# Autosport

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# Two in a row for Mario

## Fiat's NZ victory □ ETC Mugello to BMW

## Private Far □ Ford wins Tulip Rally □ New Lancia on test

Autosport

May 12 1977 Vol 67 No 6

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## Can common sense prevail?

Last Thursday (May 5), an RAC Tribunal was convened in order to hear Stephen South's appeal against exclusion from the results of the Silverstone Formula 3 race on April 3. It found against South, forfeited the appeal fee, and made an order of costs against him of £50.

Regular readers will recall that the rear wing on South's Team BP March was found to be 0.75cm too high. On one side.

Rules, alas, are rules, and there is no doubt that the Tribunal acted correctly. The infringement cannot have affected the performance of South's car by any measurable amount, but that is not really the point. As James Hunt found last year (albeit temporarily!), the sport's administrators are bound to exercise the letter of the law when it comes to mechanical illegalities, for making exceptions lets in the thin end of the wedge.

But it was not the outcome of the Tribunal hearing *per se* which was of prime concern to Stephen South. The race in question was a round of the British Petroleum championship, in which South was firmly in contention. Paragraph 3(b) of the 1977 Commercial Racing Championship Regulations states that, in the event of a competitor being adjudged ineligible after a race, he shall "Forfeit the points obtained in that event and also lose 20 per cent of the maximum possible score obtainable in the Championship. . . ." The loss of his appeal effectively does no less than to exclude South from the BP title chase, for he now has a big minus score.

What on earth are we doing? Here is a talented young British driver who, in his third year in the formula, must make his name in F3 this year if he is to ease his progress in international motor racing. An insignificant error is made in the preparation of his car. As a result, he loses the opportunity to win the championship title most important to his future career.

Last year, James Hunt had the Spanish Grand Prix to lose and the nine points which went with it, not the entire World Championship, for heaven's sake.

The points forfeiture regulation is intended to discourage cheats, and certainly no one is suggesting that Stephen South was cheating. It is equally certain that no one at the RAC bears him any malice. What has happened is that the RAC has been straitjacketed by the stringency of its own regulations.

It is a common failing among the administrators of many sports that they fail to permit themselves room to manoeuvre in a case where their punishment does not fit the crime. This is odd, because it is in direct contrast to the way in which the very law of the land is designed to operate. The RAC must be embarrassed that it has been compelled to follow the letter of the law, when surely it would prefer to be able to act on an obvious fact: Stephen South is not a cheat. Why should he be treated like one?

Surely a way can be found for the RAC to climb down without egg on its face.

## cover picture

**Mario Andretti and the latest JPS-Lotus 78 formed an invincible combination at Jarama last weekend, leading the Spanish GP from start to finish. Here Mario, en route to his second successive GP victory, leads Jacques Lafitte's impressive Ligier and the rest. Report: page 26. Photo: David Winter.**

## next week

**Our full report of the Kosset 6 Hours "silhouette" race at Silverstone, the third round of the controversial World Championship of Makes—World Champion James Hunt sums up his current Formula 1 fortunes in his regular column—All the action from the Western Mail Welsh Rally—Details of Renault's new turbocharged Formula 1 car—Arnoux defends his European Formula 2 Championship lead at Vallelunga—Peugeot's chic little 104ZS on test***

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

# Perkins to take Durex TS19 drive?

An interested spectator at Jarama over the weekend was Larry Perkins, Now no longer associated with Louis Stanley's Flying Circus, Lawrence looked like a man with a great weight lifted from his shoulders. So why was he down there if not to drive? And why was he spending so much time in the Surtees pit area? And why did he bring his helmet?

When we spoke to Pete Briggs the week before the Spanish Grand Prix about the future of Hans Binder at Team Surtees, he said, "Just let's say he's definitely driving for us in Spain, OK? His agreement with us was always due to be reviewed after that race. That was the original arrangement, if you remember." Although he did manage to qualify for (and finish) the race last weekend, Binder's performances this year have not been impressive, and the currently unemployed Perkins would seem to be an infinitely better bet.

So long as Larry's contract with Stanley-BRM was a matter of fact, quite obviously he was not free to talk to other teams, nor they to him. But he now has an official release from them, and is free to accept any offer which comes his way. "Obviously, I'm hoping to get something soon," said Larry over the weekend, "and I'd like to think maybe JS would give me a test or something, but it's nothing more than that at the moment."

Taking things one stage further, however, someone who should know told us that, on the organisers' official entry list, a reserve driver was nominated for car number 18, the Durex-Surtees TS19, and his name was Larry Perkins. . . .

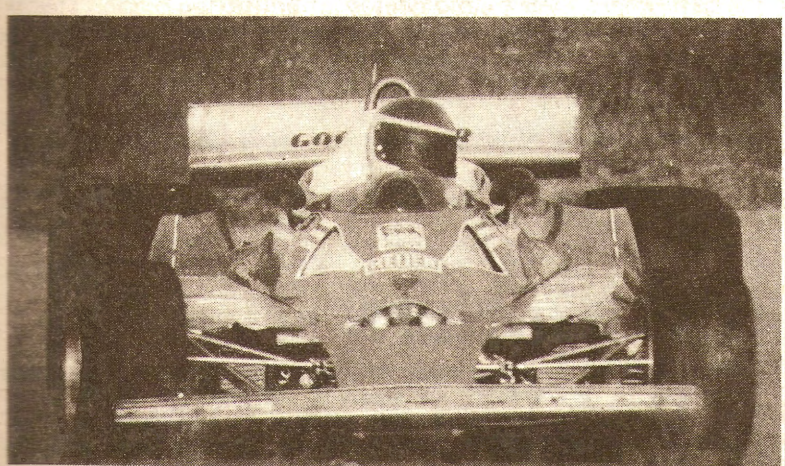
# F1 Michelins soon

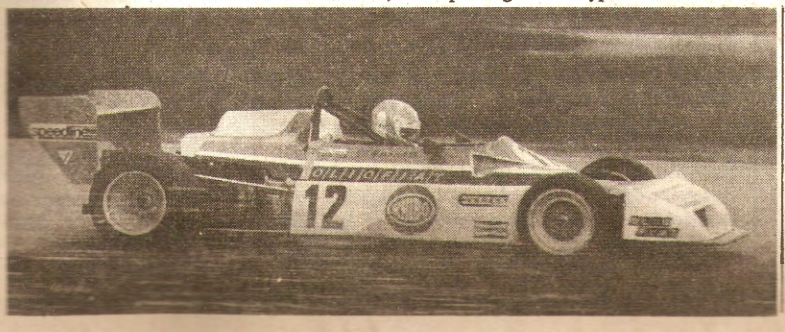
A reliable source at Jarama told us that, when the Renault F1 car makes its debut (probably at Silverstone in July), it will be shod with Michelin tyres. Over the winter, it is said that Ferrari tested on them, too. Nothing very new about that, for Ferrari have been dabbling with Michelins since 1968, but the word is that recently they have tested some Pirelli tyres, as well.

Last weekend, several of the teams were insistent that their problems stemmed mainly from tyres, and there were mumbles that "last year, they were much better than this. . . ." But, as Ken Tyrrell pointed out, everybody had the same rubber available to them; some people made their cars work on them, and some didn't. Goodyear's Bert Baldwin said that his company would have a new front available for Monte Carlo, and a new rear for Zolder. In both cases, the compound would be the same as the tyres at Jarama, but the construction different.

Could we be in for a re-kindling of the tyre war soon?

# Lole tests De Dion front





*Above: Carlos Reutemann continues to test the Ferrari 312T2 with De Dion front suspension, as this photograph from Fiorano shows. Below: Also at Fiorano recently was Lamberto Leoni with his Ralt-Ferrari, now sporting 312T2-type air ducts.*

*Chris has already tested the new Wolf.*

# Amon Wolf ready

Due to be announced next week is Walter Wolf's CanAm car, which will be driven this year by Chris Amon. The car was recently completed at Gianpaulo Dallara's workshops in Italy, and the New Zealander has already tested it.

The car, painted in Wolf's usual blue and gold colour scheme, is apparently quite a bit smaller than the Lola T333CS (which will be campaigned by Brian Redman and others), and the car's nose apparently resembles a Porsche 936. We were unable to contact Chris to ask his impressions of the car as he is currently in the States, from whence he will go home to New Zealand for a few weeks before the first round of the Citicorp CanAm Championship, at St Jovite on June 12.

# Park practice

Last Saturday, there was a general practice day at Donington Park, which was all but monopolised by Formula Ford drivers, eager to take the opportunity of a first drive round the new circuit.

Val Musetti, the ShellSport International points leader, took his March 751 V6 off to Derbyshire, and this was very much the fastest car there on the day. Val got down to times in the 1m 9s bracket, which is around 102mph.

Also present was F3 man Ian Flux with the Ockley Ralt-Toyota, who was lapping around 5s slower. Like the other drivers present, Flux was easily able to sum up Tom Wheatcroft's new 1.96-mile track: "Fabulous."

# 77B for Gilles

Direct Films—the fast film processing firm which sponsored Gilles Villeneuve's Ecurie Canada March in last year's Formula Atlantic "classic" at Trois Rivieres—will be backing the French-Canadian ace throughout this season.

Dave Morris, who has been responsible for Ecurie Canada's engines for the past two years, will be running the reigning champion and former Formula Ford driver Richard Spenard in all rounds of the Labatt's sponsored Canadian Atlantic series. The team—no longer racing under the Ecurie Canada banner—will use new March 77B chassis fitted with the compulsory Ford-Cosworth BDN engines, and will be based at Edmonton in Alberta.

# Clay talks of USAC

Clay Regazzoni thoroughly enjoyed his first taste of USAC the other week. Right after Long Beach, the Swiss took himself off to Ontario Motor Speedway to test Teddy Yip's McLaren M16E, which he will drive in the Indianapolis 500. "Yes, is very good car," affirmed Clay, "is easy drive, no?" Had he found the turbo Offenhauser-powered car *very* quick after an F1 car? "Well, is very quick, sure, but don't notice power because always was running flat out. Is all top speed, no?"

The first tests were lightly encouraging. Before returning to Europe, Gianclaudio had worked himself and the McLaren up to a best lap of almost 195mph, much to the chagrin of old USAC campaigner, Bobby Unser, who was also present but unable to match Regazzoni's speeds. "Circuit was no problem, turn left, turn left . . . but I know the race at Indy will be very different, very hard, no?"

This weekend, of course, sees the first of the two qualifying weekends at Indy. Regazzoni and Mario Andretti *must* qualify first time, of course, for the second weekend clashes with Monte Carlo, to which both are committed.

# Niki for Monaco?

As we went to press, it was still not known whether Niki Lauda's rib injury would keep him out of the Monaco Grand Prix, to be run on Sunday week. After the race at Jarama, it was being said that Lauda, who was flown home before the start, would have to spend the next two weeks flat on his back. If that is still the case, Monte Carlo is out, of course, and two races will have been wiped off Niki's schedule. Currently, he lies in equal third place (with teammate Carlos Reutemann) in the World Championship, with 19 points.

# GP notes

The marshalling at Jarama was not very good. There was a good deal of unnecessary blue flag waving (on the warm-up lap, for instance!), but when Renzo Zorzi spun in practice, coming to rest broadside on the outside of a turn, nearly three minutes passed before anyone went to help him . . . it will not be long before the new March, the 771, makes its first appearance, an event awaited by all the 761 drivers with considerable impatience . . . Robert Langford told us that the short circuit at Spa is definitely going ahead, which is splendid news . . . Conny Andersson says that he is to be the only Stanley-BRM driver this year, that the team may not run a second car without his permission, that Francois Migault is now completely out of the picture . . . Brett Lunger has just taken delivery of his McLaren M23 (a new car, incidentally), and will test it at Snetterton at the end of this week . . . Jacques Laffite drove in real anger after his stop, and he was still livid at the end of the race . . . Hector Rebaque, who will drive a Hesketh 308E later this season, is apparently to receive light-year sponsorship from Marlboro Mexico and Cafe Mexicana. . . .

# Jaguars withdraw from ETC races

All British motor racing enthusiasts must be sorry to learn the news from Mugello, where both the Leyland Cars Jaguar XJ12C Group 2 racers were withdrawn from the third round of the European Touring Car Championship (report: page 12). The reason was the team's failure to replace the faulty driveshafts which had caused the retirement of both the "cats" from the previous ETC round on April 24. At Salzburgring, Tim Schenken brought his car into the pits with the rear end feeling odd: it was found that the driveshaft flanges were breaking on his car and also on Andy Rouse's, which was leading the Austrian race at the time.

We understand that it was known some time ago, in fact, that there were problems with the driveshaft flanges. Readers will remember that last year's Tourist Trophy car lost a wheel, and since then another has gone during private testing. We are told that Ralph Broad, who has carried out the development of the G2 Jaguars, pointed out to Leyland that he needed engineering assistance to strengthen this component, but instead he was told to concentrate first on the front suspension. Having complied, he again drew attention to the driveshafts, but apparently it was then suggested that he was over-engineering the car.

At Salzburg, the whole business came to a head. Early the next day, work started in England on various processes designed to strengthen the driveshafts, and this took all week, so the first tests were not carried out until the Sunday after Salzburg (May 1). Several problems were encountered, but by last Friday—the day before qualifying at Mugello, where the cars awaited the new components—they appeared to be near solution.

The team's mechanics waited all day Friday for news of the shipment, which was on-off-on all day. During the night, they received word that the parts would not be freighted, and that the cars would be withdrawn both from Salzburg and from Enna on May 22.

The cars were due back in England earlier this week, and it is hoped that they will run again at Brno in Czechoslovakia on June 5.

# Alpina pull out, too

The Alpina BMW team, it seems, has not the least interest in merely beating other BMWs. If the Jaguars aren't there, they don't want to know, either. The latest Leyland *debacle* at Mugello has led to the withdrawal of the Jaguars from the next ETC round, scheduled for Enna on May 22. And because the Jags won't be there, neither will the Alpina BMWs, which have also been withdrawn. At Mugello, there were rumours that the race was seriously in jeopardy, and that only ten entries had so far been received. Ten cars in an ETC race at Enna . . . that sounds like the perfect remedy for insomnia. If the success or failure of future races depends on the presence of the Jaguars, their organisers must be quaking. . . .

# Jarama celebrities

Among Jarama's largest-ever crowd were George Harrison and film star Gene Hackman, both of whom went to Spain specifically for the race. Both men were in Long Beach for the US Grand Prix West, and it seems that the GP bug bit deep. The former Beatle has long been interested in racing, and Hackman (best known here for *The French Connection*) has been a regular visitor to Indianapolis for many years.

# Two more ShellSport rounds

Two Group 8 races which were to have been non-championship events have been added to the ShellSport International calendar to replace last weekend's cancelled Donington round. They are Brands Hatch on June 26, the James Hunt Trophy Day, and Mallory Park on July 24, a BBC Radio 1 Day.

*In Jarama's pit lane last weekend, George Harrison chats with David Purley.*

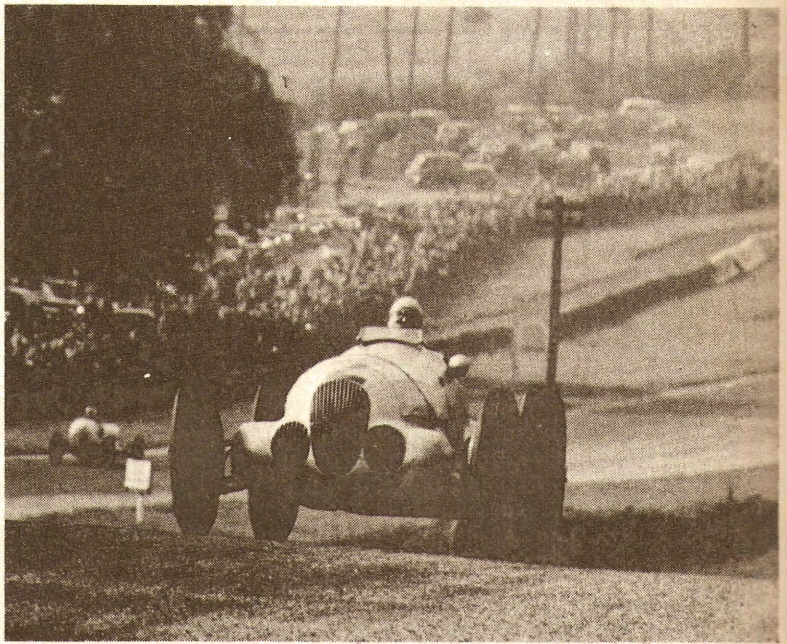
*Despite an injured hand (his gear lever knob came off) and a tyre change, Patrick Neve finished 12th in Spain for Frank Williams. Note the wing. . . .*

# The Arabs are here . . .

A nice story doing the rounds at Jarama concerned Frank Williams and his new Arab sponsors (the rear wing of Patrick Neve's Williams March carried the word "Saudia", the name of the airline).

Frank has worked very hard for a considerable time for his Arab sponsorship and, having done the deal finally, is obviously very keen to keep them sweet. It seems that some of the Arab executives indicated that they would like to come to Silverstone. Frank therefore offered to lay on a helicopter to ferry them to and from the circuit. The Arabs, though, had heard that Silverstone used to be an airfield, and that the runways were still there, so they told Frank not to bother with the chopper because they could just fly in with one of their jets! Frank said that he didn't think the runways at Silverstone would be quite long enough for that, whereupon the Arabs asked how long would it take and how much would it cost to lengthen them. . . .

# Lang at Donington



*Lang was back at Donington last week, but here he is, 40 years ago, in the 640bhp Mercedes-Benz W125!*

Former Mercedes Grand Prix driver Hermann Lang was present at Tom Wheatcroft's superb Donington Park circuit near Derby last Friday, when Mercedes organised a day's nostalgia and gave many members of the press their first opportunity to view the newly rebuilt, 1.96-mile track.

Lang, now 68 years old, drove for the Mercedes team which, along with their compatriots in Auto Unions, shattered the peaceful isolation of British motor racing at Donington just before the war. In 1938, he started the Donington Grand Prix from pole position, and last week happily recalled the days when those massive silver cars streaked down narrow, bumpy, tree-lined Starkey's Straight at a fraction under 170mph. . . . Last Friday, he put on a frustratingly brief demonstration of the 1955 Mercedes W196 Formula 1 car.

Mercedes also brought along the 1914 GP machine which won the Grand Prix de l'ACF that year, now owned by Philip Mann, and Patrick Lindsay demonstrated his Multi-Union. Other cars demonstrated included Tazio Nuvolari's Maserati 8CM and one of the works 750cc supercharged Austins.

Tony Fowkes ran his Mercedes 450SLC rally car, and was able to test Donington's safety facilities. In short, he spun off. The big Johnsons Rally Wax car traversed the grass which surrounds the circuit, but its progress was very efficiently arrested by the next line of defence (an expanse of 2½ft deep soft sand) before it clobbered one of the 2½-ton concrete blocks which also surround the circuit. Earlier in the week, Derek Bell had also spun off when driving Robert Horne's speed record Ferrari 512M, and that also stopped short of the wall, so Donington has passed its first safety "tests" with flying colours.

● In order to give the challenging new Donington Park circuit the coverage it undoubtedly deserves, AUTOSPORT is devoting a special supplement to the track which will be published in our issue of May 26, just before the first car race meeting there on May 28.

*Brian Pepper's Volkswagen Scirocco GTi, the first to race in this country, will be sponsored in future by Access Equipment Ltd, "Zip-Up" being the name given by the company to their prefabricated aluminium staging.*

# Street circuit fever

The Labatt's Canadian Formula Atlantic Championship, in which there is a lot of money to be won this year, continues to grow in stature. The Quebec council now wish to run an additional qualifying race on September 25 and will build a street circuit in the city. They intend to invite Grand Prix drivers to compete, as in the similar Trois Rivieres race last year, when James Hunt and Vittorio Brambilla were both beaten by Villeneuve.

It is also hoped that yet another street circuit race will be added to the Atlantic programme, much interest having been expressed by the city admistrators at Hamilton, 40 miles east of Toronto.

In fact, the round-the-houses theme seems all the rage in Canada, following Walter Wolf's plans, now shelved, to run the Canadian Grand Prix through the Olympic Village at Montreal. The scheme to hold the GP (October 9) on the street circuit in the Toronto exhibition grounds, however, is still very much alive. The Canadian Racing Drivers Association are hedging their bets by preparing plans for the GP at both Toronto and Mosport Park, pending a final decision which is due soon.

# CanAm March

First definite plans to run a car in the 2-litre class of the Citicorp CanAm Challenge, which starts at St Jovite, Quebec, on June 12, have been announced by Long Island driver Bobby Brown. He will drive a March 77SC "sports car," powered by a Brian Hart 420R F2 engine.

Audiovox, who sponsored Brown in the Canadian and American Formula Atlantic series last year, will continue to be involved as an associate sponsor, but a major backer is being sought.

# F2 Hockenheim off

The European GT Championship for Group 4 cars, which has been losing qualifying rounds steadily since the 1977 international calendar was published as circuit promoters lose interest in a Porsche monopoly, has been cancelled altogether by the CSI. The 1976 champion, Toine Hezemans, could hold the crown for quite a while. . . .

Of perhaps greater interest are two other cancellations announced by the CSI, both scheduled for Hockenheim. Apparently due to the preparation for the German Grand Prix, moved there from the Nürburgring, the European F2 series race down for June 5 has been removed from the calendar, and the Group 6 World Sports Car Championship meeting (September 4) has also been cancelled.

# F1 for Patrese?

It's Italian rumour time again. This time Ferrari is not involved, however. In Spain, there was a buzz around the paddock that one of the Shadow team's main sponsors, Franco Ambrosio, had become disenchanted with his protege, Renzo Zorzi's showings so far this year. Now it is suggested that Zorzi's place in the team may be taken by hot-shoe, Riccardo Patrese. It is further said that Patrese will appear in a DN8 at Monte Carlo next week. Could be. . . .

● Unfortunately, it seems that John Lepp, that excellent sports car driver, will not be doing very much racing this year—if any at all. Following a shuffle in the Boardroom at Lepp's the Jewellers (in Altrincham), John will apparently have to devote more time to business in the future, and less to racing.

● In our story last week *(P&P)* we omitted to mention Teddy Pilette's historical reasons for doing Indy. It is well known that the Belgian former Formula 5000 champion is the son of André Pilette, who drove a Ferrari Formula 1 car in the fifties; but perhaps less well known that his grandfather, Theodore Pilette, was also a racing driver of note, and finished fifth in the Indy 500 in 1913! Pilette Junior will drive an Eagle-Offenhauser for retaurateur Art Sugai at the Brickyard, alongside team-mate Rick Mears, the 1976 USAC Rookie of the Year.

● That veteran USAC driver Jim McElreath will be joined in this year's Indy 500 by his son, Jim Jr., the first father-and-son act to be seen at the Brickyard.

● It is said that Hawaiian USAC and F5000 star Danny Ongais will have his first F1 outings this year, in the American and Canadian Grands Prix.

● At a dinner in Madrid last week, the IRPA (International Racing Press Association) *Prix Orange* and *Prix Citron* annual awards were presented. Each year, this body makes awards to the most friendly and helpful driver, team and circuit in Grand Prix racing. To these go the *Prix Orange* awards. In the case of the *Prix Citron* awards, the reverse applies. Winners in the former category were Jacques Laffite, McLaren Racing and the Circuit Paul Ricard. Britain did rather badly, the *Prix Citron* awards going to James Hunt, McLaren Racing (obviously some journalists get on with them better than others!) and Brands Hatch.

● On June 18, there will be a CAM2 Camaro Challenge at Roger Penske's Michigan International Speedway. There will be only two entries, with one car to be driven by NASCAR Grand National Champion Cale Yarborough and the other by "a leading USAC driver" (believed to be A. J. Foyt!). Competition will probably be fairly intense, for the leader on each lap receives $500 a time and the race winner takes $10,000 on top of that!

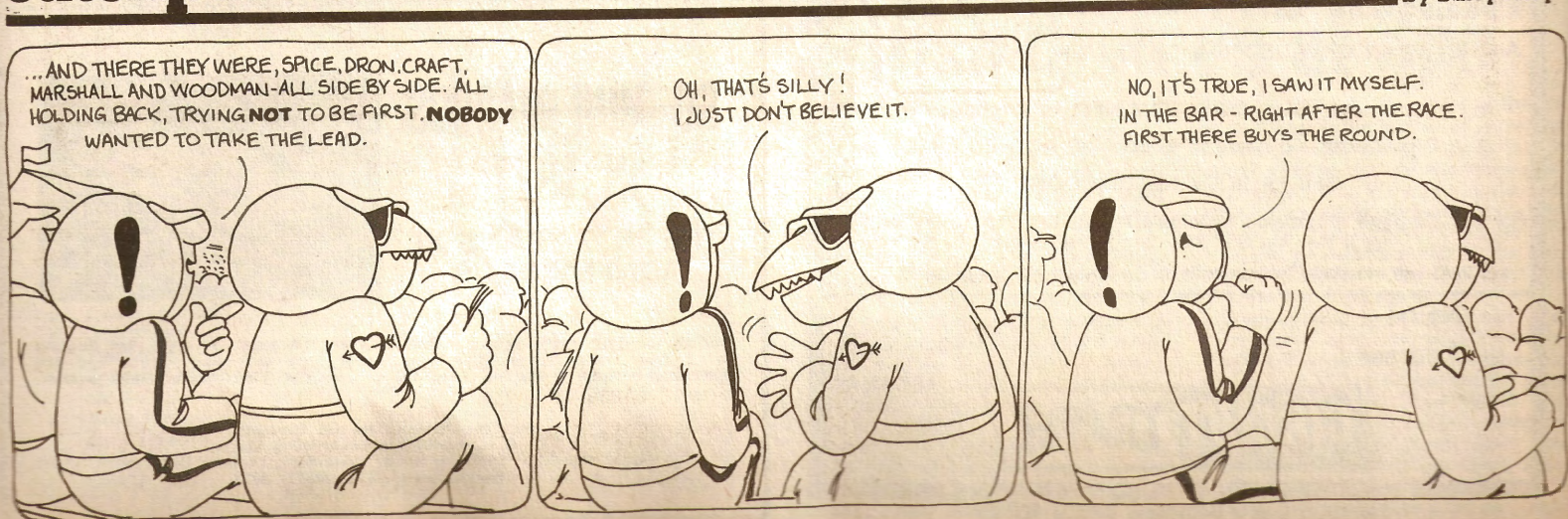
*Once again, we had a big response to our Moët et Chandon Grand Prix Competition from readers predicting the winner of the Spanish Grand Prix and his average speed. Niki Lauda was overwhelmingly your favourite, with James Hunt next in line from Jody Scheckter, Mario Andretti and John Watson. In order of votes cast, Depailler, Laffite, Peterson, Nilsson, Fittipaldi, Reutemann and Stuck also figured.*

*Barry Young, from Chelmsford in Essex, is the winner of the Jarama contest, having predicted that Andretti would win at 91.87mph—and they don't come much closer than that. A bottle of Moët's lovely champagne is at this moment winging its way to Chelmsford.*

*Next, Monaco. Last year's race was won by Lauda at 80.36mph, and we understand that the circuit line is unchanged. We need your prediction to reach us not later than Friday, May 20, on a postcard please to* AUTOSPORT *Editorial, Regent House, 54-62 Regent St, London W1A 2YJ.*

# catchpole

by Barry Foley



# Another Euro F3 win for Olofsson

Piercarlo Ghinzani and Anders Olofsson pulled further ahead in the European Formula 3 Championship when they finished second and first respectively in the fifth round, run at the Osterreichring circuit last Sunday.

The event was run in two 12-lap parts, the first on a dry track. This was easy meat for Olofsson in his Puss-Krams Jeans Ralt-Toyota, the Swede easing away to a 9.3s victory over a big dice disputing second place. Ghinzani, driving his AFMP Euroracing March 773, took the place ahead of Nelson Piquet in a similar car, who was running second until he overcooked it at the new chicane at Hella Licht Kurve (erected at the scene of Mark Donohue's fatal accident). Trivellato Chevron driver Elio de Angelis was fourth ahead of Ulf Svensson in his Ralt, while Piero Necchi in another Trivellato B38 finished sixth but was disqualified for dangerous driving. Necchi was not permitted to start in the second heat.

This was held in the rain, and Ghinzani turned the tables on Olofsson. However, the Swede was just able to keep the Italian close enough to claim the victory on aggregate race times. Piquet, de Angelis and Svensson were third, fourth and fifth again, and Daniele Albertin was sixth in another Euroracing March.

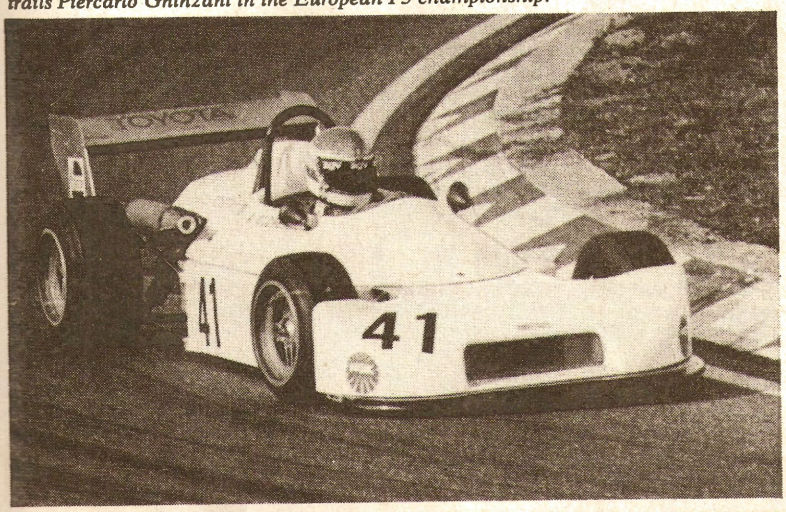
Behind Willi Siller (Chevron) and Jan Lammers in the Hawke, Dany Snobeck brought the new Martini-Toyota into a fine ninth place after starting from the back. The Formule Super Renault ace had collided with Guido Pardini's Brambilla Racing March at the new chicane during the first heat, but the second race revealed the potential of the new French car.

On aggregate, Olofsson was the winner on 50m 2.71s, just 0.34sec ahead of Ghinzani. Piquet (50:22.75) was third ahead of de Angelis (50:24.20), Svensson (50:25.82) and Albertin (50:57.05). Siller just missed out on the points in seventh place ahead of Lammers and Stefan Johansson, giving Jo Marquart's latest Argo its debut. Next were Patrick Gaillard (Chevron) and Aryon Cornelsen in yet another AFMP March.

David Kennedy in the Group Waterworks 773 was classified 12th, having finished ninth in the first part complaining of a down-on-power engine, and 14th in the second race after a pitstop with a gearbox problem. Round 1 winner Beppe Gabbiani was classified 13th after being penalised 60secs for jumping the start in the second race.

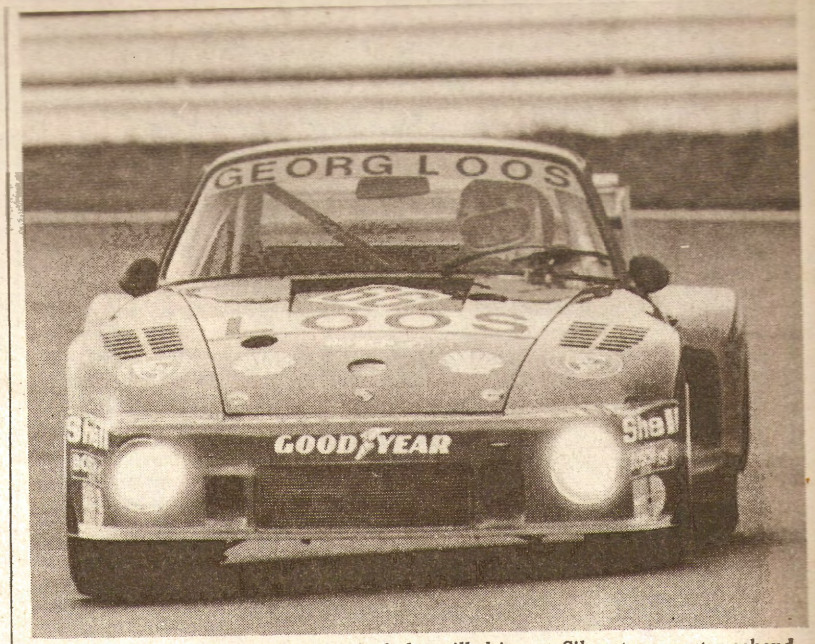
Bertram Schafer, who broke his ankle testing a Formula 2 car at Zolder, made a comeback in the Austrian F3 race, with a special clutch fitted to his Ralt to ease the load on his injured left leg. He had taken the plaster off three weeks early, and found driving difficult. He finished the first race (in 26th place), but elected not to start part two in the rain.

*Anders Olofsson's Ralt won at the Osterreichring last weekend, but the Swede still trails Piercarlo Ghinzani in the European F3 championship.*




**EUROPEAN FORMULA 3 CHAMPIONSHIP**

| | | Nationality | Mar 20 Paul Ricard | Mar 27 Nurburgring | Apr 11 Zandvoort | Apr 24 Zolder | May 8 Osterreichring | May 29 Imola | June 12 Enna | Total points |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Piercarlo Ghinzani | I | 4 | 9 | 4 | 9 | 6 | | | 32 |
| 2 | Anders Olofsson | S | 3 | 6 | 9 | — | 9 | | | 27 |
| 3 | Beppe Gabbiani | I | 9 | — | 1 | — | — | | | 10 |
| 4 | John Nielsen | DK | 2 | — | 6 | — | — | | | 8 |
| | Piero Necchi | I | 1 | 1 | — | 6 | — | | | 8 |
| 6 | Bertram Schafer | D | 6 | — | — | — | — | | | 6 |
| | Ulf Svensson | S | — | 4 | — | — | 2 | | | 6 |
| 8 | David Kennedy | IRL | — | — | 3 | 2 | — | | | 5 |
| 9 | Geoff Lees | GB | — | — | — | 4 | — | | | 4 |
| 10 | Dieter Kern | D | — | 3 | — | — | — | | | 3 |
| | Eje Elgh | S | — | — | — | 3 | — | | | 3 |




*Rolf Stommelen's Porsche 935, which he will drive at Silverstone next weekend, finished second to Bob Wollek's similar car at Kassel-Calden last Sunday.*

# Upset in German G5

While Bob Wollek repeated his Nürburgring victory in the over 2-litre division, there was an upset in the smaller class race when the fourth round of the German Touring Car Championship for Group 5 cars took place on the airfield circuit at Kassel-Calden last Sunday.

In the absence of Harald Ertl at Jarama, former Zakspeed Escort driver Peter Hennige bought himself a drive in one of the Schnitzer BMW 2002 turbos. He paid £3500 for the privilege (!), but it was worth it. At first, Albrecht Krebs in the other Schnitzer 2002 led the 40-lap race from Hans Heyer (Zakspeed Escort), with Hennige holding the BMW Junior team at bay in third place. Just half a lap from the finish, Krebs inadvertently activated the cutout switch when reaching for the reserve fuel tank switch, and instantly lost his electrics, coasting to the finish for a frustrating fifth place. Heyer was out by then, so Hennige found himself in the lead, and took the chequered flag a surprised winner.

The 320i cars of the Junior team filled the next three places in the order Eddie Cheever, Manfred Winkelhock and Marc Surer. Behind the hapless Krebs, Armin Hahne in his Zakspeed Escort finished sixth in front of Jürg Obermoser in his Warsteiner BMW 320i.

Heyer, the faster of the two Zakspeed drivers so far this year, was running a strong second to Krebs, but the Escorts were too short-geared for Kassel-Calden, and in his efforts to keep up he broke a con rod, spinning on his own oil. Worse was to follow, however, because a backmarker ran his BMW into the stationary Ford, all but destroying it; Heyer had just got out. . . .

In the over 2-litre division race, also over 40 laps, Wollek did not have as easy a time as at the 'Ring a week previously. Manfred Schurti led initially in the Jägermeister Porsche 935 turbo, but he strayed off the circuit avoiding a spinning backmarker, and damaged his low-mounted turbocharger on one of the runway landing lights! A new one for the Book of Excuses.

With Schurti out, Wollek took over the running in the new Kremer Porsche 935, chased by Rolf Stommelen in one of George Loos's Gelo Racing 935s. In the heat of the chase, Rolf spun, and lost touch with the Vaillant-sponsored car, finishing a distant second in front of Jurgen Neuhaus, whose 935 was lapped. Edgar Dören (Porsche 934) was fourth on the 38-lap mark. Wollek won in 39m 58.7s, at 98.67mph, compared with the 96.69mph of the 2-litre division winner.

Kassel-Calden attracted the smallest crowd yet for a German G5 round. Only 16,000 spectators. . . .

