James Hunt's race. The twins from Elf-Tyrrell and JPS-Lotus, Peterson, Watson, Laffite and Pace will all be right up there trying to prevent James's double. And secretly, I would like to see Regazzoni win, but I'm not going to tell you that, in case you think I'm anti-British or something....

F1 WORLD CHAMPIONSHIP
DUTCH GRAND PRIX **12**



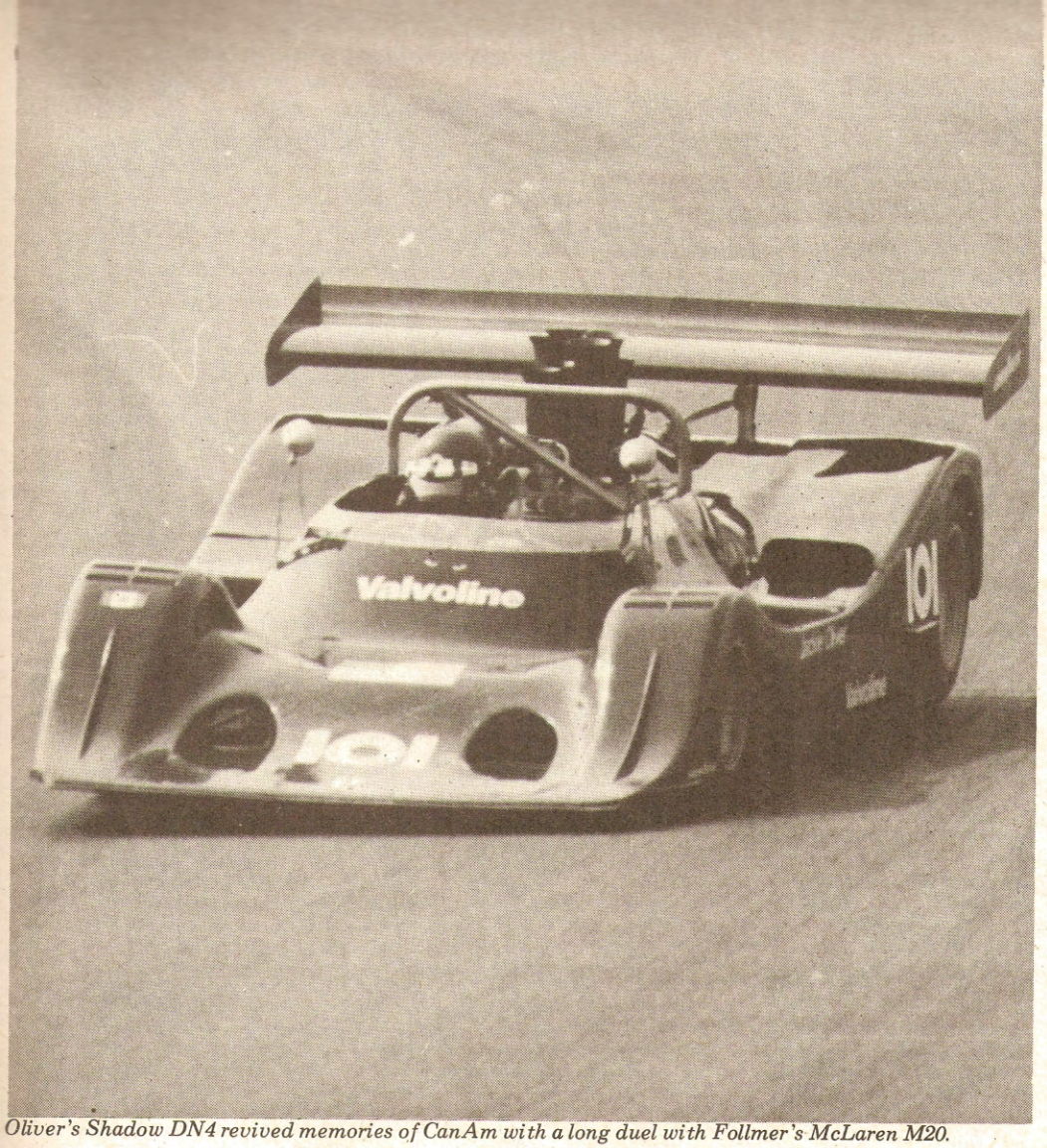
ZANDVOORT, HOLLAND
2.626 miles
Lap record: Ronnie Peterson (Lotus-Ford 72E) and Peter Revson (McLaren-Ford M23), 1m 20.31s, 117.71mph (1973).

PREVIOUS RESULTS
1973 Zandvoort (72 laps, 189.07 miles)
1, Jackie Stewart (Tyrrell-Ford 006), 1h 39m 12.45s, 114.35mph;
2, Francois Cevert (Tyrrell-Ford 006), 1h 39m 28.28s;
3, James Hunt (March-Ford 731), 1h 40m 15.46s.
1974 Zandvoort (75 laps, 196.95 miles)
1, Niki Lauda (Ferrari 312B3), 1h 43m 0.35s, 114.72mph;
2, Clay Regazzoni (Ferrari 312B3), 1h 43m 8.60s;
3, Emerson Fittipaldi (McLaren-Ford M23), 1h 43m 30.62s.
1975 Zandvoort (75 laps, 196.95 miles)
1, James Hunt (Hesketh-Ford 308), 1h 46m 57.40s, 110.48mph;
2, Niki Lauda (Ferrari 312T), 1h 46m 58.46s;
3, Clay Regazzoni (Ferrari 312T), 1h 47m 52.46s.

TIMETABLE
Friday: 10.00-11.30, 13.00-14.00
Saturday: 10.00-11.00, 12.30-14.00
Sunday: 13.00-13.15 warm-up
Race: 14.00 (75 laps)

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.

Championship positions
After 11 rounds: 1, Niki Lauda, 58pts; 2, James Hunt, 47; 3, Jody Scheckter, 34; 4, Patrick Depailler, 26; 5, John Watson, 18; 6, Clay Regazzoni and Jacques Laffite, 16, 8, Jochen Mass, 14; 9, Gunnar Nilsson, 10; 10, Carlos Pace, 7; 11, Tom Pryce, and Hans Stuck, 6; 13, Mario Andretti, 5; 14, Carlos Reutemann and Alan Jones, 3; 16, Chris Amon and Emerson Fittipaldi, 2; 18, Ronnie Peterson and Rolf Stommelen, 1.



Oliver's Shadow DN4 revived memories of CanAm with a long duel with Follmer's McLaren M20.

The Oliver twist

Jackie Oliver's Shadow wins Group 7 versus Group 6 battle — Jacky Ickx's Martini-Porsche takes maximum championship points with third place behind George Follmer's McLaren — G6 Alpines outpaced — Report: GORDON KIRBY

Hey, that was good! Group 6 cars versus Group 7 cars over a 200-mile sprint. As few cars from each category as there may be, and as much of a once-only-and-never-again event as it may also have been, North America's only Sports Car race of the year was a *good* race.

Jackie Oliver won it, driving the same Shadow-Chevrolet DN4 with which he won the last-ever CanAm Championship two years ago. Oliver lead from start to finish, *including* the 60 seconds-worth of the race he spent stopped at his pit while the Shadow took on its second load of fuel. But for 54 of the 80 laps Ollie was chased hard by 1972 CanAm Champion George Follmer aboard Herb Kaplan's ex-Hulme McLaren M20, and the almost-forgotten, aggressively raucous style of CanAm — the sheer *power* of it — came noisily back to life.

Indeed, the fury of that battle carried Oliver and Follmer well clear — just about a minute in fact — of Jacky Ickx and the works Martini & Rossi Porsche 936. Then Follmer stopped for fuel and a front tyre as well, which took all of 90 seconds, and when Oliver came in for his fuel three laps later it looked as if Ickx would take the lead. But Jackie got away in just under a minute, so that he was able to slot himself in just ahead of the Porsche and hold the Shadow clear, despite a braking problem, until Ickx was forced in for a quick fuel top-up only six laps from home.

Those last few laps were, then, fairly safe ones for the leader as he nursed his way to an 8 secs win from Follmer, who as always drove every inch of the race as hard as his engine and tyres would carry him. Forty more seconds later Ickx finished third, his turbocharged 2-litre having never been quite able to match the pace of the free-breathing 8 litres. Into fourth came Patrick Depailler's Alpine-Renault, a lap down after the driver's efforts to keep the two CanAm cars in sight had overworked his tyres and brought an early stop for a new set of Michelins. Jean-Pierre Jabouille's similar car lost many laps because of an electrical fault, so Vern Schuppan finished fifth in Harley Cluxton's Mirage-DFV. A well-deserved sixth place was taken by hitherto unknown American Tony Cicale, who was by far the best of the independents filling out the 23-car field. Cicale's self-prepared Chevron-Hart B26 ran without a stop, finishing six laps ahead of the next full-blown CanAm car!

As much as anything, the reason for the only World Championship Sports Car race of the year outside of Europe was because Canada's Imperial Tobacco Company, manufacturers of Players cigarettes, was looking for a promotable way to wind up their 16 years of sponsoring motor racing events in Canada. This, of course, has been precipitated by the generally growing restrictions on cigarette advertising in all countries, and in the case of Players (who have recently sponsored not only Canada's National Championship but also the country's Grand Prix) they decided to make their departure by reaching back for the type and name of the first motor race they sponsored in Canada, the first-ever race at Mosport in fact — a sports car race called the Players 200.

The Players 200, now *there* was a race to remember. The first, in 1961, was won by Stirling Moss in a Lotus 19, and successive races, matched with similar sports car events at Laguna Seca and Riverside, were a major impetus behind the birth of the CanAm in the mid-sixties. For a few years CanAm and the Players 200 flourished, but then, just as unlimited sports car racing seemed ready to boom, its fortunes turned around, choking on a cash-flow situation gone berserk. CanAm fell into a steady decline, until its miserable death two years ago. Indeed North America road racing has yet to recover the glory, imaginary or real, which it remembers from those halcyon CanAm days of the late sixties.

Well then, thought the gentlemen of Mosport Park and the Canadian Racing Drivers Association, what better way to test the waters of a CanAm "revival" than by reviving the Players 200 for one last time in the guise of a World Championship Sports Car round thrown open to Group 7 machinery so as to guarantee a full field? Ah yes, a grand idea! The Group 6 Championship, fighting for survival as it is this year, would have another race to boast about and the coarse bellow of those huge, 700 horsepower stockblocks, not to mention the macabre, flat whistle of those 1000 horsepower turbo Porsches, would again echo through Mosport's wooded hills. Oh yes, yes, the last-ever Players 200 would surely be a race to remember.

But motor racing these days is hardly that simple. The cost of running a turbo Porsche 917 for a single race would be astronomical, and indeed no serious team even contemplated the idea. And as for normally-aspirated 8-litre Chevy-powered cars, well, there were hardly any of those about which combined a chassis of recent vintage with the hands of a professional team and driver. Most of the traditional CanAm cars which were still in existence had either become museum pieces or fallen into disrepute. It soon seemed that the only cars which might be able to challenge the Group 6 cars would be the 1974 Shadow DN4s, the three examples of which Don Nichols and Phoenix Racing still owned, and the 1972 McLaren M20, driven most recently by Scooter Patrick for owner Herb Kaplan.

Well good for Mr Nichols and Mr Kaplan! They did enter their cars, one Shadow being confirmed for Jackie Oliver and the M20 McLaren for none other than Ollie's favourite sparring partner, George Follmer. Serious Group 6 entries came from Porsche (Champions of the year already), with the Le Mans-winning 2.1 turbo 936 in Martini & Rossi colours for Jacky Ickx; Alpine-Renault with a pair of the fast, but as yet unreliable 2.1 turbo A442s for Patrick Depailler and Jean-Pierre Jabouille; and Harley Cluxton's Mirage-Cosworth DFV, the former Le Mans-winning chassis for Vern Schuppan. Not a remarkable entry by any means, but a reasonable one, probably as good as any of the preceding four G6 rounds, and if the handicapping system between G6 and G7 cars were to work well it might be an interesting 200-miler.

Handicapping? What's that you say about handicapping?

Well, surely if those big G7 cars aren't muzzled in some way they'll easily blow off the G6 machines? Perhaps if they are required to conform to G6 fuel capacity regulations and wheel rim widths also, the 8-litre cars will have a hard time putting all that 700bhp onto the ground, while their voracious appetite for gasoline will force them to stop more frequently than the smaller G6 cars. Sounds OK, doesn't it? Particularly as the G7 cars could not, in any way, be eligible for manufacturers championship points.

And indeed it did seem OK, until, that is, everyone arrived at Mosport on Friday, the first official day of practice, and it became obvious that there were a pair of different understandings of the regulations. Essentially that meant that the G6 entrants were of the understanding that the CanAm cars would comply with G6 rim width, fuel capacity and refuelling methods, while the G7

they were properly legal. In fact, there was room in the regulations for both interpretations. Now, as in either case the fuel capacity of the G7 cars was within the 160 litres (35.2 Imperial gallons) specified in the G6 rules the potential "illegality" of the G7 cars lay in their using larger than 16ins wide rear wheels and refuelling with NASCAR-type "dump" tanks. Although the NASCAR tanks are not allowed in G6, they are allowed by special dispensation for G2 and G4 cars running in this year's Group 5 races, and the organizers felt this probably represented sufficient precedent for a similar dispensation to apply to G6 if a protest was lodged. Additionally the 1974 CanAm regulations specifically requests the use of the NASCAR refuelling tanks.

The wheel rim width was altogether another kind of problem. Essentially the reason for the G7 cars (and in particular the Shadow and the M20 McLaren) not equipping themselves with 16ins wheels was because Goodyear felt a tyre of that width on a car designed for 19 or 20ins wide rear wheels would be dangerous. Lee Gaug, Goodyear's American Field Manager, reported that a 16ins tyre built for either McLaren or Shadow would have to be of such a hard compound that the cars would be slower than the Formula Atlantic cars in the accompanying Players Challenge race. There was, Gaug added, also the point that the time and expense required properly to test and compound such a tyre would far outstrip the rewards from this one race. Certainly this reasoning does not address itself to the precise question of legality, but it does raise some very pertinent questions about safety and practicality.

Plainly enough the reasons for this *brouhaha* stemmed principally from the realization on the part of the G6 teams that over the course of the 197-mile race they too would have to stop for fuel (although the Porsche and Alpines would need only a few "insurance" gallons near the end), and as their lap times were more than a second slower than those of Oliver and Follmer they felt, quite rightly, that it was they rather than the G7 cars which were receiving the heavier handicaps. Bearing that in mind requests were made to either shorten or lengthen the race so that the G6 cars could go either non-stop, compared to one stop for the G7s, or make one stop to two for the G7 machines. The organizers acted promptly to deny these requests, preferring to run the race where possible in strict compliance with the regulations. Indeed in most cases it seemed that the organizers dealt with the situation in a commendable manner (in marked contrast to the handling of events at the June F5000 meeting) and by the day of the race the team managers of the major G6 cars were in agreement that the race should carry on as it was, free of protest. Unfortunately, now that the questions of achieving some equality between these different types of cars are known and perhaps even solvable, it is doubtful that the combination of G6 and G7 classes for a World Championship event will ever again arise. . . .

that name to ever take place, found itself as practice got underway squarely in the midst of 1976-style motor sport. Indeed in the week previous to the race Patrick Depailler had condemned the circuit as being unfit for Grand Prix racing (principally he said, because it is too narrow), and as the grid for this fifth round of the Group 6 World Championship began to take shape the realization that those affectionately-remembered "old days" of the CanAm, before the appearance of the "sucker" Chaparral and turbo Porsches, before the rise of "unions" for drivers, entrants or promoters, were now nothing more than memories.

It would be equally foolish to say that the field itself was much other than memories either. Certainly the efforts and competence among the factory teams from Porsche and Renault was of the first order, but there on the front row of the grid sat the two-year-old Shadow of Oliver and the four-year-old McLaren of Follmer, reminding us ever more that this was not really a race from 1976.

The Shadow, pole winner that it was, did not even arrive until the evening after the first practice day, and of the two Saturday sessions in which they took part, the team and car spent the first relearning each other's habits. Lee Muir, Shadow's engine man, had been wrenched briefly away from their F5000 project (tied for the lead of that championship as they are) to oversee the preparation of the same DN4 with which Oliver won four of five CanAm races two years ago. The engine was plucked from a shelf, having rested there since being dynoed 23 months earlier, while a large number of suspension pieces had to be built from scratch to replace those scavenged for the F5000 Shadows. Additionally the car was running on 17ins rims (the 19s living in the team's F1 transporter these days) and yet, right at the end of that single day of practice, Ollie managed a series of laps in the mid 1m 15s bracket, the fastest of which was 1:15.320, just eight-tenths off his 1974 pole. "It's a bit like wrestling a bear around a rug," he joked just after climbing from the car before launching into a comparison of the DN4 and the F5000 DN6. "There's so much downforce on this car!" Jackie exclaimed, "I'd forgotten what it was like." It's always nice to see a driver *that* impressed!

Follmer took full advantage of all four sessions of the two days in accustoming himself to Herb Kaplan's ex-Hulme/Patrick M20, which, of course, had won the very last CanAm race on record, at Elkhart Lake. The McLaren was too much the same specification as it had always been, running on 19ins rear wheels after one of the 20s had been damaged on Friday when George had a coming-together with a dangerously slow 2-litre Lola. Late on Saturday Follmer got down to 1:16.038, which, as in Oliver's case, was eight-tenths slower than what the car had managed (in Denny Hulme's hands) in its year of manufacture Mosport appearance (that was 1972).

Third quickest, and the fastest Group 6 car, was Ickx's Porsche, which the Belgian was driving with great precision (1:16.481). Indeed Jacky's style and pace in the Turbolader evinced more than one colonialist's comments to the effect that, him being washed up means." Ickx and the team were happy enough with their time from Friday afternoon that they spent Saturday "race-tuning" and did not even go out in the Saturday afternoon session.

Depailler tried very hard to better Ickx's time late on Sautrday, hurling his Alpine A442 around with great confidence so that the radial Michelins were throwing off loud, understeering screeches through the faster sweeps. Patrick's fastest lap with the Alpine, which differed notably from the Porsche in *not* having a driver-operated boost control, was 1:16.570. Team-mate Jabouille was consistently about a second slower than Depailler, and was somehow never able quite to strike the same balance as the F1 driver. Interestingly enough, it was Jean-Pierre's Friday morning time which stood for his fifth grid position (1:17.571).

Completing the six "aces" at the front of the grid was Vern Schuppan, who tried various permutations of airbox with the comparatively large and heavy Mirage-Cosworth GR8 (1:18.978). As at Le Mans, John Horsman was running the Mirage under the Grand Touring Cars banner of the forthright and ambitious Harley Cluxton. Horsman explained that, "We just don't have the money to convert the car to the larger fuel tanks." That meant that with only 120 litres (26.4 Imperial gallons) of fuel on board, Schuppan would have to stop for fuel just past the midpoint of the race.

Seventh fastest was the ex-Willi Kauhsen 5-litre Porsche 917/10 of Randy Townsend, the car running to G7 spec and Townsend getting it around in 1:19.548 on Saturday. He missed most of Friday after blowing an engine in a Wednesday test, and having to wait for a replacement to arrive from Stuttgart.

Easily fastest of the under 2-litre contingent, and at the same time putting all the old CanAm metal to shame, was Tony Cicale's beautifully-prepared Hart-powered Chevron B26 (1m 20.861). Cicale is a high school teacher from Long Island by profession and, helped only by his girlfriend, he was entering his first professional race. Fed up with the lack of competition and bad organization of SCCA club events, Cicale had been concentrating his efforts on this race, and in order to subsidize his effort he had taken to building Atlantic engines for Bobby Brown. Cicale reckoned he could go the race distance without a fuel stop. Of any driver and car in the field, Cicale and his Chevron seemed to represent everything that the fading world of sports car racing *should* be — an amateur doing all of his own preparation (including engine and gearbox overhauls), management and driving. One couldn't help but wish him all the luck in the world. As for the rest of the field well; at least they gave the grid some substance. . . .

RACE

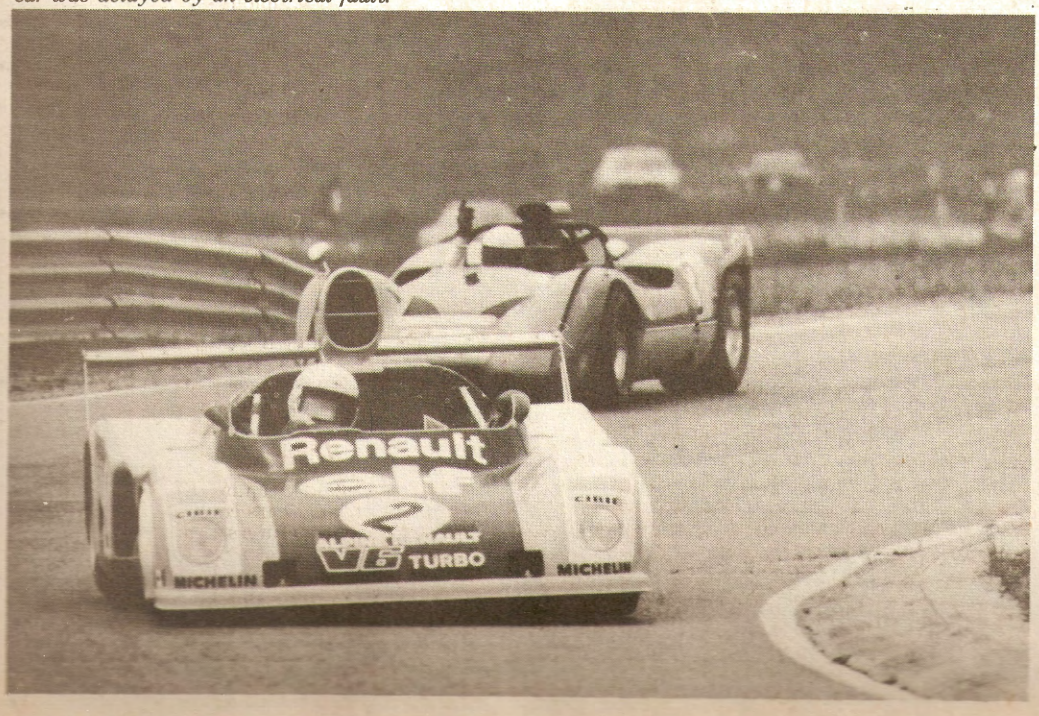
The race itself got off to a false start when Oliver jumped away from the rest well before the flag dropped, and such were the Shadow man's intentions that it took two laps before he and the otheres among the first four rows could be sufficiently convinced by waving yellow flags that a restart was in order. Obviously the forward part of the field was well-primed from this unique race of the American season!

The Shadow did much the same thing when the flag dropped officially and, save for Follmer, the poleman immediately shook off the others, while Depailler and Ickx in their turn clung together and pulled clear of Jabouille. Townsend's 917/10 ran into more engine problems and the driver decided not to try a second start, retiring straightaway to the paddock.

By the sixth lap Oliver began to charge through the backmarkers and at the same time Follmer, his head cocked into that bold set which tells you there ain't about to be no quarter given from *this* man, started to edge closer to the Shadow. Soon it was obvious that black Shadow and blue McLaren were going to be chasing around hard, resuming their private CanAm vendetta of two years ago as if all of that was only last weekend. Depailler, Ickx and Jabouille just couldn't keep pace with that kind of V8 explosiveness, and as they too began the race-long wade through the backmarkers Ollie and Fumbler, settling more and more into their duel of a bygone age, went further away into the distance. Very soon Depailler, driving the little Alpine very hard, broke clear of Ickx, who promptly flicked on his headlights as he established a similar margin to Jabouille.

So there it was, Follmer versus Oliver in an even brasher manner than anyone had suspected ("Oh, they can't go that fast in the race"), to the point that it soon appeared that, even if the turbo G6

Ancient Group 7 McLaren driver waves goodbye to modern Group 6 Alpine driver: Jabouille's French car was delayed by an electrical fault.



▷

continued

machines could run the whole way without stopping, the Shadow and McLaren might still beat them. At the same time it seemed that Oliver and the smaller, lighter Shadow had the leading place well in control, for whenever George managed to nose to within a few lengths of the black wedge, Jackie could pull away at will. In that way the gap between the two continued to expand and shrink, and with that progression it began to seem that Follmer was nursing something of a tyre problem. Indeed he had reported a notable understeer of a problem throughout practice, and if anything it seemed to grow a little worse in the 95deg heat of Sunday afternoon.

Meanwhile Depailler was running into more serious tyre problems (he had taken something of a gamble on compounds and discovered now, just before half-distance, that he was wrong). Rapidly Ickx was reducing the dozen-seconds margin which Patrick had pulled out, and on the 39th lap the Porsche caught and passed the Alpine. A lap later Jabouille's A442 dribbled to a stop out on the circuit with an electrical problem, so that just as half-distance came up it looked as if the luck of the French team had again turned sour. Earlier Ickx had experienced a doubtful 30secs or so when a pale whisp of smoke began to trail up from the front suspension. "It must have been just a piece of paper or something which perhaps got trapped in the brakes," Jacky later suggested, "because it went away just as quickly and there was never any problem again." And indeed there wasn't as the Porsche settled firmly into third place, handily leading its "class", the driver keeping up his pace and waiting to see what might happen with the pair of hammering stock-blocks up ahead.

Around the 50-lap mark Follmer put in another big push and pulled himself right into Oliver's mirrors. For the first time the Shadow didn't respond in quite the manner it had previously, as already stopped to change his blistering tyres and, of course, to take on fuel as well. Just then, as we suddenly had the prospect of no less a man than Depailler finding himself used as a "foil" for this two man "tough guy" battle for the lead, the mechanics for both Jackie and George signalled their man in for fuel.

Follmer was the first to stop, at the end of the 54th lap, but as well as needing fuel he asked for a new left front tyre — just as it had seemed he was nursing an understeer problem and the outside front tyre had already began to chunk. All of that cost the McLaren a minute and a half, so he resumed a lap and more behind Oliver and as much as 30 secs behind Ickx in second place.

Three laps later, it was Ollie's turn to stop for fuel. His mechanics banged in 11 gallons to each of the fuel cells and, but for a slight cock-up with one of the "doors" which fair-in the fuel valves, Jackie was away quickly: his wheels were actually stopped for less than a minute. As the Shadow blasted down the hill of the first turn, Ickx's white Porsche came waffling into sight behind him, but not quite fast enough to catch the black car. Oliver was still the leader, as he had been since the drop of the green flag, and now, with Ickx just behind him and probably needing to make a quick stop before the end, and Follmer some 25secs further back, Jackie seemed to be in control of the race.

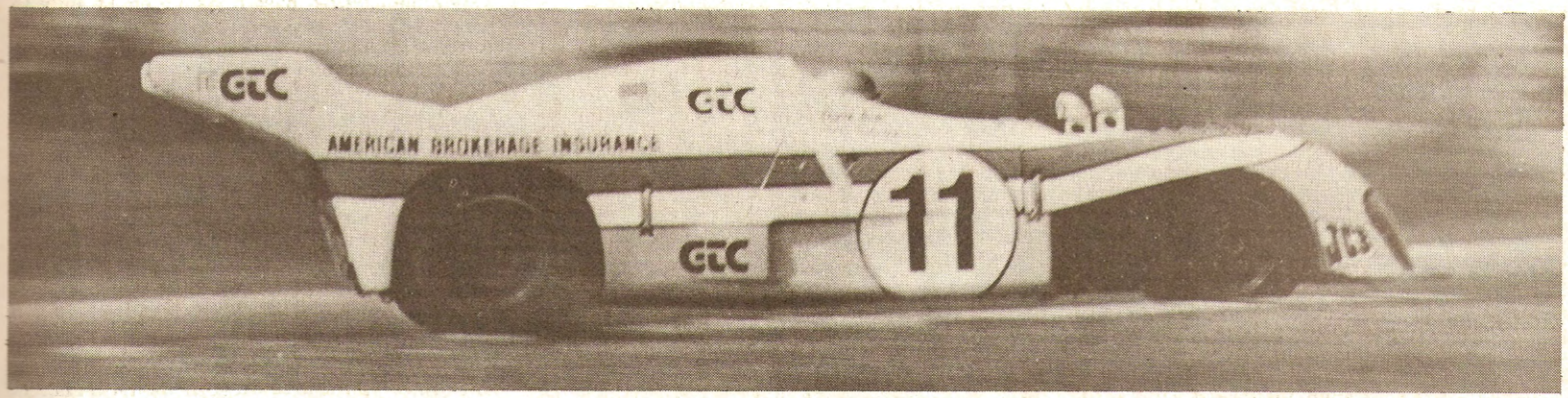
For the next while the Shadow simply held its station clear of the Porsche, while Follmer edged slowly up on both of them. It all seemed to be settling into a frozen situation, but down inside the cockpits of those first two cars the drivers knew precisely who had what chance. Ickx, knowing that he *must* stop for fuel, could only sit behind and hope that the Shadow might fail. Oliver, nursing badly fading brakes, knew too that only mechanical failure could take this race from him, "I reckoned that if it was necessary I could drop behind the Porsche, because I could blow him off up the back straight on the last lap." Ickx agree, "Oh yes, he was much faster than me in a straight line made its stop. It was a fast stop (only a few gallons were needed), but Follmer was comfortably able to go back into second place. The CanAm cars, old though they may be, carried on to the end with all their respective eight cylinders working strongly. An interesting finish, a good win for Jackie Oliver who, if anything, is driving better than ever these days.

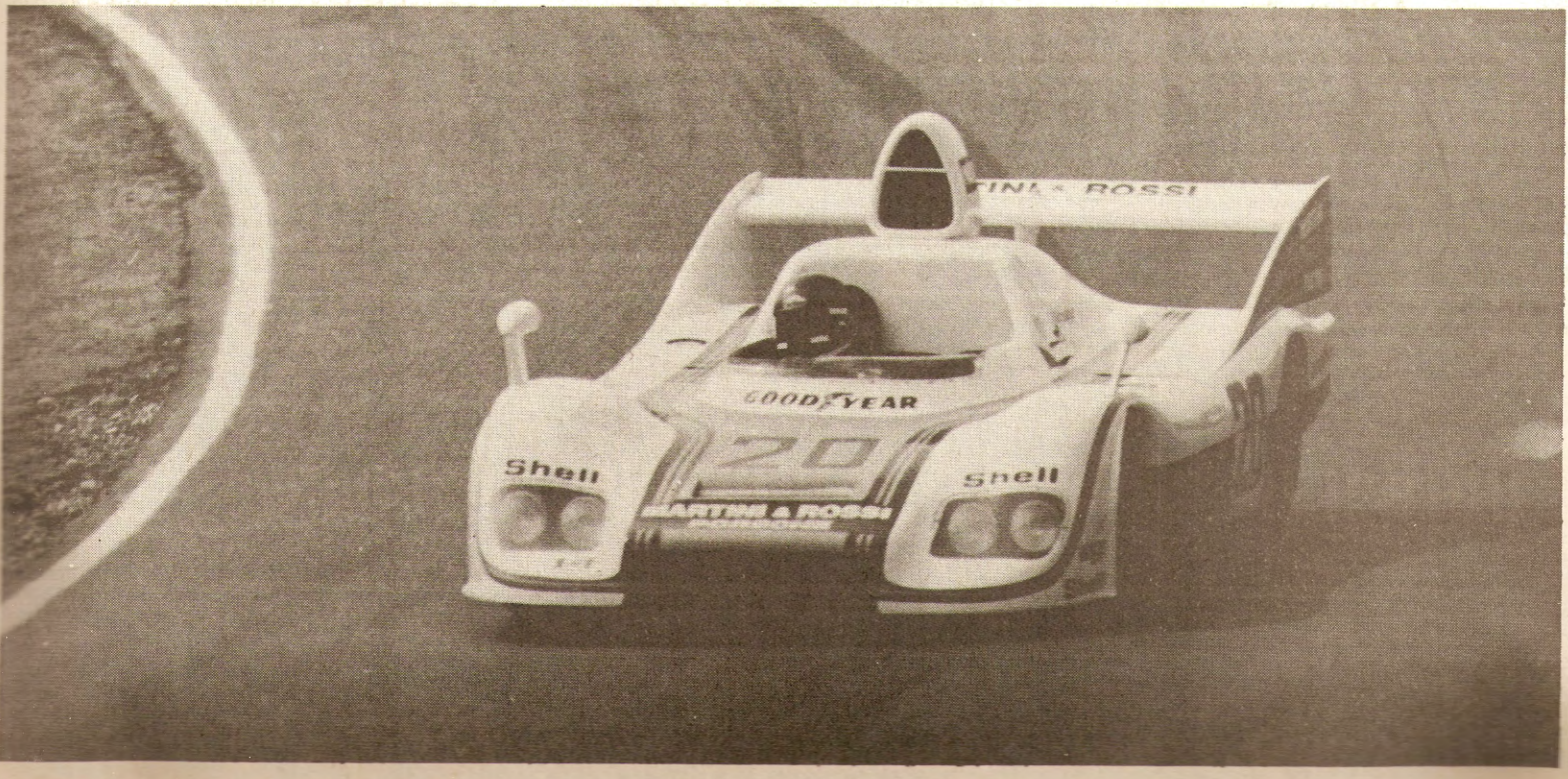
Depailler finished a lap and three-quarters behind the Shadow in fourth, his Alpine working well for once save for his own error on tyres, while Jabouille finally got around to the pits and was able to resume, but by then he was nearly 30 laps behind. Schuppan did well with the heavy Mirage, running his own race into fifth, while Cicale did a similar job, running without a fuel stop as he had planned, and finishing nearly a lap ahead of Mike Hall's seventh-placed Lola T290. Cicale had been a lap ahead of Hall at one point, only to have a long moment in the dirt when he had to run wide while lapping one of the old CanAm cars, but he collected it together ("Oh boy, I couldn't have been more than six inches from the guardrail") and carried on carefully to the end. As night settled over Mosport last Sunday and everyone packed away their sports cars there was no question that Tony Cicale was the most satisfied man in the place. There was a man full of satisfaction, absolutely *beaming*. That man's day was complete.

Sometimes, often in spite of itself, motor racing can do that for someone.

Player's 200
World Championship for Sports Cars, round 5
Mosport Park, 200 miles, 80 laps

1, Jackie Oliver (8.1 Shadow-Shadow/Chevrolet V8 DN4)*, 1hr 45m 57.592s, 111.393mph;
2, George Follmer (8.1 McLaren-McLaren/Chevrolet V8 M20)*, 1hr 46m 5.450s;
3, Jackie Ickx (2.1 Porsche Turbo 936), 1hr 46m 43.767s;
4, Patrick Depailler (2.1 Alpine-Renault Turbo A442), 79 laps;
5, Vern Schuppan (3.0 Mirage-DFV Cosworth GR8), 77 laps;
6, Anthony Cicale (2.0 Chevron-Hart B26), 75 laps;
7, Michael Hall (2.0 Lola T294), 74 laps; 8, Bruce Langson (8.0 Lola-Chevrolet T310)*, 69 laps; 9, Charles Nearburg (8.0 McLaren-Chevrolet M8F)*, 69 laps; 10, Gary Hirsch (3.0 Porsche 908), 59 laps. **Fastest lap:** Oliver, 1m 16.240s.
* Ineligible for championship points.





Above: Schuppan took the Mirage into fifth place. Below: Yet again the winners of the Group 6 category, Ickx and the Martini-Porsche came frustratingly close to leading the G6/G7 race overall.

Rahal's end of season bonus

It's been a long, hard and disappointing year for Bobby Rahal, but finally the light shone in the final Players event as he qualified his March-McCoy 76B on the pole and then took the lead on the seventh lap to score a walkaway win, beating Tom Gloy in the Tui. Something about the Mosport circuit brings out carnage in Formula Atlantic competitors, and it was no different this year as by the end of the race damaged cars were strewn around the circuit. But it had been Rahal's day from the moment Tom Klausler missed a gearshift. The only disappointment for the young American was that Gilles Villeneuve was not running. Perhaps Trois Rivieres in a fortnight's time will provide North American Atlantic observers with a showdown between the two young drivers.



Tom Klausler, second quickest man in practice, led the race for the first seven laps, but missed a gear which spelt retirement for him and victory for Bobby Rahal.