# British dramas at Spa

The British-based Group 1 competitors who made the trip to Belgium last weekend for the Spa 600 Kms race were unable to repeat their storming success of last month at Dijon. The race was led for the entire 43 laps of the superb Ardennes road circuit by the BMW 530 of Jean-Claude Andruet/Eddy Joosen.

However, Gordon Spice/Peter Clark drove the Piranha Ford Capri into third place, one lap down on the winners and the second-placed Luigi BMW 3.0 CSi of Paulus/Berger, and (despite having to change the battery mid-race) Chris Craft/Guy Edwards were fourth in the Hammonds Capri.

Vince Woodman/Jonathan Buncombe, out at Spa primarily to get in some practice for the 24 Hours next month, drove their Esso Capri into ninth place, having lost a lot of time in an incident on the fourth lap. It rained on the far side of the circuit, and it caught at least eight drivers napping on their slick tyres. Vince, doing the first stint, spun along with the rest, and dinged all four corners of the car. He managed to stagger round to the pits, and a hurried repair saw the Capri back in action, but two laps down.

Holman Blackburn and Stuart Graham were less fortunate, however. Blackburn spun off in the Hermetite Capri, and then Graham lost the Castrol-sponsored Bill Shaw BMW 530 which Tom Walkinshaw normally drives, and hit the Ford. Both cars suffered bad body damage. Gerry Marshall, sharing the DTV Magnum with Colin Vandervell, threw a rod early on.

# Lawrence Far East win as Tambay fails

Graeme Lawrence (March 76B) won an exciting victory in the second round of the Far East Rothmans International Series, held "round the houses" in Penang on May 2. Patrick Tambay, winner of the Malaysian GP the previous weekend, had a comfortable lead when he dropped out with no oil pressure.

The Penang circuit could be classed as an F1CA nightmare track, with minimum protection for the drivers from the fire hydrants, kerbs, street lamps and potholes. The circuit is 1.1 miles long, and made up of six 90 degree right-handers and two left-handers! In the first practice session, Tambay broke the lap record in Teddy Yip's March 752, posting a time of 57.9s, with Lawrence, Steve Millen and John MacDonald all within 0.5sec. In the second session, Millen established the Schollum Racing Chevron on a pole with a 57.3, with Lawrence and Tambay slightly improving to take the second and third spots.

Race conditions were perfect, warm and hazy, when the flag fell on the field of 18. Lawrence got a flier and dived into the first bend well ahead of the field, but at the end of the first lap Tambay held the lead from Lawrence, Millen, MacDonald and Albert Poon (Chevron B35), with the rest already well behind.

Lawrence flashed his Rothmans March into the pits on lap 3 with the throttle stuck wide open, and when he rejoined the race he was down in seventh place, with little hope of catching Tambay. MacDonald was then second and running very strongly when he had a spin, got back in the race and then had to pit his Ralt with an ignition problem, after pulling back several seconds on Tambay. Millen pressed hard in third place, while Lawrence was making his way rapidly through the field.

MacDonald rejoined but was plagued with a gearbox problem, and could make no impression on the front runners. By lap 31, Lawrence had passed Millen, but was falling behind Tambay, who had lapped the entire field except Lawrence and Millen, and had lowered the lap record to 56.5s on the 24th lap

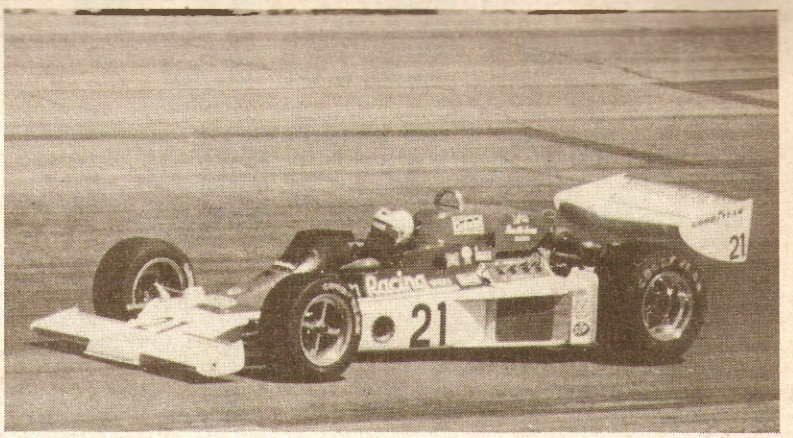
However, Tambay's Theodore Racing March was losing oil rapidly, and on lap 38 he pulled off with a seized engine and Lawrence took the lead, with Millen some 17s in arrears. But a very disappointed Millen dropped out on the 47th lap when the drive pins in his B35 sheared, allowing Poon and Ramirez (Chevron B34) to inherit second and third places.

Lawrence took the chequered flag in 49m 5.2s, while Poon was the only driver on the same lap and finished way behind; Ramirez was third, Marcello (Chevron B39) fourth and Gray (B29) fifth. Ten cars completed the race, with Brian Tyler (March 732) ahead of Diana Poon (Brabham BT40) in the two-valve Class B.

**Rothmans International Grand Prix Trophy (after two rounds:** 1, Graeme Lawrence and Albert Poon, 10pts; 3, Patrick Tambay and Steve Millen, 9; 5, P. Ramirez and E. Marcello, 4; 7, Rod Ocampo, 3. **B Class:** 1, Diana Poon and Brian Tyler, 15pts.

● Stephen South may have lost out in the BP Formula 3 Championship *(P&P)*, but he has built up a handsome lead in the Vandervell series with the Team BP March 763:

**Vandervell Products Formula 3 Championship (after two rounds):** 1, Stephen South, 44pts; 2, Geoff Lees, 24; 3, Ian Taylor, 19; 4, Derek Warwick, 15; 5, Eje Elgh, 13; 6, Tiff Needell, 12; 7, Derek Daly, 9; 8, Bertram Schafer, 8; 9, Brett Riley and Danny Sullivan, 6; etc.



*Al Unser's Parnelli was second fastest during unofficial practice at Indianapolis last weekend.*

# Johncock quick at Indy

Unofficial practice for the 1977 Indianapolis 500 classic started at the Brickyard last Saturday, and Janet Guthrie was fastest in her Vollstedt Lightning at 185.609mph.

Don't worry—the serious stuff started on Sunday. A total of 23 USAC cars appeared on the world-famous oval, and by the end of the day Gordon Johncock was the fastest man with his STP-sponsored Patrick Racing Team Wildcat-Drake. Gordie did 192.596mph, well quicker than Al Unser and Danny Ongais in their Cosworth-powered Parnellis, who were clocked at 189.235mph and 188.442mph respectively. Bobby Unser did 187.266mph with his Romlin Lightning, but McLaren M24 drivers Johnny Rutherford and Tom Sneva were both absent as was A. J. Foyt in the Gilmore Coyote.

After his Jarama victory, Mario Andretti flew straight to Indiana and was due to drive Roger Penske's second McLaren-Cosworth on Tuesday. He will take part in the first qualifying sessions next weekend before returning to Europe for the Monaco Formula 1 meeting. Then, it's back to Indy for the race the following Sunday, and to Europe for the Belgian GP on June 5. Then. . . . Well, he has quite a schedule, anyway.

Foyt has said that 200mph plus will be needed for the pole at Indy this year, and Johncock became the first man to achieve that figure earlier in the year. Last year, Rutherford was on the pole at 188.957mph, and Andretti was the fastest qualifier at 189.404mph. Speeds from last weekend's practising are about 5mph up on the equivalent weekend in 1976, so it seems that Foyt could be right. Favourite for the pole just has to be Rutherford again, for the works McLaren driver (and last year's Indy winner) has started from that position in all four 1977 USAC Championship races so far held.

# Yarborough loses out to Parsons

Last Saturday evening, the good ol' boys made the journey to Nashville, Tennessee, for the Music City 420, round 11 in the NASCAR Grand National series. The event—the first GN race of the season to be run under floodlights—was held over 420 laps of the 0.6-mile Nashville track (252 miles), and resulted in an exciting victory for Benny Parsons in DeWitt Racing's First National sponsored Chevrolet.

Talladega winner Darrell Waltrip qualified the DiGard Racing Gatorade Chevrolet on the pole at 108.7mph with Parsons alongside and Cale Yarborough (Holly Farms Chevrolet) and Richard Petty (STP Dodge) behind. Waltrip led at first, but was overwhelmed by Parsons and Yarborough, and these two fought it out right to the chequered flag. Parsons, scoring his first NASCAR victory since winning at the same circuit last July, held off Yarborough by three lengths, Cale achieving his eighth finish of the season in the first two.

Waltrip was third, two laps down, and Dave Marcis (417 laps) fourth in Roger Penske's CAM2 Mercury. Petty lost 1½ laps with an unlucky refuelling stop, having to call in under a green flag, only to see all the other leading runners diving for the pits under a yellow shortly afterwards. He finished fifth, however, four laps down on the winner along with sixth man Buddy Baker in the Norris Industries Ford Torino. Bobby Allison (AMC Matador) completed 414 laps for seventh place, and rounding off the leading ten were Coo Coo Marlin, Jimmy Means and Richard Childress, a consistent trio in their Chevrolets.

No one can catch Cale:

**Winston Cup NASCAR Grand National Championship (after 11 rounds):** 1, Cale Yarborogh, 1900pts; 2, Richard Petty, 1718; 3, Benny Parsons, 1677; 4, Darrell Waltrip, 1672; 5, Dave Marcis, 1465; 6, Buddy Baker, 1452.

*Parsons—close win at Nashville.*

**WORLD CHAMPIONSHIP OF DRIVERS (F1)**

| | | Nationality | Jan 9 Argentina | Jan 23 Brazil | Mar 5 South Africa | Apr 3 USA West | May 8 Spain etc | Total Points |
|---|---|---|---|---|---|---|---|---|
| 1 | Jody Scheckter | ZA | 9 | — | 6 | 4 | 4 | 23 |
| 2 | Mario Andretti | US | 2 | — | — | 9 | 9 | 20 |
| 3 | Carlos Reutemann | RA | 4 | 9 | — | — | 6 | 19 |
| | Niki Lauda | A | — | 4 | 9 | 6 | — | 19 |
| 5 | James Hunt | GB | — | 6 | 3 | — | — | 9 |
| 6 | Emerson Fittipaldi | BR | 3 | 3 | — | 2 | — | 8 |
| 7 | Patrick Depailler | F | — | — | 4 | 3 | — | 7 |
| 8 | Carlos Pace* | BR | 6 | — | — | — | — | 6 |
| 9 | Jochen Mass | D | — | — | 2 | — | 3 | 5 |
| 10 | Gunnar Nilsson | S | — | 2 | — | — | 2 | 4 |
| 11 | Clay Regazzoni | CH | 1 | — | — | — | — | 1 |
| | Renzo Zorzi | I | — | 1 | — | — | — | 1 |
| | John Watson | GB | — | — | 1 | — | — | 1 |
| | Jean-Pierre Jarier | F | — | — | — | 1 | — | 1 |
| | Hans Stuck | D | — | — | — | — | 1 | 1 |

* Deceased.

**INTERNATIONAL CUP FOR CONSTRUCTORS (F1)**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1 | Ferrari | I | 4 | 9 | 9 | 6 | 6 | 34 |
| 2 | Wolf-Ford | GB | 9 | — | 6 | 4 | 4 | 23 |
| 3 | JPS-Lotus-Ford | GB | 2 | 2 | — | 9 | 9 | 22 |
| 4 | McLaren-Ford | GB | — | 6 | 3 | — | 3 | 12 |
| 5 | Brabham-Alfa Romeo | GB | 6 | — | 1 | — | 1 | 8 |
| | Copersucar-Ford | BR | 3 | 3 | — | 2 | — | 8 |
| 7 | Tyrrell-Ford | GB | — | — | 4 | 3 | — | 7 |
| 8 | Ensign-Ford | GB | 1 | — | — | — | — | 1 |
| | Shadow-Ford | GB | — | 1 | — | — | — | 1 |
| | ATS-Penske-Ford | D | — | — | — | 1 | — | 1 |

# The Palace

Your correspondent Alan Lloyd (*Palace nostalgia*, May 5) may like to know that the Crystal Palace circuit has not been completely lost to motor sport during the past decade.

For the past 13 years, a highlight of the RAC "L-Driver of the Year" Final at the Palace has been an autotest between, for the first 11 years, the London Counties and the Federation of Police Motor Clubs, and more recently between the London Counties and the MG Car Club. (We have also had the Junior Pedal-car Grand Prix, but I guess that doesn't count.)

Alas, year by year, the stands, timekeepers box, commentators box etc have disappeared. There will be no autotest there this year and so, at last, this *really* does look like the end of motor sport at the Palace unless the GLC can be persuaded to part with some of the rates money.

LONDON SW1 PHIL DRACKETT
*Director of Press & Public Relations*
*Royal Automobile Club*

# Group 6

About a year ago AUTOSPORT printed an article by the writer proposing an amalgam of Groups 5 and 6, a subject of some considerable delicacy to those all-powerful manufacturers such as Porsche, BMW and Ford.

Believing now, as I did then, that the World governing body of motor sport is totally in the pockets of the big league manufacturers no apparent move in this direction was forthcoming.

Now, twelve months later it is perhaps time to review the situation, and it really is not good enough to say: give it time—give it time. The facts are plain to see; Group 5 racing is generally speaking a bore, at the front end of the field there are just too many cars of one make and the whole thing is just too much like high speed saloon car racing.

Already Imola has been cancelled and as far as Silverstone is concerned, beyond a mild desire to witness some sensational straight line speed, I see little to draw the big crowds to Northamptonshire this weekend. Daytona was only mildly interesting, Mugello was a total bore and we know all about last year. That as I see it is the sum total of Group 5 silhouette racing to date. Le Mans have the right idea, but outside a recognised championship, their situation is somewhat unique.

One of the major problems is of course expense. Porsche and BMW have with their ultra-expensive turbos just put this sort of racing beyond the pocket of all but the very few. On the other hand, existing development programmes on Group 6 cars and the great popularity of the 2-litre class, make Group 6 racing, if not exactly a thundering success, at least a considerably more interesting proposition at this time. Dijon saw a small but healthy field of some 20-plus cars while more than 50 (thanks largely to Osella) were gathered together at Monza.

I do not believe, and never have, that Group 5 racing is totally without a future. Clearly there should be a future for this type of car, not as a single category but as part of a much wider spectrum, amalgamating all types of two/four seater sports and prototypes. In achieving this it may mean that Porsche will not be virtually assured of the publicity resulting from getting their cars over the line first overall (Alfas may well put an end to that idea), neither will Ford be equally comfortable in any proposed Group 5 2-litre category. However, the sport of motor racing will be all the stronger and from that position all investors will inevitably reap their reward in the long term.

I look to the RAC to lobby the CSI in a determined effort to bring back true sport-prototype racing. The public wants it, the organisers need it but somehow we just don't seem to be getting it.

SHERBORNE, DORSET. PAUL B. WATSON
*Sportscars International*

# Leyland chaos

I feel I must put pen to paper about Leyland's part in motor sport, for instance the 1275GT formula. The drivers are there with their expensive little cars and Leyland is there with a so-called book of rules carefully written and compiled two weeks before the first race in 1976. The wheels fell off most of the cars but Leyland ignored this fact until March, 1977! Just four weeks before this season's first race, then they decided to change the specification for wheels and tyres, now the tyres are falling to pieces. I can tell you the drivers are getting pretty sick and tired of Leyland's standardised chaos. God knows why more drivers have not dropped out of what could have been some great racing.

We the competitors can understand why Ralph Broad is the man to look after Leyland's big cat. Our public company lack the know-how and have been reduced to mere ad men!

P.S. In defence of Nick Brittan, Mr Keegan's son Rupert has been growing that beard since I first met him three years ago.

EARLINGTON, KILMARNOCK. BARRY WARRINGTON

# Flags

We are often told that British marshals are the best in the world. This would be fine if the drivers took some notice of us and, failing that, if the RAC or the organisers took action. Some of the drivers at Thruxton on Easter Monday seemed to think we were waving at the TV cameras and not at them.

Both Cheever and Henton were badly baulked in the F2 race by drivers not moving out of the way, but the F3 event was the worst. Steven South is very lucky not to be in hospital or worse, after an accident which was in no way his fault.

Being innocent does not help him get his car repaired though. That accident was one of the most dangerous pieces of driving I have ever seen; it makes you wonder if its worth waving a flag if its going to be ignored.

When are the RAC and the race organisers going to take action on this sort of bad driving? If I caused an accident on the road that wrecked another car, I would be done by the law very quickly, and I would be lucky not to lose my licence.

How many race drivers have had their licences taken away for bad driving in the past few seasons? How much notice is taken of observers' reports? Are they just filed away in a dusty drawer somewhere. A report was certainly made about South's crash, but what will happen?

WARMINSTER, WILTS. V. J. BEST

# FF1600 safety

Having been to several meetings this year we feel we must comment on the fire extinguisher situation in FF 1600. Although the RAC appears to have made up its mind over exactly what is now and what will, from 1st July, be permissible, confusion reigns in the scrutineering bay unless a car is fitted with a fully automatic system.

We are not decrying the efforts of the RAC to make FF cars as safe as possible. Far from it, but it would appear that the rulemakers, without too much thought for those who do not have substantial backing, are stretching the precautions beyond the realms of practicability. New or amended regulations at frequent intervals are not conducive to stability within the class. Their interpretation seems to cause chaos. There was no comment from scrutes at the Rochester Motor Club meeting at Brands on April 3 about our two 1.3kg dry powder extinguishers mounted in the cockpit and on top of the gearbox. With the same set-up at Castle Combe on Easter Monday we were threatened with exclusion if we couldn't find at least one BCF/BTM extinguisher, a tough stance relaxed when the scrutes realised so many cars were fitted similarly to ours that at least 50 per cent would be excluded.

On phoning the RAC after Combe, they told us that dry powder in two extinguishers was permissible until June 30, after which one 2½kg BCF/BTM had to be mounted in the cockpit. Fair enough, except that most FFs have very cramped cockpits and it is going to be extremely difficult to mount such a bulky extinguisher in a vertical position (as recommended for most effective use) in an easily accessible position. In a shunt, one's first thought is to get the hell out of the car, and then, if a fire has broken out, try to deal with it. If a driver is trapped in an FF, it is unlikely he will be able to make effective use of an extinguisher which is horizontally mounted, probably under his knees.

The only alternative would seem to be to fit a fully automatic system but I am sure that many budgets cannot stretch to this—over £80, I believe—yet are we to be confronted with another regulation at the end of the year stipulating automatic systems only?

Perhaps the answer will be as an official jokingly suggested to us at Silverstone on April 24. One scrute, checking over our car, expressed doubts as to the legality of our system (unchanged since the first race) but we pointed out that several other cars in the bay were kitted similarly to ours. Into immediate conference went the scrutes, and having been given our pass, we were told that fire extinguishers in FFs were being phased out altogether and Martin Baker ejector seats would be compulsory as from next year.

We would be interested to hear the views of other competitors.

LYMINGTON, HAMPSHIRE. JOHN NICOL, MARTIN THOMAS

*This is boring? Marc Surer's BMW 320i leads Hans Heyer's Zakspeed Escort during a German national Group 5 championship round.*

# Then as now?

Twenty-five years ago, AUTOSPORT (May 9, 1952) celebrated a magnificent Italian victory in the Mille Miglia. Giovanni Bracco, at the wheel of a 2.7-litre V12 Ferrari, averaged an incredible 79mph for the 1000-mile grind over public roads (incidentally, chain-smoking and swigging brandy all the way!). Stirling Moss, in a works C-Type Jaguar, had a load of problems, but still got the British car as high as third before retiring at Bologna with broken steering. Second place was taken by Karl Kling's Mercedes.

The *Daily Express* Trophy at Silverstone was previewed, and particularly interesting is the radio coverage accorded our sport in those days. Six races were broadcast that day, with a total air time of nearly 1½ hours. One of the commentators was AUTOSPORT's John Bolster. The magazine's Publishing Director, Simon Taylor, now broadcasts for the BBC—and seems to have about a tenth of that time available to him. . . .

*Xhenceval/Dieudonné won for the second year running with the Luigi BMW.*

# All about BMW

## Leyland non-event—Xhenceval/Dieudonné win for the second year—Quester leads for 46 laps before blow-up—Alfettas non-finish—Sciroccos shine again—Report and photography: BOB CONSTANDUROS.

**Following the total withdrawal of the Leyland Jaguar team (due to the non-arrival of strengthened driveshafts) and the engine failure of the Alpina BMW at half-distance, the way was clear for the Luigi team to take the third round of the European Touring Car Championship at Mugello, Italy, last Sunday. Dieter Quester in the Alpina car was shadowed by Carlo Facetti for the 46 laps that he lasted but, when the Austrian pulled in with a holed engine, Facetti had an overheating problem as he handed over the 1976 Luigi BMW to Martino Finotto. The latter continued but at reduced revs, so Jean Xhenceval/Pierre Dieudonné were able to pull clear to a three-lap win in front of their Italian UFO Jeans sponsors. Their victory, the first for Luigi Cimarosti's team this year, means that the first three rounds of the championship have been won by different teams, while Facetti's second place means that he now has a first, a second and a third to his credit.**

**Third place was held by various VW Sciroccos and even a Swiss BMW 2002 Tii, but in the end Rüdi Eggenberger took the place in his latest BMW 320i with Walter Brun co-driving, by less than three seconds. With many teams giving Enna a miss, Mugello could be the first of a Luigi BMW Italian double. . . .**

The third round of the European Touring Car championship was held in Mugello, just north of Florence, and there was a healthy entry which would at least mean a full grid, even if there were only six cars in the over 3000cc class. Four of these were BMWs, the Alpina team contributing their one car, two from Luigi Cimarosti's UFO sponsored team, and their 1976 car which is now owned by Martino Finotto and would be co-driven by Carlo Facetti and Romeo Camathias. These four were bolstered by the two Leyland Jaguar XJ12Cs. In theory.

The Leyland team arrived from Salzburg on the Tuesday, hoping after the Salzburgring failures that new driveshafts would arrive which would be strong enough to do the job. Testing of new designs and strengthening methods had been going on throughout the week, and Andy Rouse was all ready to fly the new bits out to Mugello immediately they were found to be strong enough. Friday was a day for unofficial practice, but no driveshafts had materialised. A telephone call on the final decision was expected at 3pm, then 5pm, and then they changed both engines to those that would be used for the race. The driveshafts were then expected actually to arrive at four on Saturday morning, but by that time the cars were in the transporter, the awning folded up, bits packed away and the race, from Leyland's point of view, abandoned. Each individual test of the driveshafts—and some four processes were tried—had failed, and the latest and final one had proved to be inconclusive, so the only decision was not to race. It was infuriating for everyone, not the least the mechanics who had spent two weeks after Austria working on the cars for nothing, and then had to drive back to England anyway.

But the race could continue without them, even though the opposition—especially Alpina—are really only interested in competing when Leyland's cats are on the grid. Practice was held over two sessions on the Saturday when the weather was rather cloudy, but not chilly. Pole position time at the Mugello ETC round last year was gained with 2m 9.76s, but this was well beaten by Dieter Quester who set a 2m 6.5s in practice for pole. His co-driver on this occasion was Tom Walkinshaw, who had tested the car prior to Salzburgring when Quester won with Gunnar Nilsson. he was only slightly slower than Quester at Mugello in a lot fewer laps. Quester set the time with the race engine which was fitted between the sessions. It was interesting to note that the quickest BMW in last year's Group 5 race was only 4.8s quicker, with 150bhp more. Walkinshaw said this was due to the fact that the G2 machine is an infinitely better car than the G5 CSL, and was full of praise for the Alpina team.

The green Alpina BMW was hemmed in on all sides by the red and white stripes of Luigi-built, UFO-sponsored BMWs. The older, Monza-winning version of Carlo Facetti/Martino Finotto shared the front row (2:7.1) his only complaint being that the engine was a bit tired.

The two newer BMWs entered by Luigi from Belgium were on row two, the faster being that of Claude de Wael sharing with Finotto again. De Wael set the 2:8.0, while Finotto was a little slower in this car than in his own version. The main problem with both Luigi cars was getting the right spring/shock absorber ratio, and the team was concentrating on this throughout the session. Jean Xhenceval/Pierre Dieudonné, pole winners last year, were the final BMW pair, the former setting a 2:8.5. Their practice was curtailed early in the second session when a rocker arm broke.

That completed the over 3-litre runners, and the 2000-3000cc cars being mainly uncompetitive (and on this occasion rather scarce) one looked next to the 1600cc and 2000cc classes. The first of "the rest" was Manfred Mohr's Scirocco, in which co-driver Helmut Henzler set a 2:15.5, a whole seven seconds down on the final BMW. Their chief worry was overheating, and they thought the head gasket had blown on their only engine; but while they were trying borrow another, the mechanics found that the overheating was caused by the fanbelt slipping. On 2:16.2 were Helmut Kelleners/Willi Bergmeister in their Jägermeister sponsored Scirocco, while the first of the 2-litre cars headed row four, this the very successful Alfetta of the Autovama team which had finished second at Monza and third at the Salzburgring. Stepping into the shoes of Arturo Merzario and Carlo Facetti as co-driver to Amerigo Bigliazzi was Giorgio

Francia, who also set 2:16.2. Upholding the honour of Audi in the 1600cc class were Hans Nowak/Freddy Kottulinsky in their 80GT.

Yet another Scirocco came next, the Spiess Tuning version of Anton Stocker/Jorg Siegrist which suffered during qualifying from a differential problem. Swiss duo Kurt Mirer/Armin Buschor (BMW 2002Tii) were the second of the 2-litre runners, and two more 2-litre BMWs were on the next row, the 2002 of Antonio Vallebona/Cesare Garrone, and the first of the Eggenberger-built, Heyco-sponsored 320is. This was the brand new Walter Brun-Ruedi Eggenberger version which was some way back, both drivers at the circuit for the first time. The second 320i, which Jurgen Reinke would share with Muff Stadt was even further back with chronic handling problems after Salzburgring.

John Markey and David Palmer got the Smith Kendon Mazda RX5 to Mugello without their previous dramas, but then they started at the track. During unofficial practice, a front wheel came off, luckily only slightly damaging the car. On examination of the damaged wheel, it was found to be simply not strong enough for the job, so Markey tried to have some more flown out, which never left London. Then they tried to swap the front struts with those from a Mazda RX3 which had damaged an engine, but they wouldn't fit, so for the third time they non-started.

In the morning warm-up, problems struck two of the BMWs. When the Alpina men tried their new clutch, it had been fitted wrongly so they had to fit yet another one, and Carlo Facetti broke the differential on his front row BMW, so that was changed during the morning. The weather for race day was cloudy, with the hills shrouded with a threatening mist, but apart from a few droplets the rain held off for the start.

## RACE

At the start, it was no surprise to see the BMWs powering away, Quester leading Facetti and the two Luigi cars. The little Scirocco upheld its practice form by staying ahead of the Autovama Alfetta, but then came a great gaggle of cars.

Quester just pulled away, having nearly 10s after 20 minutes of racing (ten laps). Facetti by this time had lost the two Luigi cars, which were sticking close together 20s or so further back. The little Scirocco of Mohr was now being pursued by the Kelleners' Jägermeister version, this having left the Alfetta behind, Bigliazzi not being as quick as Francia. Nowak in the Audi 80GT should have been next, but after ten laps he had stopped for a few minutes out on the circuit with the car cutting out due to an electrical short. However, he soon found it and got going again.

Before 20 laps, one of the Luigi BMWs had left the scene. Claude de Wael, following his team-mate, came into a corner, wound on the lock and nothing happened. He wound on some more, and simply understeered off, suspecting that a flat front tyre was the cause. The damage was enough to put him out.

As the race moved towards half-distance, there was little change at the front. Facetti was still shadowing Quester at around 10s, while Xhenceval was on the same lap but not in touch. The Sciroccos were now two laps behind, the Mohr version still leading the Jägermeister car, but the Alfetta had departed the scene when a front tyre exploded and bent the steering arm.

Before halfway, however, everything changed. First, Facetti came in with his car overheating. Even as he was in the pits, Quester slowed dramatically, just a lap before he was due to hand over to Walkinshaw; he dribbled into the pits, his engine holed. Suddenly, Dieudonné/Xhenceval were in the lead. Mohr had come in with the handling a little deranged, so the Jägermeister Scirocco led the rest, now in third place. Another lap behind was the Eggenberger 320i, which tuner Rüdi Eggenberger was driving himself, but their other car was way back in 15th place, misfiring badly.

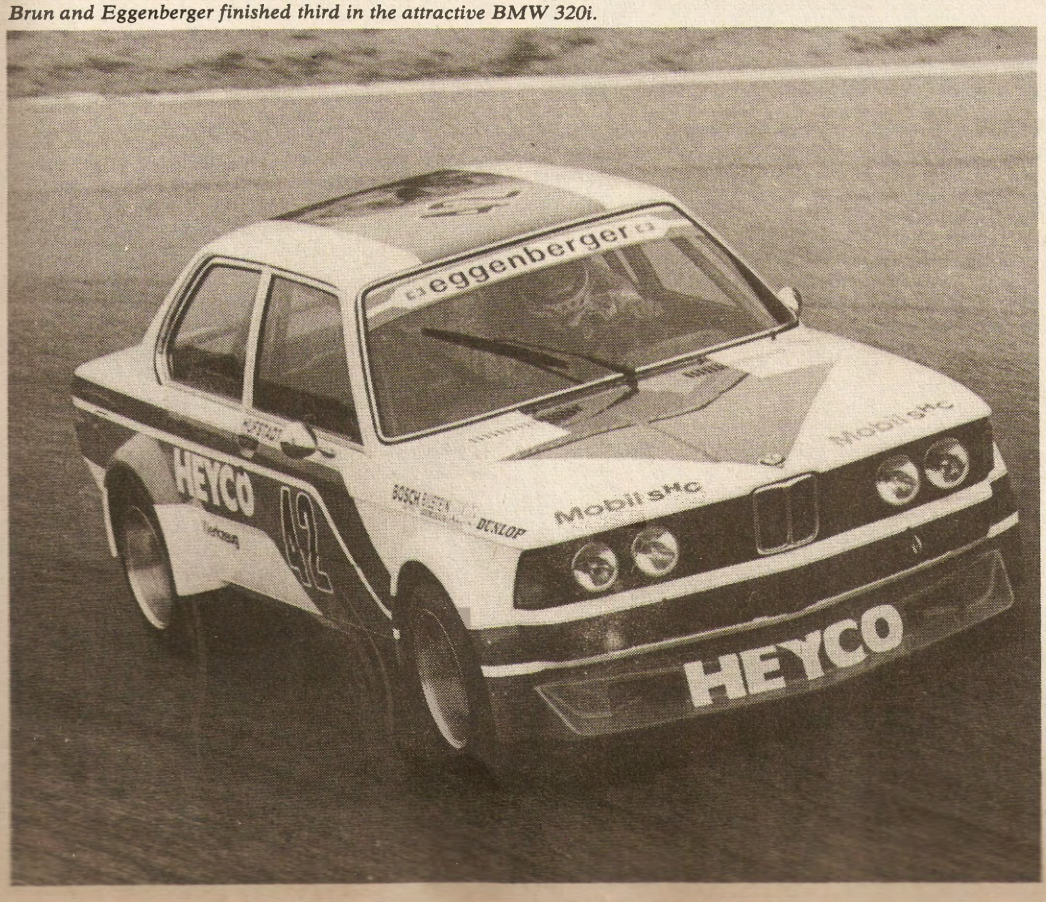
The problems with the Facetti BMW were ultimately solved by telling Finotto, who was to drive the second stint, not to exceed 6000 revs. This would keep the temperature down, but they did not decide this until after a number of pit stops, filling up with water and trying to find some solution. Thus, when the 60-lap mark came round, Xhenceval/Dieudonné were a lap ahead of the older car. Two laps further back were three cars, led by the Eggenberger 320i, then the Jägermeister Scirocco and the Swiss BMW of Mirer/Buscher. Mohr finally dropped out altogether after a really good run when it became apparent that an entire hub was loose and wearing away.

From this moment on, the final results were a foregone conclusion for the leading duo of Luigi BMWs. it was a simple matter just to cruise round to their final one-two and a fine victory in front of their Italian sponsors. In the end, Xhenceval/Dieudonné had three laps over their team-mates, who had been obviously losing time with their restricted revs.

Third place, however, was a different matter. The Eggenberger 320i firstly had problems with a sticking throttle, which required pit attention; then they were black-flagged because the bonnet was left open. The Jägermeister Scirocco went ahead again, but 20 laps from the end the clutch started slipping. Even so, they managed to keep ahead of the rivals for ten laps, but right at the end the clutch slipped so much that Kelleners could only just stagger out of the pits for his final lap, and he never completed it. The Swiss 2002 took over instead for a little while, but with its sticking throttle cleared the Brun/Eggenberger BMW came back in the final laps to snatch third by 2.8s, albeit four laps behind second-placed BMW, and seven behind the winner.

*Quester led for almost half the race until his engine failed.*

*Brun and Eggenberger finished third in the attractive BMW 320i.*




**Gran Premio Banca Toscana**
**European Touring Car Championship, round 3**
**Mugello, May 8, 100 laps**

1, Jean Xhenceval/Pierre Dieudonné (3.2 BMW 3.0 CSL), 100 laps, 3h 42m 42.5s, 87.80mph;
2, Carlo Facetti/Martino Finotto (3.2 BMW 3.0 CSL), 97 laps;
3, Walter Brun/Ruedi Eggenberger (2.0 BMW 320i), 93 laps;
4, Kurt Mirer/Armin Buschor (2.0 BMW 2002 Tii), 93 laps;
5, Anton Stocker/Jorg Siegrist (1.6 Volkswagen Scirocco GTI), 93 laps;
6, Willi Bergmeister/Helmut Kelleners (1.6 Volkswagen Scirocco GTI), 91 laps;
7, Ruedy Franz/Tarcisco Fornera (2.0 Alfa Romeo GTV), 91 laps; 8, Gaudenzio Ubolds/Carlo Giani (1.6 Alfa Romeo Giulia), 91 laps; 9, Jorge Serafini/Eduardo Marquez (1.3 Alfa Romeo AlfaSud Sprint), 91 laps; 10, Agelo Chiapparini/"Gimax" (1.3 Alfa Romeo Junior), 91 laps.
Fastest lap: Dieter Quester (3.2 BMW 3.0 CSL), 2m 7.8s, 91.80mph.

# Hare & the tortoises

Fiat win the hard way, but only just—Vatanen's meteoric drive almost wins the day despite three separate accidents—Mazdas and Rod Millen impress—Marathon, drawn-out WCR event marred by politics and acrimony between Fiat and organisers—Report and Photographs: MARTIN HOLMES

**If the worry of keeping ahead of Ari Vatanen for a whole week doesn't turn Fulvio Bacchelli's blond hair grey, nothing ever will.**

**After 24½ hours of stage driving, often at speeds that exceeded averages of 120kph, spread out over the course of seven days and five nights, Bacchelli's Fiat Abarth 131 Rallye dragged itself to the finishing post 1.58 minutes (1m 35s) ahead of Vatanen's RS1800, which during the course of the event had been delayed about 32 minutes, mainly through accidents.**

**A couple more stages and the Fiat engine would probably have burst itself through the exhaustion of being driven without oil pressure even if Bacchelli could have matched Vatanen's speed. Fiats survived a week full of arguments and worries to finish first, third and fourth, gaining a two point lead over Fords in the World series the hard and expensive way.**

**Vatanen now equals Bjorn Waldegaard in the race for the World Drivers series, each with one win and one second. Vatanen stole the limelight with hardly a panel straight, although Bacchelli's car was damaged when it hit a gate that was half-open on a stage.**

When the World Rally Championship was announced and the name of the Rally of the South Pacific appeared, all manner of problems began to raise their heads. Cars in that part of the world were said to be illegal, that not enough starters could be raised. The organisers were reluctant to throw open their roads for the sort of unlimited and unrestrained practice that European events experience. There was more than a hint of the suggestion that organisers of such a far away rally would be a little bit rural in their outlook, even if Murray Thompson, the powerful father-figure of the event, had been to San Remo last year.

Fiats wanted to go, to get—or rather to stop Ford, through a large number of private drivers, from getting points, or if they could not go it was an open secret that they would not have minded if the event had been dropped from the calendar.

The event's name was new, but it had previously been known as the Heatway, a marathon event which boasted among its winners names like Andrew Cowan, (twice), and Hannu Mikkola. On each of these occasions the event had been simply one of national importance, but now the eyes of the rallying world were to be focused upon it. It was the acid test for any organiser, particularly if a professional team like Fiat appeared. And they did. From the moment they appeared, I doubt if New Zealand really knew what was happening. Three cars were entered: Bacchelli, Alen and Lampinen. Verini was nominated an alternative driver to Lampinen, but he stayed in Italy whilst the practising went-on, and competed in Elba instead. He went to the event to help the team.