FA PLAYER'S CANDIAN CHAMPIONSHIP
MOSPORT PARK 6

ENTRY & PRACTICE

Six races over the course of three months may not seem like much, but as the Players Canadian Atlantic contingent arrived at Mosport for the series' final round, there were some signs that the wear and tear of racing and travelling across a country as large as Canada was beginning to show.

The most obvious evidence was the conspicuous absence of the new series champions, Ecurie Canada. Perhaps it was a sign of relief that emanated from the rest of the 43 car entry that Gilles Villeneuve was not entered, but one sensed that the front runners would just as soon have had the new champ with whom to compare their efforts.

Chief in this group was the man sitting on pole, Bobby Rahal. After racing in the shadow of Villeneuve throughout the year, Rahal finally received an opportunity to shine. And shine he did as the Swing Orange March was fastest from the moment practice began. "The car's never handled better," enthused the revitalized Rahal, and not even a near major shunt on the opening day of practice, when a wing strut broke as he was cresting the back straight hill at 9300 revs in fifth gear dampened the enthusiasm. The car went a bit airborne and then spun, just hitting the guardrail enough to damage the right rear corner.

The final session gave Tom Klauser a chance to get his Traylor Lola T460 all wound up and he ended up just two-tenths slower than Rahal. It had taken a lot of work to get there for Tom had spent some time playing with the new nose sent over from the Lola works, before finally discarding it. "Either it doesn't work or it makes the rear wing super good," explained the bearded driver as he discussed his lack of front end sticking power. Raising the ride height and refitting the old nose proved the answer to Klausler, who was equipped with a Nicholson engine instead of a self-built BDA on this occasion.

Bill Brack was in third spot after missing the final session completely. He did one lap and found the fuel system not working correctly. He stopped opposite the pits, got things in order again and then proceeded to motor to corner three where he spun breaking a steering arm. That was it.

Beside Brack was a very much on-form Marty Loft. After having struggled through the last couple of events, he was fast right from the start of practice. Tom Gloy was fifth best in the Tui and everything was smiles around the New Zealand section of the paddock. Bertil Roos was sixth and very happy with his Gabriel Ralt. Mechanic David MacMillan had traced the Halifax fuel problems to the collector pot and with that malady corrected Roos was looking forward to the race.

Also looking forward to the event, but most of all just happy to be back in a car, was Gordon Smiley. In a new Opert Chevron-Hart B34, Smiley was having his first crack at Mosport but soon settled in and was lapping consistently in the 20s. He settled for seventh best and had his eye on the series rookie award, a Honda trial bike, should he finish well in the race.

Continuing his recent spate of good performances was eighth fastest Howdy Holmes, his regular Jiffy Mixes Chevron slowed in the final qualifying session when a stud broke on the intake manifold.

The rod bolts broke in Price Cobb's Race Shop BDA as he charged through the fast downhill fourth corner. Everything shot out the bottom of the block and a piece of shrapnel punctured the left rear tyre. Fortunately the 21-year-old American stopped things without further damage.

Completing the top ten was Bobby Brown's Audiovox March. Brown and crew chief Carroll Smith were justifiably upset when they came in to change to new rubber with eight minutes left in the session and found the chequered flag out as soon as they had got their March up on jacks. On the first day they were slowed when a wire detached itself from the coil, and then they ran out of fuel out on the circuit.

Bobby Rahal (March-McCoy 76B)	1:19.101
Tom Klausler (Lola-Nicholson BDA T460)	1:19.346
Bill Brack (Chevron-Hart BDA B34)	1:19.898
Marty Loft (March-Race Shop BDA 76B)	1:19.947
Tom Gloy (Tui-Nicholson BDA BH2)	1:19.977
Bertil Roos (Ralt-Hart BDA RT1)	1:20.081
Gordon Smiley (Chevron-Hart BDA B34)	1:20.470
Howdy Holmes (Chevron-BSR BDA B34)	1:20.486
Price Cobb (March-Race Shop BDA 76B)	1:20.615
Bobby Brown (March-Cicale BDA 76B)	1:20.625
Bruce Jensen (Chevron-Hart BDA B29)	1:20.800
Richard Spenard (Ralt-Hart BDA RT1)	1:20.947
Marcel Talbot (Chevron-Hart BDA B34)	1:20.961
Chip Mead (Ralt-Willis BDA RT1)	1:20.991
Carl Liebich (Lola-Hart BDA T460)	1:21.287
Tim Coconis (Lola-Cosworth BDA T460)	1:21.348
Craig Hill (Ralt-Hart BDA RT1)	1:21.507
Juan Cochesa (Chevron-Hart BDA B34)	1:21.560
Hector Rebaque (Lola-Traylor BDA T460)	1:21.648
Dave Webber (Lola-Hart BDA T460)	1:21.659
Wink Bancroft (Chevron-Hart BDA B34)	1:21.699
Robert Nelkin (Chevron-Hart BDA B34)	1:21.739
Seb Barone (March-Race Shop BDA 76B)	1:21.800
Tim Cooper (March-CRW BDA 76B)	1:22.047

etc.

RACE

In contrast to the majority of Players events this year, the pre-race warm up was fraught with dramas. The major participant was Brack, who had a mysterious misfire that just could not be traced to anything in the electrical system. The result was a non-start.

From the start it was clear that Klausler was not going to let Rahal get away. However, no-one thought he would charge side-by-side with the March through the first corner, down a short straight and then force Rahal to yield entering the second corner.

At Halifax Canadians Villeneuve and Brack had dominated proceedings but at Mosport it was obvious that Americans Klausler and Rahal would lead the way. Gloy came around in third starting lap 2 but already was 1.5secs back. Loft led the next group consisting of Roos, Smiley, Spenard, Holmes, Cobb and Brown.

Rahal was hounding Klausler but the Lola was in front until suddenly, on the seventh lap coming out of the third corner, Klausler missed a shift. The Swing Orange March flashed past and was gone, leaving the Traylor Lola to motor slowly to the pits and retire with a broken engine.

This promoted Gloy to second ahead of Roos who had passed Loft on lap 6, a smoking Smiley, Spenard, Cobb, Coconis and Jensen. Holmes had pulled off on the eventful lap 7 when his rev-counter went to "eighteen or nineteen thousand" after the throttle stuck open.

No-one had a chance to catch his breath before what would turn into an incredible parade of damaged cars began in earnest. Running back in the field as he had missed most of practice with a broken gearbox, Tom Pumpelly had a puncture entering the first corner. His March-Cosworth 76B slid sideways and was T-boned by Wink Bancroft's Chevron-Hart B34.

In front, Rahal was clearly gone and Gloy was starting to look a good bet for second, but much interest was focused on battles a little further back in the field. Smiley was going very well despite finding oil being pumped onto his exhaust system; he charged past Roos on lap 14, only to be pulled into the pits for dropping oil a lap later. Loft and Spenard were already locked in a battle that could continue for the next 20 laps while Coconis had moved past Cobb for seventh spot.

And so it went to half distance in the 41 lap race. Rahal had built his lead to 10.7 seconds while Gloy had an additional 11.1 seconds before Roos' Gabriel Ralt arrived on the scene. Behind these three things were interesting as Loft was making the odd move to close the three second gap to Roos, but Spenard was less than a second behind, with Coconis and Cobb next.

On lap 29, when Coconis left the road at corner three, Cobb now had his sights set on Spenard as he had repassed Coconis just before he went off.

Loft had driven well throughout the race, having by far his best drive in the dry this year. Then entering the dreaded corner three on lap 37, the car suddenly slid wide into the guardrail. "It was like someone had spread 10 gallons of oil on the road", said Loft. By the end of the day, 11 cars were left in various sorts of disrepair at the corner.

Spenard was next to be caught out by gravel and sand, this time at the end of the back straight on lap 39. He had been passed by the ever-trying Cobb at the start of the straight and then found the gravel covering the road with no flags out. His Ralt went straight into the catchfence, and another strong Spenard performance had ended.

This gave Cobb fourth spot. Price was lucky that Spenard left the scene, for his right front tyre went flat four laps from the end. Cobb's finish gave him the enviable record of being the only driver in the series to finish every race in the points.

Jensen had his best race of the year to take fifth in his Chevron-Hart B29, just nosing out Carl Liebich's new Lola-Hart T460. Talbot's finish in his Chevron-Hart B34 gave the driver the Honda trail bike as the series rookie of the year.

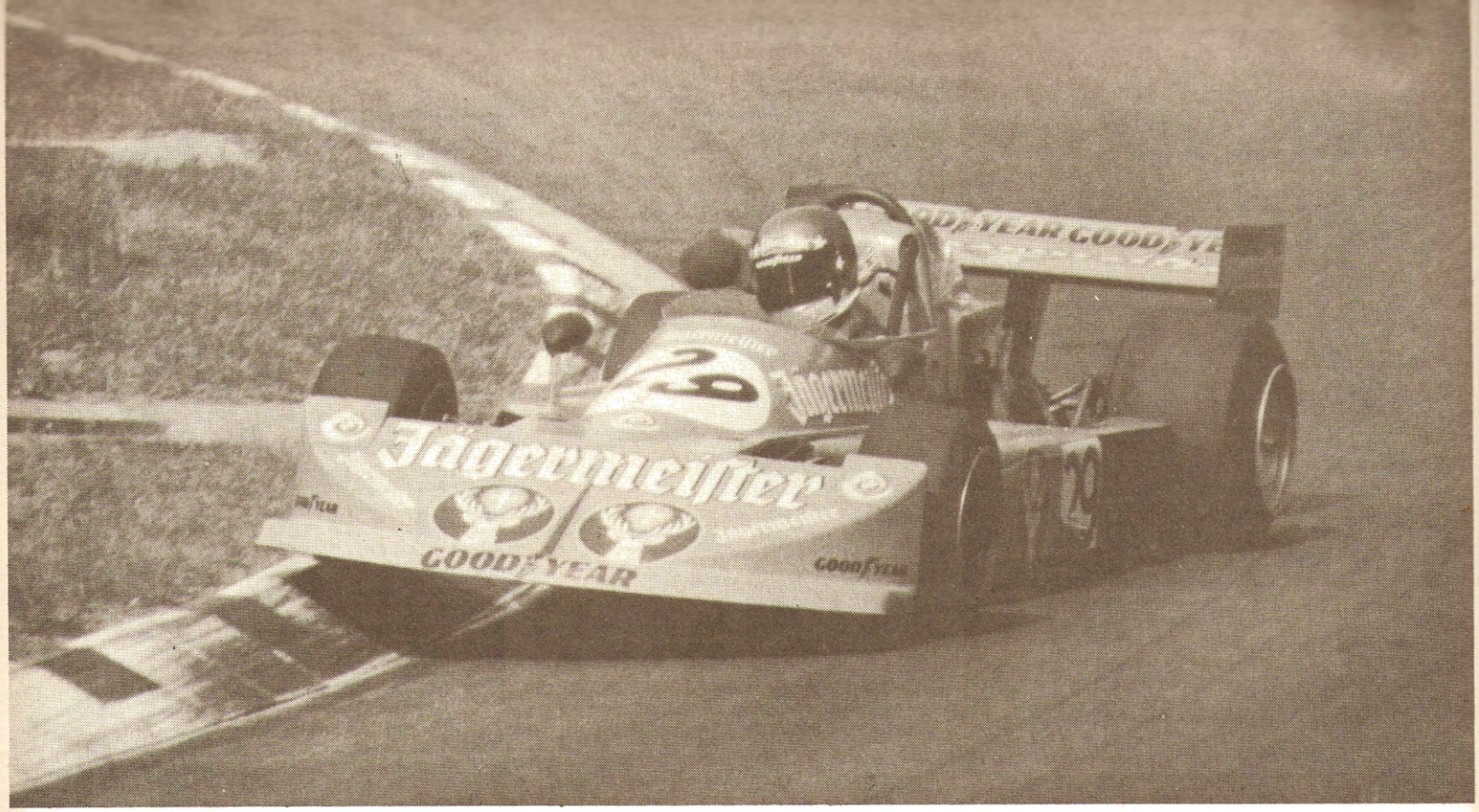
CHRIS WADDELL

Player's Ontario Canadian Formula Atlantic championship, round six
Mosport Park, August 22, 41 laps

1, Bobby Rahal (March-McCoy BDA 76B), 55m 03.148s;
2, Tom Gloy (Tui-Nicholson BDA BH2), 55m 35.643s;
3, Bertil Roos (Ralt-Hart BDA RT1);
4, Price Cobb (March-Race Shop BDA 776B);
5, Bruce Jensen (Chevron-Hart BDA B29), 40 laps;
6, Carl Liebich (Lola-Hart BDA T460), 40 laps;
7, Juan Cochesa (Chevron-Hart BDA B34), 40 laps; 8, Marcel Talbot (Chevron-Hart BDA B34), 40 laps; 9, Seb Barone (March-Race Shop BDA 76B), 40 laps; 10, Chip Mead (Ralt-Willis BDA RT1), 39 laps.

Fastest lap: Rahal, 1m 19.185s (record).

Final point standings: 1, Gilles Villeneuve, 120; 2, Bertil Roos, 72; 3, Bill Brack, 67; 4, Price Cobb, 66; 5, Tom Klausler, 58; 6, Bobby Rahal, 57; 7, Howdy Holmes, 44; 8, Tom Gloy, 39; 9, Marty Loft, 38; 10, Juan Cochesa, 34.



Hans Stuck makes it three out of four, the German ace taking part in his last F2 race of the year (the final event at Hockenheim clashes with the Canadian GP).

The Bavarian brigade

Easy for Hans Stuck (March) in absence of Renault teams — Arturo Merzario takes second place for Osella — Ralt of Luigi Pavesi starts from pole — Report and photography: JEFF HUTCHINSON

The works March team's long trek to Italy, as just about the only serious non-Italian entry at the Misano Adriatico non-championship Formula 2 race last Sunday, certainly paid off. They went home with the winner's laurels, thanks to Hans Stuck.

Stuck's F2 experience brought him his third win of the year for the March team, even though there were others faster on the t4ack. People like his own team-mate Maurizio Flammini, who threw away his chances two laps before the end of the first 25-lap heat when he spun while leading, under pressure from Stuck. A first-lap crash, not his fualt, put him out of the second heat anyway. The fastest man on the track, Giorgio Francia, driving a Chevron-BMW B35, who took fastest lap in both heats, was another to throw away any chances fo victory by three spins in the two heats. He came sixth.

Second place went to Arturo Merzario, who drove a polished second heat, leading from the second lap to the finish. But tyre problems in the first part meant that he was too far back to do anything about Stuck's overall lead, the German content to sit back and follow him round in the second part.

Perhaps the most unlucky driver of the meeting was Luciano Pavesi, who put his Hart-powered Ralt on pole position, was one of the few drivers (not including Stuck) to have finished the race without a spin, led the first heat for a time, but dropped out of the running because of a sick engine.

In the end, only 15 cars started the first part, but despite that, it was an exciting day's racing which saw plenty of action and 11 cars run the whole distance, with only two non-finishers in each heat. It was better than many of the championship races we have seen this year, even without the Frenchmen, who did not arrive for this race.

ENTRY & PRACTICE

Despite cancellation of the scheduled Zolder F2 race, few of the top teams could be tempted into running in this non-championship event at the pleasant Misano Adriatico track, just a few miles from the holidaymaker-filled towns such as Rimini.

Only the works March team had come from England, the rest of the usual English entries preferring to stay at home to keep their cars for the forthcoming Brands Hatch Bank Holiday Shellsport 5000 race, with its attraction of double prize money. René Arnoux was the only French runner listed, but he never showed up either, so the organisers were left with what amounted to not much more than Italian F2 "club" race, with a Swiss and a couple of Germans thrown in — not forgetting the works Marches, of course.

With Hans Stuck taking over Alex Ribeiro's usual mount, and Maurizio Flammini in the other factory 762 March, they were expected to dominate the proceedings, but at the end of the two 90-minute practice sessions on Saturday there were three relatively unknown Italians heading them on the thin 16-car grid.

"They're very good, these Italians," said Stuck, who could not say much else when he was sitting back on the third row after a practice day with no more than the usual run of problems. "But it's the race which will show the difference," he added.

Heading the grid was the 34-year-old Italian F2 newcomer Luciano Pavesi, driving in only his third F2 event. He was also driving the only Ralt in the race, and it was powered by the only Hart 2-litre alloy engine, which since its Enna appearance had been rebuilt by Novamotor. His best time, like those of all the others, came in the final few minutes of the second (cooler) afternoon session, which became quite exciting as pole switched from one driver to another.

Pavesi's last-minute 1m 12.4s flyer might have been helped by the fact that his rev-counter was out of action at the end; it makes it a lot easier to push the engine to its limit and a bit beyond when you don't have the evidence staring you in the face!

Second quickest, one tenth slower (for that was as near the timing went between cars), was Giorgio Francia in his familiar Chevron-BMW B35. Gaudenzio Mantova put up his best showing to date to secure third quickest, a further tenth of a second down in his March-BMW 752, while Flammini and Stuck came next on 1m 12.7s and 1m 12.8s respectively.

Flammini's practice was spoiled until just a few minutes before the finish after a starter cable broke and shorted out, which had the car stuck out on the track for quite a while. By the time he got going after running back to the pits, then back to the car with the mechanics, who repaired it, "I was feeling pretty tired and excited, otherwise I think I would have gone faster than I did," said Flammini. Stuck offered no other excuses than "a little bit of understeer and a bit of power oversteer", but then what F2 car does not do that when it's being driven hard?

Next to Stuck came Giancarlo Martini's March-BMW 762, the Italian spending most of the first session trying to cure a very badly misfiring motor. A change of engine for the second session cured that problem, and he equalled Stuck's time.

Quickest at the end of the first session had been Arturio Merzario, driving Enzo Osella's BMW-powered FA2 chassis. Merzario had got Osella to fit a long "skirt" extension down the side of the chassis *á la* F1, while the rear crossmember and supports had been stiffened up, as flexing was thought to be another of the chassis's basic problems of this year. Merzario's best in the morning had been 1m 13.7s, but then in the afternoon, after his morning engine had gone "off", he managed to talk Paul Roscha of BMW into lending him the engine out of Flammini's chassis, which was due for a routine change at the end of the first session.

Merzario immediately improved to a 1m 13.5s at the opening of the second session, but then had to call it a day when the engine started to tighten up because one of the oil lines had not been connected correctly.

Despite his dramas, Merzario was delighted. "Do you know, with exactly the same gear I was pulling 500 revs more on the straight?" he said with amazement. "These works engines are fantastic, fantastic." He then went off to ask if he could possibly borrow another one from the

March team. . . .

Behind Merzario, Manfred Schurti was putting up a good performance in his March-BMW 752, while next came Alberto Colombo, having a troubled time with his privately-backed similar car. He missed most of the first session when the metering unit pump belt broke and left him stranded, while in the second his replacement engine was not going very well. "Also this old monocoque, the one I had left from last year and rebuilt after the Mugello crash, is not so easy to sort out as the newer one was," said Colombo, while working hard with the spanners on his low budget effort.

"Gianfranco" and Roberto Marazzi set identical times in their identical Chevron-BMW B35 chassis, both four-tenths of a second slower than Colombo. Lorenzo Niccolini seemed to be attracting more attention *off* the track with his slim blonde girlfriend and Ferrari Boxer than he did on it, his best time in his March-BMW 762 another four-tenths slower than the cars in front.

Sitting at the wrong end of the grid, but taking it all very philosophically, was Italian F1 ace Vittorio Brambilla, doing some more "mobile test-bed" running of his brother's Lancia V6 based engine, now mounted in a very ancient looking March 732 chassis. Brambilla missed the final fling after he stopped with a broken rear radius rod mounting bolt, although he did not think it made much difference to what could have been a better time. "The chassis is no very good, but the motor is working OK this time," said Vittorio; which meant that, as yet, nothing had broken, for it did not seem to have as much in the power stakes as some of his competitors.

Bringing up the rear was the Swiss Charly Kiser with his privately entered Osella-BMW FA2.

"Gimax" in his March 752 and Roland Binder, trying hard but not getting very far in his BMW-powered Lola T450 with a time almost 4secs off the pole for the short 2.167-mile track, brought up the extreme rear.

RACE

The race was divided into two 25-lap heats, the first not starting until 3.30pm, the idea being that by having a late start the organizers could attract a high percentage of the holiday makers off the beaches. The holidaymakers were also the reason why the organizers were willing to pay a considerable amount of money to Hans Stuck, for most of them were German!

Fifteen of the original 16 cars made the start, Niccolin scratching at the last minute when the mechanics started his car and the oil pressure zeroed.

Despite the tricky first corner, which consists of a fast left kink sweeping into an immediate right-hander still under braking, the field all got safely through without incident, Francia shooting into the lead, which he had already opened up to several lengths by the end of the first lap. Second place was being held by Pavesi, while Flammini moved through into third place ahead of Mantova, Martini and Stuck.

Before the end of the first lap Brambilla was already in trouble, the gearshift having snapped off in his hand, and after a brief stop to see what could be done he rejoined the race using only the short stub which was left to change gear for the remainder of the race.

As the battle progressed the leading two drivers proved to be just as strong as they had in practice, for neither Flammini nor Stuck, who had moved up to fourth place, looked like doing much about taking the lead — for the time being, that is.

The first lead change came after seven laps when halfway through lap 8 Francia, who was being troubled by a difficult-to-select fourth gear, finally spun.

Patresi looked just as in command as his predecessor for the next seven laps, but then he too relinquished the lead after his engine had started to develop a misfire, which got slowly worse. In the end, the engine was running on what sounded like one cylinder at times, and he was lucky to make it to the finish in a distant 11th place.

His place looked like being taken by Stuck, who had got by Flammini on lap 7 and had been doing all the pressurising for the lead, but on the lap he finally managed to get by Pavesi's ailing car, he never made it to the finish line officially to inherit the lead. He spun at the exit of the slippery left-hand corner just before the start/finish line, and, before he could get going again, Flammini and Mantova had both gone through, as well as Pavesi again, although his time in the battle was limited.

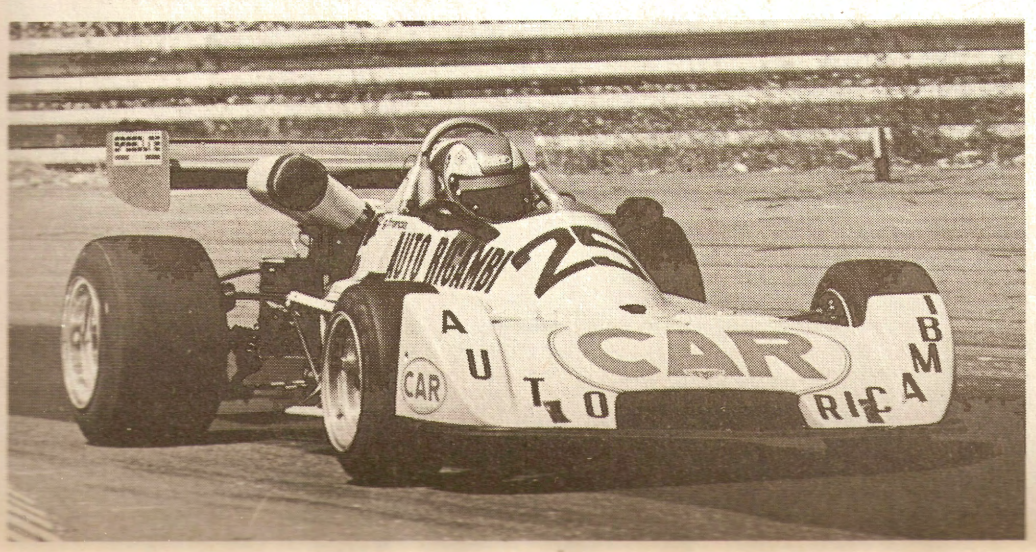
Stuck only took a couple of laps to re-pass Mantova for second place behind Flammini, and then for the final stages of the race it looked like being a works March battle to the line. Stuck was slowly pulling Flammini in and, with three laps to go, the two cars were nose-to-tail. The pressure proved to be too great for Flammini, for with just one more lap to go the Italian spun at the same point at which Stuck had spun earlier, and lost the nose of his March against the barrier. He carried on, but by the time the flag came out, Mantova, Marazzi, Merzario and Martini had all moved ahead.

It had been a thrilling race, with only two cars, the Lola T450 of Binder and "Gianfranco's" Chevron, failing to make it to the finish. Binder had boiled his engine and stopped after three laps with boiling water penetrating his overalls, while "Ginafranco" broke a driveshaft on his second lap.

Fortunately there were no serious problems which prevented repairs being made for the second part, for there was less than one hour before the cars were being assembled on the grid for the second time. It promised to be a close race, with Stuck now looking the favourite but the result still very far from certain.

Francia Chevron-BMW B35 1m 12.5s	Pavesi Ralt-Hart RT1 1m 12.4s
Flammini March-BMW 762 1m 12.7s	Mantova March-BMW 752 1m 12.6s
Martini March-BMW 762 1m 12.8s	Stuck March-BMW 762 1m 12.8s
Schurti March-BMW 752 1m 13.7s	A. Merzario Osella-BMW FA2 1m 13.5s
"Gianfranco" Chevron-BMW B35 1m 14.2s	Colombo March-BMW 752 1m 13.8s
Niccolini March-BMW 762 1m 14.6s	R. Marazzi Chevron-BMW B35 1m 14.2s
Kiser Osella-BMW FA2 1m 16.2s	Brambilla March-Lancia 732 1m 15.3s
Binder Lola-BMW T450 1m 16.6s	"Gimax" March-BMW 752 1m 16.4s

In the absence of the French, Italian Giorgio Francia put his Chevron-BMW on the front row and led.



HEAT 2

Flammini's hopes flew out of the window at the very first corner, thanks to the hard driving of Martini as the grid accelerated away from the start. He tried to rush through the pack, but found his way blocked by Marazzi. He was forced to take to the grass, and when he rejoined the track in order to try to get round the corner he side-swiped Flammini's March. In the chaos Mantova and "Gianfranco" also spun. Mantova's car was too badly damaged to continue, while "Gianfranco" limped around with a bent nose and lost almost an entire lap on the field ahead.

Flammini and Martini carried on without actually stopping, but for Flammini the race was over at the end of the lap when he stopped to have his missing nose section replaced, and the mechanics saw the badly damaged radiator at the rear with the imprint of Martini's wheel left as clear evidence of what had happened.

Stuck led the field round for the first lap, but next time around it was Merzario who had taken the lead, the Osella "Like a completely different car," said Arturo later, thanks to a new set of tyres fitted after the first part, during which he had complained of both oversteer and understeer. . . .

Merzario showed that the Osella, which up to now has not had a very successful season, can be a force to be reckoned with, given a good motor and good driver. He pulled out over 3 secs over Stuck during the remainder of race, and he never looked on the limit, as Stuck sometimes did trying to keep up.

Stuck had more sense than to try too hard, however, for with 13secs in hand over Art after the first part, all he had to do was keep the Osella in sight to be sure of a safe victory. That he could do without any problem, while behind there was little challenge.

Francia, who had set the fastest lap of the first part, repeated the show in the second part, but it was also accompanied by two more spins as well. He was caught up in a tremendous battle for third place which comprised Marazzi, Colombo, martini and, for a while, Pavesi, before his engine went sick again and he was forced to the pits for a change of plugs.

Twice Francia got to the head of the group, only to spin his lead away, and in the end it was Martini who took the place after a last-minute effort to get by Marazzi. Colombo almost lost it trying to do the same thing on the very last corner, but he finally took fifth place in the second part, while Francia ended up a distant sixth.

In the overall placings Stuck ended up 10secs clear of Merzario, while Marazzi retained third place from Martini, who had lost almost 5secs on Marazzi in the first part. Colombo took a well deserved fifth overall, while Francia took sixth overall in the end, a position which could have been a lot higher had he driven more with his head than his right foot.

Manfred Schurti was the only other driver to finish the full 50 laps, his car barely making it to the finish with an ailing clutch and gearbox which had already shown up at the end of the first part. "Gimax", Pavesi and Brambilla filled the next overall placings, Vittorio not having much better luck in the second heat than he had in the first after his engine lost 500 revs, he thought, because of either an injection or an ignition fault.

It was experience rather than outright speed which won Stuck his third F2 win of the season out of four tries, a record which he never managed to produce when he was driving F2 in earnest. As he pointed out: "A little older, a little wiser." No doubt some of the young lions seeing him take all the meat at the end of the day will have become a little wiser themselves.

Velocita' Auto Formula Due Internationale
Autodromo Santamonica
Misano, Italy, August 22
2 x 25 laps, 108.35 miles

1, Hans Stuck (March-BMW 762), 1h 2m 4.0s, 105.22mph; 2, Arturo Merzario (Osella-BMW FA2), 1h 2m 14.5s; 3, Robert Marazzi (Chevron-BMW B35), 1h 2m 36.0s; 4, Giancarlo Martini (March-BMW 762), 1h 2m 40.1s; 5, Alberto Colombo (March-BMW 752), 1h 2m 52.1s; 6, Giorgio Francia (Chevron-BMW B35), 1h 3m 2.9s; 7, Manfred Schurti (March-BMW 752), 1h 3m 54.1s; 8, "Gimax" (March-BMW 752), 48 laps; 9, Luigi Pavesi (Ralt-Hart RT1), 48 laps; 10, Charly Kiser (Osella-BMW FA2), 48 laps; 11, Vittorio Brambilla (March-Lancia 732), 47 laps; 12, Maurizio Flammini (March-BMW 762), 26 laps; 13, Gaudenzio Mantova (March-BMW 752), 26 laps; 14, "Gianfranco" (Chevron-BMW B35), 25 laps.

Fastest lap: Francia, 1m 12.8s, 107.65mph.

Heat 1 (25 laps): 1, Stuck, 30m 59.2; 2, Mantova, 31m 10.0s; 3, Marazzi, 31m 11.4s; 4, Merzario, 31m 12.8s; 5, Martini, 31m 16.3s; 6, Flammini, 31m 17.2s; 7, Colombo, 31m 25.1s; 8, Francia, 31m 29.0s; 9, Schurti, 32m 7.6s; 10, "Gimax", 24 laps; 11, Pavesi, 24 laps; 12, Kiser, 24 laps; 13, Brambilla, 23 laps; 14, "Gianfranco", 1 lap DNF.

Heat 2 (25 laps): 1, Merzario, 31m 1.7s; 2, Stuck, 31m 4.8s; 3, Martini, 31m 23.8s; 4, Marazzi, 31m 24.6s; 5, Colombo, 31m 27.0s; 6, Francia, 31m 33.9s; 7, Schurti, 31m 46.5s; 8, "Gimax", 24 laps; 9, Kiser, 24 laps; 10, Brambilla, 24 laps; 11, "Gianfranco", 24 laps; 12, Pavesi, 23 laps; 13, Flammini, 1 lap DNF; 14, Mantova, 1 lap DNF.



Andy Dawson led the Ford "big three" until he was slowed by suspension problems in the late stages.

BURMAH RALLY

Fortune favours the brave

Vatanen wins again, despite accidents and Roger Clark — Dawson's fine drive gets him among the Big Three — Works TR7 finishes its first rally — Tyre shortage hampers Dunlop runners — Rally a triumph for the Lanarkshire Car Club — Report: PETER NEWTON — Photography: HUGH BISHOP

First: Ari Vatanen. Second: Roger Clark. Third: Russell Brookes. A familiar enough results table this year. . . . The Big Three in British rallying sharing out the national rally spoils in just another combination, as once again they outpaced their peers in Argyll to stage their own tripartite affair in the upper echelons. Results, however, don't tell stories; they don't tell the one about the situation at the halfway point, when neither of these three revered drivers was leading; they don't tell of Vatanen's three separate "accidents" on his way to victory; and they certainly don't illustrate much about the car which was nursed home 16th overall — a TR7 driven by Leyland's team captain, this being the first time that one of these works cars has finished a rally.

Yes, although the results have a monotonously predictable ring to them, the 1976 Burmah provided much excitement and fine spectating. Once again the mountains and soft loch-side valleys provided a regal backdrop to some fine individual performances from which Andy Dawson, Malcolm Wilson and Pat Ryan stand head and shoulders above the crowd. Once again the Burmah, always enjoyed by competitors as a demanding and satisfying rally, was a great success; and once again that jet-age Finn, who rushed back to 1000 Lakes practice just 10 minutes after leaping out of his car, made up his own luck as he went along; achieving spectacularly fast stage times between a number of indiscretions which clearly exasperate some of his opponents who only have to put a wheel out of line to find themselves out of a rally.

Vatanen's third RAC championship victory this year was certainly a fraught affair and to compare the battered and bruised shape of his APG RS1800 with the immaculate appearance of the familar red Cossack car, was to see not only a contrast in metallurgy but also a contrast in attitudes. It's probably true to say that Roger Clark drove as well here as he has ever done. He was majestically fast on the longer stages, particularly his famous Minard stage, and he was always smooth, precise and consistent — surely a winning combination of skills in all but the company of young men like Vatanen. Having accidents in this sport is generally regarded as a necessary pre-requisite to mature skills and sustained high speed, but few are the rally drivers who escape the extraordinarily unforgiving hazards of the forests as narrowly as Ari. His later dramas — but Ari does not have 'on' and 'off' days in the accepted sense of the word; he is always very fast, and while he continues to escape the clutches of the surrounding scenery, it remains a hard task casting around for alternative names to put at the pinnacle of the British championship.

Perhaps it sounds a little strange, but the Burmah is most definitely a driver's rally. Just like Spa Francorchamps, with its damp foreboding woodlands; or the Nurburgring spread out like magic carpet among the towering heights of the Eiffel Mountains, so the contouring forests of Argyll represent a unique challenge to the driver — a challenge as remote from a rally like the Arkell as motor racing is from rallying itself. Here the forests tracks offer a tremendous challenge to the skilled driver. Sheer power is not at a premium for there are few of the situations present here which occur elsewhere — like those long flat-out straights with their square rights or lefts at each end. Here it is all corners; tightening, cambering, grading, rising and falling with total unpredictability. The surface changes are sudden and frequent but the Argyll stages are rarely rough, so the driver is able to exploit the situation to his advantage or peril. In short, the terrain is very different from the forests of the Border Country or Wales, and those who come here for the first time, are always surprised, occasionally caught out, but always impressed. The cocktail bar at McColls must indeed look a friendly place after the experience of a flat-out run down West Loch Eckside or downhill to the finish of Minard . . . its a long, long way down.

Not even the appearance of the Burmah in the calendar could persuade 'the Laughing Men in the Sky' to send us rain to beleaguered Western Europe. Undoubtedly the current climate also has something to do with the fact that the previously virulent midges were somewhat more reserved than usual.

One of the longest standing ambitions of the enthusiastic sponsors was in the throes of completion this year; for last weekend the Burmah was being observed for upgrading to international status next year. Whatever one's feelings about the gathering plethora of pseudo-internationals with all their attendant increased costs to the competitor, one can only admit that in the present context, the Burmah must be about the most deserving of them. Ian Muir and his team have worked long and diligently on this project. The path has been a difficult one and the club have had to flex their muscles and ruffle a number of corporate feathers on several occasions to achieve the goal. Now it is in sight and there is no doubt that administratively, the Burmah is now a very smooth and professional operation, virtually all aspects from pre-event paperwork to post-rally celebrations being memorable. The rally has used Oban as its base in the past. If, as one might expect, international status is granted, one can foresee that Dunoon's facilities will have great difficulty in coping with the influx of a still larger rally entourage, so a return to Oban may well be on the cards. In conjunction with the club's stage

speed can be such as to make competitors like Clark look sedate, and others totally pedestrian. As a visual stimulant it is (nearly) unsurpassed, but it can also occasionally be ragged and clumsy to the naked eye. To win RAC championship events these days, a driver must sail very close to the wind indeed. To be a winner his car must be perched almost permanently on that thin thread which marks the dividing line between success and disaster. Few drivers explore the rarified atmosphere around their own limits as regularly as Ari — and his limits are clearly exceptionally high. To say that he makes his own luck is perhaps a moot point, but with him there is no second place, and the typical response to a mistake is to go all the harder. There is no doubt that Ari was not pleased by events on the first very slippery stage, and this in part might explain

Second place went to Roger Clark after a typically unflustered drive.



Oban, the move would seem to make good sense from all points of view, not least that of the sponsors whose ambitious goals are naturally closely linked with those of the Lanarkshire Car Club.

ENTRY

Under a brilliant sun, with reflections dancing on the waters on the Clyde estuary, the Gourock ferries worked unceasingly to transport the rally circus across to its annual playground. Charles Samson's new RS1800 is still in the process of construction so there was a gap at number two. A further two gaps occurred at 10 and 22. The stories relating to the former were somewhat contradictory and garbled; but it appears that the car which Chris was to have used here (the Scottish Rally car is currently being prepared for the Manx) is now destined for Cyprus following a last minute directive from high authority, where it is to be driven by a local and co-driven by Paul White ... another story, not necessarily conflicting, but also believed to be substantially true, was that the car had suffered a major engine malady while being tested by Bernard Unett at MIRA ... it was also a widely held belief that Des O'Dell was holidaying in the area with a Dormobile, unaware of the fact that Chris was a non-starter ... he remained incognito throughout the event.

Piggy Thompson was to have started at 22 in the ex-Churchill RS1800. The car was transported up from Yorkshire on a trailer; but when it was disembarked, so many niggling faults were discovered that Piggy sent the car home in disgust and stayed on to spectate. Rumours that he had been throwing rocks at Tony Drummond's passing Escort proved groundless!

Opposition — an unfortunate euphemistic term in some cases — to the Ford Triumverate was expected to be provided by Andy Dawson's Sanyo Datsun 710 Violet SSS; two works TR7s and a brand new Vauxhall Magnum for Will Sparrow. After he had spoken to us on Tuesday, Andy managed to get permission to use the engine from Kallstrom's Acropolis car (which is currently in his possession) for the event. This engine is very similar to the 'screamer' which Dawson used to such good effect on the Scottish, and he was naturally very keen to use the powerful motor in Argyll, an area he knows exceptionally well. Andy also removed the rear anti-roll bar following a day testing at Bagshot. His confidence proved to be well founded.

Leyland returned with their TR7s much modified (as noted in *Special Stage* last week), fitted with Don Moore engines and close ratio SD1 five speed transmissions. A Panhard Rod fitted a few inches above the axle, now does the job of locating it, and the four links on the rear suspension are now parallel. The team seemed much more confident of a finish (in fact they scarcely laid a spanner on either car throughout the rally). While there is still a long way to go in terms of development, both drivers thought the cars to be much better than they had ever been compliant and spring rates have been increased markedly. Their greatest problem however remains unsolved. This concerned the lack of forward visibility over crests or humps; as Brian said, "you've almost got to fling it sideways on the brows just to see where the road goes." Johnstone Syer was, albeit temporarily, lost for words!

Will Sparrow's new car was an engineer's delight, so well was it put together. The engine had been dry-sumped for the first time and the car weighed a staggering 2½cwt less than its elder sister. Several modifications were incorporated including longer travel rear suspension and as if to underline the preparation of the car, there was even a rose-joined bonnet prop! Ten points for style....

In all the entry was as strong as a counter in three major national stage championships would expect. Most of the prominent Castrol/AUTOSPORT contenders were in evidence — some of them attempting the Burmah for the first time.

RALLY

The underlying theme of this year's Burmah concerned tyres — or the lack of them. The shortage, however, concerned only Dunlop's A2, but it led to more than a smattering of acrimony and recrimination, despite the best efforts of John Horton to avert this situation while remaining as fair as possible. His quandary was indeed a grave one and it had come about thanks to a series of contributory factors beyond the control of the competitions department. The company have been experiencing a number of problems in the production process of A2s, with the result that until very recently every A2 made had to be hand-cut. (John's meagre supplies on the Burmah represented the first batch of A2s ever to come from a mass-production mould). Secondly with the works Ford team in Finland for the 1000 Lakes, a large batch of the available supplies had been shipped there; and finally the Dunlop work force was in the process of the annual two week summer holiday.

These explanations were nevertheless small comfort to the contracted teams who suffered. Leyland had eight replacement A2s for three cars — a situation which effectively left Pat Ryan in the cold, and many cars started the event on part-worn tyres. Tony Drummond's situation was a typical one. At the halfway breakfast halt on the Crinan Canal, the Johnsons team had used up all their 'good' tyres (Tony's driving style puts considerable reliance in the state of his tyres as he wears them down quicker than most) and thereafter the team were forced to use Roger Clark cast-offs which were themselves part-worn before they were even fitted to the Cossack car! The result of these problems was much mumbling and muttering about changing to another brand. One feels that in view of Dunlop's massive commitments to factory teams, perhaps they would not be so unhappy about such ultimatums.

The Burmah is no stranger to controversy or drama. This year there was little of the former but the very first stage (which was exceedingly slippery) witnessed a series of 'offs' which on account of the glutinous mud and moss in the ditches, very often meant a maximum for anyone unlucky or careless enough to fall into its clutches. Tony Pond, Ari Vatanen, Mike Rawson and several others including Graham Lepley suffered here. Tony's car slid off almost in slow motion after the first open hairpin of the stage — the TR7 gently sliding down into the bog after Tony had got a wheel over the edge on the right of the track trying to avoid some large rocks in the stage. A superficially simple-looking return to the road proved frustratingly impossible and the TR remained obstinately where it was until a Landrover came to tow it out. Tony subsequently rejoined at Minard, but the lack of A2s made further practice a trifle pointless. Vatanen went off about halfway into the stage on a tightening lefthander. Although he only lost about a minute in this exercise, the drama which unfolded during the unscheduled stop must have unsettled the crew somewhat, for no sooner had they regained the track than it was discovered that the road book had disappeared. On getting out to look for it, Peter Bryant uncharacteristically managed to do what so many have done before him, stepping out with his intercom still plugged into its amplifier, and irretrievably breaking the connections which remained ominously dead. The offending book was then found hiding under the seats!

Both Culcheth and Brookes missed a junction on the stage; the former also stopping to try to assist his team mate.... all in all, Island, noted as being one of the most difficult driver's stages in the country, had more than lived up to its reputation.

If there was anything to be remotely construed as controversy, then it was reserved for the very next stage, Ben Laggan 1. The stage was being used twice and the arrows referring to the second run were on this occasion covered by paper bags — confusingly so as far as some crews were concerned. Gavin Waugh became hopelessly lost here — even managing a very disturbing head-on meeting with another competitor at one moment. A marshal was sent in to check the arrows while the stage was in progress, and found all to be well, so nothing was changed — any confusion that might have existed being referred to the road book, where Tulip diagrams confirmed the stage route.

Robin Eyre Maunsell began an unhappy rally here by hitting the bank and putting two wheels over the edge at a point where no spectators were on hand to push the car back onto the track, while Will Sparrow's right rear brake caliper jammed on. Thinking the problem was merely a puncture, Will drove on as quickly as possible to the finish where the red hot disc indicated a recurrence of the problem encountered on the Scottish. The car, Will said, felt a little unstable under braking, but he was otherwise most impressed with its overall feel; the straight-line performance seemingly markedly superior to the best RS1800s.

Through all this excitement, one fact rapidly emerged. Andy Dawson was in the lead! The Sanyo Datsun was flying and although the gap at the halfway halt (after nine stages) was only four seconds, the first four stages yielded 23 seconds on Roger Clark in second place while equal third after four of those tests were Tony Drummond and a very determined Malcolm Wilson. It looked for a long while as though something really sensational was about to unfold. Ari assaulted the gatepost on the first Minard test (SS5), (this being his most damaging accident) but thereafter wound himself up to an amazing pitch in his efforts to regain a grip of the event. Peter Bryant remarked casually that he could not remember ever having been driven so fast along a stage as had occurred over the 10 miles (and 26 junctions!) of Knapdale. This was where Ari really won the event and a tactical wait for daylight was doubtless a significant advantage. A look at the stage times bears out this statement. The APG car rattled into the car park at the Cairnbaan Hotel as the sun slid over the eastern horizon. Another still, hot day was in the making and Vatanen stood poised to strike, just four seconds behind Dawson, having overhauled both Brookes and Clark. The pattern was beginning to look familiar and the Indian summer seemed suddenly almost over.

The long 11 mile Minard test was to come and after lengthy deliberation Andy opted to use Kleber's radial racers here in an effort to stave off the gathering wolves. The choice turned out to be wrong; it was simply a gamble which could have gone either way, but in any case it was all rather irrelevant, as soon after breakfast the Datsun's handling deteriorated as the beam supporting the

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Another good run in Scotland for Paul Faulkner and Monty Peters. Front valance damage was caused by a severe yump.





Slow but sure — Brian Culcheth gave the Triumph TR7 its first national rally finish.

AUTOSPORT RALLY CHAMPIONSHIP 7

rear suspension began to break-up along with the near side rear wheel bearing. Limping along with a severe oversteer problem on righthanders, the Sanyo Datsun was rapidly overtaken first by Ari on Minard (the Japanese car was 20 seconds adrift of the pace here) and then by Roger himself. As binding brakes further slowed them, Russell Brookes caught and passed them on the very last test, leaving the difference between third and fourth at just one second! The chagrin must have been almost unbearable. Brookes was not driving with quite his usual flair, spinning the car on more than one occasion — cynics being heard to remark that perhaps the honeymoon was not entirely beneficial to his driving!

Breakfast and the dawn are always most welcome on the Burmah, but the previous stage witnessed the demise of Malcolm Wilson with a broken dry sump scavenge pump . . . a sad ending to another most impressive drive from the ambitious young Lakeland man. Laurie Richards was thoroughly dejected with the handling of his car which had also broken its water pump; and George Hill's clutch, which had been suspect for several hours was on the way out. His service crew suspected dust in the triple plate assembly. Pat Ryan's rear sump guard bolts had sheared after a vicious unmarked yump in the middle of Minard 1 but Pat had really found out how to drive the Dolomite, and as Tony Pond had shown before him, was in the process of demonstrating just how fast the car could go. (The potential of this car as a G1 rally winner was demonstrated as long ago as last year's RAC when Culcheth trounced the opposition. This sector could easily have been Leyland's for the taking). He eventually took Group One by some five minutes and also beat Nigel Rockey and Billy Coleman (the latter damaging his suspension on the Minard yump) among others on his way to a most excellent seventh overall. M & S tyres really work!

Paul and Monty were also having another fine Scottish run. They have enjoyed success on this rally in the past and once again it was to be a most impressive drive from Paul — the immaculate RS1800, slightly dented at the front following a nose-dive at that unmarked Minard yump. (The landing actually kinked the roof, jammed the passenger door closed, and bent the front section of the roll-over bar!) Paul eventually overhauled the troubled Drummond (who also wiped away his lights in the same place as Faulkner) to finish fourth.

After West Loch Eck, Vatanen was left with only first and fifth gears in the ZF 'box so the transmission was changed before the Larach. He was now firmly established in a lead and even the impressively smooth driving of a very determined Roger Clark was not enough. As the battered APG car struggled up the ramp on the Esplanade at midday in a flag-waving, sun-drenched Dunoon, there was evidence of further flank damage suggesting a final stage excursion. Unconfirmed reports suggested that the car had in fact been on its side somewhere in High Kilmun! As one old school motto might add: 'Virtutis Fortuna Comes . . .'

Drummond, Faulkner, Inurrieta and Jim McRae all did themselves much benefit in respect of their various championship chases while Murray Grierson's off in the Larach, Chris Field's disintegrated rear axle bearing (they lost a wheel in Succoth Range); Robin Eyre Maunsell's offs (he went off again in the Larach, having changed a gearbox) and David Stokes' dislike of darkness could cost them dear in championship terms. The Burmah national was a great overall success and in a sense it may have proved a milestone in a troubled year for Leyland Cars. Battle is rejoined on the Ulster Rally in just over a week's time. . . .

The Burmah is one of the UK's premier nationals and far better a first rate national event than another mediocre pseudo-international. If Ian Muir has misgivings about the impending upgrading of status, then it must be on two counts. Firstly he will lose a rally by combining Lanarkshire CC's second allocation with that of the existing Burmah and secondly he must be concerned about giving appropriate returns to the Clubman in exchange for greater costs and overall expenditure. We are uncertain of the alleged advantages of the move, but the sponsor's aims are of course paramount, and if anyone can make a success of them now, Ian Muir may be the man to do it.

Malcolm Wilson attacks the hairpin on Rest and be Thankful — the Lakeland driver unfortunate to retire for mechanical reasons after another impressive drive.



1976 Burmah Rally — RAC round 8, Castrol/Autosport round 7

1. A. Vatanen/P. Bryant (RS1800) 107.48 penalties;
2, R. Clark/J. Porter (RS1800) 108.10;
3, R. Brookes/R. Crellin (RS1800) 109.20;
4, A. Dawson/C. Richardson (Datsun Violet) 109.21;
5, P. Faulkner/M. Peters (RS1800) 110.03;
6, T. Drummond/P. Short (RS1800) 110.41; 7, P. Ryan/M. Nicholson (Dolomite Sprint) 111.43; 8, N. Rockey/D. Tucker (RS1800) 111.53; 9,3. Coleman/D. O'Sullivan (RS1800) 112.30; 10, I. Wilson/C. Young (Opel Kadett) 112.38.

Group One

1, P. Ryan/M. Nicholson (Dolomite Sprint) 111.43;
2, J. McRae/D. Brown (Vauxhall Magnum) 17th overall 116.31;
3, C. Lord/D. West (Vauxhall Magnum) 23rd overall.

Stage times

SS1 Island 6.98 miles. 1, Clark 9.57; 2, Dawson 9.58; 3, M. Wilson 10.01; 4, Coleman 10.10; 5, Rockey 10.11.
SS2 Ben Laggan 1 7.89 miles. 1, Dawson 10.12; 2, Brookes 10.31; 3=Vatanen and Drummond 10.32; 5, Clark 10.36.
SS3 Rest and Be Thankful 1.33 miles. 1, Clark 1.29; 2, Dawson 1.30; 3, Vatanen 1.31; 4, Drummond 1.32; 5, Rockey 1.33.
SS4 Succoth Range 3.41 miles. 1, Dawson 4.08; 2=Clark and Vatanen 4.09; 4=Drummond and Rockey 4.16.
SS5 Minard 1 4.26 miles. 1, Vatanen 5.06; 2, Dawson 5.08; 3, Clark 5.09; 4, Drummond 5.12; 5, Faulkner 5.17.
SS6 Inerliever 6.45 miles. 1, Vatanen 7.32; 2, Ryan 7.38; 3, Brookes 7.44; 4, Dawson 7.48; 5, Grierson 7.51.
SS7 Inverinan 2.92 miles. 1, Vatanen 3.33; 2, Grierson 3.39; 3=Faulkner and Close 3.40; 5=Drummond, Heggie, Iliffe and Ryan 3.42.
SS8 Avich 1.63 miles. 1, Vatanen 2.25; 2, I. Wilson 2.27; 3=Coleman, Faulkner, and Close 2.29; 5=Drummond, Heggie, Gallacher, M. Wilson, Ryan and McCartney 2.30.
SS9 Knapdale 10.13 miles. 1, Vatanen 12.23; 2, Clark 12.45; 3=Dawson and Cowan 12.55; 5=Brookes and Drummond 12.58.
SS10 Lochgilphead 5.03 miles. 1, Vatanen 6.01; 2=Clark and Faulkner 6.02; 4, Drummond 6.06; 5, Close 6.08.
SS11 Minard 2 11.37 miles. 1, Vatanen 13.47; 2, Brookes 13.55; 3, Clark 14.02; 4, Faulkner 14.03; 5, Rockey 14.13.
SS12 Ben Laggan 2 4.36 miles. 1, Vatanen 5.14; 2, Faulkner 5.21; 3=Clark and Grierson 5.23; 5, Brookes 5.25.
SS13 Glen Shellish 9.96 miles. 1, Clark 11.18; 2, Vatanen 11.24; 3=Brookes and Faulkner 11.34; 5, Dawson 11.36.
SS14 West Loch Eck 4.44 miles. 1, Clark 5.05; 2, Brookes 5.09; 3=Faulkner and Fowkes 5.12; 5, Vatanen 5.15.
SS15 The Larach 1.79 miles. 1=Clark and Brookes 2.25; 3, Vatanen 2.26; 4, Faulkner 2.30; 5=Dawson, Fowkes and Drummond 2.31.
SS16 Low Blawearie 1.71 miles. 1, Vatanen 2.35; 2, Clark 2.38; 3, Brookes 2.39; 4, Rockey 2.40; 5=Drummond and Faulkner 2.41.
SS 17 High Kilmun 2.25 miles. 1, Clark 2.57; 2=Brookes and Faulkner 2.59; 4, Vatanen 3.01; 5, Rockey 3.02.



"... nubile young females strolled with studied negligence in the sort of attire which makes you wonder why they bothered. My host guffawed with glee, black eyes flashing, a glass of beer trembling in his hand. I held on to the nearby railings."

PETER NEWTON

Tough assignment

While on the ground at Casablanca, and later, as the British Caledonian One-Eleven clawed for altitude in the dry white heat of the tropical afternoon, there was a little time for reflection; a time to gaze out over the parched, brown carpet racing away below into the heat haze of the half-hidden High Atlas peaks, a time to take stock of this latest 'adventure' and rationalise the strange events which had led up to my presence among the tartan mini-skirts at 32,000 feet. The little twin jet trembled in the hidden thermals rising out of that barren hinterland and the horizon turned inexorably to a deeper shade of azure blue with each steady turn of the altimeter.

The raucous, almost military whine of the Rolls Royce Speys cut back to a casual drone as the BAC aeroplane reached the top of a long, hard climb and far below its stubby wings, a half-imagined trace of white indicated the thunderous power of the South Atlantic breakers as they hurled themselves to destruction on West Africa's forgotten, lonely shoreline — their first landfall for over 3,000 miles.

Five days previously the idea of going to the Canary Islands to spectate on a rally had been nothing but a bar room joke, a scarcely conceivable pipe dream, hinted at, but scarcely credible. To begin from first principles, my jaundiced ears had never heard of any such activity there — surely these were islands merely orientated to tourists and bananas in almost equal proportions, a sea-locked hoteliers' *nirvana* on the Tropic of Cancer; no place to support a thriving, enthusiastic motorsport community. Peter Harper had said that I was wrong, and in company with a friend of his, the Santa Cruz de Tenerife Colt and Chrysler dealer — an ebullient, stout and fun-loving gentleman by the name of Francisco Hernandez, he had determined to prove me wrong. So would I like to spend five days in Tenerife as a guest of the latter and watch the action of the fourth Rallye Islas Canarias which this year was to take place on the island of Tenerife itself?

Suddenly the lure of Arkells in Cirencester Park turned sour, yet a feeling of unreality took its place. Three days later, with only 48-hours left to the prospective Gatwick departure time and no further communication received, the mounting scepticism had been replaced by resignation. The Arkell would, after all, not be *so* bad; and besides I could go to the Canaries anytime couldn't I? Another badly mauled Biro clattered to the floor. This course of rank self-deception just was not working.... a telex floated down to land silently on the piles of paperwork through which I was gazing with sightless eyes. Suddenly it was all 'on' again. A journalist had been released from captivity into the fantasy world which some cynics still assume is their natural habitat.

The port wing gradually spread into a million shimmering bright jewels, its tip reaching up towards the distant ionosphere as the captain programmed the 'plane into a gentle graduated turn to starboard over the Mogador beacon. A strange feeling I had not experienced for years swept over me.... it was one akin to those days of carefree travel as a student when one journeyed on, purely for the sake of curiosity ... time was no object and one's expectations reached out only as far as the next bend in the road ... two telexes only had changed hands as a last minute prelude to the assignment. The only information I possessed about the man I had come to see was his name ... in fact, looking back on it all now, it seems impossible that all the ends came together as they did.

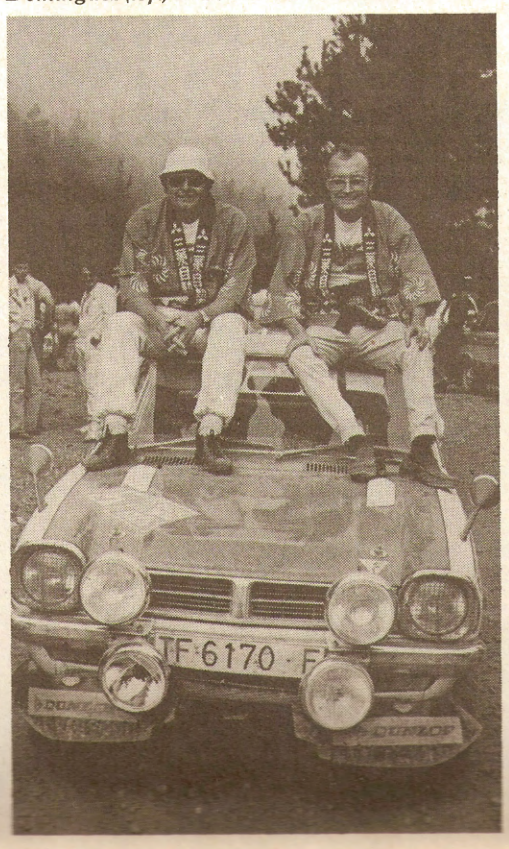
Did you ever wonder what happened to some of those expensive works rally cars which were shipped off to Cyprus for the abortive rally of 1974; the one that was cancelled at the 11th hour? Neither did I until I met Señor Hernandez and his Colt dealer partner on Gran Canaria — the smiling, effusive Miguel Dominguez. The two of them form the backbone of the Colt Lancer Canary Islands rally team and their cars are ex-works Safari specification Lancers! How these two irrepressible characters managed to acquire such cars is a story which alone would occupy far more space than is available here. Suffice to say that in response to their enquiries about the cars, Mitsubishi agreed to sell them including spare engines and back-up for the very reasonable price of $40,000. It appears that by the time the Intrepid Two had finished their "discussions" with factory representatives, the cars finally changed hands for some $18,000! Rallying is the same the world over!

It is also a small world. The Canary Islands have their own rally championship consisting of some half a dozen rounds — one of which is every year selected to be a part of the Spanish Rally Chamiponship. The two most prestigious events are the Rallye Maspalomas on Gran Canaria Island, and the one I had come to see on Tenerife. It was the latter which this year formed a counter of the Spanish mainland championship. Just as the relationship between Spaniards and Canarians is at times strained; one of not inconsiderable mutual mistrust, so the connection between the two championships is also one of mutual indifference.... This year only five crews of the 43 cars entered ("we have some tough rallies this year — no cars left!") were visitors from the mainland.

Principal among them was Fernando Lezama in the infamous, almost veteran MEV 36J, Billy Coleman's venerable RS1600, now in yellow trim and still with its original Terry Hoyle engine. This car was more than a match for the locals who despite weeks of practise and detailed notes of the stages were, as expected, totally swamped by the power of the Escort. Although treated courteously, Lezama's complaints; that controls were not as marked in the road book, that information on other competitors was minimal and that timing was unnecessarily tight over some very rough link sections; were largely put down by the Canarians to the fact that he was Spanish!

Indeed, to call a Canarian a Spaniard (even by mistake) is no laughing matter (as I found out). Last year, SEAT, intent on steamrolling the Spanish championship, came to the little island and won as they pleased 1-2-3. It was a convincing demonstration of teamwork and it made a lasting impression on the island's Ministry for Tourism as well as the ambitious rally organisers themselves. Enthusiasm of a typically Latin kind, runs high at rally-time, and the entire Island including the Police, give themselves over to this 24-hour event.

The winners at the end of the final stage. Miguel Dominguez (left) and co-driver José Blanco.



There are about 130 miles of predominantly tar stages to be tackled as well as some daunting link sections which on the second loop had to be tackled at an 'impossible' average to avoid penalisation. Only the tough little Colts came through with clean sheets. Starting at Midday amid a carnival atmosphere on the sea front at Puerto de la Cruz, the rally circled the 60-mile length of Tenerife twice before the finish the following morning back at the sea front. Certainly a tough schedule, and with pace notes and very tough and tight road sections, crews were kept very busy.

My host during these entertaining hours was yet another genial and effusive gentleman whose name had better remain anonymous ... "first I ditch 'er the wife ... she 'er want to come and watch 'er ... imagine that, ... haa!" he spreads his hands in a gesture that tells all. "What 'er we watch are the little bambinos, the chicitas er?!" A giant wink and poke in the ribs left little doubt as to my generous host's intentions and when we pulled into a layby overlooking a packed beach, all was confirmed. The "bambinos" and "chicitas" were turned out in almost unlimited supply. Long-legged dark brown skinned, nubile young females strolled with studied negligence in the sort of attire which makes you wonder why they bothered — yes, this was a tough assignment. My host guffawed with glee, black eyes flashing, a glass of beer trembling in his hand. I held onto the nearby railings.

Tenerife and the Canary Islands have welded their car clubs into some remarkably efficient organizing teams and now they are keen to attract more foreign competition, preferably ditching the Spanish championship along the way. Next year they hope to go international, and some of their roads, both loose and tar, provide a great challenge. The geography of the islands is most interesting and while the temperatures remain tropical at sea level, there is often snow lying up in the mountains. On the islands' northern facing shores, vegetation, growing prolifically in the rich volcanic soil, is lush, green and stretches up the valleys into a deciduous tree line before that itself peters out, giving way to conifers and eventually the snow line itself which clings around the bases of extinct volcanoes even in the height of what we would call summer. (For practical purposes, the Canaries have no seasons. On the south slopes however the scene is a totally different one — the land is parched and empty, only a few small farmers eaking out a living from goats and cattle — this is often an area missed by the sun-struck tourists do not see, but in its own way it is as majestic and emotive as the northern shores.

The combination of the two extremes added to some very exciting mountain roads, gives these rallies a flair which, when added to the unbridled enthusiasm on the typically Latin effervescence of the populace, seems sometimes reminiscent of a miniature Targa Florio. Perhaps it would be a shame if the professionals came in and took the rally over. Top teams would soon mercilessly exploit the slight flaws which exist at present. Communications during the rally are almost non-existant and the start of the second leg (at midnight) was held in the centre of a packed main street in Puerto! One can imagine what some team managers might say about the anarchy which appeared to reign as the cars were counted away. Lezama's Ford died in the penultimate stage, succumbing to an electrical problem which has stalked this car through two complete re-wiring sessions and has led eventually to the ignition key connection itself. Fernando lay stopped disconsolately in the middle of the road for several minutes before the victorious Lancer team came rushing up the banks around him — such was the Escort's vast lead ... it was a popular 1-2-3 victory for the tough little Colts. More important, it was a local victory and we celebrated far into the following day on the wine and the stories. Perhaps the Canaries are ready for English crews now.... banana boats have room for RS1800s, the prize money is enormous and constantly becoming more so, a holiday is assured and the welcome from Miguel, Juan, Francisco, Francisco and Hamilton nothing short of tumultuous.... Mike Broad is working on it! □

Don't go down to the woods today

With forest and heath fires breaking out with depressing regularity throughout the south, west of England and Wales, the Forestry Commission's announcement at the weekend that public access to its forests would be barred until further notice was only to be expected.

The situation is clearly a very volatile one, particularly in these areas, and the first event to be cancelled as a result of this directive is the Virgo Galaxy this weekend. Of major importance to the rallying world however is the fate of the Castrol '76 which takes place (at present) on October 16th, and for which entries are currently pouring in. The club have so far accepted around 160 crews. No decision has yet been taken with regard to the rally, but enquiries and discussions are in progress betwen the RAC and the Forestry Commission, and it seems that no action will be taken for a while as it must be assumed that Wales will receive some rain before mid-October. The question is, how much rain will be sufficient to reduce the danger sufficiently to allow the rally to go ahead? Meanwhile as we went to press, there was news of a potentially severe heath fire on Eppynt which was apparently spreading towards Crychan and Halfway forests. . . .

1000 Lakes: Markku Alen ot Ari Vatanen to topple the veterans?

Tomorrow (Friday) evening at 18.01, the seventh round of the WCR championship gets underway from Jyvaskyla in Finland. It is, of course, the classic 1000 Lakes; besides the Lombard RAC, perhaps the most prestigious rally in Europe to win. There are 428 kms of stages in total, the first of which circles the Mammoult Ski Jump in Jyvaskyla itself before going on to visit such famous test as Urria and Kokkosenlahti before an hour-long halt in the east of the country at Savonnlinna. The following loop of 13 stages takes the rally within one kilometre of the Russian border. The finish is back in Jyvaskyla on Sunday morning.

The weather during practice has been dry and hot, so dust may be a big problem and there will most likely be an advantage to be had in being first on the road. Last year's winner Hannu Mikkola in his Toyota Celica could thus have an early bonus. Following Mikkola away is the only non-Finnish winner of the event, Stig Blomqvist, who with Eklund will be giving the Saab 99EMS its WCR debut; and at number three is Markku Alen making a most welcome return to competition in a solitary Olio Fiat 131 Abarth. This car has been supplied by the works at the insistence of the Finnish importer and will not have works service. Makinen/Liddon at number four, and Ari Vatanen/Atso Aho at nine constitute Boreham's two works Ford entries, but Pentti Airikkala will have his new Sutton/Avon RS1800 at 12. Saab (Finland) have three V4 96s for Lampinen (5), Rainio (6) and Vilkas (18), while Markku Saaristo is driving the G1 RS2000 which Makinen used so briefly on the Tour of Britain and which Timo used to complete his recce. There are a further three Escort RS2000s from Ford (France) driven by Chasseuil, Sainpy and Miss Vernay. Russell Brookes/John Brown were to have started at 15 but were not able to go at the last minute owing to lack of backing for the trip. The second of the two works Saab 99s driven by Per Eklund starts at six.

Vatanen and Airikkala are in effect the only 'British' entries as they must both use their UK competition licences, being unable at present to compete in their own national rallies. So far the veterans have dominated this classic event. Mikkola has won it no less than five times, followed by Makinen with four wins and Lampinen with three . . . this year could well be the year of change, with both Vatanen and Alen as favourites to topple their elders.

Markku Alen — back in his element.



RAC scene

The Motor RAC championship has five rounds remaining. These are the Ulster Rally, the Manx, the Lindisfarne, the Castrol '76 and the Lombard RAC. Roger Clark is still going to the Ulster Rally, at least the club have an entry on his behalf, but he will not be present on either the Lindisfarne or the Castrol '76 owing to Ford's commitment to the Southern Cross Rally in Australia. Two lowest scores must be dropped and the situation at present is as follows: **Overall:** Brookes and Vatanen 63; Clark 62; Dawson 32; Drummond 30; Airikkala 26; Coleman 24; Sclater 16; Fall 15; Rockey 14.

Group One: Jim McRae 56; Robin Eyre Maunsell 53; Ronnie McCartney 32; Henry Inurrieta and Gavin Waugh 31; Tony Pond 30; Pat Ryan 23; Steve Smith 14; Stewart Robertson 11; Sean Campbell, Chris Lord and Mike Freeman 10.

● In the classes, Mike Jackson has extended his lead in the 1300 G2 section; while Fred Henderson's Toyota still leads Andrew Cowan's amazingly reliable Colt Lancer despite being beaten by the Scotsman at the weekend.

● Jim McRae's second in Group One at the weekend is enough to allow him to displace Robin Eyre Maunsell at the top of the class. Jim had another troubled run on the Burmah, his problems starting with a broken fuel pipe and continuing from there.

● The noise check at the Cairnbaan Hotel Breakfast halt was an amusing affair as drivers, instructed to rev their engines for a few seconds at a steady 5000rpm, suddenly found their BDAs would only rev to about 2000, and then only very intermittently-honesty is not a prevailing characteristic when scrutineers are involved or the check so easy to circumvent!

● Gavin Waugh's rally ended one mile into Minard 2 when he mistakenly followed the tree line and kept the power on into a tightening right. Knowing that he was not going to get round, Gavin tried to spin the White Horse Avenger to a halt. He almost succeeded, but the car teetered on the edge of a steep bank before toppling over, rear wheels first, down an almost vertical slope, the car coming to rest undamaged but below the level of the road-completely immovable without mechanical assistance.

● Donald Heggie's English of Bournemouth RS1800 put a rod through the block after breakfast, while Ronnie McCartney rolled just after the bridge on the first stage after the Crinan Canal halt, the car performing a complete loop in the air to end up back on its wheels in the ditch — scarcely damaged but out of the event.





Burmah portfolio . . . Above: Murray Grierson's RS1600 finds its final Burmah resting place in the Larach stage. Left: Like the rest of the car's construction, DTV's first-ever dry sump installation on Will Sparrow's new Magnum was an object lesson in sound engineering. Below: Brian Culcheth rushes through the downhill esses at the finish of the Larach; achieving a result was his overriding concern.



Photo-finish

There are now just three rounds left in the 1976 Castrol/AUTOSPORT rally championship — the Lakeland Stages on September 4th, The Raylor Rally on the 25th September and the Castrol '76 on October 16th. The latter two events are still subject to forestry fire risk restrictions, but the York MC's Raylor event seems almost certain to go-ahead now on the appointed date.

The revelations at the weekend that until further notice, the Forestry Commission have barred public access to all their land in the South and south western part of the country, including Wales, obviously puts the Wolverhampton and South Staffs Motor Club in severe difficulties, as well as serving to underline the seriousness of the fire risk situation. With fires raging in the New Forest as we went to press, and a bad fire in Dalby Forest only recently brought under control, it is not difficult to understand the Commission's point of view and it to be hoped that a crisis situation such as this does not persist long enough to result in the cancellation of the Castrol '76.

The championship meanwhile looks set for a photo-finish between David Stokes and Tony Drummond, with Paul Faulkner in with an outside chance should the other two fail. David Stokes' subdued run to 20th overall on the Burmah has allowed Tony Drummond to close in to within eight points, and the margin is further cut when the compulsory dropped scores are taken into account. Tony however requires a high degree of reliability as well as his proven increasing competitiveness to take the championship and his own customer commitments means that his car may not receive all the attention he would like in pre-rally preparation.

In Group One Henry Inurrieta struggled to the finish of the Burmah in Cal Withers' RS2000 just ahead on Steve Smith and David Hardcastle, despite a front suspension failure on the first stage and subsequently a very busy rally spent replacing or returning the parts which fell off. David Hardcastle suffered like many from the yump in the centre of Minard 1 and the Capri's landing broke up the engine mountings which canted the unit over, making gearchanging rather more a matter of luck than judgement. He finished some 70 seconds behind Henry.

Chris Lord's determined Burmah run, coupled with Chris Field's mechanical failure (the Avenger crew were OTL by the time they had fitted a new axle bearing after the car lost a wheel on Succoth Range) means that Henry still clings onto his G1 lead, while Hardcastle, the Lord and Chris Field are all in a position to strike if another falters.

Raylor go-ahead

Following rumours that were circulating last week that the York MC's Raylor Rally, the penultimate round of the Castrol/AUTOSPORT championship, would have to be postponed due to the increasing danger of fire, we have received word from the club that the rally is definitely going ahead as planned on Saturday 25th September.

Castrol AUTOSPORT RALLY CHAMPIONSHIP 1976

After the Burmah

Drivers overall: David Stokes 75; Tony Drummond 67; Paul Faulkner 53; Richard Iliffe 49; Andy Dawson 48; George Hill 48; Graham Elsmore 46; Russell Brookes 44; Mike Rawson 30; Dai Roderick 29.

Co-drivers overall: Phil Short 67; Bill Andrews 64; Monty Peters 63; Peter Valentine 48; Stuart Harrold 46; Tony McMahon 32; Derek Tucker 27; Chris Gray 26; John Foden 24; Roger Evans 23.

Group One drivers: Henry Inurrieta 66; David Hardcastle 63; Chris Lord 58; Chris Field 51; Robin Eyre Maunsell 36; Bernard Banning 36; Chris Daisy 33; Steve Smith 28; Mike Freeman 27; Terry Kaby 27.

Group One co-drivers: Martin Whale 66; Keith Read 51; Kathy Russek 48; Neil Wilson 36; Anthony Biggin 28; Steve Suckling 27; Rob Parrott 27; Brian Rainbow 19; Mike Knutton 19; Dave Richards 15.

Huxford Liberated Ladies: Jayne Neate 31; Jill Robinson 30; Sandy Lawson 21.

Lady co-drivers: Kathy Russek 33; Pauline Gullick 32; Christine Foster 17.

Class A: Chris Field 29; Chris Daisy 19; Bernard Banning 17.

Class B: Chris Lord 22; Henry Inurrieta 19; David Hardcastle 18.

Class C: John Midgeley 21; John Crosse 21; Mike Jackson 15.

Class D: Fred Henderson 15; Graham Elsmore 9; Dave Robbins 7.

Class E: David Stokes 18; Andy Dawson 11; Russell Brookes 10.

BRIEFLY . . . .