One of the pre-rally fusses concerned practising. Only the RAC, as a WCR event, can dispense with training and of course any foreign driver wanted some opportunity to see what the event was all about. The organisers made little active concession, but for them the situation was not easy. To permit practising would involve antagonising the local farmers who already had made it clear they only wanted public roads closed at night, while the state forests, although often left accessible with unlocked gates, obviously required official permits for access. These permits were freely available, but at a cost of lost time. New Zealand has daylight for just 12 hours, which leaves little spare time. Furthermore although there are many uncluttered main roads, an overall speed limit of 80kph limits the opportunities of covering large distances. The road-book was made available one month before the event, and it was interesting that the only people who bothered to collect it were Fiat and Ari Vatanen.

Vatanen entered the rally with an RS1800 of the local Masport team. This is sponsored by a large industrial group with connections in the motor trade. Their cars are immaculately turned out in white, blue and orange: the local driver Blair Robson having a sister car. Many local drivers favoured Ford, particularly Mike Marshall, previous Heatway winner, and one of very few local drivers with European experience. The greatest anti-Ford threat from the home country was to come from Mazda, and in particular the RX3 of Rod Millen. Millen has been national rally champion for the past two seasons and is still only 25-years-old.

From the Phillipines came their champion Dante Silverio with a Toyota Corona, but from neighbouring Australia no entries were received at all. There was a national rally scheduled for the weekend the South Pacific finished, the irony being that this date was changed to stop the event concerned clashing with the proposed London-Sydney. All together exactly 100 cars started.

## RALLY

The rally itself consisted of 75 stages, of which 71 were run and an extra two cancelled subsequently. The great length of the stages, 2200km, made many people wonder how long the cars would last. The San Remo, Europe's longest event in terms of stage distance, is 800kms. Obviously Morocco and Safari are longer, but both those events have a special character and a special demand on the cars.

The stages in New Zealand are all just like Europe. The Finnish drivers looked at the roads and reckoned they could just have easily have been at Jyvaskyla. Even Australian observers reckoned that there was an enormous difference between New Zealand and their country. The longest stage was just over 100kms—and gave Vatanen the delight of passing not one or two, but *all three* Fiats.

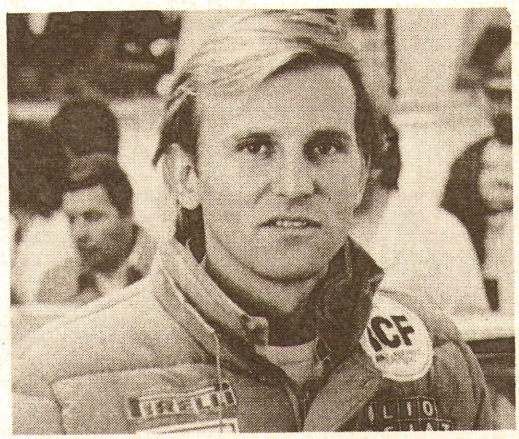
There were many halts. The organisers had taken pains not to stress the drivers, and there were four substantial halts with many other halts of one or two hours as well. Lampinen reckoned the whole event could have been shortened by two days without cutting out any of the route.

The country demanded certain special attention. Speeding is not on. Even if you hurry in an ordinary car in that country, you will be given pained and disapproving looks by other motorists. Servicing was to be confined. The police said they did not like lines of vans parked on the roads, so it was confined to any off-route position and also to various specific areas where extra time allowance was offered. Furthermore certain areas were "blacked" to service cars altogether, but unfortunately these restrictions in practice were badly defined.

The average speed for road sections varied according to the environment, but in remote areas it crept as high as 70kph. There were no tyre rules: studs were forbidden but the rally would not demand these as the North Island has a milder climate than the south. Last year the rally ran into the South island and created havoc among local drivers who had never experienced such conditions before. When Fiats fitted slicks, a buzz of expectancy went round. *Whatever* they did, they were the marked men. Would they be excluded for breaching road traffic rules? They weren't, as it happened!

Local interest was high, despite the few people who live in the country. Local firms gave their names to special stages, radio stations gave long reports (the event was sponsored by Radio New Zealand), but one of the most surprising things (in the eyes of the writer) was the spotless presentation of the competing cars. There was not a dirty car on the event. The last car to start was just as smart as the first.

The event started on a Sunday which enabled large numbers of spectators to watch the opening stages, but unfortunately after the first few cars had started the first test, the rains came down. Wellington is well known for its winds, but even these could not blow



*For Fulvio Bacchelli (above) and in action below, the NZ victory proved an immensely nerve-racking business.*

*The hero of the rally who astounded the locals, suffered three separate accidents yet so nearly won; Ari Vatanen set no less than 47 fastest times out of a possible 69!*

the clouds away. Two of the seven stages due to be held in daylight were abandoned as they rapidly became impassable. This was unfortunate since a large proportion of the route was in darkness. Apart from a quaint system of timing cars to the hundredth of a minute, rather than to minutes and seconds, and to the daunting length to come, the event could really have been typical of any European event.

**Division 1: Wellington to Palmerston North (Sunday morning till Monday morning).** In the early stages the lead changed hands frequently: Vatanen, Bacchelli and Alen taking turns at the top. Fiat's tactics were clear; both Alen and Bacchelli would attack the man who pulled clear to hold the lead, while Lampinen would provide reliability behind. The event was to be so long that clearly the team would not be intact by Saturday. After three stages Alen and Bacchelli were jointly leading, 0.11 minutes ahead of Vatanen. Then on the fifth stage Vatanen pulled past on the first long test, a 30-minuter, while on the sixth stage, the last one before the supper halt at Masterton, things started to happen.

Ari went off the road in mysterious circumstances. Following drivers reported that he had vanished. He'd started the stage but nobody at the finish had seen him arrive! Whilst they had passed by, the Escort was out of sight down a bank, being winched back, but all this took a lot of time, some 23 minutes to be precise.

On the same stage Markku Alen had the water hose become disconnected. Twice he had to stop to refill, the engine became dangerously hot, and the driver became a little preoccupied. His preoccupation led him to drive past a spectating police car, which ultimately gave chase. Summary judgment led to his exclusion and the chain of events described later in this report.

These events gave Bacchelli his lead, a lead he would hold, albeit very anxiously, till the end of the event. The private Escort challenge began to fade. David Cooney went out after only one stage with engine trouble; Colin Taylor had the cam belt break; Clive Smith had an accident; Alan Carter had front wheel stud failure. Baccheli led Lampinen by 5.56mins: Rod Millen was third nearly six minutes behind, only a half minute ahead of Mike Marshall; whilst Alen was nearly a quarter of an hour behind Bacchelli, in fifth place. Already the cars had been driven competitively for over four hours.

**Division 2: Palmerston North to Napier**

This was the first all-night division, which led cars up the eastern coast. Immediately the division had started came some interesting news. Vatanen had crashed *again*. This time the accident occurred on an asphalt section. The Escort, already a little battered from the day before, took on a rather tired look, in distinct contrast to the car of team-mate Robson who was lying sixth overall. The driver was now really dispirited. He had lost another five minutes senselessly (he'd felt a little less guilty about the first accident). This time he'd really "blown it." He crawled to the end of the stage to face the wrath of Robin Vokins, who'd already begun a long hard battle to keep the car working well. New steering rack, new strut, new TCA—and all Vokins had wanted was a nice quiet event simply changing things which might wear out through sheer distance. In the end, Vatanen reckoned the time that he lost in "crawling" to the end of the stage could have made the ultimate difference between first and second, but *"ifs"* come cheap in rallying. Those who saw the wheel almost hanging off wondered that the car could be driven at all. Paul Adams disappeared with piston failure, Vatanen had climbed by the end of the night back to fifth place whilst Alen was up in third. Fiats one, two and three (subject to protest), all was right with the world.

**Division 3: Napier to Gisborne**

Another night, another Vatanen accident (off backwards this time!), more work for Vokins and the other men in the Masport vans. Mike Marshall retired when his piston burned after lying seventh, whilst Alan Mitchell who had been eighth, had head gasket trouble and retired.

Slowly the stories about Fiat engine reliability emerged. The engines had seldom been asked to perform so long and so fast; were they showing signs of early failure. Pools of oil were seen forming beneath the cars, Audetto was busy denying that the oil came from *his* cars. Alen's engine had certainly been overheated on the first night, was his to be the first to go? Anyway Alen's performance was a matter of academic interest. No way would his stage times be allowed to count, if Murray Thompson the rally mastermind, had his way.

Audetto was busy hatching schemes to get Alen reinstated, and of course simply to have him running meant that he could help solve any problems that Bacchelli and Lampinen might suffer in a stage. Vatanen was now in 'top gear,' nearly every stage was won by him. Masport calculators said that if he kept going like this, maybe, just, he could be in the lead by the finish. At the end of the night he was fourth behind the three Fiats, ahead of Millen who was driving a very mature rally, and Robson. The "illegal" Holden Torana was burbling its powerful way along in seventh place.

**Division 4: Gisborne to Rotorua**

This time a night and then a day! With already 11 hours of stage driving behind them the event was just beginning to come to life.

Gradually the whole country began to hear about this crazy Finn who single-handed was menacing the might of the Italian nation. He started this division 19 minutes behind Bacchelli, but then his fortunes took yet another tumble. He had a puncture (ironically on a tarmac stretch of road) and lost about three minutes changing the wheel. In the haste to contunue, the jack was left untethered in the boot and promptly holed the oil tank!

Come the daylight and things started to look better, for Bacchelli went off the road on the final stage before Rotorua. Both the other Fiats stopped for him, and eventually he got going again. Earlier that night, on the longest stage of all, Vatanen did something he will recall for the rest of his days: he caught and passed on that one stage all three Fiats! By the end of the division he was only nine minutes behind the leader, having overtaken Alen into third (unofficial) place, and only three-quarters of a minute behind Lampinen.

Should Simo speed up? No, still there were another six hours of driving in the last division; time for many things to go wrong. Lampinen was the team's anchor man. The order: Bacchelli, Lampinen, Vatanen, Alen, Millen, John Woolf (Mazda RX3). Robson went out with distributor trouble which led to engine failure, a disappointing fault for a still unmarked car. Even Bacchelli's car was beginning to look ragged.

**Division 5: Rotorua to Auckland**

The final leg and one of the toughest; a night then a day. During the night sections Vatanen caught back six of those nine minutes, but by the breakfast halt at Hamilton he reckoned it was all just too much. Second place, after all his escapades, was quite good enough.

But meanwhile the Bacchelli hairs were turning grey. He lost his oil pressure. He did two stages like that and amid the confusion he took the wrong turning in the first and lost a whole minute immediately. He had only two minutes in hand, but worse even than that, it was now very probable the car wouldn't finish at all.

On the way back towards Auckland, Bacchelli crept along with minimum revs. Neither he nor Rossetti spoke a word. They decided to change the oil pump before attempting the final stage, and found a piece of metal from a sump baffle had jammed the pipes.

As Ari reached the finishing ramp, mechanics were putting Bacchelli's car together again, and with minutes to spare he completed the final stage on three cylinders and reached the finish.

It had been the longest week that Bacchelli or Rossetti had ever known, and one doubts if Audetto could recall a more harassing time either. Nor, for that matter, could the organisers!

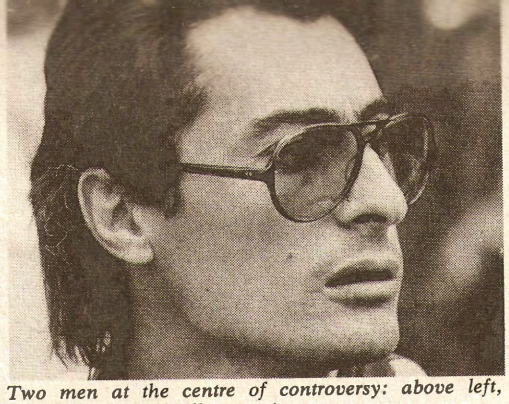
**Radio New Zealand International**
**WCR Round 5**
**1/7 May '77**

1, F.Bacchelli/F.Rossetti (Fiat 131 Abarth) 1469.91 mins;
2, A.Vatanen/J.Scott (RS1800) 1471.49;
3, M.Alen/I.Kivimaki (Fiat 131 Abarth) 1491.90;
4, S.Lampinen/S.Andreasson (Fiat 131 Abarth) 1496.79;
5, R.Millen/M.Franchi (Mazda RX3) 1547.99;
6, J.Woolf/G.Whitaker (Mazda RX3) 1629.65;
7, J.Sergel/M.Fletcher (RS1800) 1682.80; 8, R.Tippett/A.Harcock (RS2000) 1701.75; 9, M.Chandler/D.Campbell (Colt Lancer) 1706.65; 10, A.Brough/M.Galvin (Toyota Trueno) 1725.22.

Group One
1, R.Brown/M.Gibbs (Mazda RX3) (12th o/a) 1736.33.

## FIAT

Fiat had three 131 Abarth Rallyes, without any special parts. It was clear that they were uncertain about the reliability of the cars; never had they tackled anything like this length of competitive rallying before. The cars had to be specially registered in New Zealand in accordance with the rally regulations, which was coupled with an unusual road traffic insurance system. There were no practice cars, training being carried out in normal road 131s, service vans being locally rented from Avis. Tyres were medium and narrow width gravel P7 with a range of racers from slicks downwards for the few all-asphalt stages. The narrow tyres were kept for the sandy stages.



*Two men at the centre of controversy: above left, Daniele Audetto, Fiat team manager; right, Murray Thompson—chief rally organiser.*

## FORD

Ford were represented by many cars, all semi or completely private. Ari Vatanen's car entered by Masport was Timo Makinen's Southern Cross car that had been brought across from New South Wales. Its old number was LVW 690P. Robin Vokins was brought over from Boreham to supervise the servicing. Co-driver was the genial Jim Scott, who had won the year before with Andy Cowan.

Next highest seeded Ford was the car of Mike Marshall, which started life as an 1100 assembled in New Zealand. It now has a 2-litre engine, drum rear brakes, ZF gearbox but only two-link rear suspension. This car was sponsored by Hitachi.

Blair Robson was Vatanen's team-mate with Masport (this team is really professional: they even used a 1300 Escort mocked-up to look like a rally car, with wheel arches and all), his car similar to Marshall's except that it had rear discs. Masport incidentally are a big industrial group, supplying, among other companies, Ford in New Zealand.

Colin Taylor used an RS1800 that had been built around an old RS1600 (the old shell of which was lying at the side of the official service area at Taupo!) which had once been used by Roger Clark in South Africa. Four links and discs.

Paul Adams used an iron block 1800cc engine, which many reckoned was more powerful than several local 2-litres. It used several BDG parts, and was supposed to give 245 bhp, but with little torque. Two links, drums.

Clive Smith had an 1800cc engine with drums, a Rocket gearbox and two links. Alan Carter had a 2-litre, drums, 2-links and a ZF; Alan Mitchell drums, 2-litre, 2-links and ZF. Brian Green had an old TwinCam which was accepted into the rally under the concessionary "Group Pacific" category, which basically admits certain cars which are not FIA homologated, like Hugh Armstrong's Holden Torana, and others where basic parts have had to be substituted by parts that are similar in purpose but locally made. Incidentally the Southern Cross rally has allowed these cars, but last year the only non-homologated, types to enter were a Leyland P76 and three Toranas.

Other interesting Escorts were those of Tim Gibbes with an RS1600 that still carries the number SYM 947M but which has now been converted to right hand drive, whilst Bob Couch has an RS1800 that was acquired carrying the number LAR 800P.

## MAZDA

Mazda are a New Zealand phenomenon! Rod Millen has twice now finished the best local driver on this event, and apart from a few events right at the start of his career has always rallied rotary Mazdas. His present car, new at the start of the year, has an engine of 2.6 litre equivalent, and although its power output has not been measured, there is little reason to doubt the driver's estimate that it produces 220bhp. Bill Shiells of Rotorsport at Auckland prepares the car, which is sponsored by Phillips Car Stereo systems. Such a system is fitted to the car and is played long and loud at service points, particularly those in urban areas where crowds will gather. It is immaculate in white and blue stripes. Millen's only events outside New Zealand have been to the Southern Cross. In 1974 he retired with differential failure; in 1975 he finished eighth but was disqualified "for being a foreigner", as he put it. Throughout the rally the car proved very reliable, simply consuming brake material, although a halfshaft snapped on a late stage which only timely help from John Woolf enabled Millen to finish. The standard cars develop about 130bhp: Millen's is fitted with 5-speed gearbox, limited slip differential and a high speed steering box. Woolf's car is more standard with standard gearbox and carburettor, giving about 200bhp.

*Fiat's "anchor man" Simo Lampinen drove closely to orders and eventually finished fourth after a consistently steady drive.*

## ALEN'S INCIDENTS

As if the final night Monte Carlo episodes were not enough, Alen was in trouble again in NZ. This time he caused considerable offence to the organisers not only by exceeding the speed limit—but also for failing to stop for the Police. This happened at a rather tense time when he had just lost a lot of time on stage number 8 with a broken water hose. During the stage the engine had dangerously overheated and he was anxiously hurrying towards his service crew. The Police say he did 132kph in an unrestricted area where the overall limit was 80kph. By all accounts he then accelerated and was timed at an even higher speed. Only when he reached the main intersection at the next town did the Police catch up with him!

The organisers used a very loosely worded clause, under the heading of "Public Road Courtesy" in the regulations in which they reserved the right to impose a penalty of *"not less than $50 [NZ$ is practically the same as US$] or exclusion"* for a variety of misdemeanours, such as bringing the event into disrepute or breaking local traffic regulations. Irrespective of the police prosecution but based on the reports from the police, they imposed on Alen a penalty of $100 and exclusion for "failing to stop, and for bringing the sport into disrepute".

At this, Daniele Audetto moved into action. At the ensuing rest halt, in Palmerston North, he had a protest hearing at which, almost predictably, the penalty was confirmed by the stewards. He lodged a notice of appeal and got the right to continue. The organisers were upset at this maneouvre and ordered that Alen's times should not be published in the meantime, lest this be considered as a publicity gambit to which the team, on the rejection of the appeal, would not be entitled.

Audetto quietly planned his campaign. Apart from the inevitable political ploys (Italy and New Zealand were on the verge of signing an important trade agreement in which frozen meat for the first time would be imported into Italy), he considered the facts of the matter. He told reporters that Alen was being treated like a child, being sent to the electric chair for stealing an apple. In a lighter moment he added that life was one long fight against injustices. He, Audetto, was the present day Mussolini!

Eventually he happened on a plan of campaign which cut right through the petty arguments about what type of flashing lights police cars should use (they use red and yellow in New Zealand, just like service cars, not the normal blue) or whether the rally organisers should carry out the work and financial reclamations that the police should do. He noticed that the exclusion was ordered by the Clerk-of-the-Course, not the stewards.

On this slender but irretrievable thread, the case for Fiat was found. Murray Thompson, the chief organiser, was not too pleased, especially as he had seen countless minor breaches of regulations that he had chosen to overlook in the meantime. He gave vent to his feelings in a rather satirical speech at the prize giving which was either well received or found to be a little specious depending on whether or not you feel that rallying is primarily a sport, or a business.

Alen was not the only naughty boy. Simo Lampinen lost a slice of his day money when he was fined $100 for using a two-way radio in the rally car, which was specifically forbidden in the regulations. Two way radios in service cars and aeroplanes were permitted, and aeroplanes were necessary in order to relay messages over the top of mountains. Only Fiat were seen to use them.

Audetto, never short of a ready answer, said that it was grossly unfair to penalise such a nice fatherly figure as Simo. These sets had been bought by father for his children at the duty-free shop in Singapore, and wasn't it over-reacting to think they had been used on the rally? It was a while after the set was first seen before it was confiscated by the officials, by which time it was found to have neither battery nor crystals. Still, the call of the dollar was sounded. Incidentally the rally appeal court was said to have fined the organisation on one aspect of their work!

*Winning as he pleased once again; this time in the tarmac car . . .*

# Another for Bernard

Bernard Darniche and Alain Mahe continued their incredible run of wins in the Chardonnet Lancia Stratos last weekend (winning three events on consecutive weekends) although for their latest victory on the Criterium Alpin they reverted to the tarmac car that they last used in Sicily, the "loose" car being refettled after its wins in Elba and the Firestone in readiness for next weekend's Lucien Bianchi rally in Belgium, after which Bernard might even get a few days respite before going to Italy for the Quattro Regioni and then back to Ypres of Antibes!

After the early demise of Francis Bondil's powerful Porsche Carrera RSR, Darniche's win was little more than a formality, Francis Serpaggi never really getting on terms in his all-black Stratos, while the Fiat-France entered 131 Abarth for Francis Vincent was simply outpaced on this all tarmac event.

The organisers, the ASAC de Grasse once again put on an excellent route, with many of the old classics of Montes past as well as many new stages in the mountains around Grasse in the "Perfume" area in the south of France, so it was very disappointing to see as few as 58 cars actually starting this coeff.3 ECR event. Bernard Darniche of course headed the list in the familiar blue Stratos, but for once he was not the quickest over the first test which climbed 6.5km up the mountain from Gourdon. Francis Bondil in the purposeful Carrera RSR that he used on last year's Tour de France beat him by just one second, with Francis Serpaggi in his black BP-backed University Motors Stratos a further 6s in arrears.

But Bondil's lead was indeed short lived, as just 25km further on was the start line for the Col de Bleine stage where the driveshaft gave way under the strain. Meanwhile Darniche had swept up to the Col and down to the finish (9km), in just 5m 55.4s; with Christian Lunel in the Carrefour-bedecked Gp.3 Carrera RS being only 5s slower.

The following 20km test from St. Auban to the most westerly point of the route, Chaudanne, had unfortunately to be cancelled, due to reason of security. The 14km of Tartonne-Lambruisse followed where the Stratos drivers were 1st and 2nd, Darniche taking 8s from Serpaggi; but on the following 24km test which started at Pont de Villaron, climbed over the Colle St. Michael, and dropped down to finish at Annot, Lunel was, amazingly, fastest in front of both the Stratos. This moved Lunel into an unbelievable second place behind Darniche, but with Serpaggi close on Lunel's heels. Francis Vincent in the Fiat-France 131 Abarth which was in Labo (a French oil concern) livery, dropped steadily back, already the outpaced Fiat was 2m off the leader and only 10s up on Gerard Swaton's red Gp.3 Carrera, who in turn was being pressed by the only competitive Alpine-Renault on the event, the 1800cc A110 of Gallo.

Nay and Vigneau crashed their little Renault 5 Alpine on the Tartonne test after some quite incredible times on the first couple of stages; Pacchioi/Richez dropped their Alfa Romeo over the edge on the very narrow stage through Aiglun and Le Mas, luckily falling into some trees rather than 500ft or so to the bottom.

Two stages later, De Meyer too put his Kadett GTE off the road, this the first stage after a quick visit back to Grasse. Serpaggi, now trying hard in the Stratos, overhauled Lunel who was beginning to have gearbox problems, eventually losing third gear completely and being forced to retire on the long 32 km stage from Corraze to Col de l'Orme over the Col St. Roch and La Cabanette.

An old Monte Carlo favourite followed this, the Col de Turini, run as usual from east to west, where Pellegrin's promising run in his 1600cc A.110 came to an end. After one more stage Darniche had opened his lead over Serpaggi to 5mins, and Vincent held a strong third, two minutes ahead of Gerard Swaton who was being pushed hard by the delectable Michelle Mouton with equally delicious Francoise Conconi in their Elf-Porsche Carrera, which was prepared by the Almeras brothers, entered in G3 but moved to G4 by the scrutineers. They were followed by the Alpine of Gallo and the further Carrera of Christian Gardavot ahead of a trio of G1 cars led by "Knapick" in an Opel Kadett GTE, Mandrea in a Conrero GTE and the BMW 2002 Tii of Christian Dorche.

Just four stages now remained before the finish back in Grasse for a well earned breakfast after 18 hours of non-stop motoring and very little time for more than a quick change of tyres and refuelling. But with just two of these left a very disappointed Serpaggi was sidelined with that most common Stratos failing, a jammed gear selector, which let the Pirelli-shod 131 of Vincent to an easy second place. Michelin as usual dominated the remainder of the top ten positions at this all-French event. Bernard Darniche therefore ended up with a lead of some 8m, another 60 points to his ECR total, and even more hardware for his sideboard. Swaton just held off Michelle, and "Knapick" easily won Gp.1 after Mandrea dropped back to finish 13th.

**XX Criterium International Alpin**

1, B. Darniche/A. Mahe (Lancia Stratos) 3hrs 8m 2.4s; 2, F. Vincent/F. Calvier (Fiat 131 Abarth) 3hrs 16m 00.9; 3, G. Swaton/B. Cordesse (Porsche Carrera 2.7 1st Gp3) 3hrs 19m 34.3; 4, M. Mouton/F. Conconi (Porsche Carrera 2.7) 3hrs 20m 44.7; 5, M. Gallo/A. Galliano (Alpine A110) 3hrs 21m 14.4.

**ECR Championship Positions—after 14 rounds:**

1, Darniche—220, 2, Fernandez—105; 3, Brookes—84; 4, Vatanen—80; 5, Rainio 68; 6, Vilkas—64; 7, Pond—56; 8, Coleman—55; 9, Ballestrier—54; 10, Hamalainen—52; 11, Roothert—48; 12, de Bagration, Verine and Vincent—45.

# Darniche for Fiat next year?

The Bernard Darniche phenomenom struck again at the weekend when the little Frenchman dominated the Criterium Alpin, winning as he pleased in his tarmac-spec Chardonnet Stratos (there are two cars, one for loose rallies and one for tarmac). He has now won four consecutive ECR events, three of them in successive weekends and the steamroller will continue with the Lucien Bianchi this weekend; then the Four Regions back in Italy, followed rapidly by either the 24 Hours of Ypres or the Antibes Rally (probably the latter as it will undoubtedly prove less troublesome to win!). If Bernard has not won the championship by then, it will be because some meteoric new contender has appeared on the scene, as his lead is already massive (over 100 points).

This blitz on the championship has not allowed Bernard much free time lately, but it will assure him of the ECR title by early June and thus give him time to concentrate on higher things—like Corsica which he is determined to win this year (and may even be allowed to, as a reward for a second successive ECR title!) Despite Bernard's obvious keenness to compete on larger and more prestigious events, he and the Chardonnet team have totally dominated the European scene this year in a way which must be very pleasing to Lancia (Italy) who gave them the mandate in the first place.

Next year it appears as though we will be seeing Bernard in a factory-entered Fiat 131 rather than a Lancia; as contrary to reports we have been hitherto receiving, it seems as though the Works have yet to decide on the exact specification of their new Monte Carlo rally car, let alone develop it—all of which means that the Works will possibly indulge in little active competition next year. Bernard seemingly will be joining the growing band of drivers which already includes Verini, Alen and Bacchelli as front-line factory drivers (but the team can also call on the services of Simo Lampinen, Alcide Paganelli, Roberto Cambiaghi, Timo Makinen, Jean Claude Andruet, Francis Vincent, Timo Salonen, Tony Fassina, 'Didi' and now Billy Coleman etc etc!).

Small wonder that the team need such an enormous workshop, even if most of the cars are not run directly from Turin. If Lancia do not put in many appearances next year, could it even be possible that we will see Munari in a Fiat on selected occasions? Presumably the latter will be involved with development of the Monte Carlo, but we gather there is still some indecision over possible power units—whether to continue using the successful but obsolete V6 Dino engine, or switch to the new Ferrari V8 which currently powers the glassfibre 308 GTB, GT4 etc. Various factions within the Fiat empire are of mixed opinions on this point. Either way it seems that Bernard will be suitably rewarded for his fine efforts on behalf of the factory, getting that regular works drive which he has been so keen to secure.

*Darniche—Fiat in '78?*

# Sean's Porsche win

The Longford "Moto '77" rally, held last Saturday over 16 all-tarmac stages (128 stage miles) in Eire proved to be the scene both of Sean Campbell's first-ever Porsche rally win; and also a very rare accident which befell the ever-reliable Dessie McCartney. Organised by the Midland Motor Club and based on the Annaly Hotel, Longford, Clerk-of-the-Course Derek Johnston had organised a superb day's sport (only 68 road miles!) which cost competitors the princely sum of £12!

Conditions were predominantly wet and we gather that Dessie was just getting the better of a duel with Sean when something (a brake caliper or perhaps a disc itself) broke on the 3-litre Carrera in an 80mph bend, allowing the car to run up a bank and flip-over onto its roof. The Porsche came to rest upside down in the middle of the road, causing its crew not a little anxiety when they discovered that the doors were jammed. Fortunately there was no fire and both Dessie and Terry Harryman eventually crawled to safety. Amazingly the Carrera is very lightly damaged with superficial scars to roof and wheel arch extensions only.

Another man to suffer an accident was Gerry Buckley who retired on the third stage as a result; leaving Roy Cathcart's new RS1800 to take second place ahead of Noel Smith's 3-litre Porsche. Group One eventually belonged to Dessie Nutt's Magnum after Bertie Fisher's RS2000 lost 2½ minutes on the final stage with a puncture. Dessie finished fourth overall. Longford also marked the occasion of a competition "return" from Cahal Curley who was down to co-drive for John "Biggles" Scallon, but we gather took the wheel on occasions.

● Latest Central Tyres Price Check championship news concerns the Rally of the Vales which was to have been the next round of the championship. This event, a single venue affair to be run in Nant-y-Hwch forest (EFG) has finally been cancelled after protracted date changes since a pair of red kites (big feathered birds!) are nesting in the forest. Also in connection with the championship, regulations for the September Stages will be available from Allan Bartram at the new address of 9 Cookfield, Heage, Derbyshire.

● A maximum of 120 entries will be starting the Blane Stages Rally on Saturday which is a Division II round of *The Scotsman*/Glayva Scottish Rally Championship. The event, which is sponsored by Blanes, the Datsun dealers in Paisley, will start from Inveraray at 11am. Leading the division of the championship at the moment is Willie Lawrie in his Vauxhall Magnum and he will be out defending his lead. The event includes 36 forest stage miles and finishes in Oban.

# No Roger on the Scottish

The recent and most heartening successes of the Ford Motor Company (with a little help from Bjorn Waldegaard, Ari Vatanen, Gilbert Staepelaere, Beni Fernandez, Russell Brookes, David Sutton et al) have not unfortunately done much to alleviate Boreham's spare car availability, and while the team continue their programme of selected entries only in WCR events (despite certain Italian suspicions!), which consistently threaten to upstage Fiat (the only manufacturer competing with the avowed intention of lifting this championship), it is now certain that Roger Clark will not be making a British reappearance on the Scottish which he has of course won no less than six times in recent years.

The situation is as follows: the year really began back in October when new cars were built for the RAC Rally as usual. These cars competed in Portugal this year (apart from that of Bjorn Waldegaard which was new for the rally). These three cars will be seen again on the Acropolis (the scenario of another exciting confrontation between Fiat and Ford). After Portugal, Boreham's 24-hour energies turned to the Safari and new cars were built up for this marathon. The situation now is that Vic Preston Jnr's car has remained in East Africa in order to enable the latter to complete his winning ways in the national rally championship, whose last round takes place in November, while Waldegaard's winning car is destined for PR and museum appearances at various international venues and will presumably return to Boreham much later in the year.

This leaves two cars driven by Roger and Ari on the Safari which are currently on their way to England by sea from Mombasa. Of the two, Ari's car is in a considerably more battered state than that belonging to Roger. Presuming that the boat (which was late leaving Mombasa) berths in time, Boreham hope to create one good car out of these two ex-Safari machines in order to supply Andrew Cowan on the Scottish (this being the latter's prize drive for winning last year's Scottish Championship).

Naturally this arrangement leaves Roger without a car, but since he will be competing in Greece and then probably in Donegal, one imagines that he won't be too upset.

Meanwhile Bjorn has once again been doing the advance ground work for Ford's next WCR date, the Acropolis, and we gather that the initial recce went extremely well; the car proving both strong and reliable in the very rough Greek conditions. If the puncture problem has really been solved, then they must start favourites in Greece at the end of the month. It seems that the RS1800 has almost come a full circle now, having been painstakingly developed first as a forestry flyer and now as a long-distance WCR winner. It will be interesting to see if Fiat have made any fundamental changes since the last major confrontation in Portugal.

## BRIEFLY . . .

● As is the usual system on rallies these days, the results for the Tulip Rally were produced on a computer. In this case it was a firm called "Wang" who provided the service free of charge in return for their stickers on the cars. This computer was based in rally HQ at the Rotterdam Hilton so a teleprinter link was arranged between here and the halfway halt in Arlon. The link, however, was not that reliable so a couple of motor sport enthusiasts who run a firm called "Business Air Service" from a hangar at Rotterdam's Zestienhoven airport, came up with the answer—they would fly the results down for the organisers. A deal was quickly agreed upon and with amazing speed the results arrived at Arlon well before the first competitors left for the final half.

● Top southern clubmen will be competing in the Morpar-EMA Southern Stages on Sunday, for which over 200 entries were received. A total of 150 competitors will be able to start, with the Twin-Cam Escort of Stan Dukes/Roy Wilcox seeded number one. The Southsea Motor Club and the Cosmopolitan Car club are jointly sponsoring the event, which is a round of the Pirelli/*Triple C* Championship.

The spectator stages on the event (which has nearly 50 miles of stages) are at Stoney Brow (Map reference 186/688304) at 9am and Bramshill Forest (Map reference 186/789585). The entry list includes John Priestley, Geoff Lobb, Ken Aslett and Bill Riddle.

● The Cumbria Motor Sport Group are opening a memorial fund to Adrian Barker who died following an accident on the Tour of Cumbria Rally which the group organised. Adrian, was Mike Pattison's co-driver on the event, and at an inquest into the accident last week the verdict of accidental death was recorded. Any donations to the fund should be sent to Mrs J. F. Chalmers, ACA, 15 Marlborough Avenue, High Harrington, Workington, Cumbria, and cheques and postal orders should be made payable to CMSG Adrian Barker Memorial Fund.

● The organisers and sponsors of the Burmah International Rally are very keen to make their event a success in its first year at international status, and have made several changes to the usual format.

The principal changes will be in the timing and servicing arrangements which the Lanarkshire Car Club hope will make the event tougher.

The rally, on August 19/20, will have all its 24 stages open to spectators and the 480 mile route will include about 120 stage miles in Cowal and western Argyll.

Prize money has been trebled to a total of over £3000 with £600 for the winner. Regulations are now available from Dr Stuart Parker, 1 Burnhead, Larkhall, ML9 2EQ.

● Once again the Post Office will be running a dial-in results service for the Scottish Rally. The service will run from May 30 to June 8 and the numbers will be in Edinburgh (031-246 8061), Glasgow (041-248 8888), Aberdeen (0224-5911) and London (01-246 8020). When the entries for the event closed last week the organisers had accepted 159.

# Winning ain't easy

*The New Zealand International was certainly a fascinating event. Out of a possible 69 stages, Ari Vatanen set no less than 47 fastest times! Bacchelli meanwhile scored 15 and next man Alen, a total of just four. There were 243 kms of asphalt stages and a staggering 1823 kms on gravel tests! There were 100 starters and 35 finishers. WCR positions after this round are as follows: Fiat 66; Ford 64; Opel 39; Toyota 33; Lancia 32; Porsche and Saab 18 etc., etc.*
*Our report starts on page 14.*

# Scots 40

1, R. Brookes/J. Brown (RS1800)
2, S. Blomqvist/H. Sylvan (Saab EMS Rally)
4, H. Mikkola/A. Hertz (Toyota Celica GT)
5, P. Eklund/B. Cederberg (Saab EMS Rally)
6, P. Airikkala/C. Francis (Vauxhall Chevette 2300)
7, A. Cowan/H. McNeill (RS1800)
8, B. Coleman/D. Richards (Fiat 131 Abarth)
9, W. Rohrl/M. Broad (Opel Kadett GT/E)
10, A. Vatanen/P.Bryant (RS1800)
11, T. Pond/F. Gallagher (Triumph TR7)
12, C. Sclater/M. Holmes (Vauxhall Chevette 2300)
13, B. Danielsson/U. Sundberg (Opel Kadett GT/E)
14, A. Dawson/R. Spokes (RS1800)
15, B. Culcheth/J. Syer (Triumph TR7)
16, D. Gallacher/D. McHarg (RS1600)
17, J. McRae/D. Brown (Vauxhall Magnum)
18, P. Faulkner/M. Peters (RS1800)
19, K. Hamalainen/J. Korhonen (RS2000)
20, P. Ryan/M. Nicholson (Triumph Dolomite Sprint)
21, N. Rockey/D. Tucker (RS1800)
22, J. Taylor/J. Jensen (RS1800)
23, J-E. Lundgren/—
24, W. Sparrow/R. Crellin (Chrysler Avenger GT)
25, B. Taylor/I. MacIver (RS1800)
26, B. Blomqvist/R. Landholm (Opel Kadett GT/E)
27, T. Drummond/P. Short (RS1800)
28, D. Heggie/G. Dean (RS1800)
29, R. Eyre-Maunsell/N. Wilson (Chrysler Avenger GT)
30, O. Stromberg/M. Lindberg (Saab 96)
31, C. Malkin/J. Billett (Triumph TR7)
32, G. Waugh/P. Handy (Chrysler Avenger GT)
33, G. Elsmore/S. Harrold (RS2000)
34, C. Samson/A. Samson (RS1800)
35, K. Borjesson/M. Sterner (BMW 320i)
36, M. Wilson/J. Davies (RS2000)
37, A. Arnell/I. Buttery (RS1600)
38, R. Fekken/S. Pegg (RS1800)
39, B. Fiorentino/P. White (Chrysler Avenger)
40, R. McCartney/W. Moffett (RS2000)

# Super Ypres

Regulations are now available for the 24 Hours of Ypres (24/26 June) which of course is an ECR (coefficient 3) qualifier. This excellent event already boasts a powerful entry, even though it appears as though Bernard Darniche will probably go to the clashing Antibes Rally to score points more easily. Leading contenders at present include the two works SEATs (Zanini and Canellas); the David Sutton-built but works registered all-black RS1800 for local hero Gilbert Staepelaere, plus further RS1800 entries for Russell Brookes and John Taylor, two works TR7s for Pond and Culcheth; two very competitive Opels for Walter Rohrl and Lars Carlsson; two Jolly Club Stratos entries; two Fiat 131s for "Didi" and "Neri" plus a further car from Turin entered by the Jolly Club; Stig Blomqvist's Saab 99; Bruno Saby's Alpine and Walter Schewe's Carrera.

This highly impressive line-up will probably be joined by Graham Elsmore, David Stokes and Malcolm Wilson in their respective G4 cars, so the British contingent is considerable already, which is not surprising in view of the excellent rates and concessions available. (All foreign crews get three days and nights plus breakfast free-of-charge, and there are considerable travel reductions available.) The event should work out virtually as cheap, if not cheaper than a British national; it is very easy to practise and has a high reputation. Entries and enquiries to Frans Thevelin (Rally Director) Frenchlaan 2,8900 Ieper, Belgium.

# Welsh Rally '77: Ari v Russell?

Amid rather more than the normal quota of grumbles over seeding, *the Western Mail* Welsh International gets underway again tonight (Thursday) from Cardiff. Once again the rally is of course both an ECR and a *Motor*/RAC championship round (5) although it is not this year part of the Castrol/Autosport championship.

A number of fundamental changes to the route have taken place and the rally now starts at 21.00 this evening from Cardiff (the first stage action begins just after midnight) and the route involves a long loop to the north which takes competitors to Snowdonia before returning to the sole major halt at Aberystwyth (overnight) on Friday. By this time 24 of the 37 stages will have been completed and Saturday consists of a run south through familiar territory back to Cardiff, where the first car is expected at Melbourne Motors from about 18.00. First car is due in at the 'halfway' halt at Aberystwyth around 18.40 on Friday, and the re-start is scheduled for 07.00 on Saturday. Competitors are this year being spared the annual buffoonery at Llandow, a hitherto perennial and most unpopular (with competitors) adjunct to proceedings. The organisers hope to have results out by 10pm on Saturday and finalised by 10.30pm. Prize giving at the Centre Hotel is then expected to be a brief affair and will be followed by a party and 'disco' with a bar extension until 3am....

There are, at the very least, 160 stage miles, including two Eppynt tests on Saturday and four new stages on EFG territory will be visited in South Wales. The start is once again taking place from Cardiff City Hall tonight. So much for the basic format.

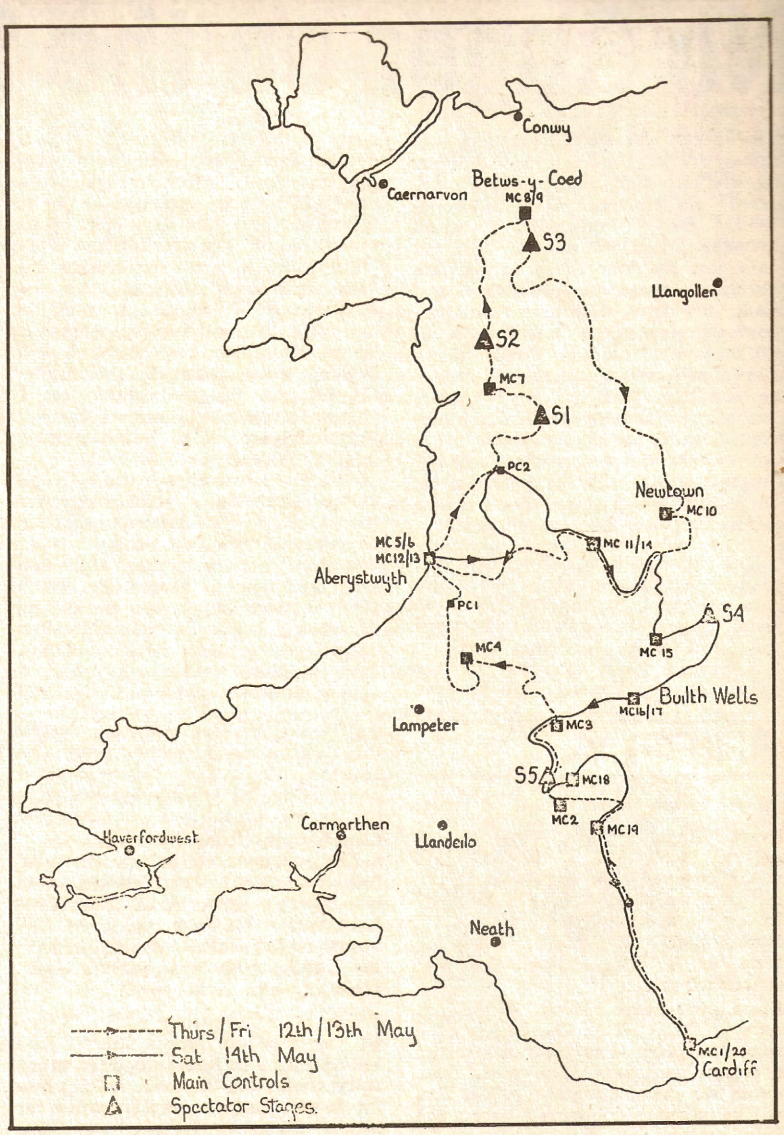
The organisers have reluctantly but readily agreed to bow to the domestic habits of the now notorious red kites, two of which are busily nesting in Nant-y-Hwch forest. The result is that 11 stage miles have been lost; but besides this factor the organisation of the '77 Welsh, once more under the capable direction of Rob Davies as Clerk-of-the-Course, seems to have progressed smoothly. Conditions in Wales have been very wet of late and even if the sun shines, the stages themselves are expected to be both slippery and soft. Spectator information is unfortunately a little sparse, due to the Forestry Commission's reluctance to release details, since they fear the mass invasions so obvious every May and November. There is no doubt that this reluctance will make little difference to crowd attendances on stages, and one doesn't have to be a brilliant statistician to recognise that almost everyone knows where to go, and when, especially in Wales.

However the organisers have put in a special plea to spectators to use their sense of judgement in parking as there are many narrow access roads, and stages will simply be cancelled if spectator behaviour warrants such moves (this includes the parking of spectator cars). The real blockages and troubles normally occur after the first 30 or so competitors have passed and the initial crowds are beginning to disperse, thus meeting both later competitors and more spectators in a melee of confusion. It is hoped to avoid some of the chaotic scenes witnessed in recent years.

Such information as the Forestry authorities will allow to be released has been well documented and syndicated by the organisers and it is to be hoped that spectators will take advantage of the extensive facilities offered at the places to which they are being encouraged.

Beacon Radio will once again be giving extensive coverage to the proceedings, and there will be regular reports from Allan Phillips who is in fact competing on the event. The station broadcasts on 303 metres medium wave and 97.2 on VHF.

Among the recently published entries, a principal non-starter is Andy Dawson, who, following his accident on the Granite City, will be rebuilding an RS1800 to his own specification in time for the Scottish. Much interest will once again centre on the Chequered Flag team who received their works Fiat 131 from Italy on Monday. The car is the subject of great co-operation and interest from Turin and the 'Flag crew have been joined by an Italian works mechanic, while both chief development driver Giorgio Pianta, and Fiat Competitions chief development engineer will be in attendance. In addition Pirelli's number one competition tyre technologist, Garibaldi, has returned from New Zealand to be present in Wales, and a Pirelli truck will be coming from Italy to add to the strength. The venture is thus viewed very seriously in Italy and no doubt many lessons will be learnt in preparation for the works effort on the RAC in November. Billy Coleman has himself recently returned from Italy where he has been driving a 'muletto' 131 Abarth practice car at the company's loose surface test facility. He has also had some miles experience on the car he will be driving today.

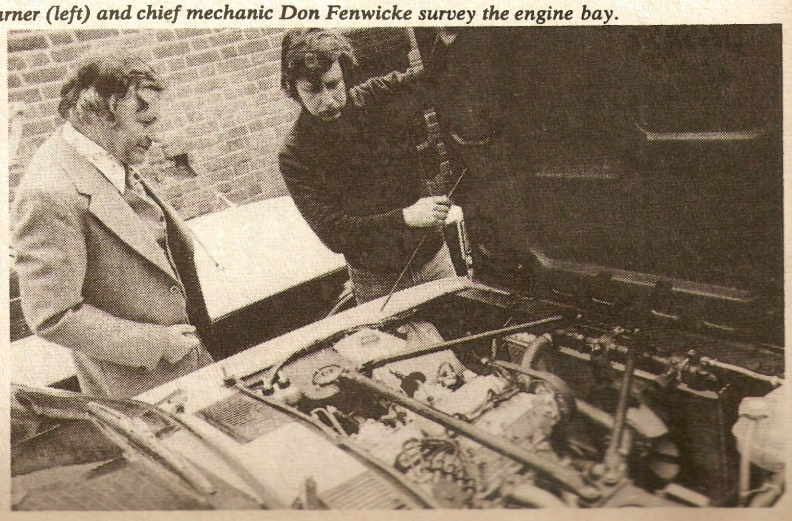



Aside from the Ford brigade, led by Russell Brookes who will once more be driving the tarmac-type RS1800 in which he recently won both the Circuit and the Granite City (and not forgetting co-RAC championship leader, Paul Faulkner at 23!) major opposition comes from DTV with their exciting Salisbury-axled G4 Chevettes, and a new DOT crossflow Opel Kadett built especially for Walter Rohrl. In addition Hannu Mikkola may well make an impression with the Celica which he must of course use in non-G5 internationals.

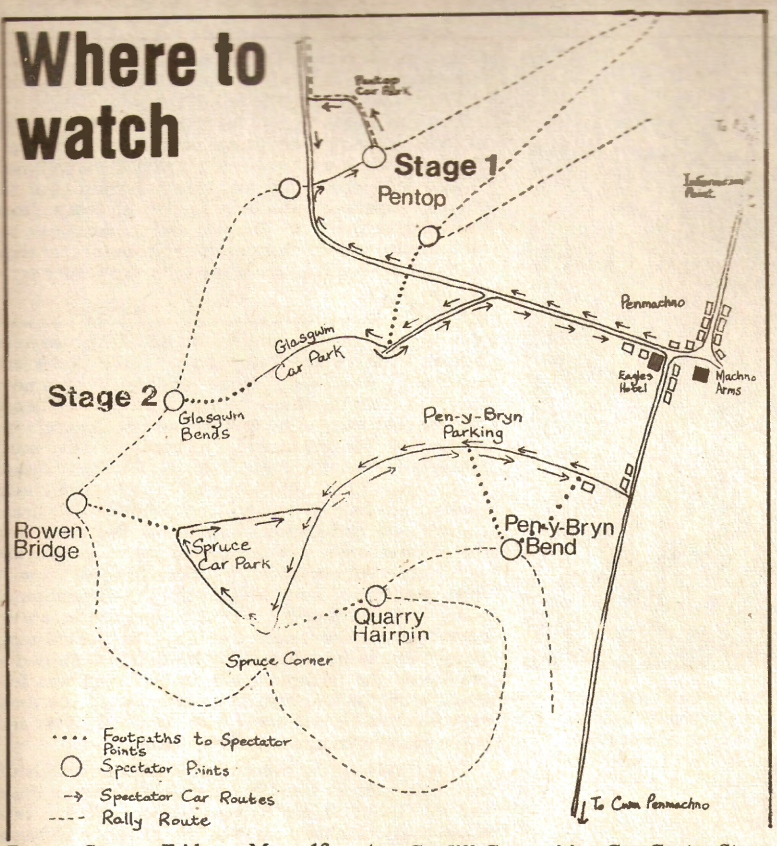
Leyland's two TR7s are rather out of the power game picture and would be unlikely to offer a major challenge for the lead unless serious mishaps overtake the faster favourites. However the TR chassis is obviously excellent and the cars seem to be most reliable and strong (although heavy) so they should be there at the finish (unless their drivers visit the scenery in their frustrating attempts to get on terms with more powerful competition).

Last year's winner Ari Vatanen, this year seeded seven, will once more be in David Sutton's ex-Pentti Airikkala LHD RS1800, and it will be most interesting to see whether Airikkala, Sclater, Rohrl and Mikkola can match his and Russell Brookes' pace...

*The new arrival in Chiswick . . . below left, the ex-Makinen Fiat. Right: Graham Warner (left) and chief mechanic Don Fenwicke survey the engine bay.*



# Where to watch




**Dovey Stage.** Friday, May 13, at approx. 06.53. Ref. 124/846099. The reference given is the entry point to the spectator car park. Approach from the East via a short length of yellow road from the ref. 124/848096 this leading from the A470(T). Please follow the spectator signs.

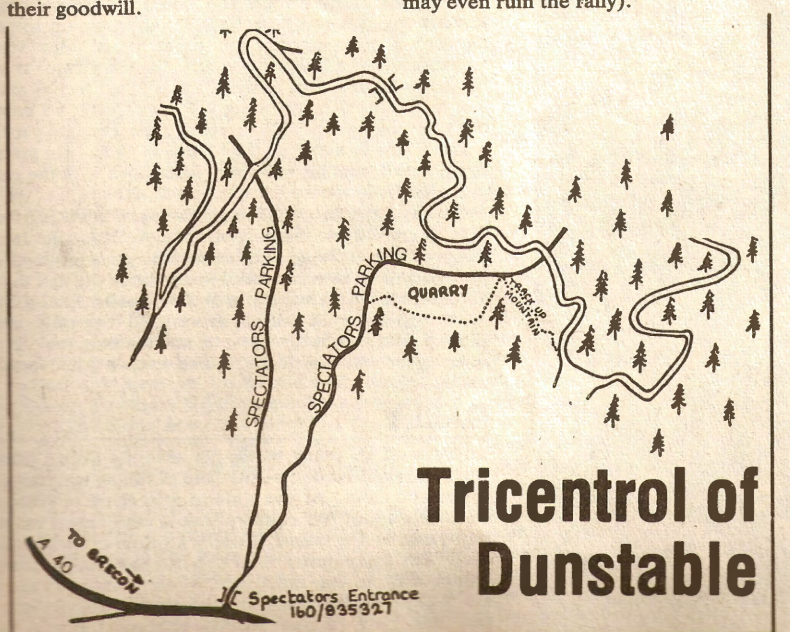
**Maes Gwm Stage.** Friday, May 13, at approx. 08.19. Ref. 124/721269. The reference given is the entrance to the spectator car park. Approach from either direction along the A470. You will be met at this point by the spectator marshals who will direct you. Please be careful as competing cars will also be using this entrance.

**Penmachno Stage.** Friday, May 13, at approx. 10.39. Ref. 115/789504. The reference given is the entry point to the spectator car park. Approach from the **North** only please, please call at the Forestry Commission Information Point at ref. 115/795510 to collect a map of the spectator points within the forest. This point is on the B4406, approach from the A5. Please be very careful and quiet driving through the village of Penmachno, the continuation of rallying in Penmachno Forest depends on their goodwill.

**Cardiff Competition Car Centre Stage.** Saturday, May 14th, at approx. 12.19. Ref. 148/188½683. The reference given is the entry point to the forest from the main A488 trunk road. Please enter the forest and follow the spectator direction signs and marshals directions as to where to park.

**Tricentrol of Dunstable Stage.** Saturday, May 14, at approx. 14.59. Ref. 160/835327. The reference given is the entry point from the main A40(T) into the forest. Entry to the spectator car park is gained via a narrow road and bridge so please be careful. Please park as directed by the marshals.

(Please make use of these facilities provided and do not try to spectate at other stages on the rally which are not nominated as spectator stages. These are not suitable due to either being particularly dangerous within the forest, i.e. fire risk, or due to their locality with poor approach roads. When spectators try to use narrow approach roads which are themselves being used by rally traffic, congestion results which causes considerable delays and difficulty to competitors and may even ruin the rally).




# Tricentrol of Dunstable

# Tony's RS

A rather nostalgic sight on this weekend's Welsh Rally will be Tony Fowkes driving a MkI Escort. Tony is still building up a replacement for his original most unco-operative RS1800, which was written off on the Virgo Galaxy recently on Eppynt, but he does not expect to have it finished before the Burmah Rally. He has, therefore, hired the MkI from Malcolm Wise, which has a Brian Hart 240bhp BDA engine. It is an ex works car, registration "000 57", which had in the distant past been rallied by both Roger Clark and Timo Makinen and was first used in 1972.

At the moment he has no firm plans for what he will use on the Scottish, as he will just wait and see how reliable the car is this weekend.

● Kyosti Hamalainen, who starts the Welsh from the privileged number 10 position, caused several headaches for himself and entrants Peter Clarke Autos on the way to the start. Thanks to a Finnish ferry strike, Kyosti had to bring his car over via the Gothenburg ferry and when it arrived, the RS2000 proved to be a standard used car, just pulled off the parking lot with 45,000km on the odometer. Hamalainen had merely jumped in and driven it to the boat! The previous few days have thus been the scene of frantic activity up at Skipton where Peter's mechanics have been hard at work changing virtually everything (or bringing it up to Group One spec, as we say!) Peter has now secured a new sponsor for his rallying ventures—International Paints (a subsidiary of the Courtaulds Group, based in Birmingham) in association with A&C Factors Ltd, a Bradford-based paint wholesalers. The cars will thus be in red, white and blue livery and the deal covers Hamalainen for the Welsh and the Scottish, plus Peter himself for the remainder of the Castrol/AUTOSPORT championship.

● Mike Rawson has regretfully decided to withdraw from the Welsh this weekend. Reasons are both financial, mechanical and political. The first requires no explanation; we also gather that there is much work to be done on the Stockshill crossflow Kadett following the Tavern (Avon) National. Finally Mike remarked that the seeding on the Welsh, of which many competitors have expressed severe criticism, played a part in the team's decision to withdraw. The car is expected to be out on the next round of the Castrol/AUTOSPORT championship, the Hadrian Stages, and Mike will also be competing in Donegal again this year.

# Leading entries

1, P. Airikkala/C. Francis (Vauxhall Chevette); 2, H. Mikkola/A. Hertz (Toyota Celica); 3, A. Fowkes/B. Harris (RS1600); 4, W. Rohrl/M. Broad (Opel Kadett GT/E); 5, B. Coleman/D. Richards (Fiat 131 Abarth); 7, A. Vatanen/P. Bryant (RS1800); 8, T. Pond/F. Gallagher (TR7); 9, R. Brookes/J. Brown (RS1800); 10, K. Hamalainen/J. Korhonen (RS2000); 11, N. Rockey/D. Tucker (RS1800); 12, J. Taylor/J. Jensen (RS1800); 13, C. Sclater/M. Holmes (Vauxhall Chevette); 15, H. Toivonen/M. Tiukkanen (Avenger); 16, H. Valtahaarju/P. Kuukkala (Opel Kadett); 17, J. Haugland/J. Chitty (Skoda 130 RS); 18, B. Culcheth/J. Syer (TR7); 19, W. Sparrow/R. Crellin (Avenger GT); 21, M. Johansson/M. Harvey (RS1800); 22, D. Stokes/E. Morgan (RS1800); 23, P. Faulkner/M. Peters (RS1800); 24, R. Eyre-Maunsell/N. Wilson (Avenger); 25, T. Drummond/P. Short (RS1800); 26, P. Ryan/M. Nicholson (Dolomite Sprint); 27, R. Borjesson/J. Hawkins (BMW 320i); 28, B. Fiorentino/P. White (Avenger); 29, J. McRae/I. Muir (Vauxhall Magnum); 31, G. Elsmore/S. Harrold (RS2000).

*Number One in Wales. . . .*

● We gather that David Grainger's long-awaited TR7 will in fact be making its debut on the Welsh this weekend, sponsored by Merion Motors and Century Oils.

**LIST OF MAIN TIME CONTROLS**

| | | | |
|---|---|---|---|
| **Parc Ferme** | Sophia Gardens, Cardiff | | All day May 12 |
| **MC1 & Start** | King Edward VII Avenue | 171/182768 | 21.00 Thursday, May 12 |
| **MC2** | Greystones Motel, Llywell | 160/870298 | 00.08 Friday, May 13 |
| **MC3** | Abernant Lake Hotel, Llanwrtyd Wells | 147/886464 | 01.19 Friday, May 13 |
| | | 146/681596 | 02.20 Friday, May 13 |
| **MC4** | Talbot Hotel, Tregaron | | 04.40 IN, 05.40 OUT |
| **MC5/6** | Municipal Car Park, Aberystwyth | 135/585814 | Friday, May 13 |
| **MC7** | Thomas Motor Mart, Dollgellau | 124/743180 | 07.56 Friday, May 13 |
| **MC8/9** | Waterloo Hotel, Betws-y-Coed | | 09.57 IN, 10.27 OUT |
| | | 115/797559 | Friday, May13 |
| **MC10** | W. R. Davies Ltd, Newtown | 136/119919 | 13.44 Friday, May 13 |
| **MC11** | Hafren Mtrs, Llanidloes | 136/956848 | 16.22 Friday, May 13 |
| **MC12/13** | Municipal Car Park, Aberystwyth | | 18.43 IN, Friday, May 13 |
| | | 135/585814 | 07.00 OUT, Sat, May 14 |
| **PC2** | Maglona Garage, Machynlleth | 135/750008 | 08.26 Saturday, May 14 |
| **MC14** | Hafren Mtrs, Llanidloes | 136/956848 | 09.48 Saturday, May14 |
| **MC15** | Cross Gates Mtrs, Cross Gates | 147/022649 | 11.39 Saturday, May 14 |
| **MC16/17** | Royal Welsh Showground, Builth Wells | | 13.04 IN, Sat, May 14 |
| | Spectators' Car Park | 147/036521 | 13.45 OUT, Sat, May 14 |
| | | 147/038517 | |
| **MC19** | Mountains Hotel, Llanus | 160/992254 | 16.35 Saturday, May 14 |
| **MC20** | Melbourne Mtrs, Cardiff | 171/157804 | 17.53 Saturday, May 14 |

NOTE: **The top 10 competitors will go to a City Hall reception at 171/182768, the remainder of the competitors will return to Sophia Gardens.**

*Staepelaere (waving tulips) and co-driver Bessem look suitably jubilant.*

# Going Dutch

## Brookes breaks halfshaft on last stage—Staepelaere has revenge—Taylor is an early casualty—Drummond's fine drive—Report: ANN BRADSHAW

**They came, saw, but didn't conquer! But the four intrepid British heroes, Russell Brookes, John Taylor, Tony Drummond and Tony Maslen have left their mark on European rallying by contesting the Gulf-Tulpenrallye and giving the locals a run for their money. In the end it was Gilbert Staepelaere who received the winner's tulips, making sure this year that no last stage indiscretion would rob him of the victory that Lars Carlsson snatched from him on the eleventh hour of the '76 event. Staepelaere and co-driver Eric Bessem started as hot favourites with their Boreham RS1800 but it wasn't until the 16th stage that they were able to get the lead away from the still very 'on form' Russell Brookes.**

If the success of an event were measured by the enthusiasm of the organisers, then the Gulf-Tulpenrallye would surely come out as one of the most successful on the European calendar. Alas this is not so, as many other factors play their part before the attitude of the organisers is even considered. The very mention of the name Tulip Rally conjures up in many minds an image of a classic continental event with the same sort of nostalgia attached to it as the Monte Carlo Rally. But the competitors who attempted this event for the first time at the weekend were rather disappointed, perhaps because they were expecting too much! One of the main reasons for this is surely that we are spoilt in this country. Many people complain that there is some very good forestry land that we are not allowed to use, but still organisers can put on a one-day event with 100 miles of stages and 100 miles on the road. In Holland and Belgium they are not so fortunate and, after many months of very hard work by the Gulf personnel and, in particular, Peter Corver, they could only come up with about 180 kilometres of stages on a 1000 kilometre route. The format was not greeted with relish by all the competitors. This rally (an ECR round) did, however, feature tarmac stages on closed public roads and there is no way in England, Scotland or Wales that we are able to do that.

*Carlsson and de Jong finished a strong second despite an off during the second half.*

The 35 stages were an interesting mixture of surfaces, ranging from deep sand to cobblestones. These led to some interesting sights as our drivers battled with their cars on strange terrain. But all criticisms apart, it was nice to see British competitors venturing further afield to gain useful experience on such events and the organisers are hopeful that they will inspire more British crews to give the event a try.

## ENTRY

Heading the four intrepid British RS1800 crews were Russell Brookes and Peter Bryant (their first event together), who were there mainly to promote Andrews Heat for Hire who have a depot in Holland. The car they were using was the one Brookes calls his "nasty" car, the one on which he usually has electrical problems! The other three, John Taylor/John Jensen, Tony Drummond/Phil Short and Tony Maslen/David Booth, all had a one-off sponsorship deal from Chevron oil and Canon cameras for this event and there were some very interesting scenes as anoraks were decked out in Chevron stickers to cover those of rival companies! Tony Maslen had the distinction of being the only member of the British contingent to have done the event before as it was his fifth attempt. Tony Drummond was making his first visit abroad—previously the farthest afield he had been was Ireland. John Taylor, who is no stranger to the local rallycross tracks, was there with the Group 2 car and was trying out compression front struts.

Two teams on the event to give local importers of their cars a boost were Shekha Mehta/Yvonne Pratt and Per Eklund/Hans Sylvan, seeded one and two respectively. Mehta's car was the ex-Andy Dawson Datsun Violet, which had been thoroughly checked at Old Woking before being sent to Holland three weeks ago. He was seeing how the new team Datsun have established to do European events would settle down, but realised from the beginning that there was no way he would have the power of the other cars. Per Eklund who had his usual Saab 99 EMS, is a past winner of the Star Rally, which Gulf used to run in the same area before they rescued the abandoned Tulip Rally last year.

The most fancied men for victory were last year's winners Sweden's Lars Carlsson and Holland's Bob de Jong in their Opel Dealer Team Holland Kadett GT/E and the Belgium crew of Gilbert Staepelaere/Eric Bessem in their Castrol-sponsored and David Sutton prepared RS1800. This pair had a battle last year with Staepelaere looking a certain victor until he got stuck in some sandy soil on the last stage, letting by Carlsson and Maurizio Verini's Fiat.

Quite a few Kadetts are rallied on the continent and the entry list boasted five in the top 14 starters. While Carlsson is undoubtedly the quickest man in a Group 4 Kadett, the men to be reckoned with in G2 are Jan van der Marel/Jan Berkhof. In Group 1 Henk van der Lee/Bruno van Traa and Henk Vossen/Jan Pieterman are very quick, despite bemoaning the fact that they have very few bits homologated compared to the RS2000s and Dolomite Sprints.

It is alway nice to see true privateers in international rallying and two men who do it in style in Holland are Henk Robers and Toom van Beusekom. Robers rallies a red Porsche 911T and puts up some decent, if not spectacular, times in it. But van Beusekom has a beautiful yellow Lancia Stratos that he seems to love and cherish. He is in his forties and has no pretentions to being a Roger Clark, so goes out to enjoy himself. He drives at a most sedate pace, making sure to avoid all the bumps as he has not got a sump guard, and his main aim is to finish with the car unscathed.

On the entry list, at 23, was just one Volvo 242 for "Guillaume"/Piet Eine. "Guillaume" is in fact Peugeot dealer Wim Luibrechts who goes under the pseudonym as he is not keen to advertise the fact that he competes in a rival car to those he sells. This is by no means an easy car to drive as it has only got 185bhp and, with the lack of an homologated five speed gearbox, has to be rallied with a four speed unit.

## RALLY

There must be many worse places to be over a May weekend than Holland—the land of tulips, windmills, dykes and clogs. At this time of year there is a clean freshness about the country that is made even more enjoyable by the warm, friendly attitude of its inhabitants. On any country road you can see cows grazing contentedly in the fields and whole families cycling along enjoying the warm spring sun that often brightens this part of the world—although it can be replaced very rapidly by sharp bursts of torrential

*Russell Brookes was the most successful British driver, finishing third although he left the road and lost a minute in the incident pictured.*

rain. So the setting for the 26th Gulf-Tulpenrallye, which also ventured south into the heavily wooded Ardennes district of Belgium, was as near perfect as the noisy rally fraternity deserve.

"It isn't the quickest man on the stages who is going to win this rally, it's the crew that find the most stages," was Russell Brookes' comment just before the start in Rotterdam on Friday morning. None of the British crews were that confident about where they were going or what they were doing, but luckily Russell's prophecy didn't come true, probably due to guest appearances in British service crews by local rally experts and Dunlop's John Horton as Russell's personal team manager! But the success of both Brookes and Drummond must also be attributed to the expertise of their experienced co-drivers, Peter Bryant and Phil Short.

As the rally left the first stage (Amersfoort) John Taylor had already shown that more than just local knowledge is needed to do well in Holland, as he was second fastest here just behind Staepelaere. But it was Brookes who really showed everyone the way and by the first neutralisation (regrouping) halt at Oss, after seven stages, he was 24s ahead of Staepelaere with Carlsson a further 12s behind him. Drummond was fourth, 2s behind Carlsson, Taylor fifth, a further 5s adrift, and Eklund sixth. Also van der Lee was leading Group 1, showing why he is leading the Dutch national Group 1 championship, and was ninth overall.

An early casualty was a Porsche Carrera driven by John Besterbreurtje/Herman Brouwer which retired at the end of Stroe (SS2) with some very expensive looking blue oil smoke coming out of the engine. John Taylor was also in early bothers as his gearlever broke off, leaving him just a stub, halfway through Nederasselt (SS6) and Tony Maslen went off on the first stage hitting a pole, breaking two of his spot lights and bending the rear suspension.

One of the most controversial aspects of the event was the suspected use of pace notes which the organisers opposed strongly on this secret route event. So they were very pleased to see Brookes out in the lead proving to the locals that these notes are not necessary to win an event.

From Oss the competitors went south into Belgium to the next neutralisation control at Ans near Liege at midnight. By this time Taylor had had real troubles with his distributor coming adrift on Knikkerdorp (SS10), putting an end to his rally. Drummond was getting used to the continental way of driving, but lost 50s when he spun on Kanne (SS14) and gave the back end of the car a good bashing against a bank. Both Staepelaere and Carlsson had their problems—Carlsson also went off on Kanne and suffered oil leaking onto his clutch between the second and tenth stages, while Staepelaere spun on Wijlre (SS12). Eklund was far from happy as a Saab factory strike had meant he only had A2s and no racing tyres for the tarmac stages.

By the rest halt at Arlon in Belgium at six o'clock on Saturday morning things had changed and Staepelaere was in the lead. Russell had come over a brow on Champlon (SS16), hit an icy patch and ended up in a ditch. He lost about half a minute while the spectators helped to extract him from the ditch and send him on his way. So, by the halt, Staepelaere had a healthy lead of over 30s. The results published at Arlon, however, only showed a second lead to Staepelaere as the times from Champlon were not included. This was because the marshal on the stage had not torn the time sheet out of the competitors' route books and so they still had to be added on. So the times, minus this stage, were Staepelaere 3661s, Brookes 3662s, Carlsson 3712s, Drummond 3771s, Eklund 3821s, van der Marel 3874s, Mehta 3933s, van der Lee 3953s, Maslen 4060s, "Guillaume" 4075s.

As the cars set off on Saturday evening for the second part of the event back to Rotterdam, incorporating a good deal of border hopping, Mehta was far from happy with his car, which was having carburation problems and cutting out on the corners. Both Eklund and Drummond were bemoaning the absence of racing tyres, Drummond doing the whole event on 15 inch A2s, but Brookes, refreshed and with some very gooey Arlon pudding inside him, was his usual happy self and determined to see just what he could do about Staepelaere.

The first four stages out of Arlon were the last four they did before the halt, but run in reverse. It was on the first one called Guirsch that Carlsson went off on some mud on a T-junction and lost 40s. Just before the restart his co-driver, Bob de Jong, had predicted that one of the top three would go off as they would all be trying extra hard, but his words came true sooner than he expected!

It was on this second leg when the casualties started to mount up. The most regrettable loss on this half and within sight of the finish, were the Group 1 Kadetts of van der Lee and Vossen. Van der Lee's ca blew its engine on the road between Heeze (SS33) and Piroc (SS34) and Vossen's also disappeared a about this point.

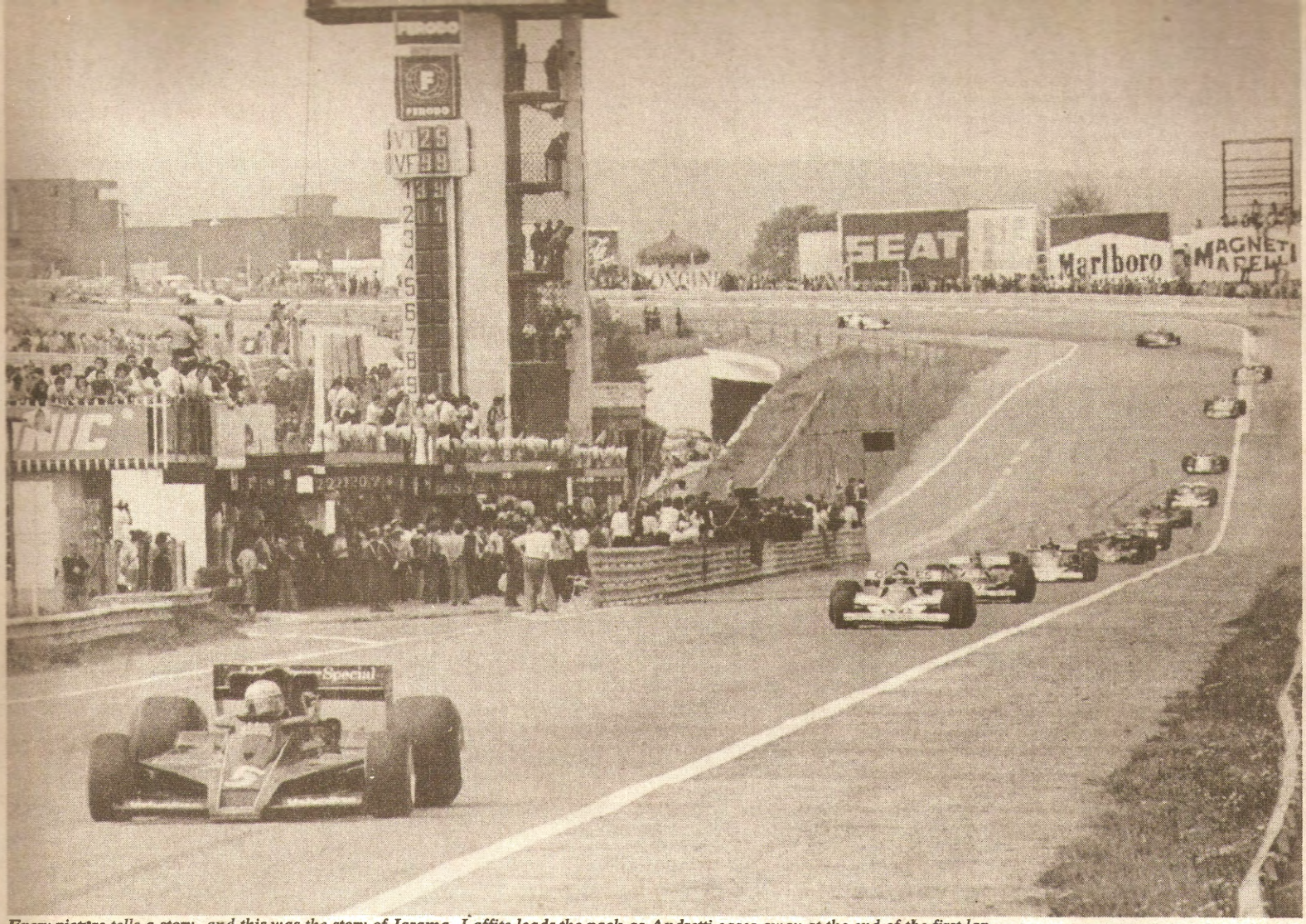
With just three stages to go Russell spun again and lost another 10s to Staepelaere, who was making certain that no last minute indiscretion would lose him the event this time. However, Brookes was lucky to finish as on the last stage, the perimeter road round Rotterdam airport, his halfshaft broke. He had to drive very steadily to the *parc ferme*, not daring to stop at a nearby Gulf station to collect the traditional bunch of tulips, and Peter Bryant was called on to use all his strength to get the ailing vehicle away after stops at traffic lights.