● Castrol runners had very varied fortunes on the Burmah. Mike Rawson got only a short way into the first stage before going off at the badly rutted hairpin just ¼mile before Tony Pond's resting place. It was in trying to avoid the worst of the ruts that the Stockshill Kadett put a wheel over the edge and slid off, and although only one wheel remained in the ditch, it proved impossible to move the car as there were no spectators present — a most frustrating visit to Scotland.

● Richard Iliffe, on his first outing since the roll on the Welsh, rolled again after breakfast in Glen Shellish after hitting the bank. The car escaped major damage, but since Richard does all major work on the car himself (bar engine preparation) he is uncertain about his participation on the Lakeland Stages now.

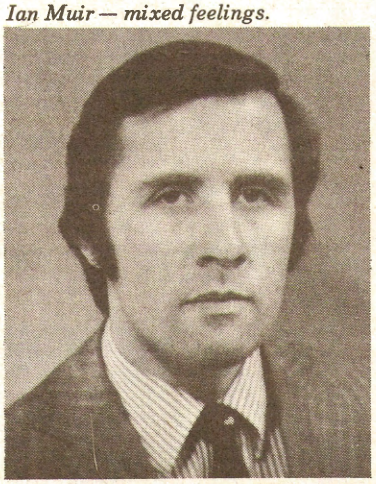
● Terry Kaby broke one of the Dolomite's rear shock absorbers on the second stage which he thinks was responsible for braking the rear radius arm in its turn. . . .

International implications

One of the most controversial topics of conversation discussed in Argyll at the weekend was the possibility of impending international status being granted to the Burmah Rally. Observer Bryn Davies was discreetly tight-lipped on the subject, although he spent a very involved Sunday breakfast in earnest conversation with Clerk-of-the-Course, Ian Muir, on the subject. Most of the laymen's trains of thought centred around the theme of *when* the Burmah Rally. . . . rather than *if* the Burmah Rally. . . . and it seems that a fundamental point has been overlooked in the basic interpretation of the current situation, for a decision has yet to be taken by Lanarkshire Car Club to implement international status, even if it is bestowed for next year — and the club, as Ian Muir succinctly pointed out, are by no means unanimous that the rally should rush into international guise immediately.

A brief synopsis of the implications of such an action illustrates the need for caution and serious consideration. Firstly there is the question of date. There is little doubt that the date is unlikely to be changed,

Ian Muir — mixed feelings.



nor do the club want it to be, but at this time of year the prospects for attracting an international entry, however superficial in content, are somewhat remote. The Burmah qualifies for no international championship — not even the farcical ECR, so the question revolves purely around the Burmah's value as a promotions medium for the sponsors — and Burmah feel strongly that the rally will be even better value for them in a package boasting greater prestige.

Secondly there is the vexed question of route clashes with the International Scottish Rally which of course takes place only two months prior to the Burmah; and the geographical requirements of a suitable venue. Next year the Scottish returns to Aviemore where it will be based throughout the duration of the event. At no time will the route stretch as far south as Glasgow, and there seems to be an intention to run a number of stages along the west coast within Lanarkshire CC's allocation. Such a move might make the job of finding those obligatory extra stage miles rather more difficult, and the RSAC would not presumably be especially enamoured with any attempts to upstage the Scottish in any way. A trial of strength may be difficult to avert.

Dunoon does not possess a suitably large hotel of the necessary standard to accommodate the major part of an international rally. It seems that the new mantle almost pre-supposes a new venue. The choice lies squarely between Oban and Glasgow. Ian Muir is of the opinion that Glasgow would make a good starting point but an unacceptable finish venue — yet he appreciates that the idea of having two towns (or cities) involved is also unacceptable in terms of logistics. So a thorough investigation of Oban is a prime requirement.

Then there remains the question of who is going to be Clerk-of-the-Course. Ian Muir is adamant that "if one is going to make a *real* 'go' of an international, then the Clerk-of-the-Course has got to be employed virtually full time." Time is money, and it seems that Ian would find it hard to give the rally the sort of attention that he feels it requires were the status change to be implemented immediately. Ian is very forthright and erudite on the subject and is of the opinion that a good national is infinitely preferable to yet another mediocre international; besides, the Burmah International virtually presupposes the death of the Blane Stages, an excellent restricted event run over the stages which would have to be called upon by the expansion of the one event.

With sufficient energy and sufficient money, most of these questions could be satisfactorily solved; but would the local clubmen, upon whom the organizers would have to depend heavily for the bulk of their entries, agree to fork out still more in return for an unknown quantity?

The negotiations and discussions which may or may not lead to a revised Burmah next year are, as yet, in an embryonic stage, but Ian Muir certainly has very mixed feelings on the subject. One principle which all members of the club's committee seem to be agreed upon is this however: 'Let's see if we are good enough to get the go-ahead anyway, before we ourselves decide our own plans."

Tony Drummond on Minard 2. When items like his tyres are comparable with the works, Tony is now only just off the pace of the Big Three. The Castrol championship is now within his grasp for the second time in three years.



Latest Lakeland line-up

Leading runners for the Lakeland Stages Rally on Saturday 4th September are as follows: 1, Graham Elsmore/Stuart Harrold (RS1800); 2, Tony Drummond/Phil Short (RS1800); 3, David Stokes/Bill Andrews (RS1600); 4, Paul Faulkner-/Monty Peters (RS1800); 5, George Hill/Peter Valentine (Vauxhall Magnum); 6, Piggy Thompson/Alan Greenwood (RS1800); 7, Richard Iliffe/Tony McMahon (RS1600); 8, Laurie Richards/— (RS1800); 9. Randolph Whittal Williams/Roger Hemmings (RS1600); 10, Geoff Simpson/Alan Simpson (RS1600); 11, Frank Pierson/Arthur Brick (RS1600); 12, Malcolm Wilson/John Davies (RS1600); 13, Mike Rawson/-Chris Gray (Opel Kadett); 14, Robin Farrington, Peter Gunning (RS1600); 15, George Beever/Stuart France (RS1600).

Morecambe Car Club are running a full field of 120 cars with some 20 crews on the reserve list. There will be a forum on the Friday evening at the Woolpack Hotel, Kendal; several new films are promised and guest speakers on the forum panel will be John Davenport, Tony Pond and Tony Mason. More details of the event next week.

Once more it looks as though a question mark is hanging over Graham Elsmore who has still to receive an engine and rear axle from Boreham. . . .



Sir Peter Moon on his way to seventh overall on the Sort Out last Sunday.

Stan sorts it all out

Last Sunday the Farnborough and District MC ran their annual Summer Sort Out stage rally, a counter in the Pirelli/*Cars and Car conversions* rally championship and sponsored at the last minute by Storno Ltd, a locally based radio communications manufacturer. The field was led away by John Priestley, followed by Kevin Videan, John Eaton and Richard Jackson's Carrera. Charles Eveson, Charlie Wood (Europat Avenger) and Ricky Wall were all entered and seeded in the top ten. Stan Dukes started at number nine, while Keith Aslett started at number 10.

A full field of 120 cars set out to tackle the 40 stage miles on both Army and Forestry Commission land although several stages including Long Valley, the sole spectator stage, were cancelled due to a number of protests, accidents and several heathland fires which forced the local constabulary to close some of the public link roads. (Seven stages out of 22 were eventually scrubbed). Results were regrettably still provisional at 10.00pm with Dukes ahead of Ford and Chris McAuliffe third in Tony Fowkes' old RS1600; Kevin Videan being fourth.

Tony Worswick has now taken the lead in the championship by finishing 10th overall and a great performance from Jon Lloyd came to nought in the afternoon when he went off. At lunch, the diminutive Imp was fourth overall, a puncture at the Bagshot stage dropping him out of the lead. Charles Eveson also came to grief on the rough Bagshot surface, breaking a half-shaft and having to dismantle the differential to extract the remains. He eventually finished ninth. Dick



Sir Peter Moon — surprise return.

Lust's Imp finished the last two stages of the rally with run main bearings and the event was made (in)famous by the return of Peter Moon in a lime green 2.7 Porsche Carrera. Paired with Peter Warren, the ebullient Moon who was reported to have lost none of his inimitable *joie de vivre,* was rewarded with seventh place despite a hilarious incident recorded by Peter Warren. Apparently Warren spotted two extremely well endowed young ladies lurking provocatively in the undergrowth alongside the stage. Not having much to do at the time he looked back, head over his shoulder to admire the form . . . he was startled to find Sir Peter also doing exactly the same as he . . . and suddenly the Porsche and crew were no longer on the stage!

Results: 1, Stan Dukes/Roy Wilcox (RS1600); 2, Tony Ford/Gordon Baker (RS1600); 3, Chris McAuliffe/Max Kingsland (RS1600); 4, Kevin Videan/Derek Skinner (Datsun 2402); 5, Terry Nicholes/Dave Whittock (Escort TC).

Galway Summer

Over 100 cars are scheduled to start the Galway MC's Summer Rally this weekend. At 11.00 on Saturday, Jerry Buckley's RS1800 will lead the field away from Flannerys Motor Hotel, Dublin Road, Galway; and he will be followed by Porsches belonging to Noel Smith, Fred Patterson, and Phil Coulter; the latter making his last appearance before emigrating to live in California. Group One will be led by Sean and Yvonne Campbell in their RS2000.

Scottish scene

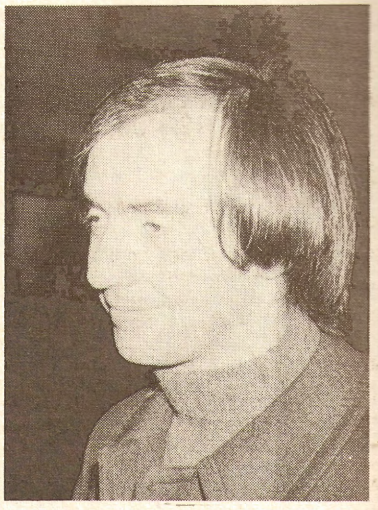
Points in the Scotsman championship following the Burmah are as follows: Murray Grierson and Jim McRae 67; Andrew Cowan and Allan Arneil 52;, Ian 49; Drew Gallacher 48; Charles Samson 44; Alistair Brearley and Dominic Buckley 33; Bill Taylor 31; Jim Hiwden and Donald Heggie 26.

● King's Lynn and District Motor Club will be holding its Lynn Regis Finance Stages Rally on Sunday October 17th. It will be restricted status event with at least 40 miles of smooth stages and low road mileage. The entry fee is £12.50 and the prize list is lengthy and includes cash awards. Regs are available from Judy Hamey, Kirkgate, Tydd St Giles, Wisbech, Cambs. (King's Lynn 61188, days). Please send sae.

● We hear that the Southern Stages, which may decide the outcome of the Pirelli/*Triple C* championship will not now be able to make use of the Bramshill Complex owing to the Forestry Commission's new ruling; but the organisers are still promising 50 miles of stages which they are maintaining by doubling up on existing tracks.

● Regulations are now available for the Shellsport Tour of Mull which is scheduled for the 9/10th October from Taffy Edwards, (Secretary of the Meeting), 24 Glendale Drive, Mellor, Blackburn, Lancs. Telephone Mellor 2405.

● Regulations are now available for the Wyedean Stages, the final round of both the Pirelli/*Triple C* and the BTRDA championship. Communications should be sent to Secretary of the Meeting, Mrs Mary Thurston, Bream Road, Lydney, Gloucs. Telephone Lydney 2339.



Fernando Lezama — Manx ride?

Lezama Manx

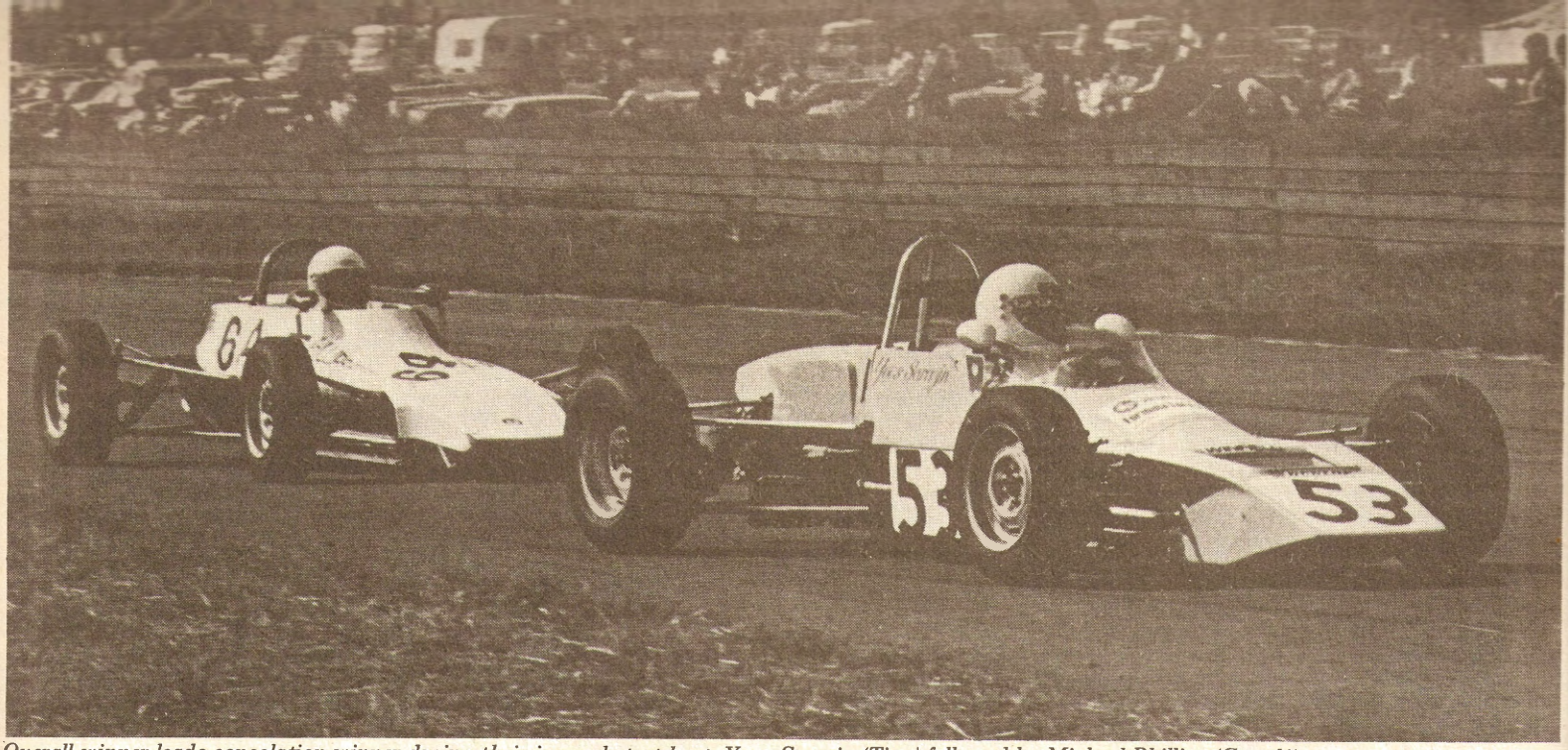
It appears almost certain that Fernando Lezama will be coming to the Manx. Lezama, it will perhaps be recalled, bought Billy Coleman's old RS 1600 — MEV 36J — and has used it with varying degrees of success ever since. Lezama ordered a new RS1800 from David Sutton some time ago, and was to have taken delivery recently as the first outing for the car was intended to be the Spanish (RACE) Rally in October. Fernando came to England recently with the intention of collecting the car, but was persuaded by fellow Spaniard Henry Inurrieta, to compete on the Manx International, an event which, being comprised of tarmac and pace notes, should suit him well. Lezama appears to have made up his mind to go to the Isle of Man, so David Sutton is looking after the car for a further few weeks.

● Kathy Pegrum has a number of sets of regulations available for the Cyprus Rally scheduled for 24th September. The organisers are paying £150 starting money and accommodation is free during the event. Kathy can be contacted at 9, Cromer Hyde, Lemsford, Herts. Tel: Potters Bar 51299 ext. 213.

● We have been informed that the exciting new charges to be levied by the Forestry Commission do not include VAT! The real cost is (wait for it!) 40.02p. . . .

"Very good . . . but where's the ILS?" Roger Clark examines a portable noise meter at the Burmah's breakfast halt.





Overall winner leads consolation winner during their jumped-start heat; Yves Sarazin (Tiga) followed by Michael Phillips (Crosslé).

AINTREE

Sarazin sorts them out

The organisational talents of the Aintree Circuit Club combined with generous sponsorship from J & P Polymer Services Ltd to present one of the most enjoyable afternoons of racing seen at the Aintree club circuit for many a day. The emphasis was very definitely on Formula Ford 1600, undoubtedly the most spectacular, close and exciting racing available in this country at the present time and, despite the absence of several star names, there was sufficient quality among the many entrants to guarantee six excellent races. Winner of the main final, after jumping the start in his heat, was French Winfield Tiga driver Yves Sarazin who fought off challenges from local man Barry Pigot and the experienced Rick Morris. The other main highlight of the day's racing, watched by a fair-sized crowd, was the first sub-60 secs lap by a saloon car, the person responsible being the ubiquitous Nick Whiting.

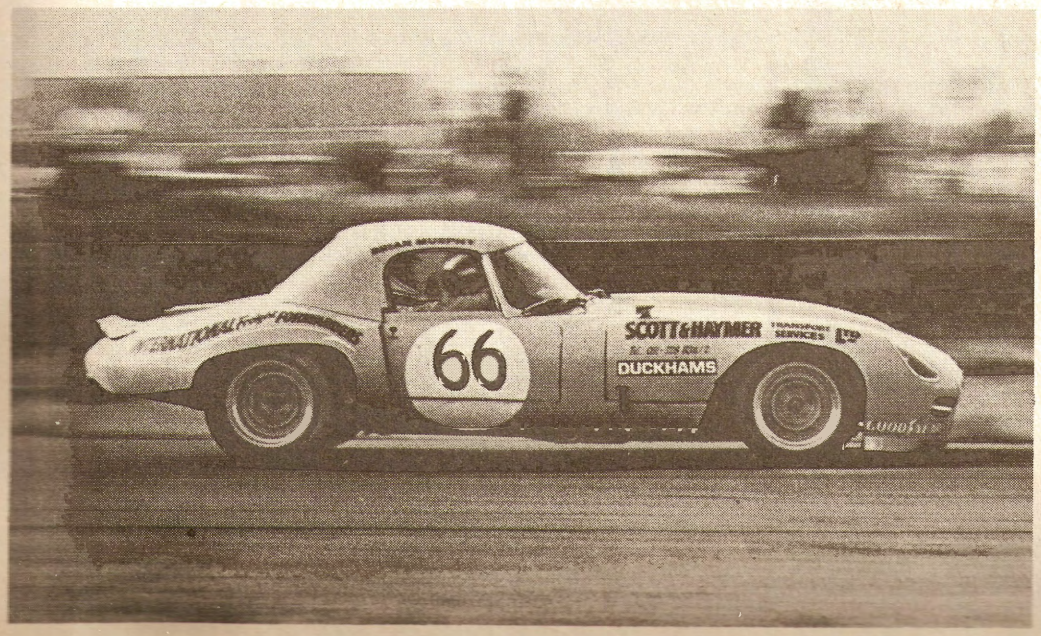
An early battle for the lead of the first FF1600 heat between John Bright's Royale RP21 and Nigel Gough's Van Diemen RF76 was soon joined by Rick Morris, whose Hawke DL15 had shed an oil line in practice after only three laps on the driver's first visit to the circuit. On the fourth lap Gough spun in front of Morris at Beechers, allowing Bright to open up a significant lead, but over the remaining six laps Morris was able to wittle this away and pull out 1.6s by the flag. Gough recovered from fifth after his spin to finish third, some way behind. Barry Pigot's Royale RP21 and Peter Harrington in Ed Praxel's immaculate Lotus 69F disputed the lead of the second heat with great enthusiasm, Pigot ahead most of the time until Harrington forced through on the inside at Country and held off Pigot's counter-attack round Club on lap eight. Alas, on the last lap the Lotus snapped sideways on to the grass at Village and Harrington had handed the race back to the promising Pigot. Bruce MacMichael's Crosslé 20F finished a secure third on the road ahead of fellow Northerners Mick Starkey (Merlyn Mk20A) and David Manners (Nike Mk10) but was relegated behind them in the results with a push start penalty.

The third heat was the most hectic yet, beginning with jumped starts by the two men on the front row, Yves Sarazin (Tiga) and Michael Phillips (Crosslé 30F), although it should be said that they were not the first to encounter problems with the starter's method. Phillips, whose father Archie had accompanied him from Ireland to watch his talented son's first race in England, hounded the Frenchman for the first three laps before falling back into the clutches of Tony Barley's Royale RP21. On the fifth lap Barley snatched the inside line from Phillips at Club and a lap later the young Irishman had thrown it all away with spins at Beechers and Club, dropping himself to eleventh. Sarazin crossed the line first with four secs in hand over Barley, who won after the 10s penalty was applied, but they were both comfortably ahead of the next man, Roy James, one time lap record holder in his Formula Junior Brabham BT6, who brought his Royale RP21 through the pack well after a practice accident had forced him to start from the back of the grid. Phillips recovered to fifth but, with the penalty applied, was pushed out of the final.

Richard Phillip took over the Bruce MacMichael Crosslé for the final heat and blatantly jumped the start to lead all the way, only to be demoted to fifth. Actual winner was Irishman Mick Roe in his Royale RP21, who had earlier spun at Village under pressure from Rhodesian Rob Ellis (Hawke DL15), delaying them both. By the end Roe had come back to second while Ellis was fourth on the road behind John Village's RP21. Nigel Robinson was another fast competitor to miss the final, finishing eleventh after spinning at Club while lying second in his Merlyn Mk24, and stopping at the pits to remove the straw.

The main final promised action all the way and, sure enough, it began at the first corner when Roe from the fourth row hit the back of Harrington's Lotus, from row two, as the pack funnelled into the tight left-hander at Country 200 yards from the start. The Royale cartwheeled over the pack, coming to rest on its wheels on the outside of the corner with a dazed young Irishman enquiring whether he had turned over! The Lotus was out, too, with damaged rear suspension. Meanwhile, Pigot had seized the lead from pole position, chased by Morris, while Barley fended off Sarazin for third and Bright settled into fifth from Manners, Village, Ellis and David Leslie's Crosslé 20F. On the third lap Morris took over from Pigot and a lap later Sarazin finally found a way past Barley and set off after the two leaders. Morris, hampered by having only one effective rear brake, only held the lead for a lap before Pigot was back in front but Sarazin was soon with them, taking over the lead on lap seven. Pigot stayed with him, as Morris fell back, but a bid for the lead round the outside at Club on lap nine ended with the Royale bouncing over the grass and into retirement with minor damage. Sarazin was left a worthy winner from Morris while Bright scraped in third on the same time as the talented young David Leslie in his old Crosslé, which had driven through the pack well from the eighth row. Gough, Village, Manners and Steuart Veitch's Royale RP21 filled the next four places in close company, Barley having fallen way back after two spins at Club. Ellis was another to lose a good

Despite a rough engine in later laps, Brian Murphy won the Mod Sports race as he pleased.



The consolation final was Michael Phillips's all the way once he had taken his Crosslé into the lead on the fourth lap; he just ran way into the distance. Nigel Robinson showed that he too should have been in the main final by pulling through from the seventh row to second while Paraic Mooney completed the day happily for the Irish by securing third in his Merlyn Mk29, hotly pursued by Graham North's Royale RP21, Philip Green's Merlyn Mk11A and Ashley Ward's Van Diemen.

Although Mike Newman in the Holden & Hartley Firenza outdragged Nick Whiting's Escort into Country, the familiar yellow car was in front by Beechers and went on to shatter its own lap record in a thoroughly crushing victory. Newman went well to outpace Rosemary Smith's Escort which had to contend with Derek Walker's new Escort BDE until it spun at Club in what Derek thought was a last corner effort on lap 12. However, no one had told the man with the flag that the race should not be 15 laps and it went on that far before everyone was stopped, happily before anyone had run out of petrol and Walker kept his fourth place.

John Giles won a poorly supported 750 Formula championship round in the latest JGS after Chris Hague had succeeded in spinning his Wessex Special at Club while trying to pass a spinning backmarker and Giles at the same time on lap nine. By the time he had recovered his composure, Hague had fallen to third behind arch-rival Tim Green in the Time, but he had the consolation of a shared lap record with the winner.

Kim Mather, with a new engine in his March "742", was out to regain his Aintree *Formule Libre* supremacy from Alo Lawler and for six laps the St Helens driver held off the Irishman's Chevron B29. Then Alo went by on Railway jammed in second gear. Lawler carried on to an easy win over fellow countryman David Manley, whose Mallock U2 was the first Clubmen's car to finish. Ian Stronach's smart but misfiring McRae GM1 claimed third after a struggle with the U2s of Vin Malkie and Johnny Muirhead.

Brian Murphy's superb E-type did a Whiting in winning the mod sports race by a handsome margin despite the Jaguar lapsing on to less than six cylinders before the end of the race. The U2, claimed a distant second overall. The first battle was fought for third between Max Payne's Elan, the Spridgets of Tony Williams and Garry Wilson, and Stuart McPherson's U2 which finished in that order. Williams, a maladjusted distributor causing a misfire, nevertheless broke his class record while narrowly defeating Wilson.

IAN TITCHMARSH

Formula Ford 1600, Heat 1 (10 laps): 1, Rick Morris (Hawke-Scholar DL15), 10m 52.4s, 90.48mph; 2, John Bright (Royale-Smith RP21), 10m 54.0s; 3, Nigel Gough (Van Diemen-Scholar RF76), 11m 6.2s. **Fastest lap:** Morris, 1m 3.6s, 92.83mph.

Formula Ford 1600, Heat 2 (10 laps): 1, Barry Pigot (Royale-Scholar RP21), 10m 46.8s, 91.28mph; 2, Peter Harrington (Lotus-Scholar 69F), 10m 48.8s; 3, Mick Starkey (Merlyn-Scholar Mk 20A), 10m 58.4s. **Fastest lap:** Pigot and Harrington, 1m 3.6s, 92.83mph.

Formula Ford 1600, Heat 3 (10 laps): 1, Tony Barley (Royale-Brown RP21), 10m 47.4s, 91.19mph; 2, Yves Sarazin (Tiga-Rowland 76FF), 10m 53.4s; 3, Roy James (Royale-Scholar RP21), 11m 3.0s. **Fastest lap:** Barley and Sarazin, 1m 3.4s, 93.12mph.

Formula Ford 1600, Heat 4 (10 laps): 1, Mick Roe (Royale-Aldon RP21), 10m 55.2s, 90.10mph; 2, John Village (Royale-Smith RP21), 10m 56.4s; 3, Rob Ellis (Hawke-Scholar DL15), 11m 0.0s. **Fastest lap:** Roe, 1m 3.2s, 93.42mph.

Special Saloon Cars (15 laps): 1, Nick Whiting (2.0 Ford Escort BDX), 15m 12.2s, 97.08mph; 2, Mike Newman (2.3 Vauxhall Firenza t/c), 15m 38.8s; 3, Rosemary Smith (1.9 Ford Escort FVC), 16m 9.2s. **Over 1300cc class:** 1, Whiting, 97.08mph; 2, Newman; 3, Smith. **Fastest lap:** Whiting, 59.6s, 99.06mph **(record). 1001 to 1300cc class:** 1, Gerry Gough (1.3 Mini-Cooper S), 86.75mph; 2, Gordon Taylor (1.3 Mini-Cooper S); only finishers. **Fastest lap:** Gough, 1m 6.6s, 88.65mph. **851 to 1000cc class:** 1, Peter Cartlidge (1.0 Austin A40-Ford), 85.99mph; 2, Peter Burdis (1.0 Ford Anglia); 3, Iain McCallum (1.0 Mini-Cooper S). **Fastest lap:** Cartlidge, 1m 6.4s, 88.92mph. **Up to 850cc class:** 1, Barry Reece (848 Mini), 80.91mph; 2, Christopher Roberts (850 Hillman Imp); 3, John Finlayson (848 Mini-Clubman). **Fastest lap:** Reece, 1m 10.4s, 83.86mph.

Formula 750 Championship round (10 laps): 1, John Giles (JGS-Reliant Mk 5B), 11m 35.0s, 84.94mph; 2, Tim Green (Time-Reliant Mk3), 11m 41.8s; 3, Chris Hague (Wessex-Reliant CH767), 11m 51.4s; 4, Chris Elmes (Maggot-Reliant Mk3C), 12m 14.8s; 5, Lyn Evans (Centaur-Reliant), 12m 22.2s; 6, Keith Cooper (Condor-Reliant), 12m 22.4s. **Fastest lap:** Giles and Hague, 1m 8.2s, 86.57mph **(record).**

Formule Libre and Fully Modified Clubmen's Sports Cars (15 laps): 1, Alo Lawler (1.6 Chevron-Swindon/Ford B29 BDA), 14m 0.2s, 105.40mph; 2, David Manley (1.6 Mallock U2-Swindon Mk17B), 14m 35.8s; 3, Ian Stronach (5.0 McRae-Lucas/Chevrolet GM1 V8), 14m 53.0s; 4, Vin Malkie (1.6 Mallock U2-Cosworth/Ford Mk 11/17), 14m 54.6s. **Formule Libre class:** 1, Lawler, 105.40mph; 2, Stronach; 3, Richard Simms (5.0 Chevron-Chevrolet B24 V8). **Fastest lap:** Lawler and Kim Mather (1.6 March-Richardson/Ford 742BDA), 54.8s, 107.73mph. **Fully Modified Clubmen's Sports Cars class:** 1, Manley, 101.11mph; 2, Malkie; 3, Johnny Muirhead (1.6 Mallock U2-Holbay Mk14/16). **Fastest lap:** Manley, 57.4s, 102.85mph.

Modified Sports Cars and Formula Ford-engined Clubmen's Sports Cars (12 laps): 1, Brian Murphy (4.4 Jaguar E), 12m 36.4s, 93.66mph; 2, Geoff Lambert (1.6/FF Mallock U2-Holbay Mk14E), 13m 12.0s; 3, Max Payne (1.6 Lotus Elan), 13m 24.2s; 4, Tony Williams (1.3 MG Midget), 13m 26.0s. **Modified Sports Cars over 2000cc class:** 1, Murphy, 93.66mph; only starter. **Fastest lap:** 1m 1.2s, 96.47mph. **Modified Sports Cars 1501 to 2000cc class:** 1, Payne, 88.09mph; only starter. **Fastest lap:** 1m 5.8s, 89.73mph. **Modified Sports Cars 1151 to 1500cc class:** 1, Williams, 87.90mph; 2, Garry Wilson (1.5 Austin-Healey Sprite); 3, Ian Wilkinson (1.3 Austin-Healey Sprite). **Fastest lap:** Williams, 1m 5.6s, 90.00mph **(record). Modified Sports Cars up to 1150cc class:** 1, Bill Higgins (1.2 Ginetta-Ford G4), 84.91mph; only starter. Fastest lap: 1m 7.6s, 87.34mph. **Formula Ford-engined Clubmen's Sports Cars class:** 1, Lambert, 89.45mph; 2, Stuart McPherson (Mallock U2-Holbay Mk11B); 3, Chris Norton (Mallock U2-Ford Mk16). **Fastest lap:** Lambert, 1m 4.8s, 91.11mph.

J & P Polymers Services Ltd Formula Ford 1600, Final (15 laps): 1, Yves Sarazin (Tiga-Rowland 76FF), 15m 57.6s, 92.48mph; 2, Rick Morris (Hawke-Scholar DL15), 16m 1.4s; 3, John Bright (Royale-Smith RP21), 16m 11.4s; 4, David Leslie (Crosslé-Rowland 20F), 16m 11.4s; 5, Nigel Gough (Van Diemen-Scholar RF76), 16m 17.6s; 6, John Village (Royale-Smith RP21), 16m 17.6s. **Fastest lap:** Sarazin, 1m 2.8s, 94.01mph.

J & P Polymer Services Ltd Formula Ford 1600, Consolation Final (10 laps): 1, Michael Phillips (Crosslé-Minister 30F), 10m 57.6s, 89.78mph; 2, Nigel Robinson (Merlyn-Minister Mk24), 11m 7.0s; 3, Paraic Mooney (Merlyn-Minister Mk29), 11m 8.0s. **Fastest lap:** Phillips, 1m 4.4s, 91.68mph.

INGLISTON

Barton's end-game move

The Lothian Sports Cars trophy race meeting on Sunday last at Ingliston saw a nine event programme run off promptly with the honours in the name event going to Bill Dryden in his Tolemans/SMT Vauxhall Firenza, who further lowered his own class lap record in the process. Andy Barton (March 75B) scored a popular win in a hectic *Libre* race, from Norman Dickson after an incident when the pair came up to lap a back marker, this also being the cause of two other incidents in other events in which cars suffered damage. Victory and class records fell to Gary Gibson (Crosslé 20F) and in the production saloon event, to Andrew Small (Ford Capri) while Ian Forrest clawed his tattered Drambuie Imp into the lead after a first lap fracas. Iain McLaren (Chevron B31) and Kenny Allen (Clan Crusader) both skilfully avoided incidents to take the flag in their respective events, while Chris Meek simply streaked away from the field of Euro Burgess championship contenders.

The meeting started with ten laps for small saloons, with chaos immediately after the start when Ian Forrest spun his Imp in the rush to the Esses. This resulted in rival Laurence Jacobsen (Imp) going gardening, being joined in the flower beds by Ricky Gauld (Stiletto) and Jimmy Patrick (Colvend Mini), from which melee, Hugh Chalmers bustled the Len Lothian Imp into the lead from Simpson's Agra Imp and Angus Young in the Agra Mini. Meanwhile Forrest stormed away in a very battered Drambuie Imp from the debris and was soon reeling in Chalmers to take the lead by lap seven, as Simpson pulled off with a severed doughnut. Behind this Mike Shakespeare (Imp) and Norman Whitmey (Mini 850) swopped places until the latter overdid things at the hairpin and retired.

In the Formula Ford 12 lapper Robin Gray (Hawke DL11) on pole was somehow outfumbled at the start leaving Gary Gibson to take command in his Crosslé 20F, from the hard charging Stu Lawson in the Hawke DL15, the latter trying all he knew, and more, but always being countered by the Irishman, until Lawson got on the grass letting Duncan Hall through in the Laidlaw Hawke DL15 followed by Cameron Binnie (Royale RP21) and George Franchitti (Hawke DL15). In his frantic efforts to get back in contention Lawson next spun the Edinburgh Flying Services Hawke at the Pits corner and retired letting Hall, his car running a spare engine, pound after Gibson to no avail, as Franchitti harried Binnie eventually to slip past out of the hairpin on the last lap. Poor Robin Gray had a somewhat fraught race spinning his Reflex PR/Hawke DL11 and having to fight all the way for a fifth placing ahead of the Royale RP16A of George Mundell.

Entrywise, the Euro Burgess championship field was a bit disappointing, while as for racing, Chris Meek had a runaway victory in his immaculate BIBA Cosmetics Lotus Europa ▷

Start of the small saloons fracas — Ricky Gauld (Stiletto) slides into the fence while Jim Patrick's Mini charges off backwards. Race winner, Ian Forrest, is in fourth place.





Production saloons winner Andrew Small leads Nial Mulloy, Ian Gardner and Jennifer Birrell.

INGLISTON continued

Special, almost half a minute ahead of David Beams (Ginetta G15). This pair pulled out a huge gap on the Morgan 4/4 of Tony Brewer who kept the MGB of Don Griffiths at bay as the Europa specials of Peter Taylor and Nigel French overcame sundry excursions to eventually assume third and fourth places with Valli in the BIBA Midget taking the small class in seventh place from the Sprite of Dave Karaskas.

After Walter Robertson led off the second heat in his Escort for over 1.3 litre special saloons, Bill Dryden made no mistakes this time in the Vauxhall Firenza, leading throughout from Dougal Niven (Escort) and Jim Dryden (Longman Mini) who had David Farrer in his mirrors, his Escort a bit twitchy at times, but benefitting from an Eric Smith built engine. Jimmy Robertson held down a lonely fifth place in his Avenger Lotus well ahead of a Mini battle resolved in favour of Jimmy Pinkerton from Ian Rogerson and Eric Paterson, after Walter Robertson pitted his Escort, resuming some laps in arrears.