For a few heart-stopping moments it seemed that Staepelaere was going to miss out again as he was late into the final control before the last stage but he arrived with seconds to spare having had a throttle cable break on the road section.

**26th Gulf-Tulpenrallye**
**ECR coefficient 2**
**May 6/7/8, 1977**

1, Gilbert Staepelaere/Eric Bessem (Ford Escort RS1800) 6807s;
2, Laus Carlsson/Bob de Jong (Opel Kadett GTE) 6905s;
3, Russell Brookes/Peter Bryant (RS1800) 6913s;
4, Tony Drummond/Phil Short (RS1800) 6994s;
5, Per Eklund/Hans Sylvan (Saab 99 EMS) 7156s;
6, Shekha Mehta/Yvonne Pratt (Datsun Violet) 7184s;
7, Jan van der Marel/Jan Berkhof (Opel Kadett GTE) 7514s; 8, Tony Masle David Booth (RS1800) 7551s; 9, "Guillaume"/Piet Eine (Volvo 242) 7586s; 1 Guillaume Richard/Bob Dickhout (Opel Ascona) 7595s.

*Guliker and van de Brink took their 2002 BMW to eleventh.*




*Every picture tells a story, and this was the story of Jarama. Laffite leads the pack as Andretti eases away at the end of the first lap.*

# A man on his own

No opposition for Andretti and JPS—Reutemann second for Ferrari—Scheckter takes championship lead—Stirring drive by Laffite nets fastest lap for Ligier—Hunt's McLaren M26 retires—Lauda non-starts—Brambilla takes off Regazzoni—Report: NIGEL ROEBUCK—Photography: DAVID WINTER.

**It is a long time since one man has so completely dominated a Grand Prix meeting as did Mario Andretti at Jarama last weekend. After proving conclusively faster than anyone else in all three qualifying sessions, the American JPS Lotus driver continued the good work on race day, leading away from the flag and holding that lead with contemptuous ease for the entire distance.**

**Initially, it was Jacques Laffite's Ligier which led the pursuit of the JPS 78, but a pit stop early in the race cost the Frenchman a lap. Thereafter, he drove magnificently, setting fastest lap and finishing seventh after some real charging. After he had dropped from the leader board, second place was taken over by Carlos Reutemann's Ferrari, and the Argentine star maintained this to the end.**

**Reutemann's was the only Ferrari in the race, for Niki Lauda, having qualified a mite quicker than his team-mate, broke a rib in curious circumstances during the Sunday morning warm-up session and had no option other than to scratch from the race. The unfortunate Austrian may also have to miss Monaco.**

**Behind Andretti and Reutemann, the points were scored by Jody Scheckter in the Wolf, Jochen Mass in the number two McLaren, Gunnar Nilsson in the second JPS and Hans Stuck in the second Martini Brabham-Alfa. It was a curious race in a curious weekend, for nearly everyone in the field was conspicuously slower than last year, and many drivers frankly admitted that they had plain run out of ideas to make their cars handle. Among these was World Champion James Hunt, who worked the McLaren M26 really hard in practice, but retired early in the race.**

**Among the significant retirements were John Watson, whose Brabham ran in the top five until ten laps from the end, Patrick Depailler whose engine dropped a valve after only ten laps and Clay Regazzoni and Vittorio Brambilla, who were eliminated early when the Italian tried to drive over a piece of road already occupied by the Swiss.**

**Jody Scheckter's third place moves him into the lead of the World Championship, with 23 points. But right behind him now, only three points adrift, is Mario Andretti, the man for whom everything is suddenly going right. And how pleased we are to see it.**

## ENTRY & PRACTICE

No one but a very fervent Spaniard would claim that Jarama is a great motor racing circuit. It is an arid place, sandy and dusty, with tufts of wiry grass and rather unhealthy vegetation everywhere. Nor, despite a mountain backdrop of some majesty, does it have an altogether pleasant location. The pit straight, for example, runs parallel to the motorway between Madrid and Burgos. Only a few miles down the motorway, you hit the outskirts of Madrid, surely industrial Spain at its most hideous and forbidding, with tenement blocks keeping out the sun, the buildings decorated (if that be the right word) with washing lines. Too many people and not enough money to go round: an unfamiliar setting for a World Championship Grand Prix.

Nor is there much to say of the circuit itself. Ten years ago, Jarama, then in its infancy, received F1 cars for the first time. Towards the end of 1967, a non-championship Spanish Grand Prix was run there and it was won by Jimmy Clark's Lotus 49. At the time, Clark was not enthusiastic about the place, saying that it was more suitable for go-karts than Grand Prix cars, and opinions have not changed much since. In ten years, the cars have become much quicker and also much wider. Overtaking at Jarama is no easy business. There are one or two good corners, notably the very quick Virage del Tunel which leads onto the pit straight. At the end of the straight is the Virage Nuvolari, and appropriately named it is, too, for it is here that all the tyre-smoking and derring-do takes place, rather as at Zandvoort's Tarzan. For the most part, though, geography dictates that the cars circulate in crocodile.

For all that, however, it is the most physically exhausting Grand Prix circuit on the calendar, according to no less than Jackie Stewart, who won here in 1970. "It's difficult to say exactly why," he said after practice on Saturday, "but Jarama is much more physically demanding than Monte Carlo. Like Monaco, it has lots of tight corners (which I hate anyway—I was never any good on tight corners), but no one drives Monaco that hard. The barriers are so close, you *have* to concentrate terribly hard on total precision. Here you can make all kinds of mistakes and get away with it; you tend to drive much harder here, and there are a tremendous number of gear changes. I used to work out where I could go straight from second to fourth, for example, instead of going right up through the 'box. In a race like this, little things like that make a lot of difference to your fatigue over the last third of the race. Jarama really is bloody hard work, and to see a board with '40 laps to go' on it was terribly discouraging."

Mario Andretti wasn't wild about the circuit, either, although "I guess it's all right—anywhere the car works is all right!" And the car was working. Oh yes. John Player Team Lotus came down to Jarama in good spirits. To have won the last encounter is bound to have an enormous effect on morale, after all. During the protracted test session which preceded Jarama this year, Mario and the JPS 78 were always in there, not the quickest but well up with the pace. As soon as it mattered, however, as soon as the stopwatch meant something, Andretti *became* the pace. In the first of three qualifying sessions, on Friday morning, he worked the black and gold car round in 1m 18.70s, quicker than anyone had achieved in testing, and no less than three-quarters of a second clear of anyone else. It is a long, long time since the pole has been that far away. It was no dramatic show, either. At first glance, Mario looked far from the quickest man in the place. Hardly ever was the 78 on opposite lock, nor did it have the benefit of 12 cylinders which always make a car *sound* fast. Only when you looked a little closer did his margin become apparent: he was simply on the throttle for longer. And it was all so smooth. "What can I tell you, man? It feels good, that's all," smiled Mario after practice was done. "We've been using Nicholson engines for a while now, and I'm very happy with them—mind you, I had a pretty good one from Cosworth at Brands Hatch." Certainly, it seemed that the car's one-time lack of straightline speed—so apparent at Kyalami—was a thing of the past, and Andretti agreed that it felt pretty good. During the second session, on Friday afternoon, he had a problem with fourth gear, which kept jumping out, but still he was quicker than anyone else. In all three sessions, his name headed the lists. There was nothing new in the cars for this race, although the odd mumble was heard about "Andretti having a special engine with 20 bhp more than anyone else." Quite simply, at the moment Mario Andretti is The Man.

The American's team-mate, Gunnar Nilsson, was less enthusiastic—but only slightly so. On Friday, he had a six-speed Hewland in his car. Several people have found selection difficult with these gearboxes, and Gunnar had a hard time going up from second to third. Consequently, a five-speeder was put in for Saturday, but, as was the case with a lot of people, his time in the first session remained his best. Like Andretti, Nilsson felt a lot happier with the car's straightline performance, but out on the circuit he was generally less tidy than Mario. He wound up 12th on the grid.

Alongside Andretti on the front row was the ever-pleasant Jacques Laffite and Ligier-Matra JS7. "No," said Gerard Ducarouge, "there is nothing really new. We have made alterations to the rear suspension since Long Beach, and now it is the same as the JS5 was last year." Significantly, he added that Laffite was still using a 73-type Matra V12 rather than a 76-type and, also significantly, it was obviously a match for anything in the race, really slingshotting the beautiful blue car out of the slow corners. After pre-race testing, Laffite's name was on everyone's lips, and no one was surprised to see him up there at the front.

The red cars were on row two. After the first qualifying session, Niki Lauda was pretty unhappy with life. "We've got about 4000 problems," he announced. By the end of practice, however, it seemed that he had solved about 3900 of them, for his Ferrari was only six-hundredths of a second away from Laffite and the Ligier. But, Lauda being the man he is, that was by no means good enough. The main problems for both Niki and Carlos Reutemann were poor traction out of slow turns and understeer through quick ones. On Friday, Lole was quicker than his team-mate in both sessions—as he had been during testing; but Niki had the last word on Saturday afternoon, albeit by very little. After practice, Reutemann was in good spirits, making it very clear that he

*John Watson worked really hard on Sunday and was unlucky to be out of the points. Fifth man Gunnar Nilsson follows the Martini-Brabham in the second JPS-Lotus.*

is *not* about to leave Ferrari, whatever we may read in the Italian press! "Yes, I know they write that, but it's always the same in Italy," he said, grinning broadly. Was he happy with the car? "Oh yes, little bit of understeer but . . . ." The Argentine was disqualified from part of Friday's second session after his front wing had been found to be a couple of centimetres too wide. But no matter; like most people, his quickest time had been set in the morning.

The Ferraris looked nice on the road, apart from obvious understeer through fast corners. Through the very quick right-hander onto the pit straight, Lauda's progress was awesome, the car weaving and snaking out towards the barrier every time round. Niki was making ample use of the kerb on the outside of the turn, somehow keeping the 31T2 away from the armco beyond. Very impressive, if slightly uncomfortable, to watch. Like virtually all the other teams, however, Ferrari were unable to match their times of last year.

The moral victor at Long Beach was very unhappy after practice, despite qualifying fifth. Jody Scheckter tried everything to make the Wolf WR2 handle. (No, that's not a new car, merely the second one to be built, but Harvey Postlethwaite says we are to call the cars WR1, WR2 etc, rather than WR1/1, WR1/2 and so on.) Jody had not previously raced this chassis, having used WR1 at Kyalami and Long Beach. The latter, however, was not brought to Spain in accordance with the team's policy of having two cars at each race, the third being refurbished back at Reading. WR3 was Jody's back-up car at Jarama. Still with me?

After his recent performances, Scheckter's testing times were disappointing the week before the race, and after watching practice, one felt that fifth place on the grid owed more to driver than car. There were no changes since Long Beach, but the Wolf simply could not be made to handle to the South African's liking. "It's terribly twitchy," he said, tersely. "We've tried everything we can think of, but nothing seems to help." However, if the car's handling was a source of frustration to its driver, it was one of delight to the spectators. All around the circuit, through quick corners and slow, Scheckter's car control was a joy to watch, the tail way out of line everywhere. Afterwards, he readily agreed that his fifth grid slot had been achieved more through anger than anything else. He just didn't really want to talk to anyone.

Behind the Wolf, and sharing the third row, was John Watson with the Brabham-Alfa, the only combination besides Andretti/JPS to be under the 1m 20s barrier in all three sessions. "We seemed to lose a bit of direction in the last period of qualifying. I don't know why. Towards the end, we were going better, but something in the chassis is not quite right. Both Hans and myself are having problems with understeer through the quick ones." Certainly, there seemed to be little amiss with the Alfa flat-12s, both cars looking very strong out of corners. "Oh, the engines are fine, but it doesn't matter how good they are if the chassis is off somewhere," said John, not unhappy but a little mystified.

According to Gordon Murray, changes to the car were legion "but you can't actually see any of them." The most important of these involved new cooling ducts for the brakes which had caused problems at Long Beach for Stuck, but not Watson, and modifications to the gearbox—now a Brabham/Alfa-built unit, of course—which had proved troublesome to both drivers in California. On a sartorial note, John

continued

appeared on Friday in a T-shirt bearing the legend "Bognor Regis—The Last Resort". . . .

While John was up in sixth spot, Hans Stuck's sister car was some way further back, in thirteenth. Friday was something of a fraught day for the German. Towards the end of the first session, he came slowly out of the pits and down to the first turn, only to make smart contact with James Hunt's McLaren. The World Champion was completing a lap, turned into the corner and went over Stuck's front wheel, the Marlboro car launching into what one of the other drivers called "James's flying act." There was no serious damage to either car, however, and both were out later in the second session, which also proved unlucky for the gangling German. After practice was done for the day, his rear wing was discovered to be a mite too high and his second session times declared null and void.

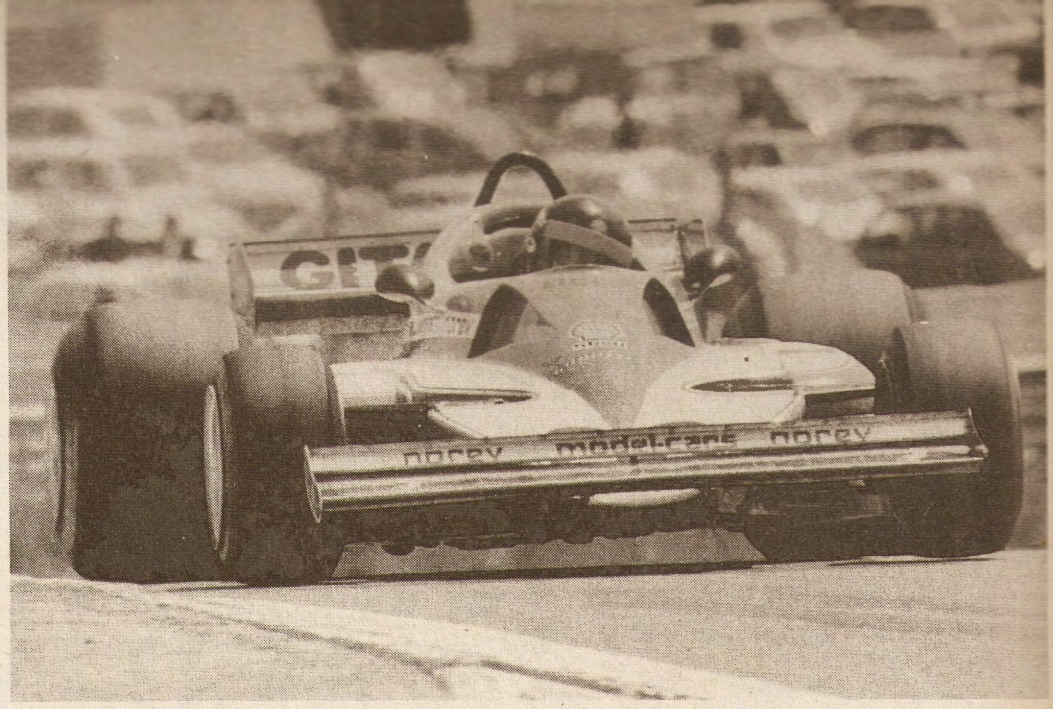
Seventh fastest, heading the fourth row, was James Hunt with the McLaren M26, on which car he concentrated throughout unofficial testing and qualifying. During the week of testing, he put in a few laps with his M23, but once the decision to run the M26 had been taken, the team stuck by it. Throughout, James tried hard with the car, to the extent that he plain lost it at the Virage del Tunel before the pits, happily missing the Armco on the outside of this very fast downhill turn, but wiping off the nose cone against the catch-fencing on the inside. A recent fitting to the M26 was the driver-controlled adjustable rear anti-roll bar, which appeared on the World Champion's M23 at Brands Hatch. Despite being back on the fourth row, James was far from despondent after practice, feeling that real progress had been made with the car and adding that McLarens tend to be good on full tanks. For the race, he was sure he was in the ball-park. Jochen Mass, in his usual M23, was less confident, however. Like most people, Jochen was unable to match the times he set last year. If you recall, Mass's showing in the race twelve months ago was excellent, the German catching right up to Hunt in the late stages of the race, setting fastest lap and looking certain to finish second. An engine blow-up put an end to that, of course, but Jochen had every reason to feel good about this race.

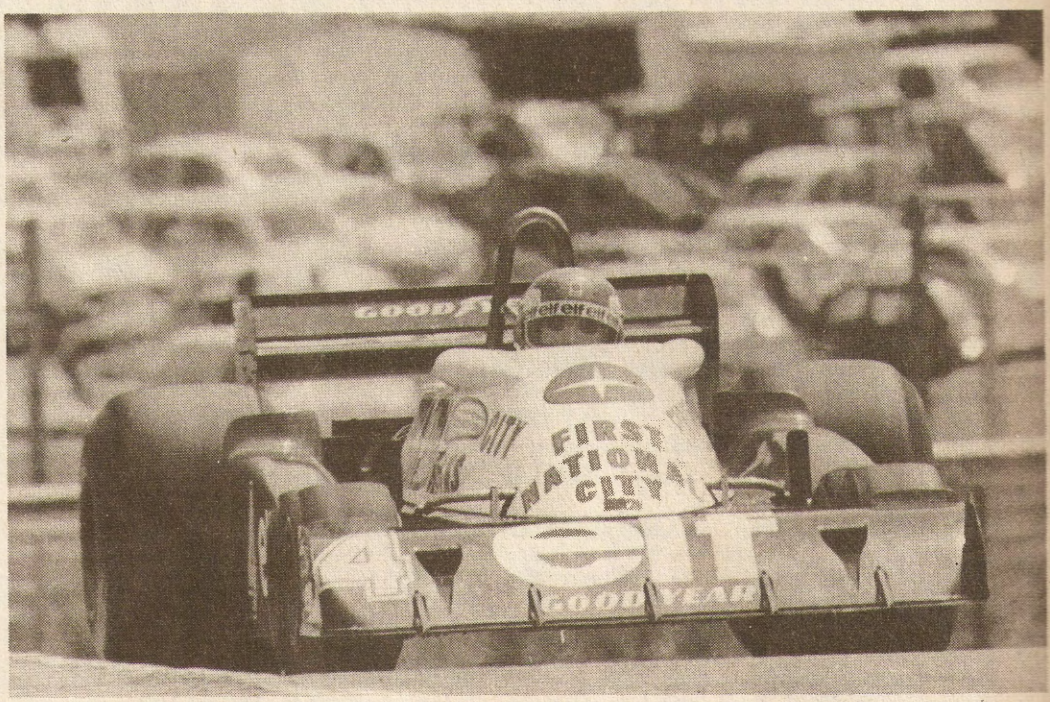
No one, least of all Mass, could explain what had gone wrong. With his M23 set up exactly the same as last year, he couldn't approach those times—and it certainly was not for want of effort. During the final session, however, he took over a second off his previous best, to finish up a rather bewildered ninth.

In the Colnbrook sandwich was Walsall meat, for Clay Regazzoni was in eighth spot with 1m 20.13s, which he recorded on Friday morning. The Ensign was unchanged since Long Beach, save for repositioning of the oil cooler and the fitting, for the first time, of a six-speed gearbox. Clay was unquestionably one of the smoothest drivers round Jarama, getting through the turns very neatly, not bouncing off the kerbs—something which happened a lot—but concentrating on finding the tidiest way round. He found the car markedly better in a straight line, too. "Yes, this engine is definitely the best Cosworth I have driven, but still we have a problem with the traction. Handling is good." Fifth after the first session, the Swiss slipped three places thereafter, but Mo Nunn still wore a smile on Saturday evening.

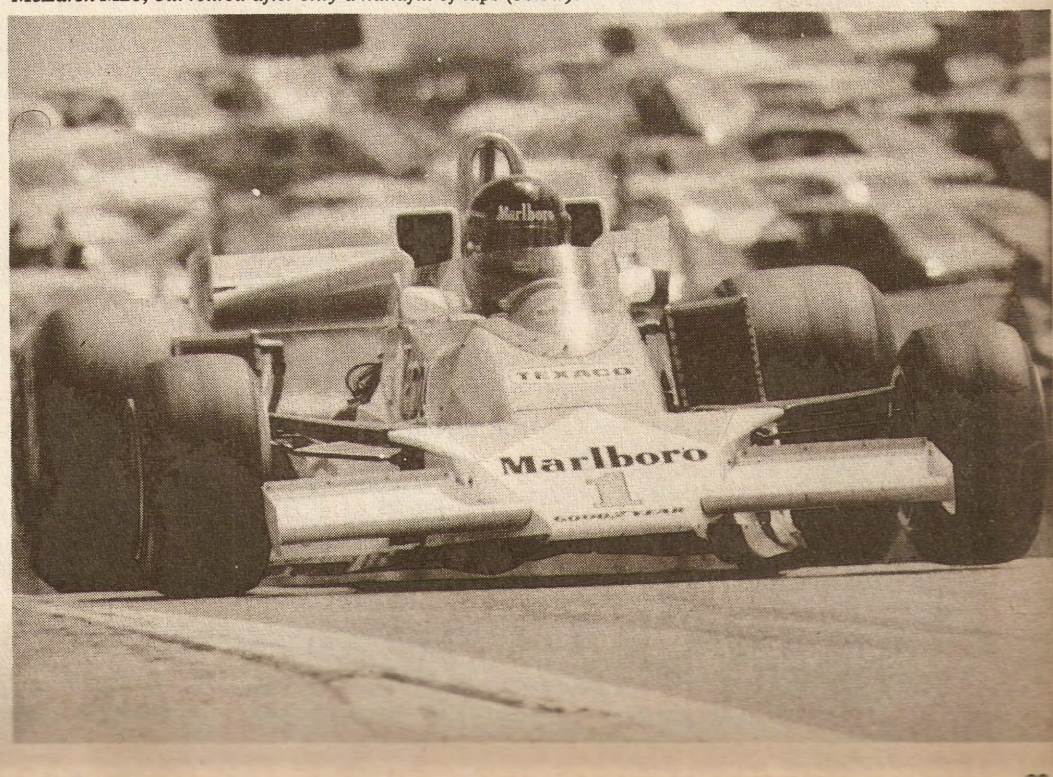
"I don't know why we're slower than last year, any more than I know why McLarens are slower. I wish I could tell you why." The words are from Ken Tyrrell. "Let's have a look at last year's grid. See, there we are. Patrick was third fastest with 1m 19.11s. This year, he's tenth fastest with 1m 20.16s! Somewhere, in the past twelve months, we've lost a second. McLarens. . . .they're even worse. . . .see, James has lost 1.6 secs! I've no idea why most of us are slower. Some people are blaming it on the tyres, but it's not that, it's more than that. Everybody has the same tyres available to them, and look at Andretti. *He* is going quicker than last year. Lotus have made progress, the rest of us haven't. . . .Even if it is the tyres that are slower, they've made their car work on them, but we haven't."

Certainly, it was all very mysterious. Face it, this year's Tyrrells have been a disappointment so far, in no way matching the competitiveness of last year's six-wheelers. When practice started, however, a lot of people were surprised to see Depailler emerge from the pit lane in one of the old ones! Even more amazing was the revelation that it was, in fact, a brand-new "old" one! "The six-wheeled car made its debut here last year and qualified third," said Ken, "so we decided to build a new chassis to exactly the same specification, right down to the last nut and bolt, even with the old bodywork. Apart from anything else, last year's car was about 30lb lighter






*Laffite drove the Ligier magnificently. Without that pit-stop, he must have been second (top). A new "old-style" Tyrrell P34 appeared for Patrick Depailler, but his luck was still out (above). Hunt made a great start with the McLaren M26, but retired after only a handful of laps (below).*



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than the latest one." But it wasn't the answer to the team's problems, for Patrick could qualify no higher than 10th, while poor Ronnie Peterson, in a 1977-style car, was back in 15th. Both men seemed to be trying all they knew, but the cars looked frankly diabolical through the fast corners. Patrick's abiding good humour remained intact, however. So many people asked him what was wrong, and all he could do was grin, give a Gallic shrug of the shoulders, light another Gitanes and hope for better tomorrows. Peterson, too, was lost for an answer. But, lest you be in doubt, although Ronnie may not have figured in the results recently or drive with quite the fire of days past, his car control remains extraordinary.

After Depailler, eleventh in line, was Vittorio Brambilla's Surtees TS19, a little further back than one might have expected after some encouraging times during testing. "No, there's nothing new on the cars," said Big John, "we're trying a lot of little things to improve the car, but Vittorio seems quite happy with it." By the end of practice, in fact, Vittorio was pleased indeed. "The handling is good now. I am happy with car." Certainly the TS19 looked far less twitchy during the final session, and Brambilla's team-mate, Hans Binder, improved dramatically during the last hour, reducing his time by almost 1.5s to qualify 20th. On Friday, there looked to be no hope for him. For the first time, incidentally, both cars were fitted with six-speed 'boxes.

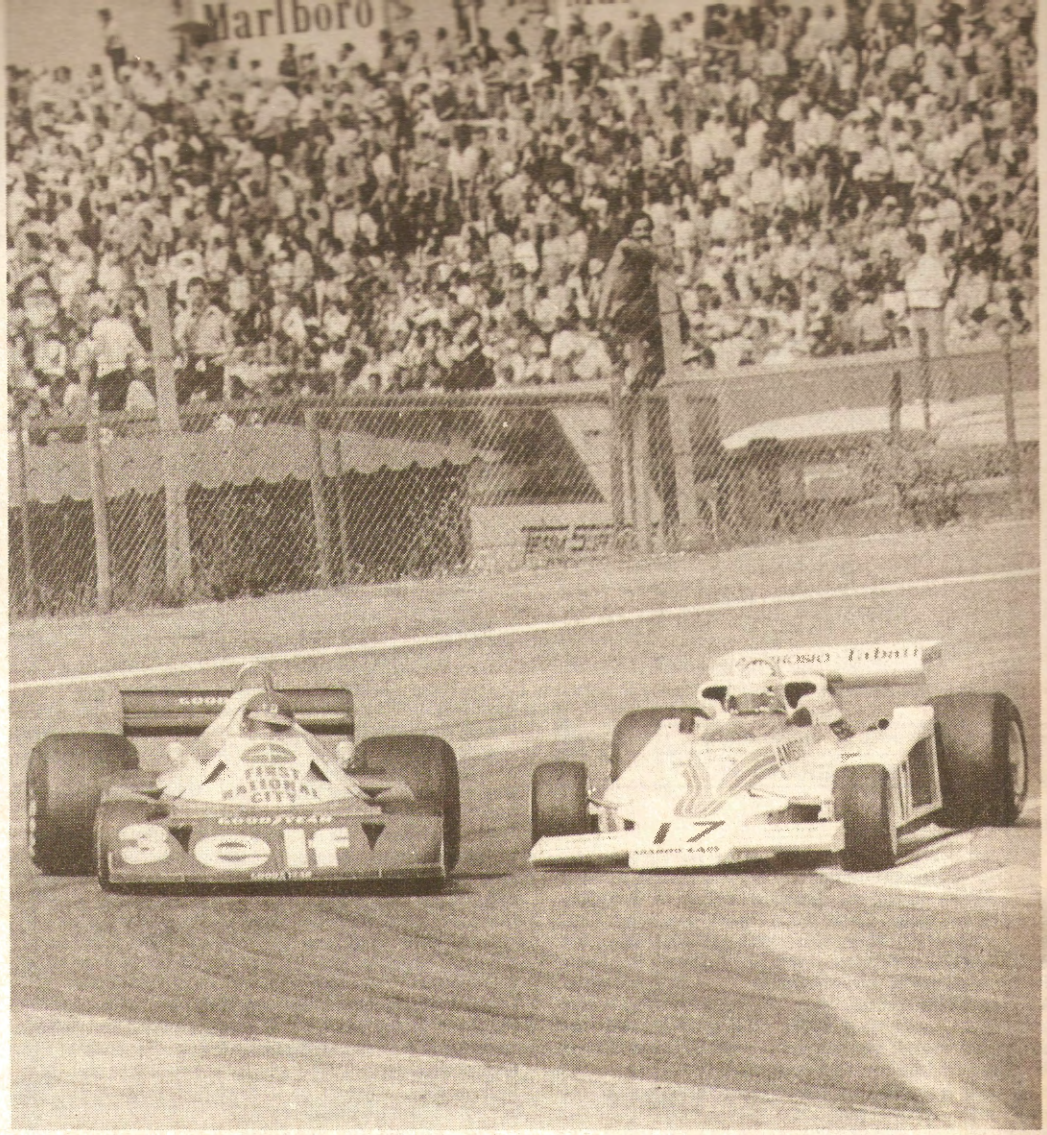
Brambilla's predecessor at Team Surtees, Alan Jones, was alongside him on the grid with the Shadow DN8. The genial Australian is thoroughly enjoying life with his new team. "This year, I actually find myself looking forward to practice sessions!" So how was this one going? "Well, we've got a few problems, the main one being lack of traction. We've got the handling better, mind you. It's much more progressive than the Surtees was last year, for instance. I've had one or two problems with gear selection, as well, particularly with 2nd and 3rd." Team-mate Renzo Zorzi took the last place on the grid with 1m 22.09s. The young Italian really worked for his place and is certainly not lacking in courage.

Really impressive was the showing of Rupert Keegan and the Hesketh 308E. Brands Hatch was clearly no flash in the pan. He was far from the tidiest driver on the circuit, but certainly one of the most enthusiastic. Fourteenth fastest after the first day, he said he was disappointed with his time of 1m 21.03s, having done 1m 20.07s during testing. "We just can't match that now. We've got traction problems, oversteer problems, and the car seems slower down the straights now. I can't understand it. The car's really good under braking, I must say. We changed the gear ratios after the first session—I copied Andretti's ratios and it's a hundred times better. I've got very low 1st, 2nd and 3rd gears and long 4th and 5th." Despite Rupert's remarks about poor traction, other drivers thought this the car's strongest point! Harold Ertl, having his first F1 drive of the year, was at the wheel of the other 308E, finding, like Keegan, that the car had a surfeit of oversteer. With a time of 1m 21.16s, Harald was very little slower than Rupert, and Bubbles Horsley looked well pleased with life on Saturday evening. With reason.

Between the Hesketh was the quickest of many Marches, that of Ian Scheckter, making his comeback to Grand Prix racing after his Formula Atlantic shunt in South Africa at the end of February. He was yet one more man to set his best time in the first session, this being 1m 21.05s, which no other March driver approached. Ian thought he could have gone quicker on Saturday afternoon, but never got the chance. On his second lap, a distributor wire broke and that was the end of the day for him. For all that, he seemed not too depressed about it, and was certainly in far better spirits than his brother. His legs, he said, were not causing any problems and he was in no pain whatever.

After two really good outings at Kyalami and Long Beach, Emerson Fittipaldi was mighty disappointed to be back in 19th position, with a time of 1m 21.56s. The team tried everything to make the car handle, but nothing worked. In terms of sheer physical effort, the Brazilian seemed to be working harder than anyone else on the track. Lovely to watch, of course, but heartbreaking to see all that talent so ill-rewarded. But soon comes the new car.

Back to Grand Prix racing once more is the irrepressible Arturo Merzario, who qualified his self-entered March 761B in 1m 21.82s. Practice was eventful for him. In the first session, he had a driveshaft break on the first lap. Later he had mixture problems with his DFV, and later still, his front brakes began to snatch badly, necessitating a change of master cylinder. As yet, Art has no sponsor for his latest F1 venture, but is hopeful that one will materialise shortly.




*Desperate stuff from Alan Jones! The Australian was never able to get past Ronnie Peterson, and crashed later in the race.*

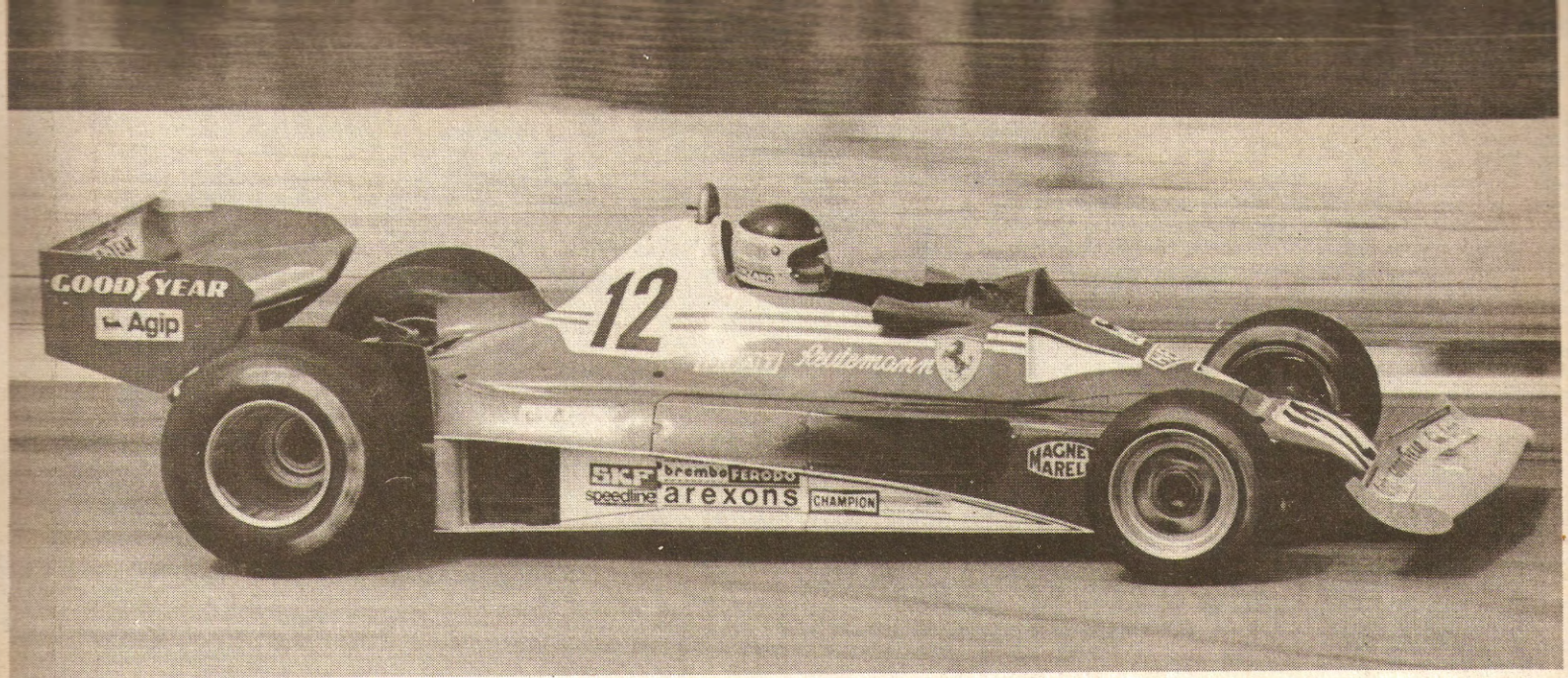
Jarama, of course, marked the return to racing of Frank Williams as an entrant in his own right, and pleased he was to be back, his March 761's rear wing telling its own tale. Frank has done it again: the Arabs are into motor racing. Inevitably. Shortly before his death, Graham Hill had started negotiations for sponsorship with them, and now Frank has completed a deal. This year's involvement is not great—merely a tentative look at something new; but in the paddock the word was strong that it will be very different in 1978. At any rate, Frank was smiling a lot. In the 761, of course, was Patrick Neve, the young man who shook the F2 world at Silverstone back in March. With seven people bound to miss the race, virtually no testing behind him and zero experience at Jarama, the Belgian faced no easy task, and that is how it proved. Patrick's main problem was understeer, acute understeer. "My problem is to get out of the corners quickly. All the time the car wants to go straight on. I have to lift off to get some grip at the front and that means going slowly onto the straights. It's very bad because the rear tyres are not getting as hot as the fronts—which always happens with understeer, of course." For all that, Neve looked very competent out there. Lack of experience led to one little excursion into the catch fencing in the second session. "I forget how long F1 tyres take to warm up!" There was damage to the rear wing, but nothing else. With 1m 21.92s in the last session, however, Patrick and Frank were in the race, in 22nd spot.

In the field also was Emilio Villota with his McLaren M23, and it was good to see it. As the only Spaniard on the entry list, pressure on Villota was pretty heavy. His sponsors, Iberia Airlines, were keen that he should qualify, of course, and so, too, were the organisers. Working on the Rikki von Opel philosophy, Emilio put in a tremendous amount of testing during the previous week, and in no way disgraced himself in practice. Twelve months ago, in a Brabham BT44 hired for the weekend, he never looked like getting in, but this time it seemed a possibility right from the start of qualifying. During testing, he had wiped a corner off the M23 but a repeat performance showed no sign of coming on Friday and Saturday. To his undisguised delight, he got the car into the race, albeit on the back row, alongside Renzo Zorzi.

And then there were those who went all that way for nothing. Of these unhappy seven, Brett Lunger was quickest with yet another March. His problems were many and varied: "The organisers stopped me in the middle of the first session to check my licence—for the second time!" That was one of them, another being gear selection. During the last session, getting second gear proved an impossibility. Afterwards, the American was pretty down, but perked up no end when Niki Lauda withdrew, and he was in.

Jean-Pierre Jarier's luck was absolutely wretched from beginning to end. Whereas at Long Beach the new ATS team's fortunes were better than they might have expected, Jarama brought one disaster after another. Both sessions on Friday were lost through gearbox problems; in both, he completed one extremely slow lap. Still, there was always the final hour on Saturday afternoon and, despite the fact that the team had not been present during testing the previous week, Jumper looked a certainty for the race. But Saturday brought troubles of a different kind, for Jarier was ill, suffering from food poisoning. In the last session, he went out, did three laps, came in, vomited violently over the pit counter, got back in the car, five more laps, stop, sick again. . . .In the course of those laps, Jean-Pierre got down to 1m 22.27s, very nearly good enough to get him a run on Sunday. But not quite.

And then we had three Marches, those of Alex Ribeiro, Boy Hayje and Brian Henton, and none of them ever really looked like qualifying. All three complained of handling problems and Henton, the slowest of the trio, admitted that he didn't know what to do next. "We've got really bad roll oversteer. Maybe the car needs something drastic, like changing all the springs, or something like that. At the moment, it's hopeless. I'm having to lift off everywhere." Boy Hayje, in the RAM car, was very untidy all around the circuit, spinning and going over kerbs with regularity, and Alex Ribeiro upset several other drivers by not looking in his mirrors.




*Although unable to run with Andretti, Carlos Reutemann's Ferrari was more than a match for everyone else.*

**F1** WORLD CHAMPIONSHIP — **SPANISH GRAND PRIX** — **5**

**continued**

David Purley unfortunately set his fastest time of the weekend during the unofficial period on Saturday morning—a time which would have qualified him. But a variety of things conspired against him in the three sessions which mattered. In the first, the Lec's differential broke after only six laps, for example. And late in the untimed session, the car bottomed out somewhere, scraped a water pipe through and that meant an engine change for the final hour. It was done in time but the replacement DFV—a brand new unit—had an appalling misfire. So there was a free Sunday for David Purley. His enthusiasm for the car remains the same, however, and he says it appears to have no inherent vices. Since Brands Hatch, it has undergone slight aerodynamic changes and the electrics and fuel pump are now inside the monocoque—a job of tidying up, really.

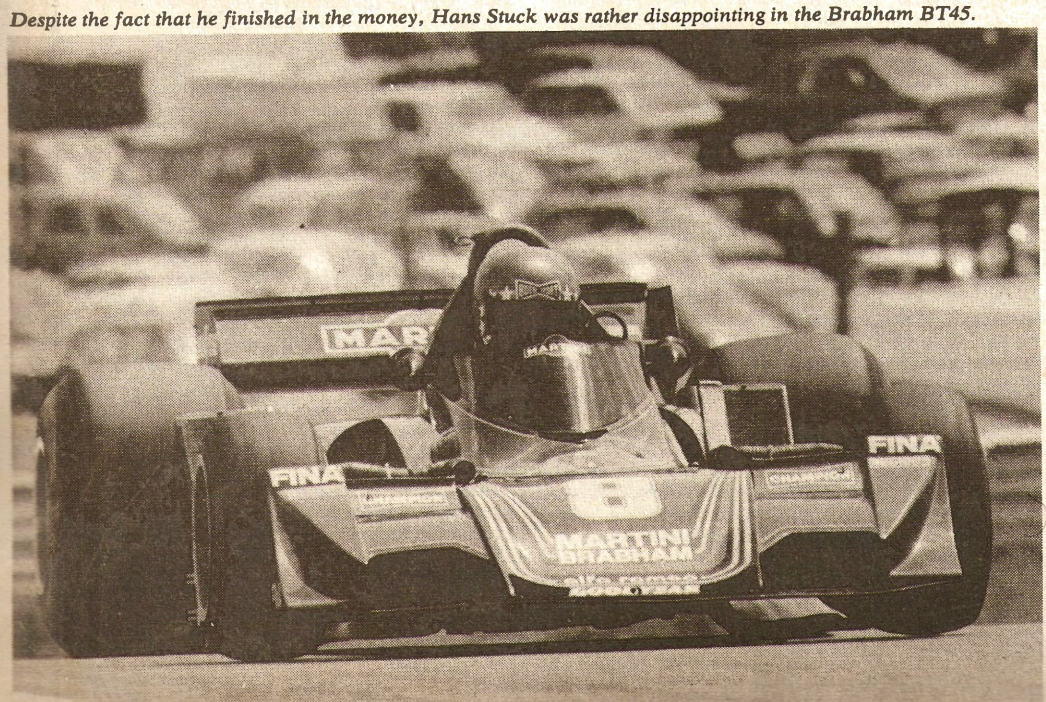
So what of the Steamer? Larry Perkins was present at Jarama, but not, of course, to pilot Louis Stanley's large, blue vehicle. No, Lawrence was down for the sun ("I'm talking to people, y'know. . . ."). In his stead, at the wheel of the P207, was Conny Andersson. Was he happy with the way things were going? Conny cautiously said he was—so far. "I think real progress has been made with the engine. It's there, no doubt about it." The problem, of course, is that it doesn't seem to be "there" for long. Like six laps. That was as far as Conny got in the first session, before the mechanics had to start changing the V12. It was not done in time for the second session, so that was the end of Friday. The following day, the engine at least *sounded* like a BRM V12 used to; at least it was on 12 cylinders. But a best of 1m 24.29s for the Swede was still the slowest time of all. . . .

After practice was all done, the speculation started. Conversation in Jarama's cramped paddock is not easy at the best of times, for the PA system drowns everything. Not that it tells you anything of importance. Most of the time, there are breathless, staccato voices beseeching you to join the *Real Automovil Club de Espana,* brief snatches of the theme tune from *Grand Prix* and advertisements for Firestone, Marelli or whatever. But on Saturday afternoon, it outdid itself by packing up completely. That should have been a blessing, but unhappily the fault in the device manifested itself not by total silence but by a high-pitched screech of dog-whistle proportions. It set your teeth on edge, really.

Over all this, the one thing clearly discernible was the word "Andretti." Up and down the paddock, everybody was talking about him. Pole position by three-quarters of a second, now that was something. The man himself was calm and at ease, smiling happily, chatting readily, enthusing about the 78, the essence of quiet confidence. Relaxed, too, was Carlos Reutemann. Niki Lauda, third fastest after a really stirring effort in the last hour, was less happy with life, and Jody Scheckter was plain mad with his car. With the South African in such a belligerent frame of mind, a lot of people were suggesting he just might win the thing on Sunday.

But speculation about all the others was preceded by "if", for all agreed that, if the John Player Lotus 78 behaved itself on race day, no one was going to look at Mario Andretti.

*Despite the fact that he finished in the money, Hans Stuck was rather disappointing in the Brabham BT45.*




## RACE

Who knows what it was, the presence in the race of a Spanish driver or just increased interest in the world of Grand Prix racing? Whatever, the people arrived in their tens of thousands on Sunday morning, and Jarama has never been noted for its attendance figures. Long before the warm-up session, due to start at 11.30, the place was jammed, the paddock area chaotic.

And the warm-up session brought real drama with it. Niki, on his third lap, suddenly felt an acute pain in his chest and headed quickly for pit lane. Following a quick check-up at the circuit, the Austrian was taken off to a Madrid hospital. This was serious. A couple of hours later came the disastrous news that a rib was broken, that Lauda would certainly not be able to take part in the race, that it was even unlikely that he would drive at Monte Carlo in two weeks' time.

The problem, it seems, lies with the rib injuries which Niki suffered in that tractor accident twelve months ago. If you recall, he was in great pain throughout the race at Jarama last year, only days after the accident had occurred. Apparently, one of the ribs broken then has never knitted together properly since, and, as Lauda turned into one of the corners, it simply snapped. Sickening luck for him and, of course, bad news for Ferrari.

So now, of course, the talk started again. "With Niki not there on the grid, Jody's got a clear run ahead of him. . . ." and so on. There was a lot of time for talk: the race was scheduled for 4.17, although no one seemed to know why. . . .

Late in the afternoon, the King of Spain—supposedly something of a racing buff—arrived, and finally we all got our race. It had been a long wait. At Barcelona, they used to start the race early—around midday—but then everything is better at Barcelona, right? "Yes," Mario had said the day before, "I wish we were up at Barcelona. I just love that place, its atmosphere and everything. I enjoy street circuits."

However, the business in hand was Jarama, and Mario made no mistake when the flag fell, squirting the 78 up the road towards the first turn and heading Laffite, Reutemann and Hunt (who had made a great start from the fourth row) into the first of 75 laps. Hopes that the Ligier-Matra's acceleration might get Laffite ahead at the start, thereby delaying Andretti for a little and making it more of a race, were dashed from the word go.

The question of victory, then, was already settled. At the end of the first lap, Mario was already beginning to go away, opening out a gap to Laffite, Reutemann, Hunt, Watson, Regazzoni and Scheckter. Jody, far from cashing in on the vacant space in front of him, had made a poor start, in fact. After his warm-up lap, he found his DFV distinctly unwilling to idle, so, rather than risk stalling, he kept the revs right up, which gave him a problem selecting first gear. It wouldn't go in at all, and nor would second. Finally, he found third and was then able to work the lever back into second, which he used to take off. Clutches don't like that sort of thing, of course, and Scheckter had trouble with it throughout the race, although it did not disappear completely. On the third lap, he passed the Ensign and moved onto the tail of Watson's Brabham.

After five laps, Andretti's lead was comfortable but static, for Laffite was keeping in touch and not

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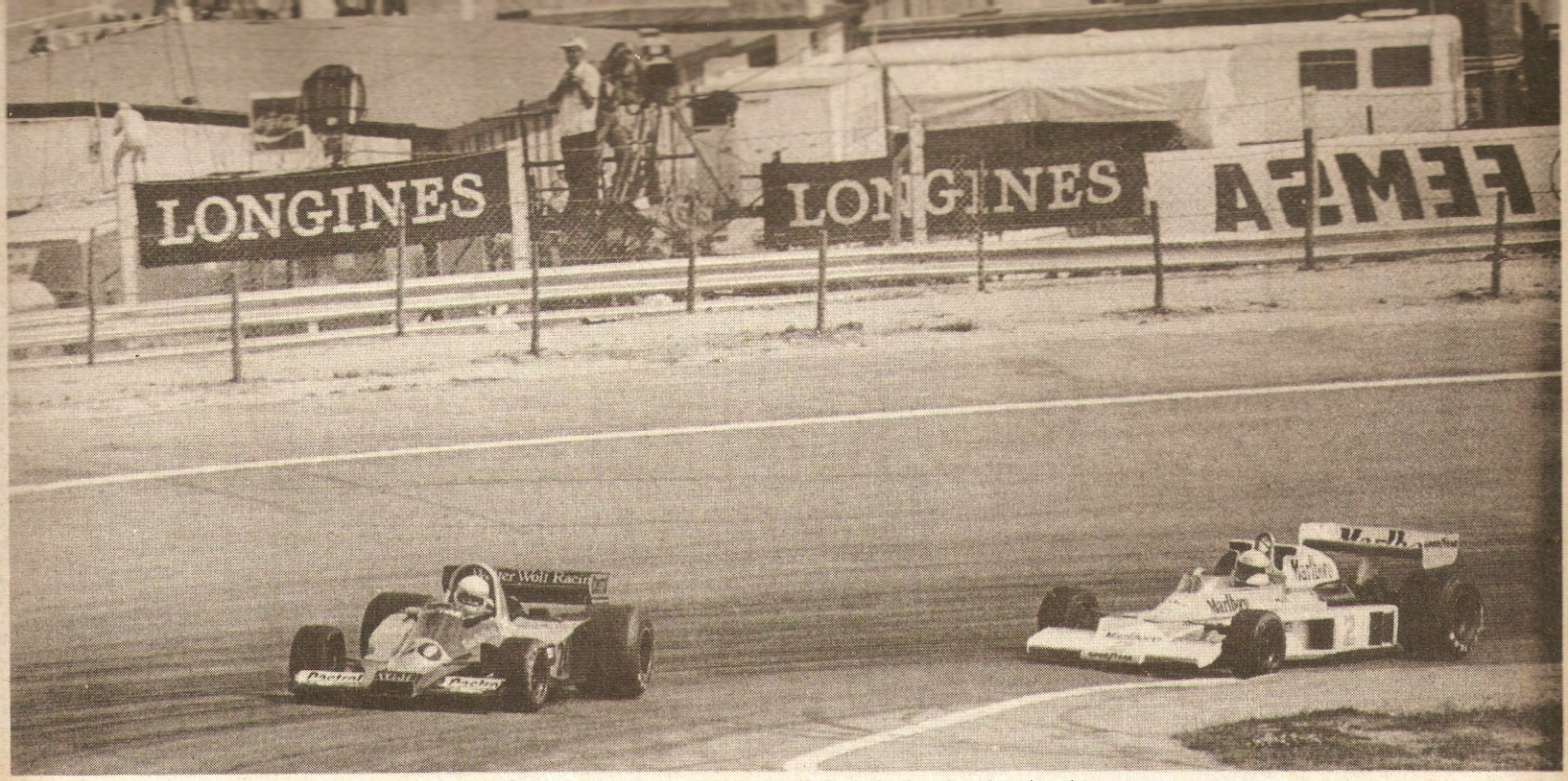



*One of the best features of the race was the battle between Schecter and Mass. Jody finally took third and Jochen fourth.*

**F1** WORLD CHAMPIONSHIP **SPANISH GRAND PRIX** **5**

**continued**

dropping back. After the two leaders, there was a gap back to Reutemann's Ferrari and then another to James Hunt and the McLaren M26, already clearly in trouble. During the warm-up lap, James found the engine was misfiring badly. It was corrected on the grid but now had come back again, and the World Champion moved over to let Watson and Scheckter through. After a pit stop, Hunt came out again briefly but soon the M26 was parked for the day. Apart from the misfire, James was still unhappy with the handling, admitting that he just didn't know what to do about it.

In seventh place, running on the tail of Clay Regazzoni, was Vittorio Brambilla, a recipe for an interesting confrontation, to say the least. On the ninth lap, Vittorio tried a suicide run inside Gianclaudio halfway through the double-apex right-hander after the pits. It was, frankly, idiotic to try it there. There simply is not enough room even to lap a backmarker, let alone overtake the guy running ahead of you.

In an instant, there was a great cloud of dust and much waving of the yellow flag. "It had to happen with those two," someone said, but really the fault lay with Brambilla alone. As Vittorio walked over to Clay's car, he was undoing his helmet straps; when he saw the Ensign driver's face, he stopped doing that, leaving his Jeb's firmly on his head! Regazzoni, normally phlegmatic on these occasions, was absolutely livid, waving his arms in the air and telling Brambilla exactly what he thought. "He's crazy," said Clay, as he walked back to the pits, "he tried to overtake me *there!* Is impossible! Everyone know that, but. . . ." It was a bad break for the Ensign team, who looked good for some points from this race.

A couple of laps later, Andretti came by but the wail of the Matra V12 was nowhere to be heard. Poor Laffite was in the pits, receiving attention to a loose wheel. Finally he came out again, but more than a lap had been lost and the Ligier was back in 19th spot, right at the tail of the field. A really exciting and tenacious drive was just beginning.

Laffite's delay put Reutemann into a secure second place, five seconds behind the JPS, but Carlos did not relax. Through the double-apex right-hander at the end of the pit straight, he was driving really hard, the Ferrari barp-barp-barping through as Lole jabbed away at the throttle.

Behind the first two, a couple of good scraps were shaping up, for Scheckter was hounding Watson, and Jochen Mass, driving really well, had closed right up on Gunnar Nilsson. Next up was Ronnie Peterson, now the only Tyrrell driver in the race, for Depailler had retired on the tenth lap with a dropped valve. And catching Ronnie was another duo, comprising the remarkable Rupert Keegan's Hesketh 308E and Alan Jones's Shadow. The Australian got past Rupert on lap 20, but the Hesketh did not drop behind. Fifteen laps later, however, Keegan lost it on the exit of the very fast downhill right-hander before the pits, finishing up in the catch-fencing on the inside of the circuit. Damage was not serious, but Rupert was out for the day. Afterwards, he said that he had had a problem with fourth gear jumping out throughout the race, and this had precipitated the shunt. For all that, he had made a most impressive showing in his first Grand Prix.

In third place, John Watson was fighting hard to keep Scheckter's Wolf behind him, but the Brabham driver spun on lap 25 while going round a backmarker. He got going again immediately, now in fifth place rather than third, but could not get back on terms with Scheckter and Mass. Behind him, Gunnar Nilsson was battling hard to keep Laffite, now really hammering along in the Ligier, from passing. It was difficult to understand, really, for the Frenchman was a lap behind.

Alan Jones caught right up with Ronnie Peterson at this point in the race, trying several times to get past the Tyrrell between *Virage Nuvolari* and *Virage Fangio*—where Brambilla and Regazzoni had disagreed earlier. Often, it seemed that Ronnie would have to cede his position and go out wide to let the Shadow by, but the Swede is an old campaigner and not about to wave anyone through. Nor should he have done. Each time it occurred—and there were several such—the Tyrrell was a nose in front, Peterson keeping to his line and leaving Jones to sort out his own problems. Overtaking there really is not on, but it was good to see Jones driving with such spirit. All the time, he was driving aggressively, looking to find a way by. Finally, inevitably, the two made contact in the usual place. Both accelerated out of the corner, but when Alan reached the next one, he found the DN8 reluctant to steer and finished up in the catch-fencing, one corner of the car damaged. Obviously, something had taken a knock during the brush with Peterson.

Throughout all this, the black and gold metronome flashed effortlessly round, a model of consistency and tidiness. At half-distance, Mario's lead was 14s and he looked completely unshakeable. Similarly, it was obvious that no one was going to catch Reutemann for second place. Third, though, was a different matter, for Jochen Mass was really crowding Jody Scheckter. The gap opened out a little when Hans Binder's Surtees unintentionally held up the McLaren after the Wolf had got by, but soon Mass was right back there. The last few laps could be interesting here.

Thirty laps from the end, Jacques Laffite finally hustled the Ligier past Nilsson's JPS and closed rapidly on Watson's Brabham. He was, of course, still a lap back, but trying like hell, driving really hard. At the end, it was no surprise that the Frenchman had set fastest lap. According to the official results, he recorded the time on the fifth lap, but stop watches revealed much the same times for him late in the race. Watson made no attempt to keep him back.

At the back was a very unhappy Emerson Fittipaldi. From the start, the great Brazilian had been running near the back, and at half-distance he stopped to check out a serious vibration at the back of the car. Nothing could be found so he went back out, cruising round for a finish. To compound his misery, the Copersucar's Cosworth began to overheat towards the end of the race, so it really was a case of *sotto voce* to the flag.

A lovely battle between Ian Scheckter's well-driven March and Hans Stuck's Brabham resolved itself when the South African locked up at the end of the pit straight, spinning into the deep soil beyond. He was able to get himself back onto the road, however, and continued to the finish.

The only drama late in the race came on lap 64, when John Watson swung off into pit lane and out of fifth place, his fuel metering unit playing up. For him, it was the end of the race, and he deserved a lot better than that. The only other change in the late stages came when Ronnie Peterson had to give best to both the disappointing Stuck (who complained of brake problems afterwards) and the flying Laffite, whose drive from 19th to seventh was one of the highlights of the race.

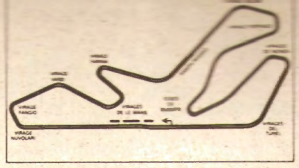
So there it was. Mario Andretti and the JPS came in for an effortless victory, there being no slice of Long Beach luck involved in this one. Carlos Reutemann was an equally comfortable runner-up, and Jody Scheckter was able to hold off Jochen Mass to the end. Gunnar Nilsson's fifth place added to the Lotus joy, and Hans Stuck was lucky to get the last point going. Not a great race, by any means, for anyone but Andretti, and notable really for what *didn't* happen. Why did virtually everyone—bar John Player Team Lotus—seem to have unfathomable problems? As Ken Tyrrell said: "The tyres may be slightly slower than last year, but that's not it. It's more than tyres. . . ."

"At the moment, Mario's desperate to win," said Jackie Stewart on Saturday afternoon, "but when he has a few more victories under his belt, you'll find that he'll become an even better driver than he is now. He'll get *used* to it." "Yeah, I love street circuits," the American had said earlier. With Monaco next on the calendar, he must be feeling good. Right?

## our centre spread

**Taking part in his first Formula 1 race at Jarama last Sunday was Emilio Villota, the first Spaniard to race in his home Grand Prix since Alex Soler-Roig five years ago. At the wheel of his recently acquired ex-works McLaren-Ford M23, he finished the race in thirteenth place. Villota, who won the opening round of the 1977 ShellSport International series with the Iberia Lyncar, will be racing the McLaren during the remainder of the British Group 8 championship.**

| | | | |
|---|---|---|---|
| WORLD CHAMPIONSHIP ROUND 5 | LENGTH 75 laps of 2.116 mile circuit. | 158.65 miles | |
| WEATHER HOT. SUNNY. DRY. | No. of STARTERS 24 | FINISHERS 14 | |
| WINNER M. ANDRETTI in JPS 78 | | av. speed 91.794 mph | |
| FASTEST LAP J. LAFFITE in GITANES-LIGIER-MATRA No. 26 on lap 5 | in 1 min. 20.81 sec. | 94.236 mph | |
| EXISTING LAP RECORD N. LAUDA in FERRARI 312 B3 | in 1 min. 20.83 sec. | 94.210 mph | |
| PREVIOUS YEAR'S RESULT J. HUNT in MARLBORO-McLAREN M23 | at | 92.954 mph | |



## ENTRIES

| NO | DRIVER | CAR | ENTRANT | FUEL/OIL CONTR. | TYRE | CHASSIS | ENGINE | |
|---|---|---|---|---|---|---|---|---|
| 1 | J. HUNT | MARLBORO-McLAREN M26 | MARLBORO TEAM McLAREN | TEXACO HAVOLINE | GOOD | M26/1 | DFV | |
| 2 | J. MASS | MARLBORO-McLAREN M23 | MARLBORO TEAM McLAREN | TEXACO HAVOLINE | GOOD | M23/12 | DFV | |
| 3 | R. PETERSON | TYRRELL-FORD P34 | ELF TEAM TYRRELL | ELF ELF | GOOD | 34/5 | DFV | |
| 4 | P. DEPAILLER | TYRRELL-FORD P34 | ELF TEAM TYRRELL | ELF ELF | GOOD | P34/7 | DFV | NEW CAR |
| 5 | M. ANDRETTI | JPS-78 | JOHN PLAYER TEAM LOTUS | – VALVOLINE | GOOD | 78-3 | DFV | |
| 6 | G. NILSSON | JPS-78 | JOHN PLAYER TEAM LOTUS | – VALVOLINE | GOOD | 78-2 | DFV | |
| 7 | J. WATSON | MARTINI-BRABHAM-ALFA | MARTINI RACING | FINA FINA | GOOD | BT45B-5 | Alfa flat-12 | |
| 8 | H. STUCK | MARTINI-BRABHAM-ALFA | MARTINI RACING | FINA FINA | GOOD | BT45B-1 | Alfa flat-12 | |
| 9 | A. RIBEIRO | MARCH 761B | HOLLYWOOD MARCH RACING | – VALVOLINE | GOOD | 761B-3 | DFV | DNQ. DNS. |
| 10 | I. SCHECKTER | MARCH 761B | TEAM ROTHMANS INTERNATIONAL | – VALVOLINE | GOOD | 761B-1 | DFV | |
| 11 | N. LAUDA | FERRARI 312T2 | S.p.a. FERRARI S.E.F.A.C. | AGIP AGIP | GOOD | 312T2 030 | Type 312B | DNS. INJURY. |
| 12 | C. REUTEMANN | FERRARI 312T2 | S.p.a. FERRARI S.E.F.A.C. | AGIP AGIP | GOOD | 312T2 029 | Type 312B | |
| 16 | R. ZORZI | SHADOW-FORD DN8 | AMBROSIO TABATIP SHADOW RACING | FINA VALVOLINE | GOOD | DN8-1A | DFV | |
| 17 | A. JONES | SHADOW-FORD DN8 | AMBROSIO TABATIP SHADOW RACING | FINA VALVOLINE | GOOD | DN8-3A | DFV | |
| 18 | H. BINDER | DUREX-SURTEES TS19 | DUREX TEAM SURTEES | FINA DUCKHAMS | GOOD | TS19-01 | DFV | |
| 19 | V. BRAMBILLA | BETA-SURTEES TS19 | BETA TEAM SURTEES | FINA DUCKHAMS | GOOD | TS19-04 | DFV | |
| 20 | J. SCHECKTER | WOLF WR | WALTER WOLF RACING | FINA CASTROL | GOOD | WR2 | DFV | |
| 22 | C. REGAZZONI | ENSIGN N177 | TEAM TISSOT-ENSIGN WITH CASTROL | – CASTROL | GOOD | N177/MN-04-1 | DFV | |
| 24 | R. KEEGAN | HESKETH 308E | PENTHOUSE RIZLA RACING | – – | GOOD | 308E-1 | DFV | |
| 25 | H. ERTL | HESKETH 308E | HESKETH RACING | – – | GOOD | 308E-2 | DFV | NEW CAR |
| 26 | J. LAFFITE | GITANES-LIGIER-MATRA | LIGIER-GITANES | SHELL – | GOOD | JS7-02 | Type MS/73 V12 | |
| 27 | P. NEVE | MARCH 761 | WILLIAMS GRAND PRIX ENGINEERING | – – | GOOD | 761-7 | DFV | NEW CAR |
| 28 | E. FITTIPALDI | COPERSUCAR-FITTIPALDI FD | COPERSUCAR-FITTIPALDI | – – | GOOD | FD04-3 | DFV | |
| 30 | B. LUNGER | MARCH 761 | BS FABRICATIONS | – – | GOOD | 761-2 | DFV | DNQ. STARTED AS 1ST RESERVE. |
| 31 | D. PURLEY | LEC CRP1 | LEC REFRIGERATION RACING | – – | GOOD | CRP1-1 | DFV | DNQ. DNS. |
| 33 | B. HAYJE | MARCH 761 | F AND S PROPERTIES RACING WITH MARLBORO | – – | GOOD | 761-3 | DFV | DNQ. DNS. |
| 34 | J-P. JARIER | ATS-PENSKE PC4 | ATS RACING TEAM | – VALVOLINE | GOOD | PC-4-02 | DFV | DNQ. DNS. |
| 35 | C. ANDERSSON | STANLEY-BRM P207 | STANLEY-BRM | – – | GOOD | P207-1 | BRM V12 | DNQ. DNS. |
| 36 | E. VILLOTA | McLAREN M23 | IBERIA AIRLINES | – – | GOOD | M23/6 | DFV | |
| 37 | A. MERZARIO | MARCH 761B | TEAM MERZARIO | – – | GOOD | 761B-2 | DFV | |
| 38 | B. HENTON | MARCH 761 | BRITISH (FORMULA 1) RACING TEAM | – – | GOOD | 761-T | DFV | DNQ. DNS. |

## RESULTS

| POS. | NO. | DRIVER | CAR | LAPS | TIME | SPEED | BRAKES | DAMPERS | GEARBOX | PLUGS | INJECTION | ELECS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 5 | M. ANDRETTI | JPS-78 | 75 | 1hr. 42m. 52.22s. | 91.794 mph. | LOCK FER | KONI | HEW FG 400 | NGK | LUCAS | LUCAS |
| 2 | 12 | C. REUTEMANN | FERRARI 312T2 | 75 | 1hr. 43m. 08.07s. | | LOCK FER | KONI | FERRARI 312 TRANS | CHAMPION | LUCAS | MARELLI DINOPLEX |
| 3 | 20 | J. SCHECKTER | WOLF WR | 75 | 1hr. 43m. 16.73s. | | LOCK FER | KONI | HEW FG 400 | CHAMPION | LUCAS | LUCAS |
| 4 | 2 | J. MASS | MARLBORO-McLAREN M23 | 75 | 1hr. 43m. 17.09s. | | LOCK FER | KONI | HEW FG 400/6 | CHAMPION | LUCAS | LUCAS |
| 5 | 6 | G. NILSSON | JPS-78 | 75 | 1hr. 43m. 58.05s. | | LOCK FER | KONI | HEW FG 400 | NGK | LUCAS | LUCAS |
| 6 | 8 | H. STUCK | MARTINI-BRABHAM-ALFA | 74 | | | GIRL FER | KONI | BRABHAM-ALFA | CHAMPION | LUCAS | MARELLI DINOPLEX |
| 7 | 26 | J. LAFFITE | GITANES-LIGIER-MATRA | 74 | | | LOCK FER | KONI | HEW TL 200 | CHAMPION | LUCAS | DUCELLIER |
| 8 | 3 | R. PETERSON | TYRRELL-FORD P34 | 74 | | | LOCK FER | KONI | HEW FG 400 | CHAMPION | LUCAS | LUCAS |
| 9 | 18 | H. BINDER | DUREX-SURTEES TS19 | 73 | | | LOCK FER | KONI | HEW FGA 6 | CHAMPION | LUCAS | MARELLI DINOPLEX |
| 10 | 30 | B. LUNGER | MARCH 761 | 72 | | | LOCK FER | KONI | HEW FG 400 | CHAMPION | LUCAS | LUCAS |
| 11 | 10 | I. SCHECKTER | MARCH 761B | 72 | | | LOCK FER | KONI | HEW FG 400 | CHAMPION | LUCAS | LUCAS |
| 12 | 27 | P. NEVE | MARCH 761 | 71 | | | LOCK FER | KONI | HEW FG 400 | CHAMPION | LUCAS | LUCAS |
| 13 | 36 | E. VILLOTA | McLAREN M23 | 70 | | | LOCK FER | KONI | HEW FG 400 | CHAMPION | LUCAS | LUCAS |
| 14 | 28 | E. FITTIPALDI | COPERSUCAR-FITTIPALDI FD | 70 | | | LOCK FER | KONI | HEW FGA 400 | CHAMPION | LUCAS | LUCAS |

## RETIREMENTS

| NO | DRIVER | LAPS | REASON |
|---|---|---|---|
| 19 | V. BRAMBILLA | 9 | ACCIDENT. COLLISION WITH REGAZZONI. |
| 22 | C. REGAZZONI | 9 | ACCIDENT. COLLISION WITH BRAMBILLA. |
| 1 | J. HUNT | 10 | ENGINE MISFIRE. |
| 4 | P. DEPAILLER | 12 | ENGINE. |
| 37 | A. MERZARIO | 16 | DAMAGED SUSPENSION. |
| 16 | R. ZORZI | 25 | ENGINE. |
| 25 | H. ERTL | 29 | RADIATOR. |
| 24 | R. KEEGAN | 32 | ACCIDENT. |
| 17 | A. JONES | 56 | ACCIDENT. |
| 7 | J. WATSON | 64 | METERING UNIT. |

## CHAMPIONSHIP POINTS

### DRIVERS

| | | | | | |
|---|---|---|---|---|---|
| J. SCHECKTER | 23 | J. MASS | 5 | FERRARI | 34 |
| M. ANDRETTI | 20 | G. NILSSON | 4 | WOLF-FORD | 23 |
| C. REUTEMANN | 19 | C. REGAZZONI | 1 | JPS-FORD | 22 |
| N. LAUDA | 19 | R. ZORZI | 1 | McLAREN-FORD | 12 |
| J. HUNT | 9 | J. WATSON | 1 | BRABHAM-ALFA | 8 |
| E. FITTIPALDI | 8 | J-P. JARIER | 1 | FITTIPALDI-FORD | 8 |
| P. DEPAILLER | 7 | H. STUCK | 1 | TYRRELL-FORD | 7 |
| C. PACE | 6 | | | ENSIGN-FORD | 1 |
| | | | | SHADOW-FORD | 1 |
| | | | | ATS-PENSKE-FORD | 1 |

### MANUFACTURERS

## PRACTICE 1

| | | | |
|---|---|---|---|
| 5 | M.ANDRETTI | 1m. | 8.70s. |
| 26 | J.LAFFITE | 1m. | 9.42s. |
| 12 | C.REUTEMANN | 1m. | 9.64s. |
| 7 | J.WATSON | 1m. | 9.99s. |
| 22 | C.REGAZZONI | 1m. | 20.13s. |
| 20 | J.SCHECKTER | 1m. | 20.15s. |
| 1 | J.HUNT | 1m. | 20.18s. |
| 6 | G.NILSSON | 1m. | 20.38s. |
| 19 | V.BRAMBILLA | 1m. | 20.39s. |
| 11 | N.LAUDA | 1m. | 20.44s. |
| 8 | H.STUCK | 1m. | 20.60s. |
| 17 | A.JONES | 1m. | 20.74s. |
| 3 | R.PETERSON | 1m. | 20.96s. |
| 24 | R.KEEGAN | 1m. | 21.03s. |
| 4 | P.DEPAILLER | 1m. | 21.05s. |
| 10 | I.SCHECKTER | 1m. | 21.05s. |
| 25 | H.ERTL | 1m. | 21.16s. |
| 2 | J.MASS | 1m. | 21.32s. |
| 28 | E.FITTIPALDI | 1m. | 21.87s. |
| 36 | E.VILLOTA | 1m. | 21.97s. |
| 27 | P.NEVE | 1m. | 22.32s. |
| 9 | A.RIBEIRO | 1m. | 22.36s. |
| 33 | B.HAYJE | 1m. | 22.39s. |
| 30 | B.LUNGER | 1m. | 22.53s. |
| 16 | R.ZORZI | 1m. | 22.74s. |
| 18 | H.BINDER | 1m. | 23.11s. |
| 38 | B.HENTON | 1m. | 23.57s. |
| 35 | C.ANDERSSON | 1m. | 27.93s. |
| 31 | D.PURLEY | 1m. | 33.73s. |
| 34 | J-P.JARIER | 22m. | 37.20s. |

## PRACTICE 2

| | | | |
|---|---|---|---|
| 5 | M.ANDRETTI | 1m. | 19.55s. |
| 20 | J.SCHECKTER | 1m. | 19.81s. |
| 7 | J.WATSON | 1m. | 19.89s. |
| 2 | C.REUTEMANN | 1m. | 20.09s. |
| 11 | N.LAUDA | 1m. | 20.17s. |
| 26 | J.LAFFITE | 1m. | 20.27s. |
| 6 | G.NILSSON | 1m. | 20.39s. |
| 4 | P.DEPAILLER | 1m. | 20.64s. |
| 19 | V.BRAMBILLA | 1m. | 20.91s. |
| 1 | J.HUNT | 1m. | 20.92s. |
| 3 | R.PETERSON | 1m. | 21.00s. |
| 22 | C.REGAZZONI | 1m. | 21.11s. |
| 17 | A.JONES | 1m. | 21.24s. |
| 2 | J.MASS | 1m. | 21.27s. |
| 24 | R.KEEGAN | 1m. | 21.55s. |
| 37 | A.MERZARIO | 1m. | 21.82s. |
| 25 | H.ERTL | 1m. | 21.87s. |
| 10 | I.SCHECKTER | 1m. | 21.96s. |
| 16 | R.ZORZI | 1m. | 22.18s. |
| 27 | P.NEVE | 1m. | 22.29s. |
| 9 | A.RIBEIRO | 1m. | 22.30s. |
| 28 | E.FITTIPALDI | 1m. | 22.71s. |
| 36 | E.VILLOTA | 1m. | 22.78s. |
| 33 | B.HAYJE | 1m. | 22.92s. |
| 30 | B.LUNGER | 1m. | 23.05s. |
| 18 | H.BINDER | 1m. | 23.06s. |
| 31 | D.PURLEY | 1m. | 23.38s. |
| 38 | B.HENTON | 1m. | 23.50s. |
| 34 | J-P.JARIER | 56m. | 18.93s. |