Making a welcome return to the track, Tony Charnell stormed his Mogil Chevron 3 31 off in a perfect start, heading the similar car of Iain McLaren who challenged all the time until the leaders caught up with Mackie's Elan in the esses, which was clipped by the Mogil car. McLaren managing to slow to pull clear in first gear into a lead well ahead of the Mallock of Alan Sharpe who was overwhelmed by the Mallock of Steve Russell. Jim Baird (Chevron B23 FVC) inherited third place with the Gryphon of Bruce Hall next up, as Reg Forrester-Smith (Marquiss Magnum) and John Kirk (Davrian) fought their own private battle.

Andrew Small took command of the fifteen lap Production Saloon race in his Capri, despite constant pressure from the Toyota Celica GT of Nial Mulloy. Ian Gardner pitted his Toyota leaving Jennifer Birrell (Magnum) to see off the Mazdas of Tom Meldrum and Ian Stirling. Mulloy closed on Small setting a new class lap record in the Graham and Morton car but was just beaten to the flag by Small (Capri).

The *Libre* event proved a 15 lap ding-dong between Norman Dickson in the Modus and Andy Barton in his March 75B, with Iain McLaren pulling away from Richard Scott in the second Modus, this quartet tapping the rest of the field at high speed. Dave Muter held fifth place, ten seconds ahead of the Chevron B23 of Peter McNaughton, as Ted Dzierzek introduced his Ensign LN4 keeping off the Mallock U2 of Robin Inch. Behind a great Fromula Ford battle raged won by John McGilvray (Crosslé 26F). Up front Barton kept up a constant pressure on the leader, to seize the advantage, two laps from the flag, when a back marker strayed in Dickson's path.

Despite being pressured by the Escort of Doug Niven in the opening laps. Bill Dryden pulled away to lower his own lap record in the Firenza. Jim Dryden (Longman Mini) held third place but was caught by Walter Robertson with but two laps to the flag, while Ian Forrest, his Drambuie Imp now patched up, showed how effective it was, again leading Hugh Chalmers Imp and the up to 1 litre class. David Farrer kept his Escort in fifth place, the points earned should have him tieing with Bill Dryden for the Lombard Scottish Saloon championship since present leader Laurence Jacobsen (Imp) did not get a run in the final.

The meeting ended with a 12 lap Modsports event, led throughout by Ken Allen in his Alex Smith Metals Clan Crusader but his advantage was being gradually eroded by the Ginetta G4, ably driven by Peter Baker, his work going for naught when on the last corner, while alongside Allen, Jim Hall in his Lotus Europa was on Baker's road, causing him to spin off and clout the Armco in a shower of fibreglass, Andrew Smith taking second, despite a 10 second penalty.

BILL HENDERSON

Imp), 9m 38.8s; 3, Angus Young (Agra Mini), 9m 59.4s; 4, Mike Shakespeare (Hillman Imp), 9m 49.8s (9 laps). **Fastest lap:** Forrest, 54.6s, 67.91 mph. *Results subject to stewards' tribunal.

Formua Ford (12 laps): 1, Gary Gibson (Crosslé Rowland 20F, 10m 54.0s, 68.04 mph; 2, Duncan Hall (Hawke Scholar) DL15, 10m 54.2s; 3, George Franchitti (Hawke Scholar DL15), 10m 58.2s; 4, Cameron Binnie (Royale Minister RP21), 10m 59.0s. **Fastest lap:** Hall, 53.2s, 69.70 mph. **Equals record).**

Production Sports Cars, round of Evro Burgess Championship — Southern league (12 laps): 1, Chris Meek (Lotus Europa SP), 12m 04.4s, 61.42mph; 2, David Beams (Ginetta G15), 12m 36.8s; 3, Peter Taylor (Lotus Europa Sp), 12m 07.0s; 4, Nigel French (Lotus Europa Sp), 12m 11.8s. **£3000-£4500:** 1, Meek; 2, Taylor; 3, French. **Fastest lap:** Meek, 58.6s, 63.28mph **(record). £2000-£3000:** 1, Beams; 2, Tony Brewer (Morgan 4/4), 3, Don Griffiths (M.G.B.). **Falsest lap:** Beams, 60.2s, 61.59mph **(record). Up to £2000:** 1, Valli (M.G. Midget); 2, Dave Karaskas (Sprite); 3, David Dalton (M.G. Midget). **Fastest lap:** Valli, 65.2s, 56.87mph **(record).**

Special saloons over 1000cc, heat 2 (10 laps): 1, Bill Dryden (Vauxhall Firenza), 9m 00.2s, 68.64mph; 2, Dougal Niven (Ford Escort), 9m 18.0s; 4, Dave Farrer (Ford Escort RS) 9m 21.2s. **Over 1300cc:** 1, Dryden; 2, Niven; 3, Jimmy Robertson (Avenger Lotus). **Fastest lap:** Dryden, 52.8s, 70.23mph. **1001-1300cc:** 1, Jim Dryden; 2, Farrer; 3, Jimmy Pinkerton (Mini Cooper S). **Fastest lap:** Dryden, 54.6s, 67.91mph.

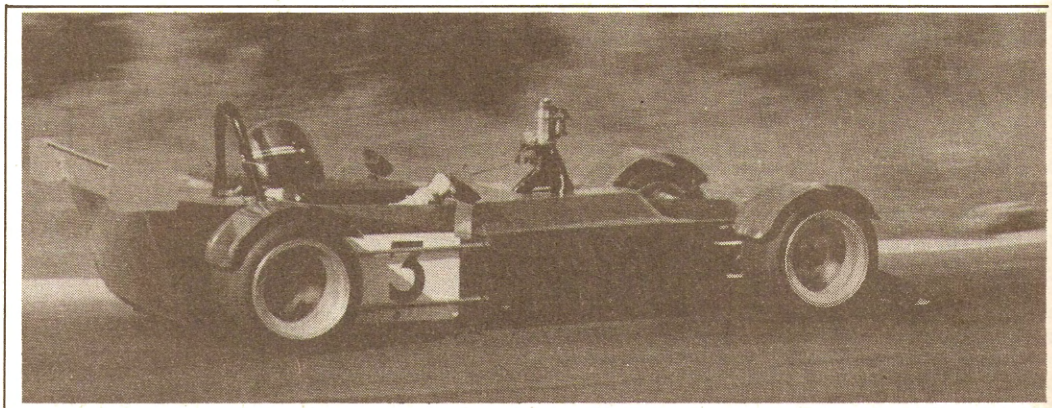
Sports and Special GT cars (12 laps): 1, Iain Mclaren (Chevron B31), 10m 00.0s, 74.16mph; 2, Steve Russell (Mallock U2 Mk 17B), 10m 19.4s; 3, Jim Baird (Chevron B23 FVC), 10m 28.4s; 4, Bruce Hall (Gryphon C74), 10m 44.8s. **Over 1600cc:** 1, McLaren; 2, Baird; No other finishers. **Fastest lap:** McLaren, 48.0s, 77.25mph. **Up to 1600cc:** 1, Russell; 2, Hall; 3, Reg Forrester Smith (Marquiss Magnum C 75A). **Fastest lap:** Alan Sharpe, 50.2s, 73.86mph.

Production Saloons (15 laps): 1, Andrew Small (Ford Capri), 15m 59.6s, 57.96mph; 2, Nial Mulloy (Toyota Celica GT), 16m 00s; 3, Mrs Jennifer Birrell, (Vauxhall Magnum), 16m 16.6s; 4, Ton Meldrum (Mazda RX3 coupé), 16m 18.8s. **Over 2000:** 1, Small; 2, Mulloy; 3, Mrs Birrell. **Fastest lap:** Mulloy, 62.6s, 59.23mph, **(record). Up to £2000:** Meldrum; 2, Ian Stirling (Mazda RX3); 3, P. Sparkes (Mazda RX3), **Fastest lap:** Meldrum, 64.0s, 57.94mph.

Scottish Motor Racing Club Trophy for Libre cars (15 laps): 1, Andy Barton (March 75B), 11m 50.8s, 78.25mph; 2, Norman Dickson (Modus) 11m 51.4s; 3, Iain McLaren (Chevron B 31), 12m 01.0s; 4, Richard Scott (Modus) 12m 05.4s. **Fastest lap:** Dickson, 46.2s, 80.26mph.

Lothian Sports cars Trophy for Special Saloons Final, (15 laps): 1, Bill Dryden (Vauxhall Firenza), 13m 23.6s, 69.21mph; 2, Dougal Niven (Ford Escort), 13m 36.8s; 3, Walter Robertson (Ford Escort), 13m 55.8s; 4, Jim Dryden (Longman Mini Ford), 14m 05.2s. **Over 1300cc:** 1, Dryden; 2, Niven; 3, Robertson. **Fastest lap:** Dryden, 51.8s, 71.58mph **(record). 1001-1300cc:** 1, Jim Dryden; 2, Dave Farrer (Ford Escort RS); 3, Jimmy Pinkerton (Mini-Cooper S). **Fastest lap:** Dryden and Farrer, 54.8s, 67.66mph. **Up to 1000cc:** 1, Ian Forrest (Drambuie Imp); 2, Hugh Chalmers (Hillman Imp); 3, Ricky Gauld (Sunbeam Stiletto). **Fastest lap:** Forrest 56.0s, 66.21mph. Results subject to stewards tribunal.

Modified Sports cars (12 laps): 1, Ken Allen (Clan Crusader), 10m 41.0s, 69.42mph; 2, Andrew Smith (Lotus Elan), 11m 14.2s; 3, John Fyda (Lotus Elan), 11m 17.6; 4, Derek Palmer (Lotus Elan), 11m 27.8s. **Over 1300cc:** 1, Smith; 2, Fyda; 3, Palmer. **Fastest lap:** Peter Baker (Ginetta G4), 51.6s, 71.86mph **(record). Up to 1300cc:** 1, Allen; 2, I. Wilkinson (Sprite); 3, J. W. Barker (M.G. Midget). **Fastest lap:** Allen, 52.2s, 71.03mph.



Phil Lloyd took a comfortable victory in the Formula 1300 race after challenger Vic Waterhouse dropped back in the later stages.

LYDDEN

Minis kick up a stir

Rob Wells returned to the Formula 750 scene with his Warren and comfortably won the championship round at the 750 Motor Club organized meeting at Lydden on Sunday. As usual, it was a busy and exciting day's racing. Don Sobering's Crosslé won the Marchant and Cox Formula Ford Championship round while Roy Lewington took his Brabham to a victory in the Formula 4 race. A very exciting Mini 1000 race was unfortunately troubled with protests at the end.

The Leyland Mini 1000 round kicked off the proceedings in fine style. Pole position man, Mike Curnow, took an immediate lead in his Wessex Kentreds/SED TV Mini and for the first few laps the Steve Harris/Wessex Kentreds example of Ian Briggs tried everything he knew to get by. On the fourth lap, Curnow had difficulty selecting gears at Devils Elbow and he encountered the same problem at Paddock on the next lap — with dire results. Briggs, who was virtually in his boot, couldn't help but nerf the hapless Curnow. Eric Groves, who had been calmly watching the action from third place, took to the grass and shot round the outside of the Marshal's post and, in all the confusion, the Mini of Derek May took the lead! Briggs, his front bumper dragging on the track, moved back into second place. The black flag was hung out at the end of the penultimate lap for Briggs, but he didn't see his number and took the lead from May at the hairpin, crossing the line first after a fine drive. He was excluded from the results and a protest was lodged. (See *Sports Extra*).

Although some of the 750 Championship leaders were not entered (due to a round at Aintree the previous day) it did not detract from a fine victory for the Warren of Bob Wells in the Reliant 750 round. Having seemingly overcome the engine problems encountered during earlier races, Wells took an immediate lead from the second row and was never headed. The main interest of the race was the scrap for second place which eventually went to Bob Simpson after he had moved through from fourth place having taken the RS 1 of Roger Silman and benefitting from an off-course excursion at Paddock by Richard Stephen's Jerric.

For once, the Formula Ford race (a round of the Marchant and Cox Championship) was remarkably free of place changing — and incidents. Doug Wood's Elden held the lead as far as Paddock before the Crosslé of Don Sobering assumed command. Tony Howard held third throughout

fourth place before an indiscretion at Devil's Elbow dropped him out of contention and handed the place to the Image of David Wigdor who continued the pressure on Howard — but to no avail.

The Formula 1300 round was an extremely lively event with the field splitting into two groups: front row men Vic Waterhouse (Mallock U2) and Phil Lloyd (Nomad Mk 3) contesting the lead until Waterhouse dropped back towards the end, and a quarrelling foursome contesting third place. It was so close that the third placed man could be demoted to sixth at the slightest mistake. The verdict eventually went to Graham Kay from the Mallock of John Harrison, followed by John Blundell and Tony O'Neill's Mallock.

Despite the fact that pole position man Roy Lewington was never really challenged in the Formula 4 event, it was an interesting race due to the rather erratic progress of championship front runners John Brown and Bill Cowling. While pressing the Brabham of Lewington at Devil's Elbow on the first lap, John Brown locked up his Delta and dropped to the tail of the field. He spent the rest of the race carving his way back up the lap chart eventually taking third spot from Lew Wright's March at the Hairpin on the last lap. The winner of the previous round at Brands Hatch, Bill Cowling, had started from the fourth row and had taken fourth place before having a moment a Devil's Elbow on the third lap. He worked his Delta back to fifth by the end. Meanwhile, Derek Rose's Lotus had a lonely run into second place.

The race for the slower Formula 750 qualifiers was not particularly inspiring. An initial scrap for the lead was resolved at the Hairpin on the sixth lap when the Darvi of Mick Harris moved ahead of Barry Miller's Jaybird. Colin Hill's Shy Tot lived up to its name by running a lonely race into third place.

Unfortunately, Alan Curnow's Longman Mini was a non-starter in the 1275 GT round due to a practice accident. It was unfortunate because Curnow missed out on a tremendously close and hard fought race. For ten laps, five screaming Minis chased each other round Lydden in fine style. The eventual winner was Roger Saunders in his Wadham Stringer Unipart example. He had been under constant pressure for the whole race from Malcolm Leggate's A E L Motors/B A Bush Tyres 1275 with Leggate trying to have a go at Chessons on the last lap — only to run wide and let the ever present Motospeed/Taft Motor Services GT of Paul Taft through into second place. Fastest lap went to Geoff Till who put in some incredibly sideways motoring at the back of the bunch.

Practice for the Formula Libre race had been a hectic affair with damaged cars littering the circuit. Unfortunately both front row men (Mike Bowers' — Lotus 69 and Julian Pratt's Merlyn 11a) were non starters. The race rounded off the day as usual and saw victory go to Nick Foy's Reynard from Tony Howard's Crosslé and Len Marchant's Brabham — these three being quite well strung out towards the end. A much closer struggle for fourth saw Kim Furnell (Harlequin Wallcoverings Royale RP 21) take the honours from Wil Arif's Crosslé.

MAURICE HAMILTON

Leyland Cars National Mini 1000 Challenge round (10 laps): 1, Derek May, 8m 40.4s, 69.20mph; 2, Phil Spurling, 8m 40.6s; 3, Eric Groves, 8m 41.2; 4, Colin Bigmore, 8m 47.0s; 5, Tom Hurn 8m 52.2s; 6, Peter Morris, 8m 58.6s. **Fastest lap:** Groves, Spurling and Ian Briggs, 50.8s, 70.87mph.

Reliant 750 Formula Championship round (10 laps): 1, Rob Wells (Warren Too), 8m 37.4s, 69.58mph; 2, Bob Simpson (Reliant Special), 8m 44.0s; 3, Roger Silman (RS 1), 8m 46.4s; 4, Dick Harvey (Darvi Mk 3), 8m 56.8s; 5, Ian Palmer (Reliant Special), 9m 00.0s; 6, Phil Stone (PCS M1V), 9m 24.0s. **Fastest lap:** Silman and Richard Stephens (Jerric 3b), 50.4s, 71.43mph.

Marchant and Cox Formula Ford Championship round (10 laps): 1, Don Sobering (Crosslé-Rowland 30F), 7m 57.2s, 75.44mph; 2, Doug. Wood (Elden Mk10c), 8m 01.6s; 3, Tony Howard (Crosslé-Flint 25F), 8m 03.6s; 4, David Wigdor (Image-Rowland 2b), 8m 04.2s; 5, Roy James (Royale-Holbay RP 21), 8m 06.2s; 6, Kim Furnell (Royale-Scholar RP21), 8m 12.0s. **Fastest lap:** Sobering, 46.6s, 77.25mph.

Reliant 1300 Formula Championship round (10 laps), 1, Phil Lloyd (Nomad Mk3), 7m 51.6s, 76.34mph; 2, Vic Waterhouse (Mallock U2 Mk14b), 7m 55.0s; 3, Graham Kay, 8m 11.0s; 4, John Harrison (Mallock U2 Mk11b), 8m 11.4s; 5, John Blundell 8m 12.0s; 6, Tony O'Neill (Mallock U2 Mk11b), 8m 12.8s. **Fastest lap:** Lloyd, 45.8s, 78.60mph.

Formula 4 Championship round (10 laps): 1, Roy Lewington (Brabham-Ford BT28), 7m 47.4s, 77.02mph; 2, Derek Rose (Lotus-Ford 59/69), 7m 55.0s; 3, John Brown (Delta-Ford IRF4), 7m 58.4s,; 4, Lew Wright (March-Ford 713M), 8m 00.2s; 5, Bill Cowling (Delta-Ford 764), 8m 06.4s; 6, Mike Wilder (Chevron-Ford B9), 8m 17.4s. **Fastest lap:** Cowling, 45.2s, 79.65mph.

Reliant 750 (10 laps): 1, Mike Harris (Darvi Mk3), 9m 13.0s, 65.10mph; 2, Barry Miller (Jaybird), 9m 15.0s; 3, Colin Hill (Shy Tot), 9m 34.0s; 4, Barry Playle (Trick Free), 9m 42.8s; 5, Phil Shepherd (Centaur 6c), 9m 55.9s; 6, David Elmer (Contardo), 10m 00.6s. **Fastest lap:** Harris and Miller, 54.2s, 66.42mph.

Leyland Cars National Mini 1275 GT Challenge round (10 laps): 1, Roger Saunders, 9m 13.2s, 65.08mph; 2, Paul Taft, 9m 14.0s; 3, Malcolm Leggate, 9m 14.2s; 4, Jim Burrows 9m 16.0s; 5, Geoff Till 9m 22.8s; 6, Terry Harmer, 9m 41.8s. **Fastest lap:** Till, 53.8s, 66.91mph.

Formula Libre (10 laps): 1, Nick Foy (Reynard-Rowland FF2000 76F), 7m 59.8s, 75.23mph; 2, Tony Howard (Crosslé-Flint 25F), no time given; 3, Len Marchant (Brabham BT21/28); 4, Kim Furnell (Royale-Scholar RP21); 5, Wil Arif (Crosslé-Piper 25/30F); 6, Roy James (Royale-Holbay RP 21). **Fastest lap:** Foy, 47.0s, 76.60mph.

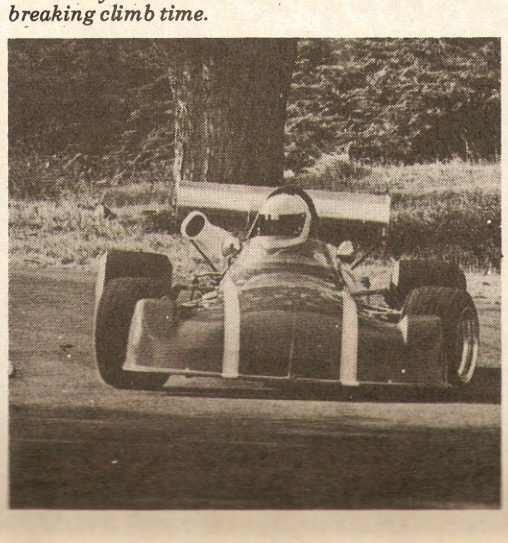
A Kaye day

Two superb record-breaking climbs and second BTD from Wetherby's Peter Kaye in his sparkling FVA-engined Brabham BT35X rather overshadowed another consistently rapid, but for once not record-smashing, BTD from Alister Douglas-Osborn (Motosail (Jersey) Pilbeam-DFV R22) at Loton Park on Sunday. Once some initial anxiety about the section of new track surface had largely dissipated (see *Sports Extra* the Hagley & DLCC were able to run another nail-biting qualifier for the Guyson/BARC championship in the now usual sun-baked conditions. Championship leader John Meredith used all the power of his Mini-Cooper S for a class record breaking first climb but a gear selector fork retaining nut came adrift right at the end of the run leaving John to sweat it out while Charles Barter went faster and faster with the Golden Springs Watercress Hartwell Imp. On the last hill where the bogey times favour him, Meredith's lead was slightly greater at the end of the day than at the beginning (0.70pts) but Barter could quite feasibly close that gap. A left hand rear hub failure after an earlier spin did little to improve Roy Lane's chances of overhauling ADO's Pilbeam in the FTD Awards series.

Terry Tattam's good run continued with a win in the Touring Class in the Mini-Cooper S from Carol Davies (Aerofan Cooper S) and none other than Robert Speak in the ex-John Casey Cooper S; the latter driver now having the Chevron B19. Charles Barter's 61.42s with the little Imp (the car David Franklin campaigned many moons ago) was simply tremendous but in the Top Ten runs he went faster still with a 61.12 which had even arch-rival Meredith lost in admiration. However, on his very last run the former Production Car Trial expert got very crossed up. Robert Barter again took a good second in class. Before he went to see how Barter does it John Meredith had his solitary, but record-breaking, climb, decisively ahead of Patrick Walker's Fenny Compton Garage Mini, rebuilt after its Gurston roll. Although he couldn't quite reach Jim Thomson's record, Robin Yeomans won the large capacity Special Saloon group in the Mini-Ford with Alan Payne 0.84s away in the fierce Retainers Group Riley-Rover/Buick 1.5.

Although he was not particularly satisfied with his efforts Stuart Watts was within sight of his class record, was easily fastest Marque Sports car and overhauled Russ Ward for third place in the Championship. When all three TVRs non-started Paul Channon was on his own with the Cobra but came within half a second of Tony Bancroft's long-standing class record. The John Brown Motors Allard blown Sprite was again on really good form but Russ Ward could not quite match his 60.90s record on his class-winning runs. It all came together in the Top Ten climbs though with a 60.81 and a 60.83 — yet still not enough to keep Stuart Watts at bay in the Championship. With Jim Gathercole withdrawing his Turner with erratic handling and Paul Pycroft coming to a halt with the throttle linkage adrift on the

Peter Kaye takes his Brabham to a class-record breaking climb time.



provided some sparkle in the big modified and limited Production Sports category with a new class figure of 61.29s in the much-modified Morgan 4/4.

As at the last Loton the Clubmans battle was really close. Mervyn Bartram had noticeably less understeer on the J & EB Special than at the previous meeting and his 57.97s was enough to hold off Tony Boshier-Jones who couldn't quite string together a real flyer during the class runs, and lost out by four hundredths of a second. Jim Robinson (58.28) and Jeremy Hunt (58.37) led the pursuing throng. There were more U2s, this time twin-cam engined, in close competition in the 1600cc Sports/Racing division. Stephen Madge took the honours with the Cannon Assurance Mk14 but the Mk11Bs of Peter Blankstone and Norrie Galbraith (after a 180° first run spin) were only 0.04s apart in the next two places. Robert Speak's defection from the Sports/Racing ranks left John Stuart with another easy class win in the Martin BM8.

Despite a visibly less than perfect climb Barry Brant chopped 1.44s off the 500 OC rules class record on the Cooper-Triumph (*not* Norton) Mk10 first time up. He reduced this by another 0.20s but this was still not enough to beat Tim Cameron who shot up in the older Joe Potts Special-JAP in 62.18s, just 0.44s slower than Peter Voight's 'modern' 500 figure. The usual splendid assortment of 1100cc single-seaters produced another very close result — John Crowson's Gunk Terrapin leading Sandy Hutcheon (Barber Watts Ginetta G17) by a mere 0.03s. Paul Squires handled the BDH-powered Brabham BT28 neatly for third, while everyone had a bit of a scare when John Aldred's Terrapin Mk1A went on fire on his first run. Fortunately this was rapidly extinguished before doing too much damage to the car or it could spread to the parched Loton estate. Even Rob Turnbull and his B & W Brabham BT35, a redoubtable enough combination, could not keep Peter Kaye at bay for the 1600cc class and these two opened up quite a gap ahead of David Morris with the first of the Ensigns. Competition was close but not record-breaking in the unlimited class, with ADO (54.13), Roy Lane (54.35) and Martyn Griffiths (Severn Advertising March 74B, 54.73s) all breaking into the 54s.

Apart from the performances of Barter and Ward there was plenty of drama in the run-offs. In the Top Ten section Tony Boshier-Jones produced the flyer he had been unable to do during the class runs. There was smoke pouring off the locked right front tyre into the Triangle but no time was lost and the result was a shattering 56.88s, 0.56s under the record he set at the last meeting. ADO was again consistently quick in the Top Eight runs but the glistening red Brabham of Peter Kaye fairly flew up the course for a 54.20s which gave him second BTD. Roy Lane's class time gave him third BTD but any chance of another cliff-hanger with ADO came to nought. A spectacular spin at Keepers marred Roy's first climb and the hub failure just after the start abruptly terminated his second run. However, at least he finished a run which was more than Richard Jones and Terry Smith managed. The latter went straight on at the Triangle first time up before the McLaren M14D petered out higher up the hill — out of fuel. Another straight on at Triangle and Terry gave up in disgust. Richard Jones had had a tooth on the crown wheel of the McEvoy Surtees break and only did one class run before risking it on a Top Eight run. Alas, the crown wheel stripped altogether, on leaving the start line. Rob Turnbull further reduced his time but the tale of woe continued with Martyn Griffiths suffering an increasingly bad stutter from his engine which was proving difficult to trace.

CHRIS MASON

BTD: Alister Douglas-Osborn (3.0 Pilbeam-Cosworth DFV R22), 53.60s.

Class winners: Terry Tattam (1.3 Mini-Cooper S), 64.38s; Charles Barter (1.0 Hartwell Imp), 61.42s **(record)**; John Meredith (1.3 Mini-Cooper S), 61.22s **(record)**; Robin Yeomans (1.7 Mini-Ford), 61.74s; Des Richardson (1.3 MG Midget), 66.90s; Stuart Watts (1.6 Lotus Elan), 61.67s; Paul Channon (4.7 AC Cobra), 64.60s; Russ Ward (1.3 Allard Healey Sprite s/c), 61.19s; David Rutherford (1.7 Morgan 4/4 BDA), 61.29s **(record)**; Mervyn Bartram (1.6 J & EB Special-Ford, 57.97s; Stephen Madge (1.6 Mallock U2-Ford t/c Mk14), 58.90s; John Stuart (1.8 Martin-BDA BM8), 57.49s; Tim Cameron (0.5 Joe Potts Special-JAP), 62.18s **(record)**; John Crowson (1.1 Gunk Terrapin-BL), 60.11s; Peter Kaye (1.6 Brabham-FVA BT35X), 54.54s **(record)**; Douglas-Osborn, 54.13s; Timothy King (1.3 MG Midget), 66.77s.

Guyson/BARC FTD Awards Top Eight run-off: 1, Douglas-Osborn, 53.60s; 2, Kaye, 54.20s; 3, Martyn Griffiths (2.2 March-Hart 420R 74B), 55.46s; 4, Rob Turnbull (1.6 Brabham-BDA BT35), 55.47s; 5, Nigel Pow (4.2 Brabham-Repco), 57.39s; 6, Roy Lane (5.0 Fenny Marine-Chevrolet GM1), 69.32s.

Guyson/BARC Championship positions after eleven rounds: 1, John Meredith, 62.76pts; 2, Charles Barter, 62.06; 3, Stuart Watts, 60.47; 4, Russ Ward, 60.09; 5, Tony Boshier-Jones, 58.46; 6, Alister Douglas-Osborn, 55.32.

Guyson/BARC FTD Awards positions after eleven rounds: 1, Alister Douglas-Osborn, 56pts; 2, Roy Lane, 50; 3, Rob Turnbull, 31; 4, Richard Jones, 28; 5, David Franklin, 24; 6, Chris Cramer and Martyn Griffiths, 21.

Details, please

The popular and sporting press both having given extensive coverage to the apparent failures of the three safety systems used by Niki Lauda and Ferrari, it seems incredible that not one of the three manufacturers concerned have, as yet, issued a statement regarding the performance of their products during the Nurburgring accident.

Two of the companies thrive on publicity, but as publicity itself is double-edged, when doubt is raised as to the credibility of their products, they owe it not only to themselves but to their customers, whose product purchase was no doubt influenced by hard won contracts with top flight drivers and constructors.

There could well be valid reasons why, for instance, the buckle or crotch straps stuck on the harness, but we have only had conflicting second-hand press reports on the subject on which to draw our own conclusions. Helmets and fire extinguishers, plus life support systems, have been developed and perfected for motor sport, mainly in this country, and I am sure an important failure would have prompted an immediate statement from the likes of Griffin and Fireater. In this case we are talking about continental products on all three counts (helmet, harness and extinguishers), so I call upon the manufacturers to let the British motor sporting public have a full technical analysis of their products' behaviour during those split seconds when we nearly lost Niki.

LONDON SE19. JOHN H. HANSFORD, *Luke Racing Systems*

Disgusted, Bedford

I really had to write to express my heartfelt agreement with the ideas and sentiments of Mr Marsh-Lyons's letter (August 19).

When the new F1 regulations were announced at the end of last year, I had to restrain myself from laughing (what else can you expect when the vested interests in an increasingly commercial sport write the rules?). However, as this season has progressed my laughter has changed, first to amazement, then to cynicism and finally to downright annoyance with the so-called pinnacle of our sport. Rules are rules and should be respected by everyone, especially those who help write them. I am frankly disgusted by the bickering which has been rife this year; that sort of thing should have died with Formula Ford two years ago!

BEDFORD. C. S. CLAY

Design safety

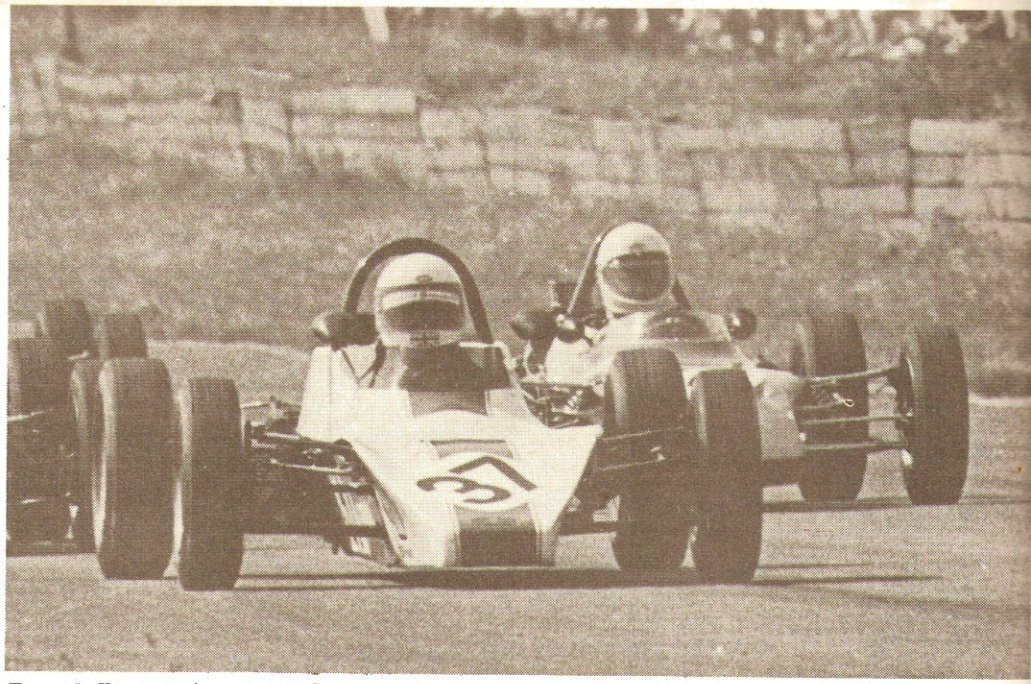
Mark Lorimer (August 19 *Correspondence*) is incorrect in assuming that racing car manufacturers do not regard protection of the driver's upper torso and head as a prime design consideration.

David Lazenby of Hawke Racing Cars, since he first designed the DL9 in 1971, has regarded driver safety as a very important element. The fabricated beams used as the main longitudinal members had a fine reputation for driver protection. When the time came for an update of the DL12, a smaller, lighter, but still very safe car was called for. The result, the now well known DL15, incorporates all David Lazenby's previous ideas on safety, but also includes rearward facing diagonal bracing of the rollover bar as well as "March-like" forward-facing supports. These additional safety features can be seen on pages 66 and 52 of the AUTOSPORT of August 19, on the cars driven by Derek Warwick and Derek Daly.

Incidentally, the other photo on page 52 highlights another failing in driver safety. This time, however, the blame, I feel, can be laid firmly at the feet of the scrutineers. It will be seen that John Morrison's head is certainly not the mandatory distance below the rollover bar. Indeed it was pointed out to me at this same Snetterton meeting that one driver's head stuck up approximately six inches above the rollover bar. What chance has this fellow's head in a rollover crash, not uncommon in FF1600?

The last time this has been seen to be checked at a major FF championship meeting I've attended was over a year ago. This very real danger exists in *all* open cockpit classes, from FF to F1.

WELWYN GARDEN CITY, HERTS. RICK MORRIS



Formula Fords at Aintree last Saturday. Barry Pigot's Royale has a "safe" rollover bar, but what about the car behind?

Sportsmen?

After returning from the Motorcycle Grand Prix at Silverstone, I wonder would your excellent magazine kindly arrange for our Grand Prix family (circus, prima donnas, call them what you will) to go to next year's race for a "refresher course" on how it used to be? The very few complaints would soon be silenced forever, when they witness what the poor motorcycle racer has to do for the sport.

This visit will not take more than ten minutes at the outside. They will actually see top riders walking about and talking to spectators! While I know this is ridiculous, I can promise that it gets worse: they, the riders, actually seem to enjoy being there, and, would you believe anything so stupid — even want and like the public to look at their bikes! The mechanics do not help this by their attitude of answering questions readily and being polite. A couple of months in a Grand Prix team would soon straighten them out! Maybe, if our drivers could watch a race, they might even witness one of the lunatics, who had fallen off on his slowing down lap, riding again in the very next race (and winning) in spite of injuries to his hand and badly torn leathers. This rider only did this because one whole stand of spectators made it known, by cheering and clapping, that this was what they wanted him to do. Incredible.

I can't wait to get back to sanity with our drivers at Silverstone next year — you can't disagree with their request for extras to stand in for them and the mechanics, during the hours the spectators are there. We don't know how fortunate we are until we watch other sports.

PETERBOROUGH, NORTHANTS. JOHN WILKINSON.

That extra punch . . . .

It gave me great satisfaction to read the interview with David Purley on August 12. He echoed my own thoughts on motor racing so much that I just had to put pen to paper.

I have been a regular spectator at Brands Hatch for the last ten years. I nearly always watched Paddock Hill Bend because, for me, this was the true test of the racing driver. Let me just quote David Purley: "As far as I'm concerned dangerous places give motor racing extra punch.

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."

OK, so a lot of your readers will not agree with these statements, but I can't help noticing over the last few seasons just how easy it has become to get a place on the fence at Paddock Bend. Back in the 'sixties one had to arrive well before the first race started to ensure getting a trackside view. Could it be that the bend has now become so safe that the excitement has gone?

Anyway, I would like to thank David Purley for expressing in his views, the sentiments of myself and I am sure those of a lot of other spectators.

May I also just make a point about the letter last week concerning season tickets. I am always annoyed when the person that has the last word on a subject is wrong. It has always been the form at the British Grand Prix meeting that the season ticket could be used for entry to the practice days and to the paddock on those days. I believe that this year is the first in which this has not been so.

Personally I was more annoyed at the reserved car park privileges being taken away on race day. I got home three hours after the end of the meeting, just like all the other locals.

HAYES, KENT. STEWART T. BOOTH

Then as now?

The AUTOSPORT of 25 years ago this week (August 24, 1951) marked the first anniversary of the magazine, and its founder Gregor Grant celebrated by publishing the story of its inception and of the personalities involved: names like John Bolster (who originally demurred when Gregor invited him to write for the magazine, saying that he would never make a journalist — he has rarely missed an issue since!), Russell Lowry, Cyril Posthumus, Wilson McComb, Frankie Penn, George Phillips, Alex Bruce, "Jabby" Crombac, and many others. Grant summed up the motor sport events of AUTOSPORT's first 12 months, and finished by remarking that "our only need is a proper road course to take the place of the ever-lamented Donington". . . . Jaguar won the Liege-Rome-Liege Rally, the winning crew being Johnny Claes and Jacques (father of Jacky) Ickx. . . . "Goldie" Gardner achieved 137.4mph on the Bonneville Salt Flats with his Shorrock-supercharged, TD-engined MG. . . . And Froilan Gonzalez won the Pescara Grand Prix in a 4½-litre Ferrari, with Talbot drivers Louis Rosier, "Phi-Phi" Etancelin and Louis Chiron second, third and fourth ahead of Britain's Peter Whitehead in a 1½-litre blown Ferrari . . . .



Bernie Ecclestone

Nobody in Grand Prix racing wears as many hats as Bernie Ecclestone. But the guise that earns him the least publicity is his ownership of Motor Racing Developments; next Sunday afternoon, Bernie is the man at the helm of the Martini Brabham-Alfa Romeo team.

It was his gambler's spirit that brought about the outwardly unpromising pact between the two firms. Rather than carry on as the best Ford-Cosworth team — which Brabhams were, on points, in 1975 — the decision was made to undertake a long-term programme of development which just might possibly in the end turn them up as overall best, on top of Ferrari. Alfa Romeo, winners through Autodelta of the World Championship of Makes sports car series in 1975, had an engine that, although overweight and over-thirsty, had the necessary horsepower; more important, they had a management which welcomed the challenge of moving into an all-new technological world.

So far, after eleven races of the 1976 GP season, results have been no more than mildly encouraging. The two Carloses, Reutemann and Pace, have had a few decent results and the cars have shown speed on occasion, but they have definitely not set the circuits on fire. Were they honestly expected to, so early? With his eye set on the long haul, Ecclestone must have prepared himself for initial disappointments. PETE LYONS asked him just how satisfied he was with the gamble's results so far.

I reckon I have to say it's been a pretty disastrous year so far, but one thing good is that everyone's been working much harder. If we'd put twenty per cent of this effort into the 44, we'd have won every race last year!

We've had to spend a lot more money this year, we've taken on new people, we've had to get a lot of new knowledge, because we've been forced into that position. It's not until you have to do things, in any form, that you do them, and we didn't have to — or didn't think we had to — last year.

All the things we expected would be difficult, were comparatively easy. All the things we didn't expect to have trouble with, we had trouble with. The engine had gone so quickly in the sports cars (and the sports car weighed so much) that we though the F1 car would just disappear. But we've had misfiring and pickup problems, and so far it seems that at half-distance in a race we get a loss of horsepower.

I'm sure that Ing Chiti and all the people at Autodelta now understand that there's a big difference between sports cars and F1, because we've had problems they just never thought of. But as far as we're concerned, they're good people to work with. In the beginning it was the normal thing, you know, bloody Italians this, bloody English that, it was always the other party's fault. But all that rubbish is over and done with now. Now, and this is the most important thing, we work absolutely together, as one team. It really is Brabham-Alfa Romeo, with one goal in mind. We do a lot of things to help each other, and it's all going along really superly.

At one stage, a year or so ago, certain other teams had Alfa-Romeo engines, or mockups at least, but then suddenly you had tied them up.

Well, I think basically those people were talking and not doing anything, and we were doing something and not talking.

Basically, Brabhams are only interested in one thing, and that's winning races. Alfa Romeo, I'm sure even now, get lots of mileage out of the fact that they're involved in motor racing; basically they're a company that's always been oriented towards the sport.

So I approached Alfa Romeo about two years ago, around Monte Carlo time, and asked if they'd be interested. But I did want some sort of exclusivity, because if we were going to do all the work and in a year's time the Alfa Romeo engine goes, which I'm sure it will, it will have cost us an enormous amount of work and an enormous amount of money. It'll be a very competitive engine, and all that work won't have to be done by somebody else; so they can buy the engines from *us* then.

This is basically what Chapman and Duckworth did with the DFV the first year, which is the right thing to do. Tie things up for two years or three years, and get some advantage back.

Your team does have distinctly different personality about it. For instance, I never have much of a feeling that any person is the chief...

We *don't* have any chiefs. If you've got the right people it's not necessary. They're not kids, they don't need people to tell them what to do, they've all got brains.

Sometimes in other teams they've got a chief this, and a chief that, and a chief something else — but that's all the people they've got! But all that's needed is that everyone knows exactly what they're doing, and respect each other, and have confidence in each other.

It's quite an inventive team, too.

We'll try anything. I think we've been pushed into a corner where we need to!

The main thing is, we need to save weight. For sure, Alfa Romeo have already cut a lot of weight from the engine — they come up with something different, different engines, each time out. But we've still got to get about 25 kilos off it somehow. Whereas in the sports cars they never paid any attention to weight, now they're having to. Consequently they're having to sacrifice a lot of little luxuries they had in the sports car, little things in their engine installation, that sort of thing. Basically, it's a big heavy engine built for sports cars, and not for F1.

I think they're looking into the possibility of a new basic design for next year, something a little smaller, maybe with four main bearings like the Ferrari. In fact I'm sure they'd like to do that.

The weight of the engine is really the important thing, because Gordon Murray's had all the problems of dealing with first an engine that is plain heavy, and second that is carried too high in the chassis. So therefore nothing's ideal, it's all a compromise, and the car really hasn't been handling well. But I think the best thing of the whole story is the way Gordon has managed to fit the engine in the car as a stressed member, without any subframes; that would have been the easy way, but he has done an absolutely first-class job, as usual, in getting to grips with the situation and making the *best possible* way of fixing the engine. He's got the whole weight of the car down to the point where actually it's reasonably competitive.

What sort of high spots, and maybe low spots too, stand out in your mind at this stage?

Ricard was good. I suppose Nurburgring was pretty good. That's about it.

I think every race we find out things. We, the *team* know it's going better. It may not look it from the outside and the results may not show it, but we do things and there's a direct result, so we know there's a steady improvement.

Also, I'm very pleased that so far, touch wood, there haven't really been any breakages. That's really super, considering Gordon has had to calculate things he really didn't know too much about to start with; you know, most people build a prototype and keep beefing things up as they bust.

Facing page, top to bottom: Carlos Pace, Carlos Reutemann and Rolf Stommelen have all scored championship points with the Martini & Rossi team's Brabham-Alfa Romeo BT45 cars.

You can't ever do enough testing, you should be testing all the time, but we've been handicapped by having four major accidents. The one in Austria, it was some peculiar little technical problem with the brakes, and the fluid just boiled suddenly. Other times, it's been sometimes a case of the drivers trying a bit too hard — they want to win races. The car itself hasn't really broken. But we'd be further ahead right now if we hadn't had the accidents.

As for bad things, I think the results, from Alfa Romeo's point of view, have not been what they expected to start with. They thought the engine wasn't going to have any problems at all and was going to light up and go quicker than it did earlier on. It's good, really, that it happened the way it did, because it's made them take that much more interest. Compared to if we had a very ordinary engine right away. Now I think we'll eventually have a very super engine.

You know, they had a little bit of a tendency early on to think, well here we are, we've just won the World Championship. Which they had. What I'm trying to say is they came to us with this attitude — and we would probably have done just the same — and it took them a little while to realize that this is a bit different, this Formula 1 business.

And they considered that in Brazil and South Africa and in that Long Beach race, it was all *us*, bloody Englishmen, and once we got our act together it would all turn good. And so really and truly it wasn't until we got to Europe, where it all starts happening, that they had got to do something as well, themselves. In F1, it's not a case just of being competitive, but you've got to be not even a little bit out.

And they've done marvellously. They couldn't have done more. I think they've probably been doing more this summer than any other engine people.

So if you had to sum things up to date?

I thought we'd win two races, to be honest, this year. I thought we'd *easy* win Zeltweg, with or without Ferrari. The only thing that's really been against us has been the weight, and that wouldn't have counted so much there, the engine could have come through on the straights. And I thought maybe we'd lick any one of the others.

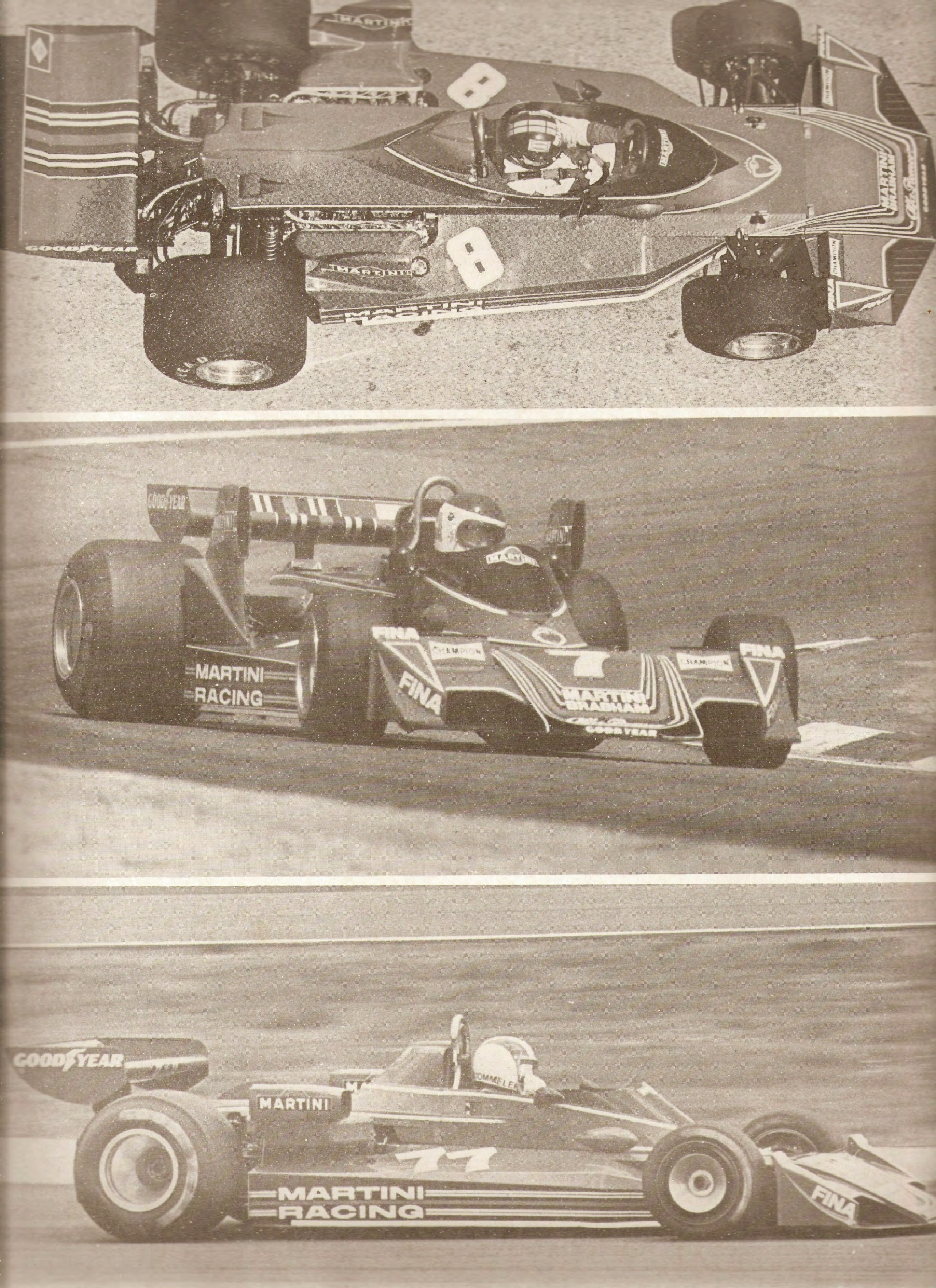
In the five races left, I think Zandvoort and Watkins Glen should be good for us. Japan, maybe could be good. Monza, no good for us, they've destroyed Monza. Mosport, definitely not, definitely no way. That'll probably be the one we win!

We've got two more years to go, that's our agreement. We were originally going to get started earlier and this would have been the second year, but we never got off the ground when we intended to originally, we couldn't do the two projects side by side, the 44 and the 45, like we thought. So we've tacked 1978 on, and we'll be with Alfa Romeo through that year, at least.

I would say that, considering it's a brand new chassis and a brand new concept, and the certain of the basic problems we started out with, I reckon that we, Alfa Romeo and us, have made a lot of progress. □

centre spread

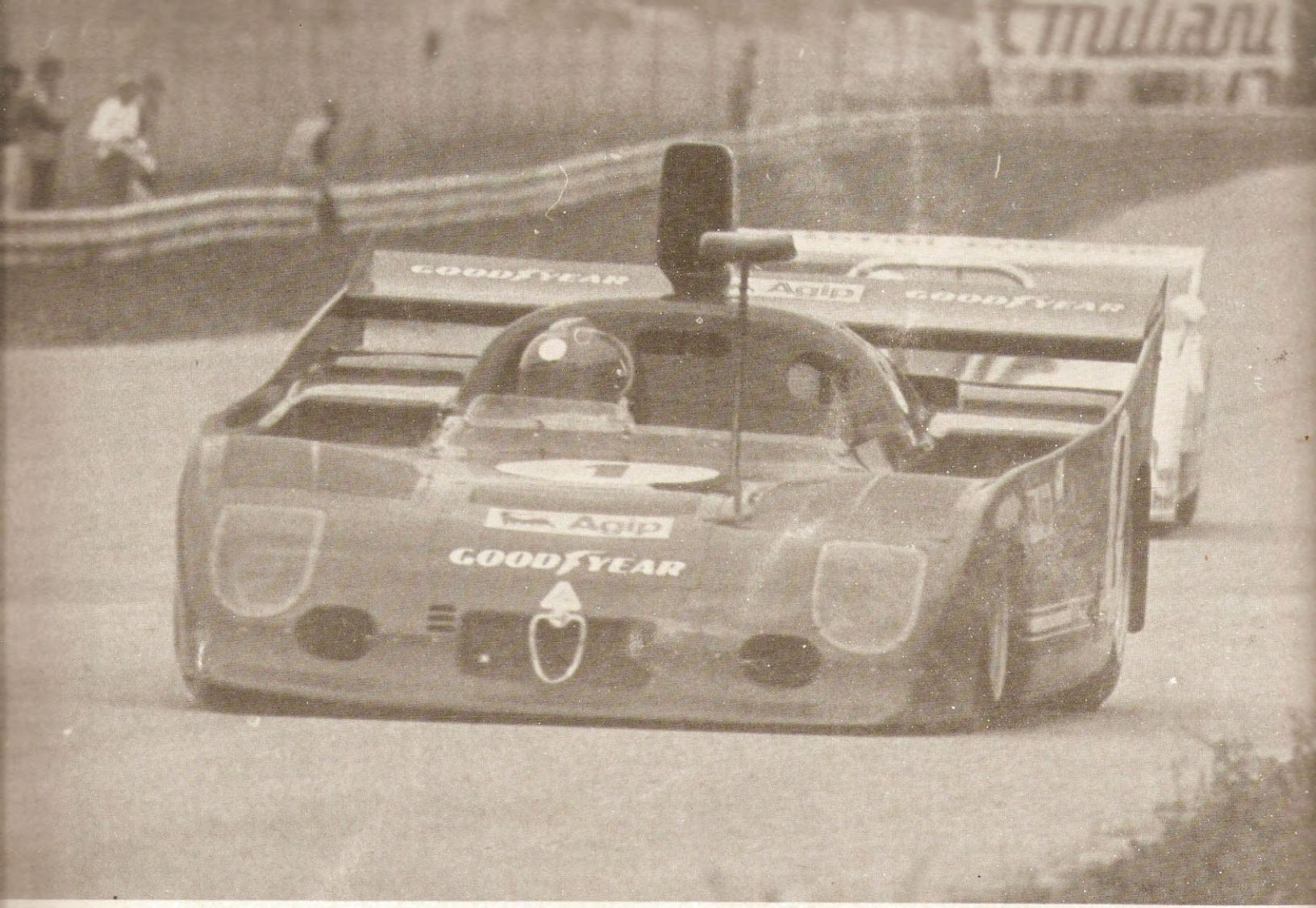
This week's colour spread features the flat-12 Alfa Romeo powered Brabham BT45 being at the Nurburgring by Carlos Pace, the most successful Martini-Brabham driver of 1976 so far. Designed by Gordon Murray and sponsored by the aperitif firm Martini & Rossi, the BT45 model has also been raced regularly this season by Carlos Reutemann, while Rolf Stommelen had a single outing in one of the three Martini-Brabham team cars at the German Grand Prix, where he marked his return to Jormula 1 with a World Championship point. Pace has scored two fourth places (in France and Germany) and Reutemann one fourth place finish (in Spain), the best results by the team so far, but Martini-Brabham are very much on an improving streak and a victory before the end of this first experimental season with Alfa Romeo is by no means beyond the bounds of possibility.


MARTINI
8
GOODYEAR
MARTINI RACING
MARTINI
RACING
FINA
MARTINI
BRABHAM
GOODYEAR
MARTINI
RACING
FINA


FINA
CHAMPION
FINA



MARTINI


GOODFYEAR
Agip
GOODFYEAR
Agip
GOODFYEAR


GardenStores
CARELLO
CHAMPION
GOODFYEAR
FERODO
CHAMPION
GOODFYEAR

Quadrifoglio

The four-leaf clover badge of Alfa Romeo has been a part of motor racing since the formation of the company 65 years ago, and competition still forms an essential part of Alfa Romeo's marketing strategy QUENTIN SPURRING outlines the story of one of motor racing's greatest names

Very mention of the name Alfa Romeo conjures up images of a long and distinguished history in motor racing, of great achievements on the track by great drivers and great cars. When you buy an Alfa Romeo, you know, as you do when you buy a Ferrari or a Porsche, that you are buying a car developed by a company whose history is intertwined with the history of motor racing. That knowledge gives your Alfa Romeo that little bit extra, a thoroughbred air; you have the feeling, real or imagined, that your car has been designed and built with the experience of that long competition record. Alone of the present day big manufacturers who can lay claim to a very long racing history, Alfa Romeo produce cars which are distinctly this side of the exotic and well within the terms of large scale production.

The modern format of motor racing, healthily geared to an ever-growing extent to the commercial needs of the time, offers unprecedented opportunities for all car manufacturers to extend their marketing strategy beyond the showroom and on to the race tracks. Because of their long-established competition record, Alfa Romeo are in a unique position to exploit these opportunities. A full commitment to saloon car racing over the last decade, including the present Group 1 and Group 2 categories, has reinforced that thoroughbred image accrued from close involvement in motor racing since as early as 1911.

Ugo Stella and a group of Italian businessmen raised the Lombardy Car Manufacturing Company (Societa Anonima Lombarda Fabbrica Automobili — ALFA) from the ashes of the Italian Darracq business in 1910 at Protello, on the outskirts of Milan. A year later, all the French employees were gone, and the all-Italian company had not only produced their first car, the 24hp "Torpedo", but raced it, in the 1911 Targa Florio. In 1915, another businessman, Nicola Romeo, bought out ALFA, which was badly hit by the war, and an evocative name was born: Alfa Romeo.

Romeo was a great motor racing enthusiast and a firm believer that track successes lead to marketing ones. No time was lost in expanding on ALFA's early forays into competition. Countless race victories in Italian events laid the groundwork for the formation of the first generation of great Alfa Romeo drivers in the 1920s, Enzo Ferrari, Giuseppe Campari, Antonio Ascari and Louis Wagner. The first pukka Grand Prix car, the "Gran Premio Romeo", was designed by Giuseppe Merosi in 1922, the car becoming known as the P1. However, Alfa Romeo became a real force in Grand Prix racing against FIAT, Sunbeam, Bugatti and Delage with their acquisition of the great designer Vittorio Jano. With the first of the really famous Alfa Romeos, Jano's P2, Campari scored a memorable victory in the 1924 French Grand Prix at Lyons (after a dramatic drive by Ascari ended with a cracked block when leading three laps from home), and Ascari won the Italian Grand Prix at Monza.

In 1925, the first World Championship of Manufacturers was established, and it was memorable year for Alfa Romeo, a year of farce and tragedy. Only four races counted towards the championship title, the Indianapolis 500 and three European Grands Prix at Spa, Montlhery and Monza. Only Delage and Alfa Romeo entered the Belgian race, and both Delages (and one of the three Alfa Romeo team drivers, Count Gaston Brilli-Peri) retired early. The event being over a distance of 503 miles, the crowd naturally became rather more than restless, and the Alfa Romeo team, infuriated by the catcalls of the spectators, made matters worse by mischievously calling in Campari and Ascari for a meal while their P2s were polished .... In France, Ascari, leading the race, declined to slow down because of a rain shower and crashed; he died on the way to hospital, and the other two team cars (Campari now leading comfortably) were withdrawn, leaving victory to Delage. For the Italian Grand Prix, the European contenders were joined by the Indianapolis winners Duesenberg, but Brilli-Peri won from Campari, and the title was secure in Milan. Alfa Romeo were the first ever World Champions in motor racing, and since that year the badges on all their cars have incorporated a laurel wreath in memory of Ascari and in recognition of the team's achievement.

The P2, with its 2-litre supercharged straight-eight engine, became ineligible for the 1½-litre formula introduced in 1926, so the cars were sold, although they were still raced in Formule Libre and other events with success, notably by the young Achille Varzi. Alfa Romeos continued to be a force in sports car racing, particularly when Tazio Nuvolari was driving, until the marque returned to Grand Prix racing in 1931 with two new cars, both of which made their debut in the Italian Grand Prix at Monza. One was to achieve fame, the GP version of the 8C 2300 sports car, which became known as the Alfa Romeo Monza. The other, Jano's Type A GP car, was a prototype which led to the development of the great P3.

The P3

Nuvolari and Campari won the 1931 Italian Grand Prix, and in 1932 (driving a Monza for the recently formed Scuderia Ferrari Nuvolari won the Monaco Grand Prix. The P3 made its debut at Monza, and Nuvolari and Campari shared the driving to give the car a debut win. The Scuderia's new star Rudolf Caracciola won the German Grand Prix and Nuvolari won the French Grand Prix at Rheims, both one-two-three finishes. Many more victories in minor races made the Alfa Romeo P3 seem invincible.

However, at the end of the season the now nationalized Alfa Romeo company withdrew from racing (due to the financial crisis), and the P3s were put into cold storage. Scuderia Ferrari carried on with the Monzas, with Nuvolari as number 1 driver. Plagued by unreliability, he left to drive for Maserati, and Alfa Romeo responded by bringing out the P3s once more and handing them over to the Scuderia. With Louis Chiron and Luigi Fagioli, Ferrari's organization dominated the remaining Grands Prix of the season; the major victory was Fagioli's in the Italian GP at Monza, a triumph which was tarnished later in the day when Campari lost his life in a P3.

The last years of peace in Europe were ones of declining fortunes for Alfa Romeo. Slowly the new might of Mercedes and Auto Union took hold of Grand Prix racing with a fist of iron, although there were pockets of resistance from Alfa Romeo. Two of these have become justifiably famous in the history of the sport, and are commonly recognized as the two greatest drives by Tazio Nuvolari. In 1935 Italy's most famous son scored seven victories, most of them in P3s, at races in which the German teams took no part. But his greatest moment came in 1935 at the Nurburgring.

The Germans badly wanted to win their home Grand Prix, and nobody gave Nuvolari's far less powerful P3 the remost chance. But, after surprising the crowd by holding down a fourth place fully in contention, the little Italian caused consternation and disbelief by moving up past the Mercedes of Manfred von Brauchitsch and Caracciola and Bernd Rosemeyer's Auto Union to take over the lead. However, after the leaders had made their pitstops to refuel and change tyres, Nuvolari found himself back in fourth place once again. Undaunted, he tigered on. Rosemeyer's engine went sour, and he pitted. Nuvolari was third. Then he caught and passed Caracciola, into second place but well behind the leading Mercedes. Then, with three laps to go, it rained. Skill is what tells at the Nurburgring in the rain, and Nuvolari's was enough to offset his considerable power disadvantage. He put Brauchitsch under pressure and, on the last lap at the Karussel, the German ace made a mistake: he put a wheel over the edge and burst a tyre. In the pits area, the sight of the little red car coming home to take the chequered flag was greeted with an astonished silence, and then even the Germans in the crowd erupted in greeting of a fabulous performance.

A year later, the team was racing two new cars, the 8C (with the 3.8-litre straight-eight engine) and the 12C (with a new V12 unit of 4-litres). Nuvolari drove a 12C in the Coppa Ciano at Leghorn, up against a trio of the big rear-engined Auto Unions. Soon after the start, the 12C's rear axle failed, and a furious Tazio stalked back to his pit and demanded that the team's slowest driver, Carlo Pintacuda, be called in and ordered to hand over his less powerful 8C. Nuvolari chased the German cars, driven by Varzi, Rosemeyer and Hans Stuck, with all the skill and courage he possessed and, amid wild scenes of Latin emotion in the crowd, took over the lead. The Auto Union drivers wore out the brakes on the big cars in their vain efforts to keep up. This was one of several more memorable drives by Nuvolari against the big silver cars in 1936, including one at the Monaco Grand Prix, which he led in the rain from Caracciola until overtaken by brake and engine problems. At Montjuich Park in the heart of Barcelona, he narrowly beat Caracciola after a real needle match, and at Budapest he won the Hungarian Grand Prix after a long duel with Rosemeyer's Auto Union.

For 1937, the 8C and 12C cars were abandoned in favour of Jano's newest design, the 12C/37, and the responsibility for racing passed from Scuderia Ferrari back to the works, the cars entered under the banner of Alfa Corse. The famous "Quadrifoglio" replaced the Prancing Horse on the sides of the race cars. With the German teams now in full cry for Hitler, Mussolini expected great things from Alfa Romeo, but the new model was a failure. Jano was made the scapegoat, even though he had not had the time to develop the car properly due to demands on his talents for the purpose of aircraft design. He was sacked, later to show his genius once again at Lancia.

The 158

In 1938, Alfa Corse (still under the management of Ferrari), produced various big cars for the new 3-litre formula. Nuvolari abandoned the Italian team to drive for Auto Union, and the mainstay of the attack was Giuseppe Farina, who managed to salvage a few places in the major races. However, the most significant development of 1938 was the first appearance of another of the all-time great Alfa Romeos: the Type 158. The work of Giuseppe Colombo, the 158/159 series was to become the single most successful Grand Prix car the world had ever seen.

Some foresight for the car's future success might have been gained by the fact that, like the P2 and P3, it won its first ever race (the Coppa Ciano at Leghorn, with Emilio Villoresi driving). Farina continued to do his best with the 3-litre cars, while the 158, powered by a straight-eight 1½-litre engine, cleaned up in "voiturette" racing. However, Mercedes decided to take the wind out ▷

Facing page, top: The latest Autodelta Alfa Romeo 33T/S3 Group 6 car makes its debut at Imola; Brambilla is driving. Bottom: This Autodelta Alfetta GT, driven by Spartaco Dini/Jean-Claude Andruet, was second overall in the recent Spa 24 Hours.

Quadrifoglio

continued

of the Italian sails, and arrived at Tripoli for a 1500cc race with two totally unannounced 1½-litre V8 cars, winning with ease. The humiliation was too much. Alfa Romeo heavily modified the 158 model (Villoresi was killed during development testing at Monza), and the result was a more powerful car which, in the last races before the war, gave the Italian fans a taste of things to come.

The Alfa Romeo drivers immediately post-war were Farina, Varzi, Jean-Pierre Wimille and Count Felice Trossi. In 1946, the team won the Turin and Milan GPs with the modified 158s, although the big 308 was also a competitive proposition at this time. It was with the 158s, though, that the team scored the first major post-war triumphs, the 1947 Belgian GP (Wimille) and the Italian GP (Trossi) being numbered among their many victories over Maserati and Lago Talbot. Testing an even more powerful version of the 158 in 1948, Varzi was killed at Bremgarten, and 1949 was also a tragic year for Alfa Romeo when Wimille (who had won the French and Italian Grands Prix the previous year) was killed in a Gordini, and Trossi succumbed to cancer. Alfa Romeo withdrew from racing during the 1949 season, but the following year was to be the greatest ever.

Fangio

It was the year of Fangio and Farina. With his beloved "Alfetta", the Argentine ace won the Belgian, French and Monaco Grands Prix, and his Italian team-mate the British and Italian. With Piero Taruffi, Fagiolo and others also driving, the Alfa Romeos were invincible once again. Giuseppe Farina became the first ever official World Champion in that momentous year, and the run of success continued until the 1951 British Grand Prix at Silverstone. Fangio, who later scored what turned out to be the marque's last major triumph (in the Spanish GP at Pedralbes), was beaten by Froilan Gonzalez's Ferrari. Alfa Romeo were now usually on the losing end of battles with Ferrari, and for one great Italian marque, it was the end of an era; for another, it was the beginning. Juan-Manuel Fangio had done enough to clinch the 1951 World Championship, but Alfa Romeo withdrew from Grand Prix racing, with no cars suitable for the new "F2" formula.

Fangio continued to uphold Alfa Romeo honour in sports car racing, of course, and Fangio put on one of his best-known performances in the 1953 Mille Miglia, in which his Disco Volante finished second behind a Ferrari with only the right front wheel steering. . . .

A planned return to Formula 1 in 1954 with a 2½-litre car never materialized, and for the next decade the only Alfa Romeos raced were sports/GT cars. The turning point came in 1964, when the successor to Scuderia Ferrari and Alfa Corse was formed: Autodelta. This was the beginning of the modern era of Alfa Romeo in racing and, under the formidable management of Ing Carlo Chiti, the name has once again become one to conjure with on the race tracks.

Autodelta

The first Autodelta racing programme revolved around the little GTZ (Guilia Tubolare Zagato) coupés, which achieved many successes in 1965 and 1966 and were followed by the TZ2 series. However, in 1966 Chiti turned the attentions of Alfa Romeo to saloon car racing, and the company has been heavily involved in this type of racing right up to the present day. In 1966 and 1967, the Autodelta GTAs (A stands for Allegerita, "lightened") cleaned up the European Touring Car Challenge, and repeated the success in 1970 with the GTAm models ("America").

By that year, Chiti had put Autodelta and Alfa Romeo firmly back on the map in sports car racing, too. The first of the generation of sports-prototypes, the Tipo 33 (powered by a 2-litre V8 engine), made its debut in 1967. Designed by Orazio Satta and Giuseppe Busso, the T33 theme has been expanded steadily over the last decade. In its first year, the T33's best result was a fifth at the Nurburgring, with Andrea de Adamich and Nanni Galli among the drivers. In 1968, with Galli/Ignazio Giunti and Mario Casoni/Lucien Bianchi, Autodelta achieved a second and third in the Targa Florio, and the team scored strong results among the places at Daytona, Nurburgring, Le Mans and the Osterreichring.

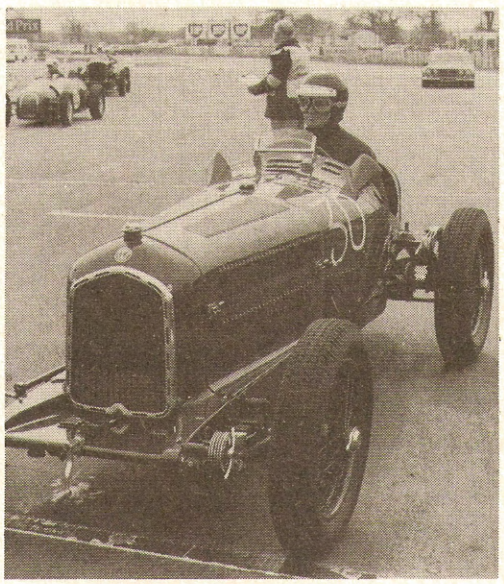
Autodelta produced the T33/3 series for 1969, but still success eluded them, lacking the pace of the Porsches. By 1970, Alfa Romeo had still not won a World Championship sports car race, and the Porsche 917s and Ferrari 512s were in full song with their much more powerful 5-litre engines. The best result was a second place at the Osterreichring, gained in the pits: in a race of attrition, the de Adamich/Pescarolo car was gaining on Jo Siffert's ailing Porsche when, two laps from home and challenging for the lead, the Alfa Romeo's engine blew.

The third place in the 1970 championship behind Porsche and Ferrari produced a real effort in 1971, which was probably Alfa Romeo's most impressive year in sports car racing considering the opposition they had to face. The first major international motor racing victory by Alfa Romeo for twenty years came in the BOAC 1000Kms at Brands Hatch, when Pescarolo/de Adamich won by three laps. The cars were well placed in every race they entered. Nino Vaccarella told Chiti that he could give anybody half a lap's start in the Targa Florio if he put him in a Tipo 33/3, and Chiti took him at this word. Vaccarella, driving with Toine Hezemans, proceeded to spearhead a one-two victory over de Adamich/Gijs van Lennep. A victory at Watkins Glen by de Adamich/Ronnie Peterson placed Alfa Romeo second in the championship table behind Porsche, but ahead of Ferrari.

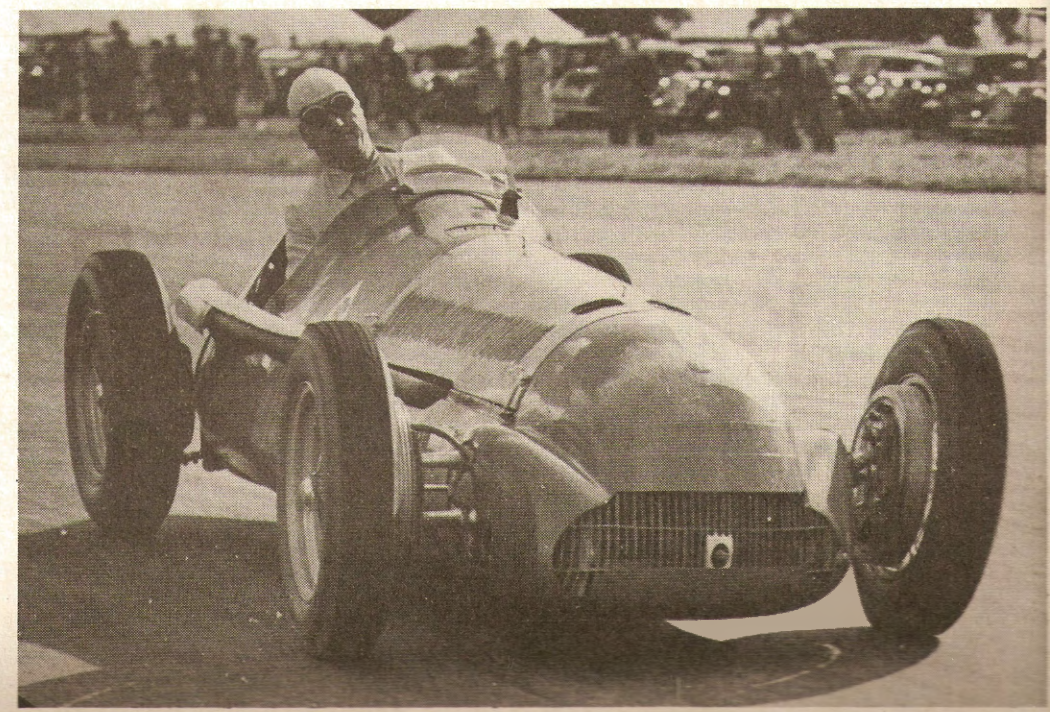
In 1972, the engine capacity limit came down to Alfa Romeo's "own" 3-litre level, and Autodelta raced the new T33TT (Talio Tubolare — "tube chassis") cars. But once again they were ever the bridesmaids, never the bride: Ferrari won everything in sight except Le Mans, for which Matra made a special effort. Autodelta had a strong

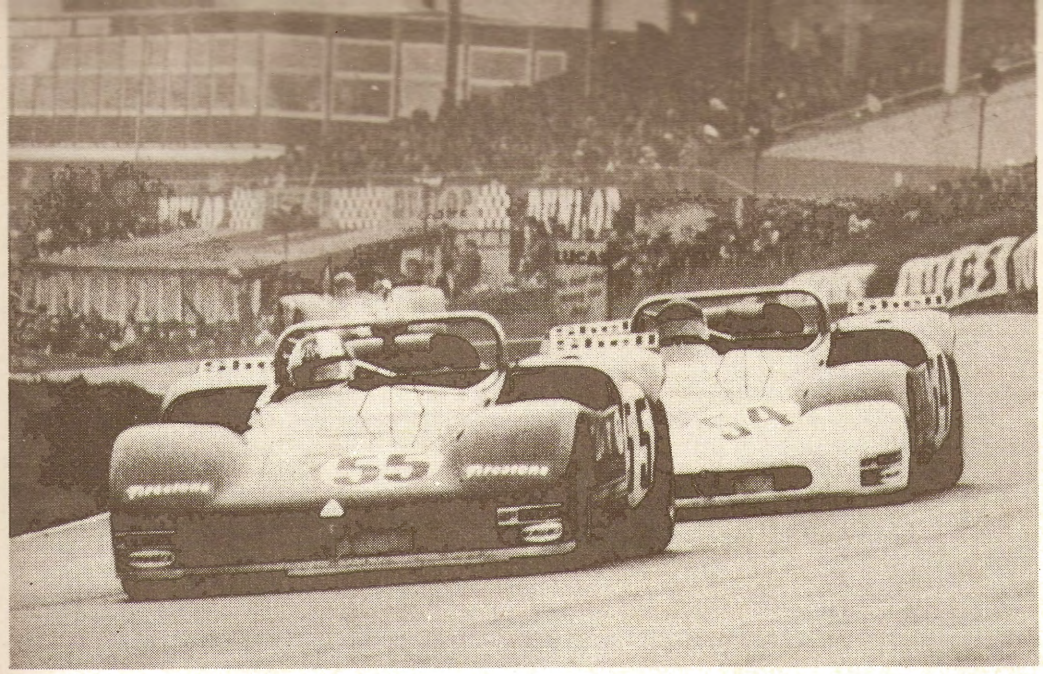


Above: Giuseppe Campari and his mechanic Giulio Ramponi head for victory in the 1928 Mille Miglia with a 1500 sports car. Below: the P3 lives. Alain de Cadanet's superb example is raced vintage events.