## PRACTICE 3

| | | | |
|---|---|---|---|
| 5 | M.ANDRETTI | 1m. | 18.78s. |
| 11 | N.LAUDA | 1m. | 19.48s. |
| 2 | C.REUTEMANN | 1m. | 19.52s. |
| 20 | J.SCHECKTER | 1m. | 19.57s. |
| 7 | J.WATSON | 1m. | 19.87s. |
| 1 | J.HUNT | 1m. | 20.11s. |
| 2 | J.MASS | 1m. | 20.14s. |
| 4 | P.DEPAILLER | 1m. | 20.16s. |
| 26 | J.LAFFITE | 1m. | 20.25s. |
| 19 | V.BRAMBILLA | 1m. | 20.26s. |
| 22 | C.REGAZZONI | 1m. | 20.34s. |
| 6 | G.NILSSON | 1m. | 20.44s. |
| 8 | H.STUCK | 1m. | 20.55s. |
| 17 | A.JONES | 1m. | 21.14s. |
| 3 | R.PETERSON | 1m. | 21.30s. |
| 28 | E.FITTIPALDI | 1m. | 21.56s. |
| 24 | R.KEEGAN | 1m. | 21.66s. |
| 18 | H.BINDER | 1m. | 21.73s. |
| 37 | A.MERZARIO | 1m. | 21.83s. |
| 27 | P.NEVE | 1m. | 21.92s. |
| 16 | R.ZORZI | 1m. | 22.09s. |
| 30 | B.LUNGER | 1m. | 22.24s. |
| 10 | I.SCHECKTER | 1m. | 22.26s. |
| 34 | J-P.JARIER | 1m. | 22.27s. |
| 36 | E.VILLOTA | 1m. | 22.48s. |
| 38 | B.HENTON | 1m. | 22.57s. |
| 31 | D.PURLEY | 1m. | 22.89s. |
| 33 | B.HAYJE | 1m. | 22.98s. |
| 9 | A.RIBEIRO | 1m. | 23.24s. |
| 25 | H.ERTL | 1m | 23.67s. |
| 35 | C.ANDERSSON | 1m. | 24.29s. |

## POLE

26 J.LAFFITE 1m. 19.42s. — 5 M.ANDRETTI 1m. 18.70s.

12 C.REUTEMANN 1m. 19.52s. — 11 N.LAUDA DID NOT START

7 J.WATSON 1m. 19.87s. — 20 J.SCHECKTER 1m. 19.57s.

22 C.REGAZZONI 1m. 20.13s. — 1 J.HUNT 1m. 20.11s.

4 P.DEPAILLER 1m. 20.16s. — 2 J.MASS 1m. 20.14s.

6 G.NILSSON 1m. 20.38s. — 19 V.BRAMBILLA 1m. 20.26s.

17 A.JONES 1m. 20.74s. — 8 H.STUCK 1m. 20.55s.

24 R.KEEGAN 1m. 21.03s. — 3 R.PETERSON 1m. 20.96s.

25 H.ERTL 1m. 21.16s. — 10 I.SCHECKTER 1m. 21.05s.

18 H.BINDER 1m. 21.73s. — 28 E.FITTIPALDI 1m. 21.56s.

27 P.NEVE 1m. 21.92s. — 37 A.MERZARIO 1m. 21.82s.

16 R.ZORZI 1m. 22.09s. — 36 E.VILLOTA 1m. 21.97s.

30 B.LUNGER 1m. 22.24s.

## LAP CHART

AUTOSPORT

| GRID ORDER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 M.ANDRETTI | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 26 J.LAFFITE | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| 12 C.REUTEMANN | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 20 J.SCHECKTER | 1 | 1 | 1 | 1 | 1 | 7 | 7 | 7 | 7 | 7 | 7 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 7 J.WATSON | 7 | 7 | 7 | 7 | 7 | 20 | 20 | 20 | 20 | 20 | 20 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 2 | 2 | 2 | 2 | 2 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| 1 J.HUNT | 22 | 20 | 20 | 20 | 20 | 22 | 22 | 22 | 22 | 6 | 6 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| 22 C.REGAZZONI | 20 | 22 | 22 | 22 | 22 | 19 | 19 | 19 | 19 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 2 J.MASS | 19 | 19 | 19 | 19 | 19 | 6 | 6 | 6 | 6 | 4 | 4 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 |
| 4 P.DEPAILLER | 6 | 6 | 6 | 6 | 6 | 2 | 2 | 2 | 2 | 3 | 3 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 10 | 10 | 10 |
| 19 V.BRAMBILLA | 2 | 2 | 2 | 2 | 2 | 4 | 4 | 4 | 4 | 10 | 24 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 8 | 8 | 8 |
| 6 G.NILSSON | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 3 | 3 | 24 | 17 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 18 | 18 | 18 |
| 8 H.STUCK | 3 | 3 | 3 | 3 | 3 | 10 | 10 | 10 | 10 | 17 | 10 | (26) | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 18 | 18 | 18 | 18 | 26 | 26 | 26 |
| 17 A.JONES | 10 | 10 | 10 | 10 | 10 | 24 | 24 | 24 | 24 | 8 | 8 | 25 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 28 | 28 | (28) | 27 | 27 | 27 | 27 |
| 3 R.PETERSON | 24 | 24 | 24 | 24 | 24 | 17 | 17 | 17 | 17 | 25 | 25 | 18 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | (25) | 27 | 27 | 26 | 30 | 30 | 30 | | |
| 24 R.KEEGAN | 17 | 17 | 17 | 17 | 17 | 8 | 8 | 8 | 8 | 18 | 18 | 28 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 26 | 26 | 30 | 36 | 36 | 36 | | |
| 10 I.SCHECKTER | 25 | 25 | 8 | 8 | 8 | 25 | 25 | 25 | 25 | 28 | 28 | 27 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 26 | 26 | 26 | 26 | 26 | 30 | 30 | 36 | 28 | 28 | 28 |
| 25 H.ERTL | 8 | 8 | 25 | 25 | 25 | 37 | 37 | 37 | 18 | 27 | 27 | 16 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 36 | 36 | 28 | | | | |
| 28 E.FITTIPALDI | 37 | 37 | 37 | 37 | 37 | 18 | 18 | 18 | 28 | 16 | 16 | 30 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | | | | | | | | |
| 18 H.BINDER | 18 | 18 | 18 | 18 | 18 | 28 | 28 | 28 | 27 | 30 | 30 | (4) | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 36 | (16) | | | | | | | | | | |
| 37 A.MERZARIO | 28 | 28 | 28 | 28 | 28 | 16 | 16 | 16 | 16 | 36 | 36 | 36 | 37 | 37 | 37 | (37) | | | | | | | | | | | | | | | | | | | |
| 27 P.NEVE | 16 | 16 | 16 | 16 | 16 | 27 | 27 | 27 | 30 | (1) | 37 | 37 | | | | | | | | | | | | | | | | | | | | | | | |
| 36 E.VILLOTA | 27 | 27 | 27 | 27 | 27 | 30 | 30 | 30 | 36 | 37 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 R.ZORZI | 30 | 30 | 30 | 30 | 30 | 36 | 36 | 36 | (37) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 B.LUNGER | 36 | 36 | 36 | 36 | 36 | (1) | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |

-1 LAP

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LAP CHART BY COURTESY OF NORAH TYRRELL

by Nick Brittan

## Fruitless joke

Were he still about, Captain Nicholas Chauvin would have been a certain candidate to enlist in the ranks of IRPA. IRPA is the curious cliquey International Racing Press Association, a body of 100-plus men who cover the Grand Prix circus presided over by the funny, but not amusing, Bernard Cahier.

Its critics wrongly assume that it is some strange form of French Mafia.

Each year it gives away a set of awards which are thought by some to be a great joke, but which the French take very seriously.

Basically the prizes come in pairs. Orange for something beautiful and Lemon for something rubbishy. For instance, there was the Lemon prize for the least co-operative driver. That went to James.

There was the Lemon for the most 'orrible circuit. That went to Brands Hatch.

There was the Lemon for the least co-operative team. Marlboro-McLaren. All British Lemons, eh?

Now for ze good news, *mon cher.* Ze most lovely driver of ze year is Jacques Laffite. Ze mos' wonderful circuit of the year is Paul Ricard. Shall I go on?

Come off it, Bernard. You theenk all the Brits are tweets?

*(Captain Chauvin was one of Napoleon's officers, so fiercly patriotic that he died for his country, and gave rise to the word chauvinism.)*

## Horse-play

I am indebted to Mr D. Crowley of Isleworth in Middlesex, who writes to tell me that on April 23 he went to watch the Badminton Horse Trials. The entry list in the programme told him that one of the horses competing was called "BRM". Fascinated to find a horse so named, Mr Crowley enquired among the stewards to discover where the magnificent beast might be seen.

Alas, only to be told that it had failed to turn up. Mr Crowley wonders if perhaps the hapless owner had purchased a wrong-size horse box.

## Ambrosio-who?

**Thursday.** Open morning mail before going to Jarama, to find very expensive glossy colour folder with copy in four languages telling me all about the marriage of Tabatip and Ambrosio in their joint sponsorship of the Shadow cars.

Frankly, I've been a bit worried about Ambrosio, the young man with cupid lips and the manner of a latterday matinée idol. I discounted idle gossip that he was the investment broker for the Vatican, and various other oddities, patently invented by people who didn't know but were romantic guessers.

Shadow's Jack Oliver confirmed that I was right not to believe all this gossip. He also confirmed that he was a businessman and that his father was a carpet salesman. The multilingual release told me more. "He is a highly active man in financial circles." Clear now?

But, anyway, I study the piece and learn that Ambrosio agreed to support the team and Zorzi because. . . .*(instruction to printer: set usual three lines of platitudinous patriotic garbage).*

**Friday.** Check in at Jarama and relieved to discover that Ambrosio is just another normal human being. He has had a fallout with Zorzi, and wiped his name from the car and withdrawn his sponsorship. Zorzi has been forced to scratch around and find minor sponsors to pay his deal for the weekend. The car looks like a typographer's doodle sheet.

**Monday.** Return from Jarama. File glossy folder in the little round drum beside my desk, and wait for next instalment of constantly changing Ambrosio saga. But not with any great anxiety.

## Circuit stages

Watching Brambilla take Regazzoni off at Jarama's turn one was a tiny, noisy operetta all on its own. La Scala should make them an offer for off-season performances.

It starts with a "Brambles" losing his footing in the middle of a delicate pirouette and clump-bang-wallop. Wheels intertwined, they both fall off the edge of the circuit into the dusty volcanic rock powder, and assault various layers of catch fencing.

The dust hangs in the still afternoon air. There is nothing. Then out steps Clay, and off comes his helmet and balaclava to reveal an expression thunderous black, and that wicked moustache makes him look perfectly cast for the villain of the piece. Which, in fact, he is not.

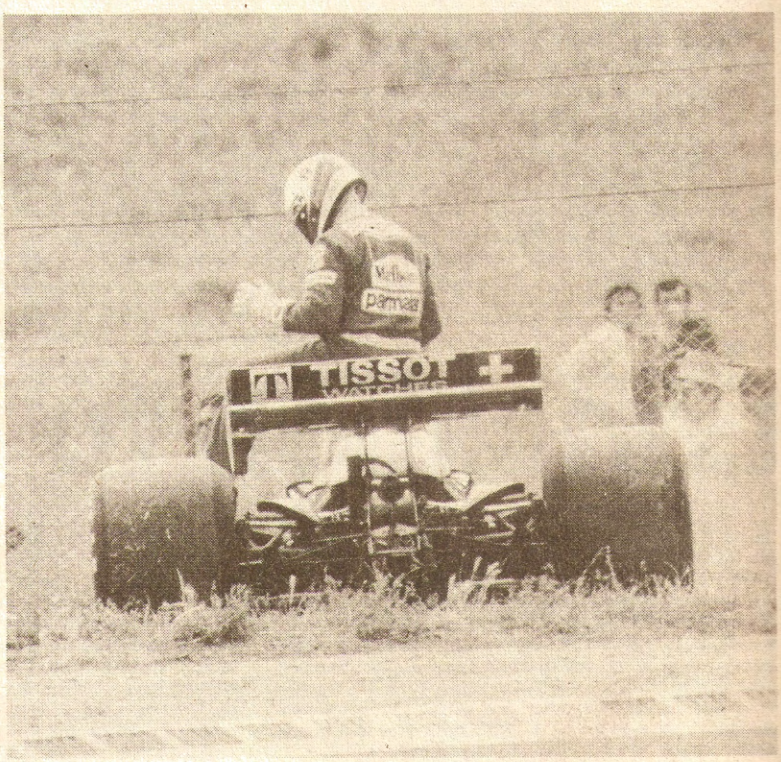
Brambilla lopes across, shoulders shrugging and palms pointing heavenwards in a futile effort to convince Clay that it was nothing to do with him, or maybe an act of God, or more likely pure 24 carat Italian brain fade.

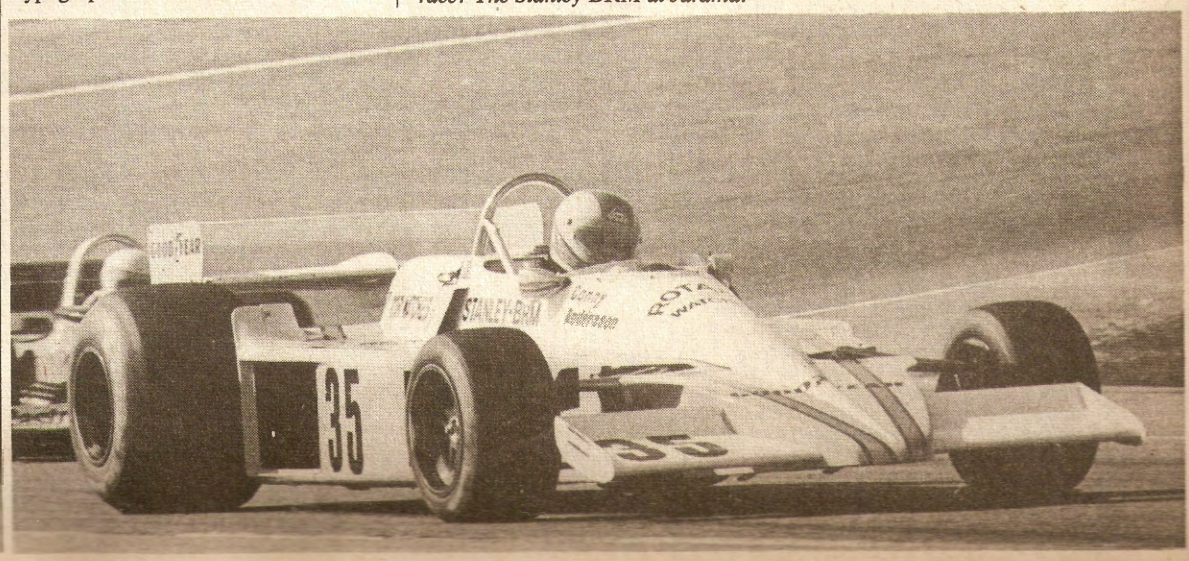
Clay is patently unimpressed by the "Brambles" pleas of innocence, and, tips of fingers gently touching, conducts a delicate bollicking.

Clay, with ramrod straight back, stalks off. Brambilla, kipper-footed, duck-walks his shuffling way across the track, arms akimbo. A picture of guilt and sadness.

It was golden silent movie material. Beautiful. Perfect characterisation.

**QUOTE OF THE WEEK:** Alan Henry, commenting on the non-show of Finnish debutant Mikko Kozarowitzky at Jarama: "He was supposed to be coming here to make a name for himself. Hopefully it will be more pronounceable than the one he's got at the moment." ■




*Above: Clay prepares for act one. Below: Not quite ready for a one-horse race? The Stanley-BRM at Jarama.*

by John Bolster

*The Monte Carlo handles very well indeed on dry roads and is put to the test here at Donington circuit.*

# Lancia on to a winner

In the Lancia Beta range of transverse-engined cars, the Monte-Carlo differs from the others in having the power-unit behind the seats, the driveshafts connecting to the rear hubs instead of the front. The engine is the well-known two-litre, with twin belt-driven overhead camshafts, but different profiles are used which give slightly more emphasis to the top end. Smaller wheels carry wider tyres but different final drive gears compensate for this, fifth gear giving 19.76mph per 1000rpm, compared with 19.57mph for the front-drive coupé, which is a negligible difference.

Though the Monte-Carlo is 7.2in shorter than the coupé, it has a greater rear track and is 1.3in wider. Accurate weights are difficult to come by, but there is very little difference, the Monte-Carlo perhaps being a few pounds the heavier. Naturally, the interior space of the mid-engined car—if one can call it that with the unit virtually between the wheels—is very much less than that of the front-drive machine. It's strictly a 2-seater, but the boot between the front wheels is of quite useful size.

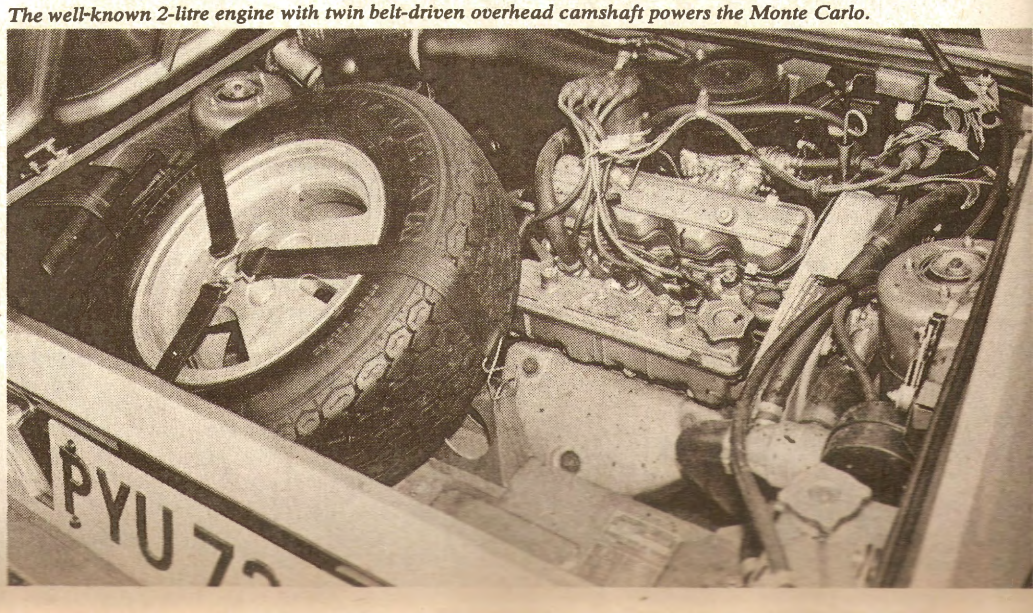
The appearance is very attractive indeed. Curiously enough, the Monte-Carlo does not attract half as much attention in the streets as does the Fiat X1/9, though to me the Lancia is by far the better looking car. Incidentally, it was styled by Pininfarina while the little Fiat is a Bertone job. I was glad that "my" car had a fixed roof, as this gives a more rigid chassis construction and folding or detachable roofs invariably increase the wind noise.

When I first tried the Monte-Carlo at the beginning of production in Italy, I found it rather rough and noisy. To my astonishment, the subject of the present test was so much quieter and smoother that it seemed an entirely different car. Indeed, it was more refined than both the coupé and the HPE, which I recently tested. Not only was it quieter and smoother, but the engine was more flexible and the carburation more progressive. To measure the sound level in decibels is useless, for it's the *kind* of noise that matters. The Monte-Carlo is still unmistakably an efficient four-cylinder car, but it must have undergone a brilliantly successful development programme.

The performance differs very little from that of the coupé. The front-drive car suffers from wheelspin if a racing start is made, while the Monte-Carlo has tremendous traction. Apart from the time saved at the getaway, the acceleration is almost identical, the mid-engined machine having a little more top speed by virtue of aerodynamics and a little extra power at high revs. The ratio of fifth speed allows the rev-counter to indicate 6000rpm, which is the peak of the power curve, but one cannot over-rev and about 6200 is top whack on fifth.

Fourth is a splendid gear for overtaking, with its 100mph maximum, but the other gears are fairly widely spaced as they must be shared with the less sporting models. The gearchange, though not especially light in action, moves more easily than on the

*The well-known 2-litre engine with twin belt-driven overhead camshaft powers the Monte Carlo.*



*A very attractive car from the front (above) and the back (below).*

*The Monte Carlo is strictly a two-seater, but the boot between the front wheels is of quite useful size.*

front-drive Lancias. The all-disc brakes are excellent and the servo seems to have been reduced in power. This is just as well, for the front wheels lock rather easily on wet roads.

The Monte-Carlo handles very well indeed on dry roads, the response being almost neutral. It is possible that it could out-corner the coupé but on wet roads, particularly if they were unknown to the driver so that unexpected braking were required, I would prefer to have the extra stability of the front-drive. This is not so much a criticism of the Monte-Carlo as a bouquet for the coupé, which is quite outstanding in the wet. In side winds, too, the front-drive car is the steadier at high speeds, though the mid-engined machine only gives a warning twitch, without calling for instant correction.

Another unexpected virtue of the Monte-Carlo is its very comfortable ride, which is even better than the coupé. The seats are most comfortable and the driving position is not too Italian although this is not a car for giants. I have mentioned the delightful flexibility and this Lancia has no objection to crawling through city traffic on the higher gears, never showing any sign of impatience. I think it uses a little more petrol than the other Betas, but that may be because one tends to drive it so fast.

This is an attractive car with many virtues, so I was all the more shocked to find a heating and ventilation system of a type that should have been discarded years ago. You can get your feet slightly warmed if you don't mind breathing red hot air, but cool air for breathing means no heat and frozen extremities. Let us hope that separate air ducts will be installed forthwith, for warm breathing air means drowsiness on a long journey, which is not conducive to safe driving.

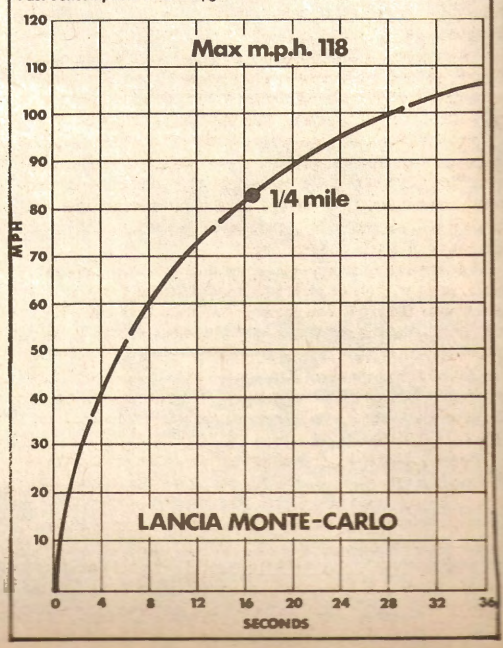
The lights are effective and one does not have to wait for them to pop up. Though I cannot be bothered with some modern complications, I do like electrically-operated windows and they work very well in this case. The instruments are well placed under a non-reflecting panel and all of them can be read at a glance, in daylight or darkness.

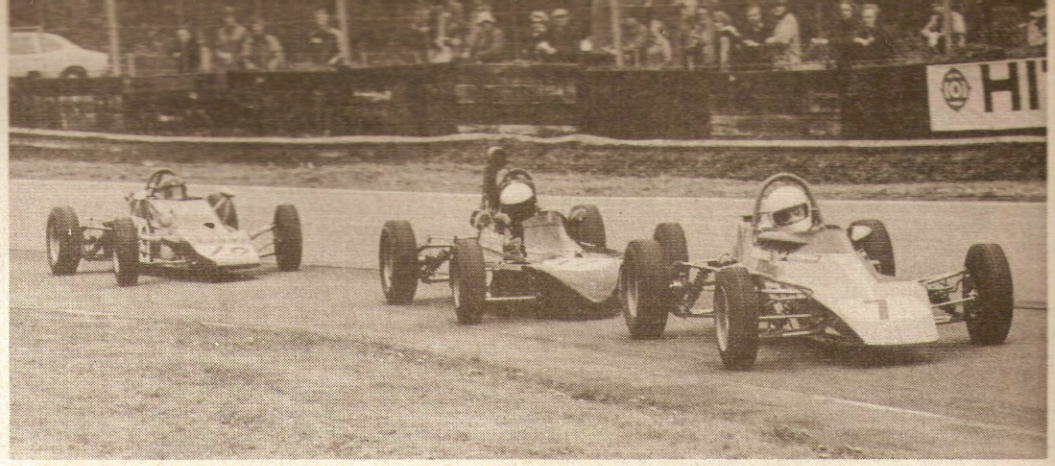
The Lancia Monte-Carlo proves that a mid-engined sports car need not be noisy and impractical. It is well-mannered and comfortable to ride in; though it is low-built, the driver has a good all-round view and it's easy to judge where the corners are when parking. It has well-bred good looks that will still appeal after the novelty has worn off and it is exactly what a lot of enthusiasts want. Unless Lancia can make them in large numbers, they are going to be embarrassed by the demand. ■

*A well-mannered and comfortable car to ride in.*

## Specification and performance data

**Car Tested:** Lancia Monte-Carlo mid-engined 2-seater coupé, price £5927.
**Engine:** Four-cylinders 84 x 90mm (1995cc). Compression ratio 8.9 to 1. 120bhp DIN at 6000rpm. Twin belt-driven overhead camshafts. Weber twin-choke carburetter.
**Transmission:** Single dry plate clutch. 5-speed synchromesh gearbox, ratios: 0.925, 1.152, 1.522, 2.235 and 3.750 to 1. Helical spur gear final drive, ratio 3.714 to 1.
**Chassis:** Combined steel body and chassis. MacPherson independent front suspension with anti-roll bar. Rack and pinion steering. Strut and double link independent rear suspension with anti-roll bar. Servo-assisted dual-circuit disc brakes with rear limiting valve. Bolt-on light-alloy wheels, fitted 185/70 HR 13 tyres.
**Equipment:** 12-volt lighting and starting. Speedometer. Rev-counter. Oil-pressure, water temperature and fuel gauges. Clock. Heating, demisting and ventilation system, with heated rear window. Electric window lifts. Flashing direction indicators with hazard warning. Intermittent and 2-speed windscreen wipers and washers. Reversing lights.
**Dimension:** Wheelbase 7ft 6.6in. Track 4ft 7.6in/4ft 9.3in. Overall length 12ft 6.1in. Width 5ft 6.8in. Weight 19.5cwt.
**Performance:** Maximum speed 118mph. Speeds in gears: fourth 101mph, third 76mph, second 52mph, first 34mph. Standing quarter-mile 16.8s. Acceleration: 0-30mph 2.8s, 0-50mph 6.2s, 0-60mph 8.8s, 0-80mph 16.0s, 0-100mph 29.8s.
**Fuel Consumption:** 21 to 27mpg.





*From left to right Blanchet finished ahead of Village and MacLeod in the TT final.*

OULTON PARK

# Mike's lucky day

**Car Club ran last Saturday's championship club meeting at Oulton Park and, even when steady rain set in during the afternoon causing severe delays to the proceedings, they refused to alter their programme and all the races were run over their full distance. Whether this was a good idea is debatable as several of the events turned into rather dull processions and the final Historic Sports Car race did not finish until nearly 6.30pm. The main event of the day was the Townsend Thoresen Silver Plate race for Formula Fords and, although 22-year-old Brazilian "Chico" Serra won superbly on the road he was later excluded for having passed a back-marker under the yellow flag at Deer Leap. Thus victory went to the Lola of Mike Blanchet, though an appeal by Van Diemen boss Ralph Firman, on behalf of Serra, means that the results are still provisional until an RAC tribunal can be convened.**

The racing opened with two Formula Ford heats, the first of which began in dry conditions and was then subjected to a heavy hailstorm at half-distance. John Village edged his Alloy Steel & Iron Royale RP24 into the lead at the start but was soon under considerable pressure from Don MacLeod's works Van Diemen, Mike Blanchet's revised Lola T440E, Bernard Devaney's Hawke DL17 and local driver Barry Pigot, who has now changed to one of the latest Van Diemens. Championship leader MacLeod was looking hard for a way past Village when, at Fosters on the second lap, he went to change from second to third gear and found that a nut on the linkage had worked loose so that he actually selected first gear, which "buzzed" the engine. He pitted briefly before rejoining a lap behind to finsih twelfth, which was just high enough to qualify for the final. Meanwhile, Blanchet took over the lead on lap 3 and then pulled away when the rain came as Village was finding his car understeering more and more in the worsening conditions. Devaney's car handled better in the wet but he was unable to find a way past and had to settle for third place ahead of Pigot, who was getting the feel of his new car.

The second heat lost Nigel Mansell on lap 2 when the rear suspension broke on his Javelin so this left two Royale RP24s and a Van Diemen to battle for the lead. Yves Sarazin led until lap 6 in his works-supported RP24, while David Leslie moved up past Francisco Serra to challenge the leader, these three running nose-to-tail and miles clear of the rest of the field. The Frenchman, who commutes from Lilles in Northern France to contest the TT-championship, then lost control going down the hill to Cascades and spun into the barrier and, in the confusion, Leslie had to take to the grass so Serra was able to nip through into a lead which he held to the end.

Despite the fact that he had never been to the Cheshire circuit before John Homewood had absolutely no trouble in dominating the Hitachi Championship race for up to one-litre special saloons. The Kentishman qualified a full 3.6s faster than anyone else and then simply drove in to the distance to win by nearly a minute! Reg Ward took his very special Morris Mini to second overall and the 850cc class, though he may have been pushed by David Enderby's more normal Morris Mini had not he become unwittingly involved in a dice with Peter Jurgens's ex-Peter Cartlidge Austin "A-Fordie." Ward was worried towards the end by the fact that his "supersticky" Firestone wets were in danger of overheating on the drying track, a problem also encountered by Homewood, so they both had to drive on the wet patches. Bill Barrett move up through the field to fourth place in his recently built Mini Cooper S but then had to retire with severe engine maladies.

Richard Thwaites had little difficulty in winning the AFN Classic Sports Car race in his Stuart Carpets Brabham BT8, though David Preece gave valiant chase in his tiny Lotus 23B. David is better known for his spirited driving of large Aston Martins but he was thoroughly enjoying his new mount and ran out an easy class winner from one of the championship organisers, David Dawson, in another Lotus 23. John Harper brought his superb AC Daytona, with fully enclosed bodywork, into fourth place ahead of Mike Wood's Elva, while young Chris Marsh was seventh overall in his class-winning Marcos GT in only his second race. Chris's father Jem began the race in a 1300cc class battle with Roger Friend's Lotus Elite but then found himself struggling on road tyres and dropped down the field towards the end leaving Friend an easy class winner.

"Chico" Serra made the best start in the FF Final and pulled away in fine style in the atrocious conditions to win comfortably from Mike Blanchet. It was a most impressive victory for the 1976 Brazilian Formula Vee champion and he was rather unfortunate to be then excluded for passing a back-marker at Deer Leap under the yellow flag (see *Sports Extra*). David Leslie found himself behind Village for the first couple of laps though, once past, he was able to pull away and challenge Blanchet for second place. Leslie was able to get alongside the Lola on two occasions but each time found a back-marker in the way and had to lift off again. Then on the penultimate lap he pulled off suddenly at Fosters when the battery lead to the master switch broke—a most disappointing end to a good drive by the former kartist. John Village was therefore elevated to third place although he was being quickly caught in the latter stages by MacLeod, who had fought manfully through the entire field. On the last lap, the Scotsman outbraked Village into Old Hall having made a far better and therefore faster exit from Lodge but the Royale driver was not beaten yet and he superbly outbraked the Van Diemen into Lodge for the fianl time to score his best result to date. Richard Peacock drove very sensibly in his Dinorben Arms RP21 to profit from other people's mistakes in the dreadful weather and take fourth (with Serra's disqualification) ahead of an unhappy Devaney, who had spun at Knicker Brook.

The SKF Clubman's race was full of drama as first Chris Greville-Smith spun his Phantom at Cascades hitting Martin Mansell's U2, though the latter was able to continue with a shredded rear wheel-arch. Richard de la Rue pitted his U2 on lap 3 with a loose header tank having led the race and then Mansell superbly took advantage of back-markers at Lodge to grab the lead from Vernon Davies's Engineering Products U2. On lap 10, Mansell was forced off-line at Fosters while lapping Ian McCullough's U2 and his nosecone was knocked loose so the Welshman was able to regain the lead. But not for long! Vernon's engine began misfiring dreadfully, the car getting slower each lap until eventually, just two laps from home the car ran out of petrol—with the motor running on just two or three cylinders petrol was flowing straight through the carbs! With Creighton Brown having spun off spectacularly under the bridge at Clay Hill ("I thought I'd had it. The car spun about eight times but fortunately only just clipped the barrier") Ruari Gillies inherited the lead and held on to the end to score the first victory for Andy Diamond's latest car. Mansell had continued behind Davies but was then black-flagged for having loose bodywork and came disgustedly into the pits. Thus McCullough was left with second place, a lap behind Gillies with a total of just six cars finishing from 16 starters.

*Derek Walker took another win.*

A non-championship special saloon race was led throughout by Derek Walker's Escort, though for the first six laps he was hounded by Nick Whiting's Essex V6-engined Escort until the latter lost control at Clay Hill, fortunately without major damage to the car. Nick had coped superbly with his car's power but his intermediate tyres—he's still waiting for his wets to be delivered—were not up to the conditions and, as he said, it was only a matter of time before he would spin—"I was surprised I lasted as long as I did!" John Homewood splashed round to a good second, again being followed at a distance by Reg Ward's Mini.

Rounding off the full and varied programme was a Historic Sports Car race, which was notable for just two things: first the superb drive by David Preece to avenge his earlier defeat by the far more powerful Brabham of Richard Thwaites and secondly Richard Attwood's Chevron B8, the car owned and normally driven by John Beasley which ran out of petrol on the last lap and therefore lost the class to "Mr Sports Motors" Rodney Bloor in a similar FVA-powered car.

JEREMY SHAW

**Townsend Thoresen Formula Ford 1600 Championship—Heat One (8 laps):** 1, Mike Blanchet (Lola-Minister T440E), 9m 50.0s, 80.73mph; 2, John Village (Royale-Titan RP24), 9m 58.0s; 3, Bernard Devaney (Hawke-Minister DL17), 9m 58.4s. **Fastest lap:** Devaney, 1m 07.8s, 87.82mph.

**Townsend Thoresen Formula Ford 1600 Championship—Heat Two (8 laps):** 1, Francisco Serra (Van Diemen-Scholar RF77), 10m 17.2s, 77.17mph; 2, David Leslie (Royale-Scholar RF24), 10m 18.2s; 3, Graeme Frankland (Hawke-Scholar DL15), 11m 08.6s. **Fastest lap:** Serra, 1m 14.4s, 80.03mph.

**Hitachi Special Saloon Car Championship Race (14 laps)—overall:** 1, John Homewood (1.0 Sunbeam Imp), 18m 10.8s, 76.42mph; 2, Reg Ward (850 Morris Mini) 19m 03.8s; 3, Peter Jurgens (1.0 Austin A40-Ford), 19m 08.6s; 4, David Enderby (843 Morris Mini), 19m 09.2s. **851-1000cc:** 1, Homewood; 2, Jurgens; 3, Iain McCallum (1.0 Mini Cooper S). **Fastest lap:** Homewood, 1m 16.0s, 78.35mph. **Up to 850cc:** 1, Ward, 72.53mph; 2, Enderby; 3, John Heathcock (850 Mini). **Fastest lap:** Enderby, 1m 18.8s, 75.56mph.

**AFN Classic Sports Car Championship Race (14 laps)—overall:** 1, Richard Thwaites (2.0 Brabham-Climax BT8), 16m 51.0s, 82.45mph; 2, David Preece (1.6 Lotus-Ford 23B), 16m 55.6s; 3, David Dawson (1.6 Lotus 23), 17m 06.2s; 4, John Harper (4.7 AC Daytona), 17m 26.0s. **Front-engined GT Cars, over 3000cc:** 1, Harper, 76.49mph; 2, Alexander Boswell (4.7 AC Cobra); 3, Brewster Righter (4.7 AC Cobra). **Fastest lap:** Harper, 1m 12.6s, 82.02mph. **Front-engined GT Cars, 1301-3000cc:** 1, Chris Marsh (1.9 Marcos GT), 76.94mph; 2, Leonard Bridge (1.6 Lotus Elan L/W); 3, Tony Steele (1.6 Lotus Elan L/W). **Fastest lap:** Marsh, 1m 15.6s, 78.76mph. **Front-engined GT Cars, up to 1300cc:** 1, Roger Friend (1.2 Lotus Elite), 74.11mph; 2, Jem Marsh (1.3 Marcos GT); 3, Jack Batson (1.2 Lotus Elite). **Fastest lap:** Friend, 1m 18.2s, 76.14mph. **Sports Racing Cars over 1600cc:** 1, Thwaites; 2, Mike Wood (2.0 Elva-BMW Mk7S); no other starters. **Fastest lap:** Thwaites, 1m 09.8s, 85.31mph. **Sports Racing Cars, up to 1600cc:** 1, Preece, 82.08mph; 2, Dawson; 3, Rupert Glydon (1.2 Lola-Climax Mk1). **Fastest lap:** Preece, 1m 10.8s, 84.10mph **establishes record.**

**Townsend Thoresen Formula Ford 1600 Championship Race (20 laps):** 1, Blanchet, 27m 01.0s, 73.51mph; 2, Village, 27m 29.8s; 3, Donald McLeod (Van Diemen-Scholar RF77), 27m 30.0s; 4, Richard Peacock (Royale-Minister RP21), 27m 52.6s; 5, Devaney, 27m 56.6s; 6, Rob Orford (Royale-Scholar RP21). **Fastest lap:** Blanchet, 1m 18.8s, 75.56mph.