Below: Giuseppe Farina practising for the 1950 British GP at Silverstone with the famously successful 159 with which he won the race, and later became the first ever World Champion.





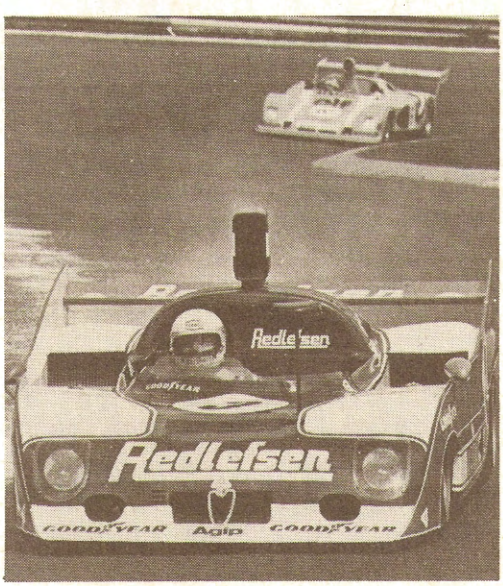
Above: Alfa Romeo's first major victory for 20 years. Stommelen leads de Adamich in the 1971 BOAC 1000Kms. Below: the Kauhsen T33TT/12s (Mass driving) left Alpine-Renault in their wake last year.

driver team which included de Adamich, Galli, Hezemans, Vaccarella, Carlo Facetti, Vic Elford and Helmut Marko, but the high point of the year was a very gritty second place in the Targa Florio by Marko.

The team's long-awaited flat-12 engine appeared in 1973, but it was a bad year. Autodelta entered four events with the T33TT/12, but de Adamich crashed during practice for Spa, and Clay Regazzoni wrote off a car practising for the Targa Florio. Rolf Stommelen led the Ferraris in the Targa in encouraging style, but was put out by a collision with a slower car. At the Nurburgring, both cars (Stommelen/de Adamich and Regazzoni/Facetti) retired early on, and in Austria a single entry struggled to finish with all kinds of problems. Alfa Romeo's best performances that season came from the privately run but works-backed T33TT of Facetti/"Pam", entered by Brescia Corse.

World Champions

The 1974 season started on a high note and ended in disillusionment. Arturo Merzario/Mario Andretti took a T33TT/12 to victory at Monza in a one-two-three finish from Stommelen/Jacky Ickx and Facetti/de Adamich, but the rest of the race victories belonged exclusively to Matra, and the Autodelta team withdrew their overweight cars before the end of the season. Last year, the flat-12 cars were handed over to Willi Kauhsen's



German team to run against very little opposition, and only Alpine-Renault proved any kind of a threat. The French fim scored a surprise

Below: Simon Kirkby, in one of the Alfa Romeo Dealer Team Alfasuds, dices with Peter Hillyard's GTV during the British GP touring car race at Brands Hatch.



Andretti, Jacques Laffite, Derek Bell, Jochen Mass, Jody Scheckter and Vittorio Brambilla all on the driver strength at one time or another, Kauhsen's quasi-works effort won at Dijon, Monza, Enna, Nurburgring, Osterreichring and Watkins Glen. And Alfa Romeo were champions at last.

Over last winter, the future of the sports-prototype series was in doubt, the CSI splitting the combined resources of the major manufacturers between the Group 5 World Championship of Makes and the Group 6 World Sports Car Championship. Autodelta orginally intended to field a car with a new 2.1-litre turbocharged engine in the Group 6 series but, due to all the uncertainly, the turbo project has been into mothballs. However, they have come up with the all-new chassis, the 33T/S3, which is the first racing monocoque car built by the firm. Powered by the familiar flat-12 engine, which is now used as an integral chassis member, the car was entered at Imola last May for Brambilla/Merzario and was competitive straight away, finishing in second place, albeit four laps down on the winning Martini-Porsche 936 after losing time with gear linkage problems. The car was raced again at Enna in June, by Merzario/Casoni, but was retired after a fraught race although again it proved to be competitive enough with the Porsches and Alpine-Renaults.

This flat-12 engine, of course, has brought the name of Alfa Romeo back to Grand Prix racing. In 1970 (McLaren) and 1971 (March), Andrea de Adamich persuaded Chiti to release the 3-litre V8 engine for Formula 1 racing, but it is not until this stage of the Grand Prix season that Alfa Romeo can really be said to be competitive in Grands Prix once again. The Martini Brabham BT45 cars, driven by Carlos Pace and Carlos Reutemann, have been developing steadily, and the performances of the flat-12 have given rise to rumours, that Alfa Romeo themselves will enter Formula 1 once more in the near future. Such rumours, as Porsche will tell you, are inevitable, but it's an interesting prospect. . . .

Touring cars

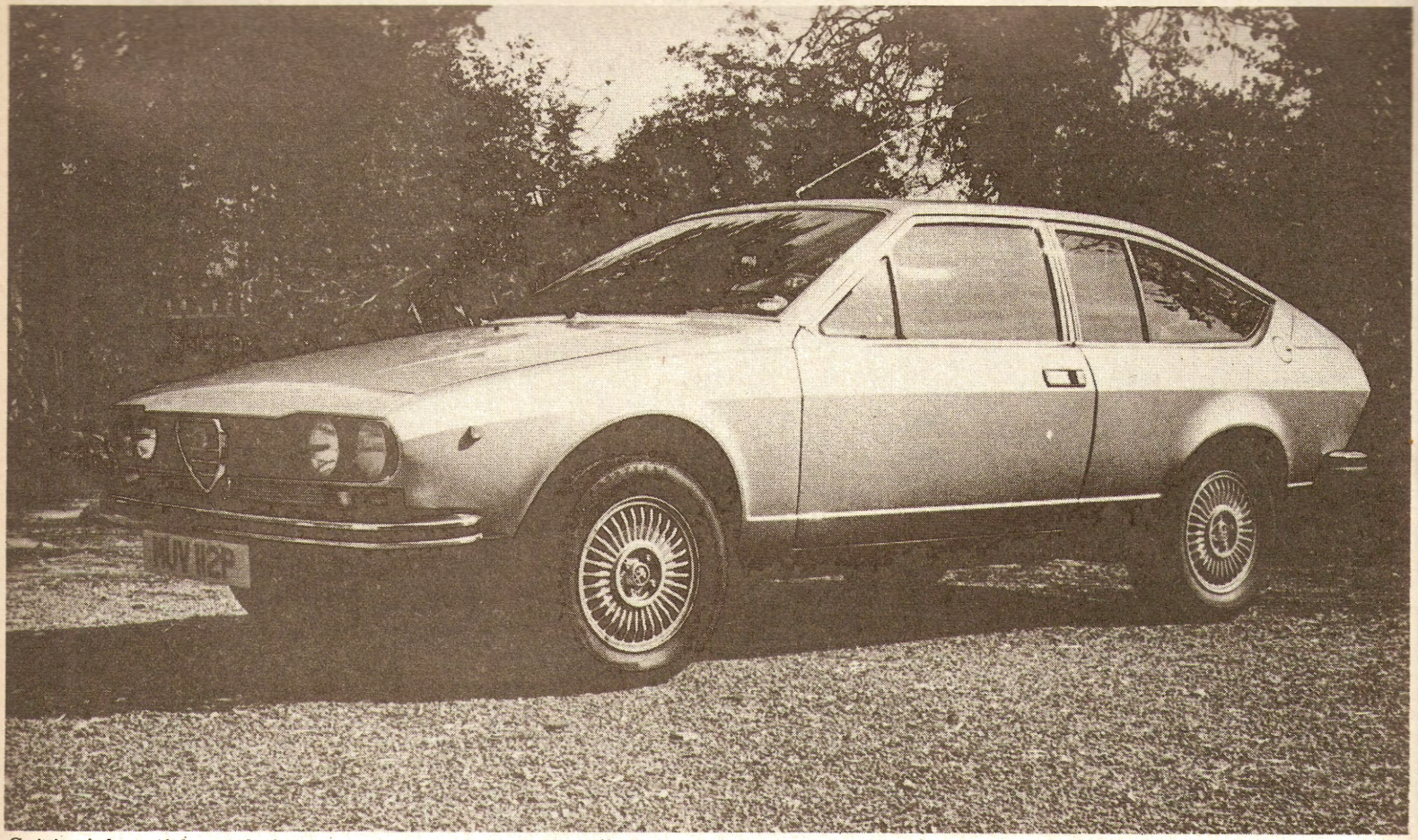
Whatever the future of the firm in Formula 1, it seems certain that Autodelta will continue to field cars in the arena where they can be seen to be "improving the breed": touring car racing. This season, they are again active in the Group 2 European Touring Car Championship, and in the recent Spa 24 Hours (a race in which Alfa Romeos have excelled) they achieved a second place (Spartaco Dini/Jean-Claude Andruet) and a fourth (Claude Ballot-Lena/Guy Frequelin), their Autodelta Alfetta GTs split by a privately entered 2000GTV.

In Britain, Alfa Romeo first became involved in motor sport way back in 1928, when Alfa Romeo British Sales Limited entered races with 1750 sports cars under the management of Fred Stiles. Nearly 50 years later, Alfa Romeo have become closely involved with British Group 1 racing this season. Of course, Alfa Romeos in various guises have been raced in British saloon car races often in recent years, and since the inception of the Group 1 category in 1974 cars have been present to contest the British Touring Car Championship. However, those cars were privately entered; this season, Alfa Romeo themselves are back with the formation of the Campari Alfa Romeo Dealer Team. The 1300cc Alfasud TI model is used, the drivers being Jon Dooley, Simon Kirkby, Malcolm Wayne (with his Westune car) and Rex Greenslade. There are several other Alfasuds contesting the class, and Peter Hilliard is doing great things with his "Squadra Alfa" 1300cc GT Junior, a model which has had tremendous success in racing over the years, mostly in Group 2/5 form.

The Alfa Romeo Dealer Team is based at Saffron Walden, where the Kirkby, Dooley and Greenslade cars are prepared by Tiny Coston and his team, engine preparation being done by Brian Roufe and John Goodchild. The team's affairs are managed by Mike Lindsay, and sponsorship comes from Campari and Napolina, who import tomatoes from Naples, where the Sud range is assembled. It's a neat package and, with the cars showing gradual improvement as steady development work is carried out, an increasingly effective one.

The use of motor racing as a means to promote road car sales has become much more viable with the appearance of the various dealer teams, and Alfa Romeo, thanks to their long and distinguished competition history, are in the best position to convert success on the track to success in the showroom. The involvement of big manufacturers like Alfa Romeo adds immeasurable prestige to motor racing, and, of course, it is one of the things which motor racing is about. □

by John Bolster



Guigiaro's beautiful coupé body possess a remarkably low drag coefficient.

ALFA ROMEO ALFETTA GT

A mechanical masterpiece

The Alfa Romeo Alfetta carries the pet-name of the firm's most illustrious racing car. It is of particular interest to the engineering purist because its specification appears to have been chosen entirely regardless of cost, and although the car is far from cheap, it is astonishing that such a design can be sold below the price of exotica. In a world where manufacturers still offer live axles and iron pushrod engines, it's a joy to examine a machine of such technical excellence.

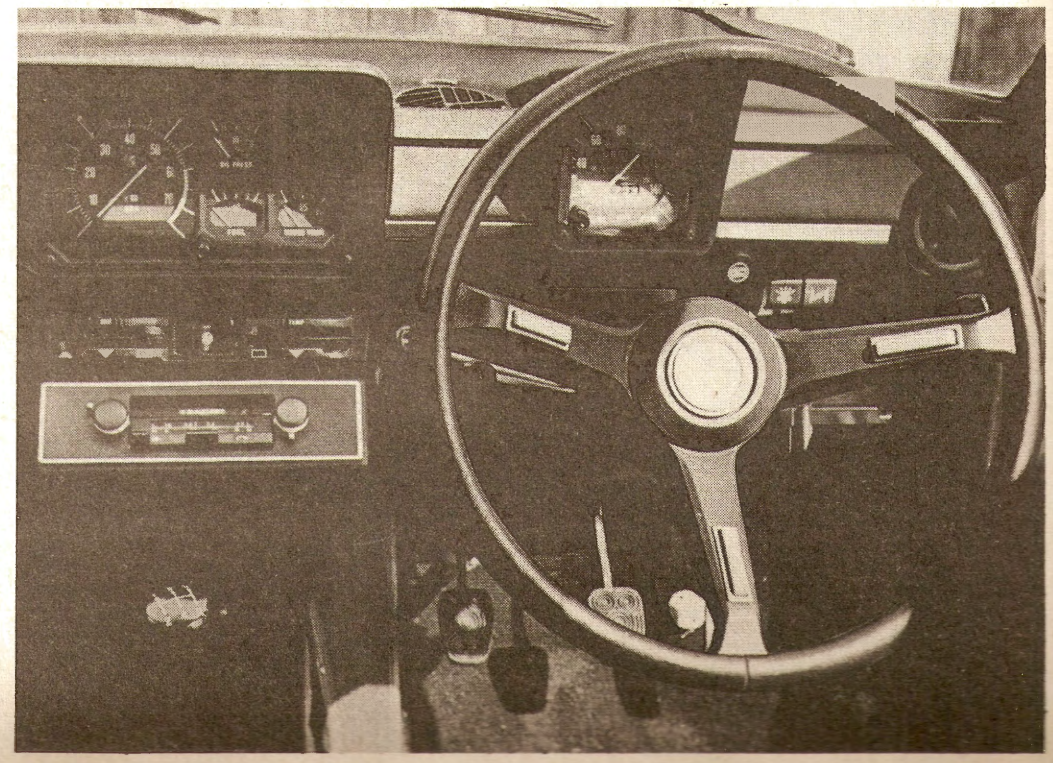
The de Dion axle confers many benefits, but it is usually restricted to cars in the upper price brackets, especially when it is located by James Watt's linkage and allied with inboard disc brakes. For an ideal weight distribution the gearbox should be taken from the engine and combined with the differential, and damn the expense. Alfa Romeo have done just that, also placing the clutch immediately in front of the box to reduce the spinning weight attached to the centre plate. It goes without saying that the engine is a twin-cam unit of light alloy, with such refinements as sodium-cooled exhaust valves and a separate carburettor choke for each cylinder.

The GT version has the same engine as the saloon, with similar chassis features, except that the wheelbase is some 4ins shorter and the tyres present more rubber to the road. However, its character is very different, because it has been endowed with a beautiful coupé body offering reduced resistance to the airflow. I am not an admirer of some of Giugiaro's later work, in which crisp styling appears to be given priority over a slippery shape, but in the Alfetta GT he has achieved a remarkably low drag coefficient, as the performance figures bear witness.

The driving position is excellent, except for men with very long legs, who might ask for a longer steering column. The seat gives good lateral location and the large glass area, with slim pillars, assures a good view in every direction. The front seats have an ingenious linkage, moving forward as well as folding for access to the rear compartment. The head room above the back seats is unusually generous for such a car, but the leg room is inadequate unless the people in front sit well forward. I travelled in comfort in the rear, but I was behind a short-legged driver.

In the summer the car starts from cold without touching the choke and idles reliably immediately.

Proper eyeball ventilators with their own ram-air ducts are used.





Wide-track stance is evident. Tyres are low profile of 185 section. Wheels are 14 inch.

The excellence of the carburation is in contrast to that of the Alfasud, which makes do with only one instrument, Quite outstanding is the low-speed flexibility, even in fifth gear, the car coming down to absurdly low speeds and picking up cleanly with no sign of rumble, which emphasises that you can't beat two horizontal Dellorto carburettors for four cylinders.

In spite of this flexibility, the engine is at its best in the 4000 to 6000 rpm band. It is fairly quiet but never really silent at high cruising speeds, sounding a healthy note when really pressed. It suits the ratios of the 5-speed gearbox admirably, giving good acceleration figures right through the range, though the gearchange is not quite as slick as that of other Alfas, due to the remoteness of the lever from the selectors. The efficiency of the twin-cam unit is underlined by the moderate fuel consumption at the higher speeds, to which the slippery body shape contributes.

The handling of the GT is one of its most endearing qualities. Though the response is largely neutral, the tail can be hung out under perfect control when one is in the mood, while the steering transmits all the messages from the road, be it wet or dry. The anti-roll bars at either end keep the angle of roll to a minimum and the de Dion rear end holds both rear tyres firmly on the road on bumpy corners. A lot of power can be applied in sharp bends, without wheelspin or excessive sliding.

At first, I thought that the brakes had too much servo assistance at low speeds, but I soon forgot this preliminary impression. In fact, this four-disc outfit stands up admirably to hard driving and the hand brake is notably effective, which is rare indeed with rear discs. The clutch pedal needs to be well depressed and is not particularly light in operation; all the pedals are well placed and heel-and-toe is easy. It's interesting that a very neat conversion to righthand drive has been carried out, the brake servo remaining on the left with a large-diameter tubular shaft from the pedal.

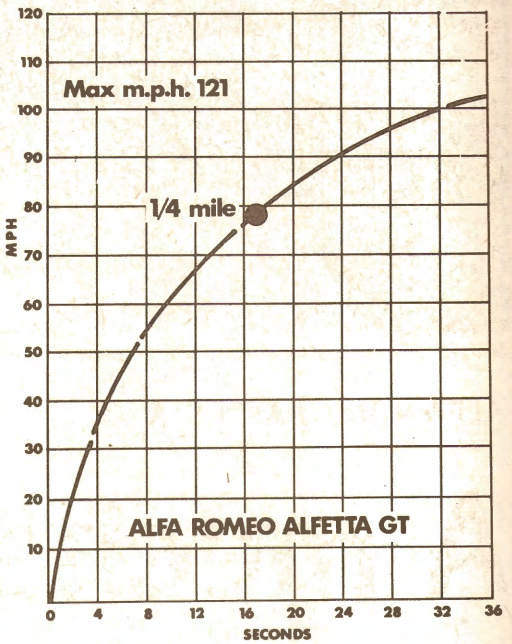
There are proper eyeball ventilators with their own ram-air ducts; the heater is efficient but the fan is rather noisy. There are swivelling front quarterlights and the front halves of the curved rear windows may be wound down. The tail gate reveals a roomy luggage boot, which is normally concealed beneath a large rear shelf that rises with the hatch. The four headlights lacked range, probably due to being adjusted too closely to the ground on the test car.

With a sophisticated chassis design, there is no need to compromise between handling and ride. The Alfetta has true sports car handling that comes from years of competition work. As for the ride, it is of that unobtrusive excellence that one barely notices until one drives an ordinary car. I jumped from the Alfa, into a Japanese vehicle with semi-elliptic rear springs, and suddenly the road had grown a thousand bumps per mile.

The Alfetta GT is an exciting sports car of considerable refinement. In the past, there have been cars of advanced design which showed no advantage over orthodox machines on the road. This one fully justifies its intricate engineering solutions and though such a car must always cost a little more, there's a lot of satisfaction in owning and driving a mechanical masterpiece.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Alfa Romeo Alfetta GT 2+2 coupé, price £4,198 including car tax and VAT.
Engine: Four-cylinders 80 x 88.5mm (1779cc). Compression ratio 9.5 to 1. 122bhp DIN at 5500rpm. Twin chain-driven overhead camshafts. 2 Dellorto twin-choke horizontal carburettors.
Transmission: Single dry plate clutch. 5-speed synchromesh gearbox with central remote control, ratios 0.83, 1.04, 1.37, 2.00, and 3.30 to 1. Hypoid final drive, ratio 4.1 to 1.
Chassis: Combined steel body and chassis. Independent front suspension by wishbones and torsion bars. Rack and Pionion steering. De Dion rear axle beam on trailing arms, Watt's linkage, and coil springs. Servo-assisted dual circuit disc brakes. Bolt-on light-alloy wheels fitted 185/70-14 types.
Equipment: 12-volt lighting and starting. Speedometer. Rev-counter, oil pressure, water temperature and fuel gauges. 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 7ft 11in. Track 4ft 5.5in. Overall length 13ft 9in. Width 5ft 5in. Weight 21.5cwt.
Performance: Maximum speed 121mph. Speeds in gears: fourth 100mph, third 75mph, second 52mph, first 32mph. Standing quarter-mile 16.9s. Acceleration: 0-30mph 3.0s, 0-50mph 6.6s, 0-60mph 9.4s, 0-80mph 17.4s, 0-100mph 32.4s.
Fuel Consumption: 25 to 30mpg.



Lifting the tailgate reveals a roomy boot, concealed by a wide rearshelf.



edited by Bob Constanduros

Good points from open days but poor attendances

The RAC report that they were pleased with the outcome of the five open days held recently. They say they had reasonable attendances and found the meetings constructive, equally so the points raised.

One of the main points throughout was the thought that competitors and organisers should plan formulae some years ahead, if possible, in order to lead gradually towards changes in the formula rather than change it overnight.

The items raised in the open days were discussed at the Race Committee on Wednesday last and, where appropriate, will now go forward for ratification and further discussion next month. This bears out the fact that the open days have their uses and as such the RAC will publish 1977's open days before the end of this season and include them in the Motor Sport Year Book.

Among the items and noticeable facts were:

● Just one driver turned up for the production saloon car meeting: Trevor Moore while John Brindley was represented by his girlfriend Juliette Slaughter. Former MCD press officer Robin Bradford was also present and reports much useful discussion despite the small attendance.

● The Special Saloon car register seemed to have themselves well organised with their changes already much discussed. They'd conferred with the Super Saloon Association before the open day and decided a common line, which now results in Super Saloons being called Super Spec Saloons, among other changes.

● Twenty modsports representatives turned up for their session, and were apparently thwarted in their discussions by a representative of the BARC who wanted to have lunch. Apart from that, there seemed to be a certain amount of ignorance on the part of the RAC and an unwillingness to discuss and lay down wordings that currently cause misunderstandings.

● Five classes for special saloons have been mooted for next year: over 2500cc, 1300cc to 2500cc, 1000cc to 1300cc, 850cc to 1000cc and up to 850cc. Discussion also took place over prize money divisions.

● Recommended to be included in modsports next year were not only the Caterham 7 but the twin cam version as well.

● Despite the lack of prize classes in production saloon cars, the RAC will use a Buyer's Guide still for 1977, but it may not be the *Autocar* version. It was recommended that that of *What Car?* might be better. Both magazines are being consulted.

● The Formula Ford open day, considering the number of competitors was badly attended with less than the 14 or 15 that attended the FF2000 day, but prominent were the engine tuners with whom some very useful discussion took place, as was to be expected.

● After the modsport decision to accept the Lotus 7s, Peter Browning is considerably disheartened and feels that it's "Goodbye modsports".

● Although some useful discussions took place throughout, the feeling was still that attendences were disappointing, pre-publicity being generally blamed, although of course, the RAC have made arrangements for the future of the open days next year.

● Peter Browning criticised certain classes of modsports and saloons for not looking at the grid as a whole, more trying to get their own problems sorted. However, he had considerable praise for the special saloon people for holding their preliminary discussions and arriving at the open day with concrete proposals.

Smith on a Stringer

After another of their now famed close battles Trevor Smith emerged victorious by nearly three seconds over Steve Stringer when the Sherwood Forest MC were hosts for the first time to the BTRDA Autotest Championship on a car park at Mansfield last Sunday.

Heading an entry of 26 competitors these two were head and shoulders above the rest and on the 13 tests they ended the day some 20s up on the rest. Smith (Midget), totalled 436.2s while Stringer, in his Lotus Seven, ended on 439.1s.

In the small capacity saloons RAF Motor Sport Association driver Brian Johns headed David Everett by some eight seconds in their all Mini clash and in the bigger engined class Russell Swift lived up to his name and inflicted defeat on John Larkin by some nine seconds.

Best of the Sprite continent was Dick Squire who finished some 24s down on Stringer and in the third saloon class the much travelled John Calton took his Mexico to a comfortable win over Mike Herbert in an Escort Sport.

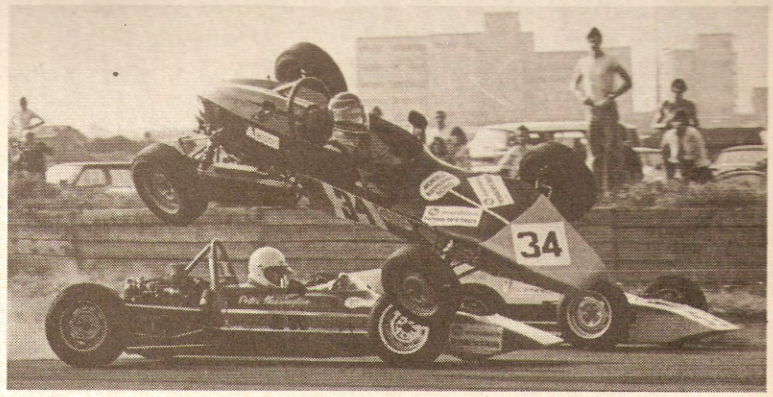
BTD: T. Smith (Midget), 436.2s.
Class winners: R. Swift (1275 GT), 458.9s; B. Johns (998 Mini), 532.6s; S. Stringer (Lotus 7), 439.1s; J. Calton (Mexico), 507.6s; Novice: S. Turner (VW Buggy), 515.6s. **Ladies:** Mrs F. Kerr Cannon), 509.3s. **Best Sherwood Forest:** J. Cook Sprite), 534.8s.

Cooke recovers

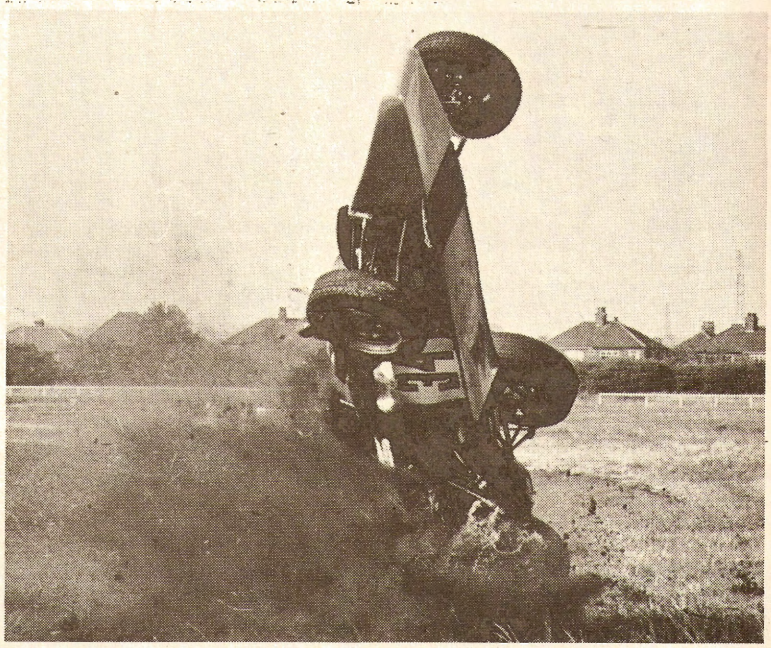
We're sorry to hear that Peter Cooke is currently lying in hospital after his unfortunate accident at Snetterton ten days ago. He's broken all his right ribs, has punctured lungs and a broken collar bone, but despite this hopes to be out of Norfolk and Norwich hospital in about ten days.

Peter would like to thank all the marshals and rescue crew who helped get him out of the car also to the well-wishers and people who've sent cards etc. His chassis is a write-off and so will be looking for a ride later in the season when he recovers. We wish him all the best for a speedy recovery.

● McLaren driver Malcolm Clube had a successful day at Brands at the weekend, despite having recently had a bad accident in his 5.0 McLaren. He won a celebrity race on bikes against such well known names as Derek Minter, John Cooper, George Brown, Rex Butcher and Frank Perris. Clube was a former bike racer before turning his hand to cars and still has a healthy stable of high powered machines.



Mike Roe goes aviating in the final of Aintree's successful Formula Ford Festival after hitting the rear wheels of Peter Harrington's Lotus 69 (background, top). Afterwards the Irishman, somewhat dazed, asked if he'd turned over!



Black mark for Biggs?

Following a fifth lap coming together during the Mini 1000 race at Lydden Hill, the front bumper of the Mini of Ian Briggs came adrift and was dragging on the ground. Briggs was black flagged as he started his last lap in second place. He took the lead on the last lap and crossed the finishing line first only to find that he was excluded from the results for ignoring the Black Flag. Later, at a Steward's Enquiry, Briggs said he had seen the Black Flag but the number was not visible — a point on which the Stewards apparently agreed The official winner, Derek May, said that he had seen the Black Flag and Brigg's number and had let him go through on the last lap as he thought there was no point in dicing with someone who was about to be stopped. Briggs made the point that as he had been black flagged at the start of his last lap, he had to complete the lap to return to the Clerk of the Course who had made the Black Flag decision. The Stewards decided that Brigg's exclusion should stand. Briggs has appealed to the RAC on the grounds that he could not see the number and that the reason for black flagging was dubious in the first place.

● Mike Blanchet, whose Minister engine was selected by draw to be stripped at Silverstone the other weekend, had the mill found legal last week by Howard Mason, the RAC's scrutineer for Formula Ford.

FF2000 U2

Due to make its proper debut at Brands this weekend is the latest product from Mallock Racing, an FF2000 model to be driven by Richard Mallock. With typical thoroughness, the car has been well tested during the past few weeks and raced at Aintree for the first time at the weekend finishing in the top ten of a *libre* race.

Mallock have been aiming at their 1971 F3 times in testing and have gone well but have found that their prototype for the 1977 season, based on the Mk18 Clubmans model, has too much rearward bias so that has had to be sorted. Towards the end of the season, they may take in one or two F3 races.

Mallock Racing have also come to appreciate that many of their models are being used on the hills and in sprints, and of late have been helping out with the car that Tony Southall runs in those events, the Major in particular helping out. Since then, Southall has attained considerable times with one BTD, a second BTD and one outright sports car record.

● Early entry for the Brighton speed trials to take place on Saturday, September 11 is David Purley, all time record holder in a time of 18.62s with Patrick Sumner's Trojan. The speed trials this year will be sponsored by Fribourg and Treyer, the tobacconists and cigar merchants based in London's Haymarket, and the Brighton and Hove MC have adequate backing from the company to ensure this year's event.

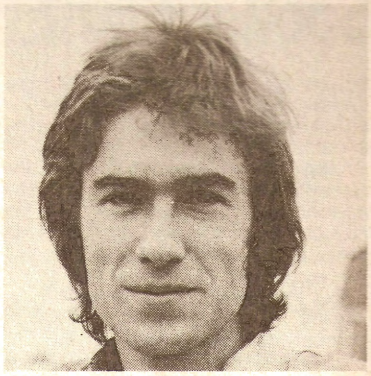
Kleber challenge deflates

After a short-lived history in the Club Production saloon car field, the new Kleber tubeless tyres are to be voluntarily withdrawn by Kleber around September 15. They appeared some two weeks ago at Snetterton Radio One round, and then at the Britax round at Thruxton before the Britax double header at Oulton and Mallory.

It seems that by this time the competitors had had enough. Twenty drivers presented a petition to Neil Eason-Gibson of the RAC with a four point reason: 1, excessive wear rate; 2, not readily available from retail outlets; 3, high price and 4, not manufactured for all rim sizes. For this reason, Kleber have done the decent thing and withdrawn them. One unhappy non-signature was a Lada driver who has his own reasons: he's got ten of them and all are scrubbed so that he can't even give them back. Drivers found that the tyres could only be used for up to a race and a half.

The Kleber tyre is in fact used on the continent without problems, and the production sports boys haven't had any problems either, so it must be said that our production saloon car racers must be the hardest there are. After the tyres are withdrawn, Kleber hope to do some ironing out of problems and the tyre may be back on the circuits again later in the season.

A Tiff with the flagman



Tiff Needell — surprise win

In a surprise finish — because the flag came out a lap early — Tiff Needell won the fifth round of the European Formula Ford championship in Denmark last weekend. A very close second, and just waiting to be handed the win in the last lap as arranged, was Derek Warwick in a similar Hawke to Tiff's while a little further back was Rod Bremner is his Crosslé.

Both Tiff and Derek got pole in their respective Formula Ford heats with Bremner and David Kennedy alongside Tiff, and Derek Daly and Jim Vermeulen alongside Warwick. Tiff's heat had to be stopped after a first lap tangle, but he came through OK in the rerun and won from Bremner, while Warwick also did well to lead his heat throughout. Daly got boxed out completely but got back up to fifth before spinning to tenth. Vermeulen then was second.

It was an all British front row for the final: Needell, Warwick, Bremner before a Dane and Kennedy with Phillip Bullman back on the fifth row. The two Hawkes of Needell and Warwick pulled out at the start and after five laps had dropped Bremner, but a plan for Warwick to take the flag was thwarted when it came out a lap early. Bremner was third from Jan Lammers (Crosslé) and Kennedy. Bullman was back in eleventh.

The FF championship now takes on an interesting look, for Warwick leads with 55 points from three starts, Michel Bleekemolen (who didn't even qualify) has 52, Kennedy has 50 and Vermeulen has 34, with Bremner next on 32.

Taking the Hindemost

Defeated on only two hills Mike Hinde was a clear cut winner of the Val Shaw production car trial run by Wolverhampton and South Staffs CC at Branston, near Burton-on-Trent last Sunday — the event seeing the start of the second half of the RAC and BTRDA Championships.

An entry of 50 cars turned out for this popular event which raises money for cancer research and clerk of course Phil Shaw arranged 32 sections on a site which was both dusty and dry. That he managed to stop the majority was a feat in itself.

Hinde, driving the Lotus Elan with which he has had problems with half shafts, was never in any doubt about winning and a half time score of 9 marks was followed by an almost equally impressive second half and he ended with a total of 20 marks.

Geoff Spencer (Cooper S) seemed to have benefited by the rest for he cleared off to win the front engined front wheel drive class by a handsome margin. He dropped 86 marks to beat George Harrison (1275 GT), by 15 marks, having established most of this lead before the break. Third, a long way behind, was A. Wearing in a Mini.

Far less predictable was the fine class win in the front engined rear wheel drive saloon class by Harry Tregenza in the battle of the Mexicos. It was no fluke either for Harry built on a three mark lead after two rounds and went on to inflict a drubbing on the Midlander by 12 marks, dropping a total of 74 marks. The Skoda contingent could not live with the Escorts and Stephen Courts and Dennis Wells finished five marks apart but a long, long way behind.

With Hinde driving off to overall victory Malcolm Brown had virtually no serious opposition to his Sprite in the sports car class and he duly collected another award on 66 marks, a long way ahead of Jim Loveday (Midget).

Best class was the small capacity rear engined saloons where Reg Fitt had to work hard with his Imp to net the class from the Steyr-Puchs of Nigel Hugo and Edgar Wadsworth. Fitt had an interval lead of a single mark and slowly pulled away in the hot afternoon to end on 96 marks, six fewer than Hugo and he, in turn, was 10 better off than Wadsworth. Chris Field had blasted back from the Burmah Rally after a wheel bearing failure on his Avenger and he duly took his slot alongside Hugo and was fourth in class.

Overall: M. Hinde (Elan), 20 marks lost.
Class winners: G. Spencer (Cooper, 86 marks; H. Tregenza (Mexico), 74 marks; M. Brown (Sprite), 66 marks; R. Fitt (Imp), 96 marks; M. Whitehouse (Imp), 100 marks. **Novice:** I. Gilmore (Stiletto), 136 marks.

Better than a Hurricane

A fine second run time of 1m 43.4s by Beckenham driver Geoff James left everyone gasping down at Charing, Kent, last Sunday, and won the 1-litre Mini driver the Guards Trophy at the Blackpalfrey MC's dust-ridden autocross.

James' nearest contender was the Hurricane Special of Derek Batt who got the 3.5 Rover engined device round in 1m 45.3s to head the best of the big engined Minis, driven by Stephen Law by three tenths of a second.

The best class struggle occurred in the up to 870cc Mini section where Jim O'Callaghan headed Barry Reynolds by two tenths of a second. A Duckhams Trophy for the fastest road car was won by Alan Jewiss in an Escort 1600 while fourth quickest was Michael Crookes in his 1-litre Mini in 1m 47.2s.

BTD: G. James (Mini), 1m 43.4s.
Class winners: J. O'Callaghan (Mini), 1m 57.0s; G. Dawkins (Escort), 1m 52.0s; C. Crouch (VW), 1m 51.3s; M. Crookes (Mini), 1m 47.2s; F. Hendy (Escort), 1m 52.1s; S. Law (Mini), 1m 45.6s; D. Batt (Hurricance), 1m 45.3s; A. Jewiss (Escort), 1m 51.3s; W. Langley (Escort), 1m 53.4s. **Ladies:** Mrs J. Hall (Mini), 1m 56.2s.

Heeping

Making a reapperance — with a splash — in FF2000 this weekend at Brands is Uriah Heep keyboards artist Ken Hensley, the part sponsor of Ian Taylor and Frank Sytner's Dulon's. Ken will be back in the third car after a year's hard work and problems with insurance.

The splash is that Ken is intending to have a few of his friends from the pop world along, but the only name that's being mentioned so far is guitarist Alvin Lee, for as any popular music fan will know, personalities from that world don't always turn up, and Ken isn't making any promises except that he'll be there.

But a visit to the team's truck is worth it anyway, for apart from putting in enough money to run three cars, Hensley is determined to give the spectator a bit more, and will have a number of free albums to give away at Brands on Monday as well as various display items.

Furthermore, he's putting up an extra £25 prize for fastest lap during the race although one doubts that Ken intends to take his own money!

Few Irish

The promised Irish invasion of Spridgets at Aintree rather petered out but they hope to get their revenge when several of the English mod sports brigade arrive at Mondello this weekend, including Tony Williams who won the class at Aintree. Fastest Irishman at the moment is reckoned to be Ed Mahon but he melted two pistons in practice; P. J. Fallon was present to lend moral support but without a car; while Liam Plower retired from a midfield placing with overheating — "The weather's against us." Best of the Irish was Dave Waters in what was described in the programme as an MG Midget but looked like a Mk 1 Sprite to us, which finished 11th of 14. But then a regular visitor to Mondello claimed to have seen this car lying wheelless in the open for many months until recently in the circuit's grounds.

Talbenny cancelled

Pembrokeshire MC has cancelled the sprint which was to have been held at Talbenny airfield this weekend and instead are running a memorial event on October 10 to their club captain Peter Waldon who was tragically killed while competing on a rally.

The club is putting on a special class for rally cars in addition to their usual BARC classes and regs will be available within a week from: David Waring, 7 Falcon Road, Haverfordwest, Tel: Haverfordwest 66142.

● Richard Peacock would like to thank the marshals who extracted him from his crashed Formula Ford at Oulton recently. He's now out of hospital and on the road to recovery.

Manley's new man

It's an ill wind ... Peter Cooke's heavy crash at Snetterton last week seems likely to keep the Dover dentist out of racing for some time, which has left Mick Penfold with time on his hands from preparing the Harrison. He has been snapped up by David Manley whose Red Arrow Racing Mallock U2 Mk17B will be prepared by Penfold Racing for the rest of the year. Last weekend's Aintree meeting was the first time out for the new combination and Manley was delighted with his class win and second overall in the *Formule Libre* race.

Vees go to Mondello

Ireland's first Formula Vee race takes place at Mondello Park on Sunday. September 20. The trip is being organised by the enterprising Brendan Lynch who says that B and I Ferries give a 25 per cent discount and there's also the possibility of a subsidy from an Irish firm based in Britain. Lynch is definitely going, and adds that other competitors should include Tim Flynn, Peter Wimhurst, Brian Pilgrim and possibly Nick Wadham. Lynch may be contacted by phone at 01-385 5084.

● Dulon's service van will be at all future APG FF2000 rounds, starting at Brands this weekend.

Spoiler Clarification — again

It seems that there's still confusion about the special saloon spoiler situation so to clarify it, we print the whole communique from the RAC:

"Following discussion between the Race Committee and entrants at the special saloon open day on the contentious question of spoilers on these cars, the following regulation was agreed for 1977.

'No spoiler or rear bodywork may exceed in height a horizonal plane through the centre line of the rear window of the original car measured'.

For the remainder of the 1976 season, scrutineers will use this requirement in approved cars competing in the special saloon category. Consequently the height requirements for any bodywork specified in the July Motor Club News and subsequently held in abeyance pending the Race Committee Open Day, is now superseded."

Second half Wise-up

A fine second half run — they were down to third and well behind at the break — gave Gerry Thorpe and Mike Wise victory on the August Moon Rally, run by South Bucks MC last Saturday night. In their RS1600 they dropped 32m 40s to win the 170 mile event held in Oxfordshire and Gloucestershire which was sponsored by Wendy Fair Markets.

Half time leaders Mike Harrington and Alan Woodbridge (Escort) opened up a useful interval lead over the Mexico of R. Harding and Chennells but they had an different second half and dropped tenth place.

With Thorpe and Wise really pu ting the pressure on in the seco half they overhauled the Mexi crew and went on to win by 1m 5 while Steve Lobb and Ray Crowth brought their Opel Ascona into thi on 34m 57s, only 22s down on t runners-up.

The next two crews finished on 25s apart with R. Jarvis/C. Benne (RS2000), finishing on 35m 23s wi C. Parker/N. Verney (Firenza), fifth

Best semi-experts were J. Dav and B. Wright in an Escort TC 38m 4s and the novice prize went M. Przyrembel/J. Shapley in a 3-lit Capri on 39m 2s, which gave the 13th in a field of 120. The best Sou Bucks crew were G. Sissons/ Turner (Mexico), on 44m 26s.

Rallyman crosses regular

Rallyman Bill Riddle caused some embarrassment down in Dorset last weekend when he blasted his two litre Escort to BTD at an autocross! It was no fluke either for he was fastest on both runs at the Dudsbury CC event, sponsored by Taurus Engineering and he earned the trophy he duly collected.

Second quickest, and also gaining a separate award at the event at Okeford Hill, nr Blandford, was another Escort this time driven by Ron Kingman in the up to 1300cc class.

In the three classes for Minis, the 1 litre class provided the fastest run with Trevor Smith getting down to 1m 42.4s which was three seconds off the pace set by Riddle and still very nearly a second down on the second

BTD: W. Riddle (Escort), 1m 39.0s.
Class winners: I. Rawle (Mini), 1m 42.8s; G. Dubber (Escort), 1m 45.0s; G. Hoare (VW), 1m 47.8s; T. Smith (Mini), 1m 42.4s; L. Lock (Escort), 1m 43.0s; T. Gover (Mini), 1m 48.8s; R. Simpson (1100 Special), 1m 58.4s; B. Bazley (Firenza), 1m 47.0s. **Novice:** T. Gover (Mini), 1m 49.0s. **Best Dudsbury:** B. Southam (Mini), 1m 52.6s.

Briant on the Vale

Mick Briant and Dave Kirkham were back to winning ways down in South Wales last weekend when they were comfortable winners of the Nock Rally run by the Vale of Cothi MC. With several fancied runners falling by the wayside Briant and Kirkham (RS1800) ended up four minutes ahead of a field of about 80 crews while local crews in second and third places were only 10s apart.

In an Escort dominated leaderboard some 13 minutes separated the first half dozen crews. In the first half the current front runner in those parts Mike Pattison built up a 28s lead by petrol but disappeared in the second half with problems. Howard Davies, trying a Vauxhall Cavalier Coupé for the first time went out in the first half after colliding with the scenery while Eric Davies failed to finish also suffering from mechanical troubles in the second half.

All this left Briant and Kirkham well clear of the field and they weighed in on 26m 28s for the 150 mile route. The real battle was for second and third. Jeremy Nock and A. Sleeman finally clinched the runner-up spot with Gwyndaf Evans and Martin Thomas hard on their heels but then there was a gap of six minutes before Jeff James and Lyn Jenkins appeared in the RS1800 on 36m 37s. Late entry Ray Douche and an unknown navigator filled fifth in their Escort and David Wilks and Paul Copner finished 10s behind Douche with a total of 39m 28s. First non-Escort to finish — in eighth place — was the Opel Kadett of Theo Bengry and Bill Pardoe.

Best semi-experts, in ninth place, were Dilwyn Williams and Noel Morgan in another Escort on 41m 19s and the novice award went to Ian Green and E. Smith (Cooper S), on 65m 45s.



Wayne Wainwright — joint leader Debenhams series.

Crossing of the Jordan

Precursor of the present Irish Formula Ford invasion, Eddie Jordan, who ran a Crosslé 30F with mixed success during 1975 until his season was curtailed at Mallory Park, put in an entry for Aintree but arrived carless hoping to take over Janet McPherson's J & P Polymers Crosslé in view of the regular incumbent's orders from the doctor to cease racing for two months. However, it was not to be and Eddie spent the day consoling fellow Dubliner Bernard Devaney who arrived at Aintree after working all week to rebuild his Hawke DL15, only for an oil line to come off and ruin the engine during practice. Eddie has found Irish Formula Atlantic in an old Lotus 69 a rather expensive and frustrating business this year and is hoping that a decision to be taken this week will be in favour of introducing FF2000 to Ireland.

● Northern rally men Ian Highes and Brian Goff will be debuting their Escort RS1800 in Group 2 trim this weekend on the Stockport MC Regent Rally, a shakedown for the Manx. The car is sponsored by Ian Harwood.

● The next 2CV Cross takes place at the Essex Show Ground, Great Leigh on September 4/5, run by TEAC. Further information from Bernadette Piot, 2CV Cross, Mill Street, Slough, Berks.

New Autocross low spot

The BTRDA Autocross Championship slumped to a very low ebb last Sunday when a mere two dozen contenders turned up for the Rhyl and District event in North Wales.

Rob Gibson put up BTD in the Sprite and there were class wins for Phil Wilson, Clive Trueman, Terry Westley, Frank Morris, and Terry Smith. Only real tussle was between Westley and Brian Betteridge in the VWs, Westley being two tenths quicker for his 13th win.

Chris Mudge

It is with great regret that we have to report the death of that popular North American driver Chris Mudge who did a season or so of Formula Ford racing over here a couple of years ago. It seems that Chris was merely the passenger in an E Type being driven by Ian Johnson, Danny Burritt's benefactor, travelling around Mosport Park after racing when a group of drunks in a station wagon driver and the E Type driver collided head on with the E Type killing Chris. Mosport, the station-wagon driver and the E Type driver are now going through a huge legal battle over criminal negligence. Through all this, we send our sympathies to Chris' widow Audrey for whom it must be a very painful experience. Chris and Audrey made quite a number of friends when they were over here and some of those might like to write to Audrey who can be contacted at 1531 Bathurst Street, 206 Toronto, Ontario, Canada.

Going home

Some extremely fast long selectives in the second half were the main feature of last weekend's Midnight Rally, run by Bolton-le-Moors CC in the northern Lake District which resulted in a win for Ian Harrison and Stephen Bye in their Speed Spares Escort RS2000 on 21m 32s.

They were one of about half a dozen crews who did not get baulked by a local motorist going home gently along one of the selectives and but for his presence the finishing order might have been very different.

Peter Wagstaff and Dave Starr (Escort TC) were among those caught up in the baulking and after an otherwise fast outing they had to be content with sixth spot some eight minutes adrift of the winners.

The Cooper S of Bernard Griffin and Andy Milner took second place on 23m 43s and they were almost three minutes quicker than Geoff Birkett and Dave Orrick who were appearing in their Opel Kadett GTE for the first time and reported they were having trouble with the brakes.

Birkett and Orrick finished on 26m 18s while Alan Atkinson and Geoff Hignett were fourth in their Escort TC on 26m 50s. Another Cooper S, that of Trevor Roberts and Ian Grinrod was fifth on 28m 48s.

In the only major incident the Escort V8 of Keith Watkinson and Geoff Smith left the road on the second selective and they had to retire when they could not regain the route.

The semi-experts class was won by Mick Lavery and Steve Newman in an RS2000.

Tight at the top

Formula Four National championship: 1, Jo Brown, 86; 2, John Lewington, 82; 3, Alex Low 72; 4, Bill Cowling, 61; 5, Eddie Heasell, 58; Bruce West, 50.

Reliant 750 Formula: 1, Chris Hague, 79; 2, T Green, 75; 3, Bob Simpson, 60; 4, John Giles, 5 5, Roland Nix, Chris Elmes, 46.

Formula 1300 National Championship: 1, Phi Lloyd, 76; 2, Jim Ravenscroft, 69; 3, Vic Wat house, 64; 4, Bob Davis, John Allan, 63; 6, Ste Collier, 49.

DJM Records Formula Ford championship: Derek Warwick, 73; 2, Jim Walsh, 28; 3, R Bremner, 27; 4, David Heale, Bernard Devan 21; 6, John Bright, 18.

Monoposto Varley championship: 1, Alan Ball 142; 2, Trevor Scarratt, 98; 3, David Coombes, 8 4, The Streaker, 79; 5, Tony Ford, 75; 6, Bri Toft, 70.

Brush Fusegear Formula Ford Championship: Jim Walsh, 112; 2, Derek Warwick, 72; 3, Matth Argenti, 65; 4, Chris Skellern, 53; 5, Paul Smi 35; 6, Derek Daly, 23.

Esso Uniflo Special Saloon car championsh over 1300cc: 1, Tony Dickinson, 32; 2, Co Hawker, 22; 3, Nick Whiting, 18. **1001cc 1300cc:** 1, Gerry Gough, 21; 2, Geoff Byman, 3, David Carvell, 18. **851cc to 1000cc:** 1, R Mason, 40; 2, Richard Oliver, 29; 3, Pe Cartlidge, 18. **Up to 850cc:** 1, Geoff Gilkes, 33; Mike Kirby, 26; 3, Charles Berstein, 15.

Vandervell Award for Novice Drivers: 1, Da Carvell, 47; 2, Don Farthing, 37; 3, Richard Tro 16; 4, Steve Farthing, 12; 5, Tom Wood, Ric Podmore, 10.

Debenhams Ford Escort Challenge: 1, Way Wainwright, John Waterman, 91; 3, Neil McGra 82; 4, David da Costa, 68; 5, Dennis Bradley, 6 6, Graham Hollis, 51.

BRSCC Renault 5 Elf Challenge: 1, N McGrath, 95; 2, Richard Hassell, 81; 3, Stu McCrudden, 77; 4, Barrie Williams, 70; 5, Char Sawyer-Hoare, 66; 6, Mick Hill, 65.

Rochas Classic Car championship: 1, M Wood, 48; 2, Jem Marsh, Richard Thwaites, 45; John Webb, 42; 5, Ralph Canby, 39; 6, Bri Classic, 33.

Tricentrol Super Saloon Championship: 1, N Whiting, 18; 2, Tony Strawson, 16; 3, Ge Marshall, Colin Hawker, 15; 5, Stuart Graha Martin Birrane, 7.

Racing nationwide — 47 5000 entries at Brands — saloons at Mallory and Snetterton — mixed bikes and cars at Croft and Lydden — Formula Fords throughout — Formula 3 at Silverstone — 2 litres at Thruxton — historics at Cadwell.



SILVERSTONE

The only race meeting on Saturday is the Bentley Drivers' Club's ten race meeting at Silverstone where a fine selection of vintage and veterans will run against one another — expect cars like Bugattis, Morgans, Lagondas and Aston Martins among the various races. Sponsorship comes from *The Times* and Pace Petroleum and the first race is at 12.45 pm. A new car expected there is Barry Eastick's Bentley T Type Monoposto special which is eagerly awaited.

BRANDS HATCH

A superb 47 entries have been accumulated by the BRSCC for their round of the Shellsport 5000 championship at Brands Hatch on Saturday and Sunday. This time the David Purley/Damien Magee show really does seem to be in trouble, for much of the entry would seem to be very much up to their speed over 35 laps of the Grand Prix circuit. Magee will be back in Hexagon's March which was far less badly damaged at Snetterton than was at first thought and Purley will, of course, be in the Lec Chevron.

But the challengers are numerous. The main threat must come from the F5000 cars of Bob Evans, who drives the never-raced McLaren M25 owned by David Hepworth and run by McKechnie Racing, while Keith Holland is a persistent threat in E. L. Gibbs' Lola T400. Formula One cars are even more numerous than usual, for apart from Divina Galica (Surtees), Brian McGuire's now Kelly Girl sponsored Williams, Mike Wilds' P R Reilly Shadow and Emilio Villota's Lyncar, both Antonio Bernando (Ensign) and Karl Oppitzhauser (ex-Merzario March 761) are expected to make their debuts.

But a further threat comes from the middle field F2 runners, and there are lots of them. In Marches are Eddie Cheever, John Nicholson, Ray Mallock, Richard Robarts, Bernard de Dryver, and Val Musetti who'll either have his F2 car or lend it to Tom Walkinshaw while Val drives his ex-Walkinshaw 3.4 March. F2 Chevrons come from Hans Binder, FSV star Mika Arpiainen, Bob Muir while other F2 cars are entered for Richard Scott, Norman Dickson, Ian Grob (Modi), Ted Wentz (Lola) and Tony Rouff (Boxer). Makeweights include various lesser competitive vehicles and a number of the more competitive Indylantic cars, including those from Tony Trimmer, Phil Dowsett and Jeremy Rossiter. It promises to be a very toughly fought 35 lap race.

Main supporting race for the 5000 round is a 15 lap APG FF2000 round where an equally good entry is received. The main question is whether Oscar Notz can do it again in the Crosslé, but of course he'll have all the usual contenders trying to knock him off the winner's rostrum: Bernard Vermilio, Ian Taylor, Tiff Needell, Geoff Friswell, Frank Sytner, Richard Piper, Rad Dougall, Jock Robertson. Newcomers to the grid are Richard Mallock (U2), Jeremy Gambs (Sark) and Adrian Reynard in his new Reynard.

On Sunday, interspersed with 5000 practice, are two heats and a final for Dunlop Formula Ford novices, and some of them stay on for a Tesco Oil sponsored ten lapper, the more competitive being Roy James and Carlton Tingling who fight it out with the likes of Sean Walker, Alex Hawkridge and Nick Ham on Sunday.

Sadly few special saloons come out for the ten lapper Simoniz Special saloon car round, the most competitive being Nick Whiting's Escort and Tony Rosen's 5.0 Capri, and Tony Westbrook and Jeff Mann in the smaller class while the ladies again have a round of their *Evening News* and MCD Shellsport Escort championship. First FF race on Sunday is at 2 pm, followed by 5000 practice and the second heat of Dunlop FFs. First race on Monday is at 2.30 pm after practice from 9.15 am.

MALLORY PARK

Saloons and Formula Fords star at Mallory Park on Sunday where the BRSCC Midland Centre put on a fine programme of ten races, including split rounds of both the BBC Radio One championship and the RAC Keith Prowse touring car series, and two heats and a final for the Townsend Thoresen series.

The saloon men include both major 'vaguely production' series, and in the RAC series, there are various developments, including Alec Poole in the second MM Plant Hire Capri, up against the likes of Chris Craft, Gordon Spice, Tom Walkinshaw, Richard Lloyd and Colin Vandervell, while Derek Bell again takes up Leyland's cause in the next class down up against Gerry Marshall, Andy Rouse, Dave Brodie and Tim Stock. Toyota, Samuri and Bradshaw Plant Hire completely dominate the 1300 cc to 1600 cc class where Bill Sydenham drives one of the Toyota Celicas against Win Percy and Barrie Williams, while Samuri and Bradshaw have entered Maggie Anderson's Renault 17TS for a little competition. The up to 1300 cc class should be dominated by Bernard Unett's Avenger GT, but joining the ranks in a similar car is *Autocar* journalist Andrews Shanks. Other entries are for Marc Smith and Stuart McCrudden (Renault 6s) and Jon Dooley, Simon Kirkby and Derek Lawrence (Alfasuds).

The Radio One entry is excellent as ever, with the BMWs for Simon Watson, Graham Miles, David Taylor, Derek Brunt up against the Capris of Ivan Dutton and John Cooper and Commodores for Tony Lanfranchi, Brian Pepper and DJ Noel Edmonds. Jeff Allam and Gerry Marshall fight over the Vauxhall class, and Mazdas include John Brindley and Peter Slade while the up to £1600 class includes Hondas for Danny Alderton and Pete Smith.

If all that isn't enough, then try wittling out a winner from this lot: David Kennedy, John Bright, Matthew Argenti, Barry Pigot, David Lang, Mike Blanchet, Derek Warwick, Kenny Gray, Derek Daly, Rod Bremner and Trevor von Rooyen. They all fight out the Townsend Thoresen FF round which should be tremendous. Completing the racing are rounds of the BRSCC's Modsports series (Ken Allen, Gordon Howie, Pete King, Jon Fletcher and Robin Gray's Morgan), a Sytner of Nottingham round (Nick Adams, Creighton Brown, Malcolm Jackson, Tim Gath, Vernon Davies) and a Radio Leicester celebrity race in Shellsport Escorts where Bernard Unett, John Bright, Stan Clark, Graham Goode, Jeff Ward and Graham Tilley will be out to contest who's best in Leicester, and Gerry Marshall and Tony Lanfranchi will be in there trying to remind them that there are other places in the country.

This fine day of racing starts at 2 pm with practice from 9.30 am.

THRUXTON

Twenty cars head the entry for the RAC British Sports car round which takes place over 20 laps of the Hampshire circuit on Sunday, their fourth round. Heading the entry is John Lepp who has done so well with the Ultramar March but his challengers include Ian McLaren, Ian Harrower, Tony Charnell and Ian Bracey. They'll be fighting for honours in this Oceanair sponsored race and also for a special £50 award and the Richard Sutherland Memorial trophy, donated by the friends of the driver killed at Zolder earlier this year.

A round of the DJM Record Formula Ford series sees close competition for that series with a number of the country's top drivers contesting points and the British Leyland Minis pay a visit to the circuit. Completing the programme are rounds of the Oceanair Clubmans series and the Hitachi Special saloon car, Formula Vee, F4 and Monoposto championships. Action for this BARC organised eight race programme starts at 1 pm.

CADWELL PARK

Vintage and Veterans travel to Lincolnshire on Sunday for the Vintage Sports Car Club's nine race meeting at Cadwell Park. There are special handicaps, an event for prewar GP cars and the John Holland race for Vintage cars.

Start of racing is at 1.15 pm.

SILVERSTONE

Silverstone join with the BRDC and Milton Keynes to put on a fine nine race programme this Monday when the new town's corporation add a trophy to the honours for the main race of the day, the penultimate round of the Shellsport Formula 3 championship. Formula 3 entries have been excellent of late but the main interest is as to whether Rupert Keegan or Bruno Giacomelli will win. Both are entered but then there are one or two pretenders to the throne. Stephen South has sorted his March chassis and just might be up there with the others as might Geoff Lees in the Chevron. Then there's Geoff Brabham as well and Dick Parsons is looking for better luck in the Dolomite powered Anson. Willi Siller, Ian Flux, Mike Young and Brett Riley are other potentially high runners while Pierre Dieudonne, current co-leader of the European Touring Car championship appears in F3 again in the Ehrlich and Jeremy Rossiter has a run in the F3 Hawke. They all fight for 20 laps.

Over sixty Formula Fords fight out the two heats and a final for the Brush Fusegear qualifier and principal entries for this very exciting form of racing include Bernard Devaney, Jim Walsh, Trevor van Rooyen, Matthew Argenti and Barry Pigot. Sports cars old and new contend the Tricentrol and Rochas *Classic Car* rounds. In the former, Malcolm Jackson, Nick Adams, Creighton Brown and Tim Gath fight it out and in the latter, Richard Thwaites, Robert Cooper, Brian Classic and the Rochas Lotus Elans of John Webb and Ken Eady appear. Finally, there's a special saloon race for Esso Uniflo points where Jeff Ward and Colin Hawker, Tony Strawson and Gordon Mayers appear, and a Formula Vee round.

Special buses run from both Milton Keynes and Northampton's Greyfriars Bus Station, and they should be there in time for the first race at 2 pm following practice from 9.30 am.

SNETTERTON

It's Radio One day at Snetterton on Monday where a 15 lapper for the Radio One contesting production saloons heads the day, although the Townsend Thoresen FF round will also be very exciting, both coming on from Mallory the previous day. Mini Sevens and Renault 5s plus a Polydor FF consolation race complete the BRSCC (East Anglian) centre's day.

Of course the Radio One field will be hotly contested as usual with the top honours being between Ivan Dutton (Capri), Derrick Brunt, Simon Watson and David Taylor (BMWs), Tony Lanfranchi, Noel Edmonds and Brian Pepper (Opel Commodores). Smaller classes include Gerry Marshall, Eric Cook, John Brindley, Peter Slade, and Danny Alderton.

The Townsend Thoresen round should be the usual enormous fight

between David Kennedy, Kenny Gray, Rick Morris, Derek Daly, Mike Blanchet, Phil Bullman, Rod Bremner, Derek Warwick and David MacPherson; not to be missed. Barrie Williams, Neil McGrath and Charles Sawyer-Hoare should star in the Renault 5s and Graham Wenham, Terry Pudwell, Chris Tyrrell and Martin Moorhead may do well in the Mini Seven race for which a fine entry has been received.

It all starts at Snetterton at 2 pm.

LONGRIDGE

Variety is the theme of the Lancashire and Cheshire CC's meeting at the Preston circuit on Monday when the historic angle comes from Chandler Hargreaves Formula Juniors, power comes from the *libre* race, there are two special saloon car rounds plus Formula Fords, Modsports and a round of the Reliant 750 F championship. Racing starts at 1.30 pm.

CROFT

There are five races for cars at the Croft Darlington and District MC's motor cycle, motor cycle sidecar and car meeting on Monday when rounds of the Tate Trophy Formula Ford series, the D. C. Cook production sports car series, the Cooper Oils Clubmans championship, Troy Tyre Services special saloon car series will be run in addition to a *libre* race. This mixed meeting will start at 2 pm.

KNOCKHILL

After the sparks flying on the various Ingliston grids last weekend, the Lothian Car Club will be hoping for a quieter but exciting day at Knockhill on Sunday. There are races for special saloons, production saloons, Formula Ford, *libre* and modsports. Among the entries are Laurence Jacobsen and Hugh Chalmers in Imps, Stu Lawson and Duncan Hall (FFs) and a full grid of production saloons.

Racing starts at 1.30 pm.

CASTLE COMBE

The BARC converge on the pleasant Castle Combe circuit on Monday taking with them the DJM Formula Ford contenders from the previous day, and an excellent 44 entries including Rod Bremner, Frank Bayes, and David Heale. There's a round of the BARC Modsports championship with Tim Goss's MGB V8, the Dave Bettinson Caterham 7 among others, and 44 special saloons contest Forward Trust special saloon car races, headed by Vince Woodman's 3.4 Capri. Other races are for Leyland Mini 1275 GTs and Oldham and Crowther Thoroughbred sports cars.

Racing commences at 2 pm.

LLANDOW

The South Wales Automobile Club are putting on a six race programme at the South Wales circuit this weekend when special saloons, Formula Fords and *libre* provide the main racing attractions. But there are also two rally car races which always provide entertainment.

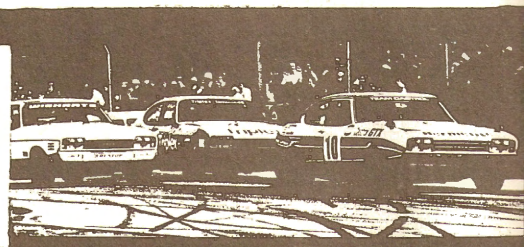
Racing starts at 2 pm.

⊕ No less than 230 machines are entered for this weekends Santa Pod August Bank Holiday Supernationals where the entertainment is both four and two wheeled. Qualification takes place on Saturday with racing on Sunday and Monday. Sounds like a fine weekend's sport.

⊕No racing at Lydden this weekend for car enthusiasts, but there is the final round of TEAC rallycross championships which Tom Airey currently leads with Mick Bird, Trevor Reeves, John Smith, George Warren and Keith Ripp all trying to get in front. Racing starts at 2 pm on Monday, and the car races are interspersed with motocross which keeps the two wheeled fanatics happy.

International events

Date	Venue	Event
Aug 27/29	Finland	1000 Lakes Rally — World Rally Championship for Makes
Aug 29	Zandvoort, Holland	Dutch Grand Prix — World Championship for Drivers & Manufacturers round 12
Aug 29	Nivelles, Belgium	Touring Cars, Grand Touring Cars
Aug 29	Hockenheim, Germany	Touring Cars, Grand Touring Cars, Sports Cars, FV, FSV, FF, F Renault
Aug 29	Mid Ohio, USA	Mid Ohio 6 Hours — Touring Cars, Grand Touring Cars
Aug 29	Surfers Paradise, Australia	F5000
Aug 30	Brands Hatch, England	ShellSport European 5000 Championship round 9



British events

Date	Venue	Event	Status	Club	Start	Details
Aug 28	Silverstone, nr Towcester, Northants	Race Meeting	R	Bentley DC	12.45	Historic Cars
Aug 28	Ely Grange, Frant, Sussex	Autocross	R	Tunbridge Wells MC	13.50	—
Aug 28	Ministry of Defence Property, Mynydd Epynt	Rally	R	Port Talbot MC	09.00	Virgo Galaxy Rally
Aug 28	Zero 6 Disco, Aviation Way, Southend, Essex	Rally	CP	Wickford AC	10.01	Zero 6 Rally
Aug 28/29	Stockport (MR109/892889)	Rally	R	Stockport MC	22.00	Gordon Ford Regent Rally — ANWCC/CSMA Championships
Aug 28/29	Kitchen Brothers, Diss, Norfolk (MR114/125793)	Rally	R	Green Belt MC	22.30	Uniflo Mad Hatter Rally — AEMC/LCAMC Championship
Aug 28/29	Hadley's Garage, Houndsmill, Basingstoke (MR185/627533)	Rally	CP	Basingstoke & DCC	22.31	Lamond Security Rally
Aug 28/29/30	Santa Pod, nr Wellingborough	Drag Meeting	R	BDRC	—	—
Aug 29/30	Brands Hatch, nr Dartford, Kent	Race Meeting	I/C	BRSCC	14.30	ShellSport F5000, Simoniz Special Saloons, FF1600, Allied Polymer FF2000, ShellSport Ladies Escorts
Aug 29	Mallory Park, nr Leicester	Race Meeting	N/C	BRSCC (MC)	14.00	Keith Prowse RAC British Saloon Car Championship Race, BBC Radio 1 Production Saloons, Clubmans, Modsports, FF1600, ShellSports Escorts
Aug 29	Thruxton, nr Andover, Hants	Race Meeting	R	BARC	14.00	BARC 2 Litre Sports Car Meeting — RAC 2 Litre Sports, DJM Records FF1600, VW Super Vee, Varley Batteries Monoposto, National F4, Hitachi Special Saloons, Leyland Mini 1000
Aug 29	Cadwell Park, nr Louth, Lincs	Race Meeting	C	Vintage SCC	13.15	Veteran & Vintage Cars
Aug 29	Knockhill, nr Dunfermline, Fife	Race Meeting	R	Lothian CC	13.45	
Aug 29	Tregrehan Estate, St Austall, Cornwall (MR204/052532)	Hillclimb	R	Truro & DMC	14.30	Association of SW MC Championship
Aug 29	Rumster	Hillclimb	R	Caithness CC	—	—
Aug 29	Peasedown-St-John, nr Bath	Autocross	R	Bath MC	14.00	John Button Autoconti Autocross — RAC/BTRDA/ASWMC/ ACSMC Championships
Aug 29	Stone Lodge Farm, Stone, Dartford, Kent	Autocross	R	Borough 19 MC	14.00	BORDAR Championship
Aug 29	Howfields Farm, Stapleford Tawney, Abridge, Essex	Autocross	R	West Essex CC	—	—
Aug 29	Great Norbury Farm, Inkberrow, Worcs (MR150/017566)	Autocross	R	Mini 7C	14.00	—
Aug 29	Skipton (MR103/982508)	Autocross	R	Shipley & DMC	13.30	—
Aug 29	Great Elderden Farm, Chart Sutton, Maidstone (MR188/786475)	Autotest	R	Maidstone & MKMC	11.00	Invicta Autotests
Aug 29	Perrots Farm, Banstead, (MR187/254574)	Prod Car Trial	R	Mid Surrey AC	—	ACSMC/LCAMC Championships
Aug 29	Bassingbourne, nr Royston	Sprint	R	London CC	—	—
Aug 29	Curborough, nr Lichfield	Sprint	R	Rolls Royce MC	—	—
Aug 29/30	Gurston Down, nr Salisbury, Wilts	Hillclimb	N	BARC (SW)	12.00	RAC Hillclimb Championship
Aug 30	Silverstone, nr Towcester, Northants	Race Meeting	R	BRDC	14.00	ShellSport F3, Brush Fusegear FF1600, Rochas Classic Sports Cars, Tricentrol Clubmans Sports, Esso Uniflo Special Saloons, FV
Aug 30	Castle Combe, nr Chippenham, Wilts	Race Meeting	R	BARC	14.00	DJM Records FF1600, F1300, National 750, Forward Trust Special Saloons, Leyland Mini 1275 Challenge BARC Modsports, Thoroughbred Sports
Aug 30	Snetterton, nr Thetford, Norfolk	Race Meeting	C	BRSCC (EA)	14.00	BBC Radio 1 Holiday Car Races — BBC Radio 1 Production Saloons, Townsend Thoresen FF1600, Leyland Mini 7 Challenge, BRSCC Renault 5 Challenge, Polydor Records Trophy FF1600
Aug 30	Croft, nr Darlington, Co Durham	Race Meeting	R	Darlington & DMC	14.00	Racing Cars, Motor-Cycles, Three-Wheelers
Aug 30	Longridge, nr Blackpool, Lancs	Race Meeting	R	Lancs & Cheshire CC	13.30	
Aug 30	Llandow, nr Cowbridge, S. Wales	Race Meeting	R	South Wales AC	14.00	
Aug 30	Lydden Hill, Lydden Village, Kent	Rallycross	C	TEAC/Astra MCC	14.00	TEAC/Lydden Rallycross Championship
Aug 30	Royal Cornwall Showground, Whitecross, nr Wadebridge (MR200/963729)	Sprint	C	Camel Vale MC	14.30	—
Aug 30	Burstow Lodge Farm, Smallfield, Horley, Surrey (MR187/319441)	Autocross	R	Surrey SCC	14.00	—
Aug 30	Manor Farm, nr Chard, Somerset	Autocross	R	Taunton MC	14.00	Clubmans Summer Autocross — BTRDA Championship

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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