**SKF Steel Clubman's Championship Race (18 laps):** 1, Ruari Gillies (Diamond-Swindon R6), 24m 27.2s; 73.05mph; 2, Ian McCullough (Mallock U2-Holbay Mk18B) 17 laps; 3, Barry Smith (Mallock U2-Holbay Mk18B), 17 laps; 4, Martin White (Mallock U2-Longman Mk18B), 16 laps; 5, Paul Gibson (Mallock U2-Swindon Mk18B) 16 laps; 6, Tim Gath (Mallock U2-Davron Mk16), 15 laps. **Fastest lap:** Smith, 1m 13.4s,81.12mph.

**Special Saloon Car Race (10 laps)—overall:** 1, Derek Walker (1.9 Ford Escort) 14m 17.8s, 69.41mph; 2, John Homewood (1.0 Sunbeam Imp), 14m 36.2s; 3 Reg Ward (850 Morris Mini), 15m 20.0s; 4, Viv Wallace (1.0 BMC Mini), 15m 46.2s. **Over 1300cc:** 1, Walker; 2, Bob Tarwood (2.0 Ford RS2000); no other finishers. **Fastest lap:** Nick Whiting, (3.4 Ford Escort), 1m 22.0s, 72.61mph. **1001-1300cc:** 1, Roy Greenwood (1.3 Mini Cooper S), 57.22mph; no other starters. **Fastest lap:** Greenwood, 1m 37.4s, 61.13mph. **851-1000cc:** 1, Homewood, 67.95mph; 2, Wallace; 3, Peter Jurgens (1.0 Austin A40-Ford). **Fastest lap:** Homewood, 1m23.4s, 71.40mph. **Up to 850cc:** 1, Ward, 67.72mph; 2, David Enderby (843 Morris Mini); 3, Mike Duffy (850 Mini). **Fastest lap:** Ward, 1m 27.0s, 68.44mph.

Historic Sports Car Race (10 laps)—overall: 1, David Preece (1.6 Lotus 23B), 14m 21.22s, 69.14mph; 2, Richard Thwaites (2.0 Brabham-Climax BT8), 14m 29.6s; 3, John Jarvis (1.6 Lotus 23B), 15m 06.2s; 4, Rodney Bloor (1.6 Chevron—FVA B8), 15m 30.8s. **Group 4 Cars, up to 2000cc:** 1, Bloor, 63.97mph; 2, Richard Attwood (2.0 Chevron-BMW B8); 3, Paul Howarth (1.6 Chevron-Ford t/c B19). **Fastest lap:** Attwood, 1m 26.4s, 68.92mph. **Group 2 Sports Racing Cars:** 1, Preece; 2, Thwaites; 3, Jarvis. **Fastest lap:** Preece, 1m 24.0s, 70.89mph **Group 1 Sports Racing Cars:** 1, Rupert Glydon (1.2 Lola-Climax Mk), 62.22mph; 2, David Grant (1.1 Elva F), no other **starters. Fastest lap:** Glydon, 1m 33.8s, 63.48mph.

*Paul Gaymer (left) leads the Mini field into Paddock on the first lap of the race he was to win.*

BRANDS HATCH

# Wayne's double

**The BRSCC had their first race meeting 'at home' on Sunday when they hosted a ten-race programme at their new headquarters, Brands Hatch. A wet track, caused by heavy rain during the morning, and a considerable delay after a couple of classic saloons all but demolished some armco, meant that the proceedings dragged on until 7 pm, but there was still some excitement in most races. Young Wayne Wainwright could do the double this season, *a la* Liverpool, for he won both the Renault 5 and Debenhams Escort races. He is now lying third in the Renault 5 Elf Challenge and leads the Escort series. Extending her lead in the SodaStream Sports 2000 series, Divina Galica won her race, while Tony Halliwell is now clear leader of the *Kent Messenger* Formula Ford 1600 series after his victory in the final.**

The track was still soaking wet for the first of three Formula Ford heats, the fastest twenty from the heats battling for *Kent Messenger* points. Paul Sleeman's Vickery's Fine Arts Crosslé led from the middle of the front row, and splashed to a comfortable victory. Mike Wallaker's Jomic maintained second place until lap four when Brands regular Pete Lawrence in his Royale RP3A got himself sorted out after an indifferent start, to claim second place for the rest of the race.

Neil McGrath ruined his chances of extending his lead in the Renault 5 Elf Challenge as soon as the green starting lights flashed on, for he made a terrible start from second on the grid and was fifth or sixth into Paddock. These cars are so evenly matched that if you make a bad start you can forget it. Wayne Wainwright's BRMB Radio/Opposite Lock Club car didn't make any mistakes at the start and led for the full ten laps from ex FF and F3 star Doug Bassett in the Millward Bros (Motor Engineers) car which started from pole. McGrath's Hardings Autos (Birkenhead) entered car lay fourth behind John Trevelyn until the fifth lap when he moved into third place. However, this only lasted for a couple of laps for he spun at Paddock dropping to seventh place. Trevelyn only inherited third place for a couple of laps before David Benton's Talbot Garage (Stowbridge) car took over the number three place, and they remained in that order for the last two laps. McGrath moved up a couple of places to finish fifth.

In the second Formula Ford heat, Mike Colin's Image finished up top of the practice and results sheets. Although he won by exactly 10s he didn't have it all his own way for the first couple of laps, for Simon Davey's Nike led as far as Clearways on the third lap. A lap later, Colin found himself on his own when Davey fell off at Paddock, restarting in fourth place behind Tony Halliwell's hired Fairview Estates Crosslé, and Winfield pupil Jean-Pierre de Bacher in a Crosslé, the three finishing in that order behind Colin.

Barrie Williams was back in the Debenhams Escort Challenge, this time with the Withers of Winsford car, and he sat on pole with Wayne Wainwright's BRMB Radio/Opposite Lock Club car and Derek Speight alongside. With Whizzo's wealth of experience, the odds were stacked heavily against Wainwright extending his lead in the series in only his second season of racing. Williams led by a boot-lid alongside from the startline to Druids. Wainwright squeezed through though at Surtees on the seventh lap and there was absolutely nothing Williams could do about it thereafter.

The final *Kent Messenger* heat had three different leaders. David Smith's ex Wil Arif Crosslé led initially, but pole man Rod Macleod took over on the second lap, and gradually extended his lead. Unfortunately the Australian overdid it at Graham Hill bend on lap 5 and handed the lead back to Smith. He only hung on to it for a lap before Gary Coward's Van Diemen took over for good. Macleod's Royale had another spin at Graham Hill bend and eventually finished a lowly ninth, not good enough for the final.

By now the track was drying on the line, and so the big saloons in the Century Supreme championship race could put on a good show. Because of the very wet practice, we had a rather mixed up grid with two Minis and an Escort on the front row and Tony Strawson's Capri-Chevrolet and Nick Whiting's Escort on the second. However, the yellow *Kent Messenger*/All Car Equipe car led by Paddock and it was all over bar the shouting, for it was a little too damp for Strawson to put up any serious challenge. Indeed it was Strawberry who was challenged for, up from a mediocre grid position came Rob Mason in George Bevan's latest creation, the 1.9 Sunbeam Stiletto. He caught the big Capri with four laps to go but just didn't quite have enough horses to get past. He did win the middle class though, as did Peter Baldwin's Mini-BDA, he must have prayed for rain again after being quickest in practise.

Another Whiting prepared car gained top honours in the next race, for Divina Galica won this round of the SodaStream Sports 2000 Championship with the Kelly Girl Lola. John Webb's Rochas Tiga led for the first three laps before No.13, Divi, took over extending her lead to 5.8s by the end of 20 laps. Once he lost the lead Webb was quickly demoted to fourth place by John Brindley's Warwick Jeans Tiga and John Cooper's Lola. They remained in that order until three laps from home when Cooper took Brindley at Surtees.

Only one lap of the Classic Saloon Championship was run before Chuck Nicholson's Jaguar and Bill Stone's Morris Minor were involved in an accident on Cooper Straight which partly blocked the track. Both drivers were unhurt, but the armco had been weakened considerably, and could have proved dangerous if hit by one of these heavy cars again. This event was therefore cancelled.

With the long delay incurred through the incident in the previous race the Formula Ford final was reduced from fifteen to ten laps, and they were contested by Paul Sleeman and Tony Halliwell. Sleeman took full advantage of pole position to lead on the first lap while Halliwell had to start on row two. It was on lap three that Halliwell took over at the front and he stayed there. In a last ditch effort, though, Sleeman got alongside and there was only a nosecone in it at the end. Lawrence had been in contention with the leaders in third place until the seventh lap when he pulled off up Hailwood Hill with a lack of oil pressure which gave the place to Mike Colin.

Winding up the long afternoon was a round of the Leyland Cars Mini 1000 Challenge and this was led from start to finish by Paul Gaymer, although he was never far ahead of Phil Spurling's Steve Harris Eng/Wessex Kentreds car. David Abbott was third, but his undoing came on the seventh lap when he went off and retired on the spot, which left Derek May to complete the leading trio.

PAUL KING

*Classic saloons speed off towards Druids before their race was cancelled following a Cooper Straight accident.*

**Kent Messenger Formula Ford 1600 Championship, heat one, (10 laps):** 1, Paul Sleeman (Crosslé-Minister 25F), 10m 52.2s, 66.44mph; 2, Peter Lawrence (Royale-Rowland RP3A), 10m 53.2s; 3, Mike Wallaker (Jomic-Rowland Mk 2A), 11m 10.2s; 4, Doug Wood (Elden-Minister Mk 10C), 11m 15.4s. **Fastest lap:** Lawrence, 1m 02.6s, 69.22mph.

**Kent Messenger Formula Ford 1600 championship, heat two (10 laps):** 1, Mike Colin (Image-Aldon FF2B), 10m 39.6s, 67.74mph; 2, Tony Halliwell (Crosslé-Minister 25F), 10m 49.6s; 3, Jean-Pierre de Bacher (Crossle-Rowland 30F), 10m 52.0s; 4, Simon Davey (Nike-AVJ Mk 10B), 10m 55.4s. **Fastest lap:** Colin, 1m 02.2s 69.66mph.

**Kent Messenger Formula Ford 1600 Championship, heat three, (10 laps):** 1, Gary Coward (Van Diemen-Burton RF76), 10m 38.8s, 67.83mph; 2, David Smith, (Crosslé-Thacker 30F), 10m 40.6s; 3, Bill Shepherd (Crosslé-CES 30F), 10m 41.6s; 4, Tom Whiter (Royale-Rowland RP3A), 10m 43.0s. **Fastest lap:** Rod MacLeod (Royale-Minister RP21), 1m 00.2s, 71.98mph.

**Kent Messenger Formula Ford 1600 Championship, final (10 laps):** 1, Halliwell, 9m 04.0s, 79,65mph; 2, Sleeman, 9m 04.0s; 3, Colin, 9m 10.0s, 4, Davey, 9m 11.4s; 5, de Bacher, 9m 11.8s; 6, Shepherd 9m 12.2s. **Fastest lap:** Lawrence, 52.8s, 82.06mph.

**BRSCC Renault 5 Elf Challenge (10 laps):** 1, Wayne Wainwright, 11m 43.6s, 61.58mph; 2, Doug Bassett, 11m 44.4s; 3, David Benton, 11m 52.8s; 4, John Trevelyn, 11m 53.0s; 5, Neil McGrath, 11m 57.2s; 6, Chris Elliot, 11m 58.8s. **Fastest lap:** McGrath, Benton and Bassett, 1m 08.8s, 62.99mph **(establishes record).**

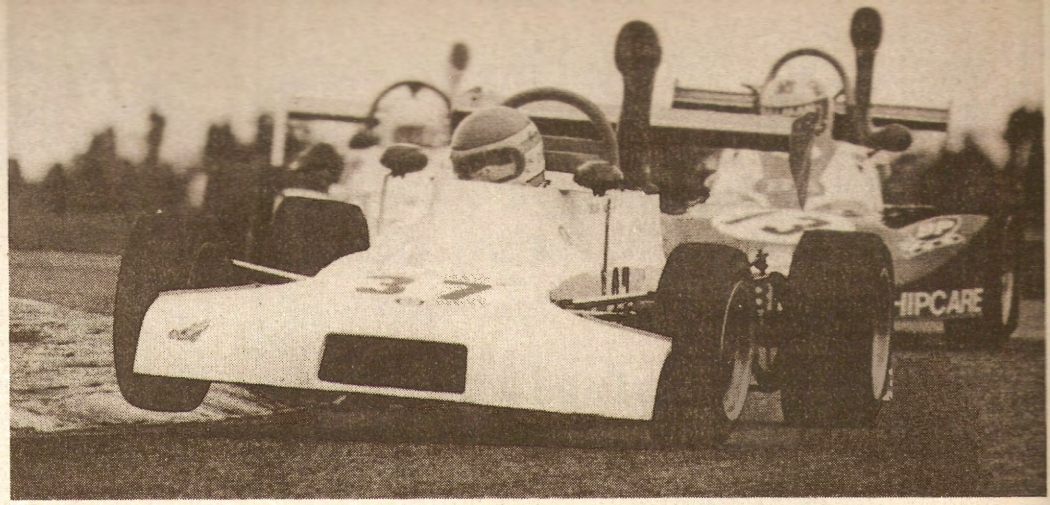
**BRSCC Debenhams Ford Escort Challenge (10 laps):** 1, Wayne Wainwright, 11m 00.2s, 65.63mph; 2, Barrie Williams, 11m 00.6s; 3, Derek Speight, 11m 13.6s; 4, Neil McGrath, 11m 19.2s; 5, Graham Hollis, 11m 19.4s; 6, David da Costa 11m 19.6s. **Fastest lap:** Wainwright, 1m 04.2s, 67.49mph.

**Century Supreme Special Saloon Car Championship, over 2500cc, 1301 to 2500cc and 1001 to 1300cc (10 laps): Overall:** 1, Nick Whiting (3.4 Ford Escort), 19m 18.2s, 77.62mph; 2, Tony Strawson (8.2 Ford Capri Chevrolet), 9m 24.0s; 3, Rob Mason (1.9 Sunbeam Bevan Stiletto Imp), 9m 24.6s; 4, Tony Rosen (5.0 Ford Capri Chevrolet), 9m 31.4s. **Over 2500cc:** 1, Whiting, 2, Strawson; 3, Rosen. **Fastest lap:** Whiting, 54.0s, 80.24mph. **1301 to 2500cc:** 1, Mason, 76.74mph; 2, Paul Everett (2.0 Skoda BDG), 3, Tony Dickinson (2.0 Ford Escort BDG). **Fastest lap:** Mason, 53.8s, 80.54mph. **1001 to 1300cc:** 1, Peter Baldwin (1.3 Mini-BDA), 75.46mph; 2, David Smith (1.3 Cooper S); 3, Terry Harmer (1.3 Cooper S). **Fastest lap:** Baldwin, 56.0s, 77.37mph.

**SodaStream Sports 2000 Championship (20 laps):** 1, Divina Galica (Lola-Titan T490), 17m 26.8s, 82.78mph; 2, John Cooper (Lola-Titan T490), 17m 32.6s; 3, John Brindley (Tiga-Racing Services SC77), 17m 35.8s; 4, John Webb (Tiga SC77), 18m 00.8s; 5, Mike Ostroumoff (Lola-Smith T490), 18m 14.2s; 6, Rod Gretton (Lola T490), 18m 15.2s. **Fastest lap:** Cooper, 50.8s, 85.29mph.

**Leyland Cars National Mini 1000 Challenge** (10 laps): 1, Paul Gaymer, 9m 47.6s, 73.74mph; 2, Phillip Spurling, 9m 48.0s; 3, Derek May, 9m 53.0s, 4, Colin Beckwith, 10m 10.2s; 5, Colin Bigmore, 10m 16.0s; 6, Peter Morris, 10m 16.8s. **Fastest lap:** Spurling 56.8s, 76.28mph.

# One for Oscar



*FF2000 winner Oscar Notz leads poleman Philip Bullman.*

**Eight close-fought races on the busy BARC programme at Thruxton on Sunday gave meeting sponsors Radio Victory plenty of action for their live broadcasts during the afternoon—some of the action proving too lively for the stewards of the meeting. After a particularly damaging round of the British Radio Production Saloon Championship, Capri pilot Mike Smith was fined £50 with an endorsement on his racing licence following a multi-car pile-up on the first lap. The well-supported Lords Taverners Ford 2000 Championship race went to bearded Venezuelan Oscar Notz once he threw the regular leaders off his back, although Rad Dougall's drive from low in the field to second at the flag was a highlight of the meeting.**

The Stockbridge Streaker found a repeat performance of his 1976 Thruxton win in the Varley Batteries Monoposto Championship round hard work with Genie driver Peter Gillett on pole position. Gillett led from the flag, but The Streaker shook off his morning "untogetherness" to fight Gillett throughout the eight laps. On the last lap the immaculate green-and-yellow Lotus 35 was through and crossed the flag 0.6s ahead of the ex-Woody Harris Genie, bearing much evidence of wheel-to-wheel combat across the nose. The leading pair pulled way ahead of a three-car fight for third place, which was settled in favour of Anthony Ford (Emberton M2B) from Ray Thomas (Revoray Mk3) and Steve Bradley (Wind BM77).

Mini 7 racing returned to Thruxton for a superb round of the Leyland Cars 850 Mini Challenge, with six or seven cars challenging for the lead in classic Mini style, a fairly incident-free race after a few damaged cars during practice. Poleman Bob Paige in the Pink Panther Mini purred off the grid rather than roared, and found himself way back in the midfield at the end of the first lap. Out front Tony Styles, Richard Addison, Chris Tyrrell and Martin Goodall were setting the pace, the four cars changing the lead time and again. Styles and Colin Fisher collided on the third lap, both continuing, and then on lap 6 Styles and Goodall collided on the fastest part of the track at Goodwood, but continued unabated. At the flag Styles was the leader of the pack by 0.6 sec from Addison, while Tyrrell and Goodall fell back a little on the last tour. Paige eventually finished 8th after a last lap collision at the chicane with Fisher, both continuing.

Spins and collisions marked the Brush Fusegear Formula Ford Championship race, with Birmingham's Nigel Mansell a worthy winner from Donald MacLeod. Mansell's regular Javelin had been damaged at Oulton the previous day, and the team built up a borrowed Crosslé 25F overnight. Despite only four hours sleep Mansell was third fastest in practice alongside David Heale and MacLeod. From early in the race it looked as if MacLeod and Van Diemen teammate Francisco Serra were going to win, but Mansell kept his head and pulled out a cautious lead to win by 0.8s from MacLeod, Serra and Heale. Richard Trott brought his Imediaprint Royale home fifth, with Bernard Devaney sixth in his down-on-power Hawke.

The renewed interest in modsports this year saw another big entry for the BARC's own Steel Tubes Services Championship—and the only stoppage of the day after AUTOSPORT contributor Peter Richings and Morgan driver Robin Gray crashed heavily at Cobb on the first lap, the wreckage of the Midget blocking the track although both drivers were unhurt. Red flags saw the field relined in practice order after Jon Palmer's Marcos had made the running on the first lap. At the restart Palmer again put the power on to the road, while Jon Fletcher sat helpless on the front row with his Elan's engine dead. Bob Jarvis in the little Davrian-Imp also got away well and waited behind Palmer's Marcos for a chance to get by. His chance came on the last lap—Palmer had picked up debris in his front tyre from the first lap contretemps and, as the tyre collapsed Jarvis powered past to take the win in the smallest car in the race, still finding time to equal his own class record of 1m 27.2s. More drama was yet to come—on the slowing down lap Jarvis' front nearside tyre deflated, punctured by the same incident—another lap in the race could have seen a quite different result. David Mercer's smart blue Elan finished third from Guy Bedington's heavy Jaguar V12 E which improves on every outing.

Formula 1300 cars featured the smallest grid of the day for their Atlas Photography championship round, and John Law took his Samantha U2 Mk18B to win from Graham Kay's similar car by eight seconds. Charles Allen was third field. Lap record holder Philip Lloyd was soon out the race when his Nomad collided with John Blundell's Mallock on the second lap at Campbell, heavily enough to put both cars out of action.

With Radio Victory DJs Dave Christian and Nicky Jackson on hand to provide encouragement, the big 3-litre saloons lined up for the Victory Production Saloon race with Derrick Brunt in his usual pole position. Brunt and his three Manitou-LE BMW teammates were starting with a protest hanging over them from another competitor about their transmissions. Brunt's start was as impeccable as ever, with Alan Minshaw (Demon Tweeks Manchester Lines Opel Commodore) latching on behind, and both were clear as the rest of the field became entangled in the complex debacle. Accounts are confused, but Mike Smith's Century Oils/Capital Radio Capri took to the grass and slithered across the apex at Campbell, involving or stopping most of the other runners. David Taylor and Graham Miles (Manitou-LE BMWs), Adam MacMillan (BMW), Mike Lavers (Rola Shipping Opel) and Jock Robertson (*Mayfair* Opel) all suffered damage, and all except Smith, whose Capri was extensively damaged at the front end, continued. More drama followed as the Mini 1275GT Challenge field, released 30 seconds later, arrived on the scene to find half the production field pointing the wrong way, but got through unscathed! Brunt won by four seconds after a relentless pursuit by Minshaw, with Manitou-LE guest driver Tony Lanfranchi third from Stuart McCrudden's Team Imagine Commodore. Mini 1275GT driver Steve Soper finished a superb fifth despite his class's 30 second delay. Brunt and Minshaw smashed the 3-litre record on their way to the flag, while Paul Taft set a new Mini 1275GT record on his way to 8th overall and third in class. RAC production saloon scrutineer Peter Jowett inspected all four Manitou BMWs after the race, and found their back axles to show "no symptoms of having torque-sharing differentials," which quashed the protest that they had limited slip diffs fitted.

The biggest field of the day was enhanced by the presence of ATV *World of Sport* presenter Dickie Davies, in whose name the Lords Taverners Ford 2000 Championship race was being run. Thirty-three cars lined up with Philip Bullman on pole having practised his Hawke DL16 at 0.6s under Jeremy Rossiter's record. Surprise front row centreman was Venezuela's Oscar Notz in his Crosslé 31F with Kenny Grey's Scorpion Racing Royale RP25 on the outside. Favourite Rad Dougall was back on the sixth row after practice problems, and British race debutante Desiré Wilson was finding Thruxton's sweeping, fast curves difficult to learn despite walking the circuit on Saturday—she qualified her Crosslé 33F 16th fastest.

From the start Kenny Grey made the running in the smart red Royale, but fell foul of the modsports debris almost immediately, picking up a puncture to retire on his second lap. Oscar Notz took over from them and was not to be headed, despite determined efforts from Frank Sytner, David MacPherson, Jeremy Rossiter and Adrian Reynard to oust him. Making meteoric progress up the field was Rad Dougall, the South African impressively neat but fast in his Royale. Dougall equalled the 1m 21.0s record on his way up to second place, passing through the above bunch deceptively easily but not quite catching the flying South American. Sytner headed the third place squabble three seconds adrift of Dougall at the flag, with MacPherson, Rossiter, Reynard and Philip Bullman finishing in line astern, Mrs Wilson having an unfortunate race after a third lap collision at Campbell with Frank Bradley which dropped her down to last but one at the end of the race.

Final race was the Esso Uniflo Special Saloon Championship round, which lost much mid-field interest when Phil Winter's developing 1300 Escort-BDA was wheeled off the grid with a fuel leak, Nonetheless the race developed into a fine tussle between Colin Hawker's immaculate DFVW and Tony Sugden's 2.0 Escort BDA. The pair powered ahead with Hawker keeping the Grand Prix-engined Toleman Group Volkswagen just ahead of the more nimble Escort, Sugden closing dramatically around the back of the circuit each lap, but Hawker pulling away on the straights. Backmarkers eventually split the pair and Sugden was left four seconds behind at the flag after a very fine drive against a vastly more powerful car. Chris Wray's 2.0 Escort was third ahead of Brian Cutting (out of retirement—again!) in his somewhat tatty Martin Escort. Cutting had to work hard to keep John Morgan's venerable Risca Garages Jaguar Mk 1 from passing, with only 0.6s in it at the end. Small class winner Basil Dagge took his Imp through to a good sixth overall in the big field, his 1.0 car fending off a racelong challenge from Gerry Gough's nicely-presented Plygrange 1300 Mini.

**Varley Batteries Monoposto Championship round (8 laps):** 1, The Streaker (Lotus-Ford Mk35). 11m 17.0s, 100.23mph; 2, Peter Gillett (Genie-Davron Mk13), 11m 17.6s, 3, Anthony Ford (Emberton-Ford Mk2B), 11m 39.6s; 4, Ray Thomas (Revoray-Ford MkIII), 11m 40.2s; 5, Steve Bradley (Wind-Ford BM77), 11m 51.8s; 6, John Lancaster (JCM-Middleton Ford 6+), 12m 13.0s. **Fastest lap:** The Streaker, 1m 22.6s, 102.68mph.

**Leyland Cars Mini 7 Challenge round (8 laps):** 1, Tony Styles, 14m 21.2s, 78.79mph; 2, Richard Addison, 14m 21.8s; 3, Chris Tyrrell, 14m 22.8s; 4, Martin Goodall, 14m 29.4s; 5, John West, 14m 30.0s; 6, Graham Woskett, 14m 38.6s. **Fastest lap:** Cuthbert, 1m 45.2s, 80.62mph.

**Brush Fusegear Formula Ford 1600 Championship round (10 laps):** 1, Nigel Mansell (Crosslé 25F), 14m 55.0s, 94.77mph; 2, Donald MacLeod (Van Diemen-Scholar 77), 14m 55.8s; 3, Francisco Serra (Van Diemen-Scholar 77), 14m 58.4s; 4, David Heale (Reynard-Rowland FF77), 14m 58.6s; 5, Richard Trott (Royale-Minister RP24), 15m 18.8s; 6, Bernard Devaney (Hawke-Minister DL17), 15m 25.6s. **Fastest lap:** MacLeod, Serra, Heale and Mansell, 1m 27.0s, 97.49mph.

**Steel Tube Services Modified Sports Championship round (8 laps): Overall:** 1, Bob Jarvis (1.0 Davrian Mk7), 11m 52.0s, 95.30mph; 2, Johnathan Palmer (3.0 Marcos-Ford V6), 12m 09.6s; 3, David Mercer (2.0 Lotus Elan), 12m 17.0s; 4, Guy Beddington (5.4 Jaguar V12 E Type), 12m 20.0s. **Over 2000cc:** 1, Palmer, 93.00mph; 2, Beddington, 12m 20.0s; 3, Richard Gamble (4.5 Jaguar E Type), 12m 20.4s. **1501-2000cc:** 1, Mercer, 92.07mph; 2, Jon Fletcher (1.7 Lotus Elan), 12m 22.0s; 3, Paul Berman (1.6 Lotus Elan), 12m 31.6s. **1151-1500cc:** 1, Keith Ashby (1.5 MG Midget), 88.81mph; 2, Gary Wilson (1.5 Austin Healey Sprite); 3, Steven Roberts, (1.3 Mini Marcos Mk4). **Up to 1150cc:** 1, Jarvis, 95.30mph 2, Geoff Lynn (1.2 Davrian Mk7); 3, Pat Longhurst (1.2 Davrian Mk7). **Fastest lap: Over 2000cc,** Palmer, 1m 27.0s, 97.49mph; **1501-2000cc,** Fletcher, 1m 27.8s, 96.60s; **1151-1500cc,** Hall, 1m 32.6s, 91.59mph; **Up to 1150cc,** 1m 27.2s, 97.27mph. **(equals record).**

**Atlas Photography Formula 1300 Championship round (8 laps):** 1, John Law (Samantha U2 Mk18B), 12m 23.4, 91.27mph; 2, Graham Kay (Mallock U2 Mk18B), 12m 32.0s; 3, Charles Allen (Mallock U2 Mk11B), 13m 25.6s; 4, Phil Williams (Hibbitt Mk1), 13m 38.4s; 5, Nigel Price (Mithril Mk2), 13m 52.2s; 6, Colin Campbell (Tasman Mk5), 14m 01.0s. **Fastest lap:** Law, 1m 30.4s, 93.82mph.

**Radio Victory Production Saloon Championship round (10 laps):** 1, Derrick Brunt (3.0 BMW Si) 16m 48.4s, 84.11mph; 2, Alan Minshaw (2.8 Opel Commodore), 16m 52.4s; 3, Tony Lanfranchi (3.0 BMW Si), 17m 10.2s; 4, Stuart McCrudden (2.8 Opel Commodore), 17m 18.6s; 5, Mike Lavers (2.8 Opel Commodore), 17m 43.8s; 6, David Yates (2.0 Mazda RX3), 18m 01.8s. **Fastest lap:** Brunt and Minshaw, 1m 39.4s, 85.33mph **(record).**

**Leyland Cars Mini 1275GT Challenge round (10 laps):** 1, Steve Soper, 17m 31.0s; 2, Roger Saunders, 17m 46.4s; 3, Paul Taft, 17m 48.8s; 4, Steve-Harris, 17m 49.2s; 5, Malcolm Leggate, 18m 04.8s; 6, Bob Lodge, 18m 05.2s. **Fastest lap:** Taft, 1m 40.6s, 84.31mph (record).

Dickie Davies Ford 2000 Championship round (12 laps): 1, Oscar Notz (Crosslé-Titan 31F), 16m 32.2s, 102.58mph; 2, Rad Dougall (Royale-Titan RP25), 16m 34.0s; 3, Frank Sytner (Foxcub Dulon-Fewkes MP20), 16m 37.4s; 4, David MacPherson (Dulon-Nelson MP20), 16m 39.0s; 5, Jeremy Rossiter (Spax Reynard-Piper 77SF), 16m 39.4s; 6, Adrian Reynard (Spax Reynard-Reynard 77SF), 16m 42.6s. **Fastest lap:** Dougall, 1m 21.0s, 104.71mph **(equals record).**

**Esso Uniflo Special Saloon Championship round (8 laps): Overall:** 1, Colin Hawker (3.0 DFVW Cosworth), 11m 51.6s, 95.35mph; 2, Tony Sugden (2.0 Ford Escort), 11m 56.8s; 3, Chris Wray (2.0 Agent Ford Escort), 12m 31.0s; 4, Brian Cutting (3.5 Ford Escort), 12m 43.0s. **Over 2500cc;** 1, Hawker, 95.35mph; 2, Cutting; 3, John Morgan (3.8 Jaguar). **1301-2500cc:** 1, Sugden, 94.66mph; 2, Wray; 3, Steve Phillips (1.6 Ford Escort). **1001-1300cc:** 1, Gerry Gough (1.3 Mini Clubman) 87.76mph; 2, David Carvell (1.3 Mini Cooper S); 3, Paul Craymer (1.3 Mini). **851-1000cc:** 1, Basil Dagge (1.0 Hillman Imp), 87.76mph; 2, Martin Sims (1.0 Sunbeam Imp); 3, Richard Long (1.0 Hillman Imp). **Up to 850cc:** 1, Reg Ward (850 Mini), 87.39mph; 2, David Enderby (850 Mini); 3, Mike Kirby (850 Greetham Imp). **Fastest laps: Over 2500cc,** Hawker, 1m 27.6s, 96.82mph; **1301-2500cc,** Sugden, 1m 28.0s, 96.38mph; **1001-1300cc,** Gough, 1m 32.6s, 91.59mph; **851-1000cc,** Sims and Wood, 1m 34.4s, 89.85mph; **Up to 850cc,** Ward 1m 34.8s, 89.47mph.

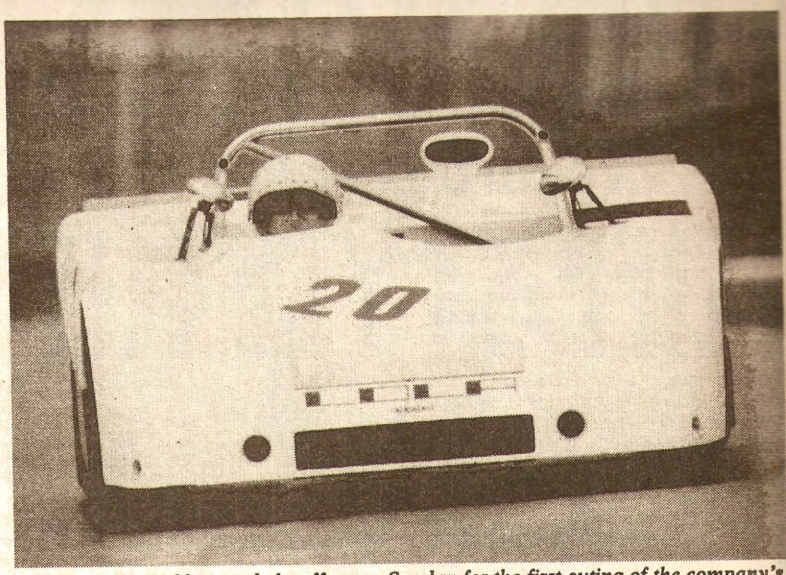
# Firman appeals against Serra's exclusion

The latest in a long and successful line of Brazilian drivers to come to this country to further their racing careers, Francisco 'Chico' Serra, was most impressive last Saturday as he drove coolly to his first major win in the sixth round of the Townsend Thoresen FF1600 Championship. Chico has shown considerable skill in his previous outings and, prior to Oulton, lay third in the championship so the fact that he was a front-runner again was no great surprise.

What did raise people's eyebrows, however, was the way in which he drove his Van Diemen in the awful conditions. So far this season he has shown a typically Latin uneven temperament and has been prone to rather ragged moves — there was no sign of these at Oulton as he simply drove away from his pursuers. He was therefore particularly unlucky to fall foul of the yellow flag rule at Deer Leap when, on lap 13, Robert Coates spun his Hawke at Lodge.

The marshals correctly showed waved yellow flags at Lodge to warn drivers of the stationary car and, at the next post in Deer Leap, there were stationary yellows, followed at the top of the hill (by the pits) by the green 'all-clear' flag. As Serra came up in the lead to lap a back-marker he properly kept station around Lodge but then, when the slower car missed a gear, going up Deer Leap the Brazilian had to pull out to avoid ramming him and thus overtook him.

The fact that he had passed the incident when he overtook the back-marker is Van Diemen boss Ralph Firman's reason for his appeal to the RAC but Serra had still made the move before the green flag was shown and was properly reported to the Stewards, who had little option but to exclude him from the results.




*MCD's John Webb turned chauffeur on Sunday for the first outing of the company's Sports 2000 Lola T490 as a circuit ride. For £2, you get three laps of Brands—at pretty competitive speeds—with an expert driver. Webb reported a good response to the first day's efforts, with trips during the interval and after racing, and is confident that the scheme will prove to be a great success. The Lola is wet sumped and, although it has not got a full race engine, is still not far off the pace.*

# Running AMOC

The Aston Martin Owners Club have attracted a superb entry for their Brands Hatch race meeting on Sunday, not least from Willie Green and John Harper who, between them, will race seven cars, appearing in all but two of the day's eight races.

Harper figures in four races, starting the day in the Jaguar v Ferrari v Aston Martin Challenge race, driving the beautiful Ferrari Breadvan with Green as a teammate in Anthony Bamford's 512S.

The former has little chance for a rest before he's off out again in the fleet little Lotus 15 for the HSCC G1 race after which his two-in-a-row feat is equalled by Green who runs the Bamford Alfa Romeo 8C in the Vintage and Venerable race and the JCB Ford GT40 in a round of the BAT championship.

Harper will be seen later in the programme in a Jaguar XK120 and his AC Daytona. Quite a full day for both drivers and a pleasure to see drivers making that sort of effort.

# Silver Jubilee Croft

The BARC Yorkshire Centre are determined to make their Spring Bank Holiday Monday Silver Jubilee race meeting at Croft a well-supported occasion. There is over £1100 in prize money for this meeting with the programme headed by a round of the Steel Tube Services Modified Sports Car Championship and the Nags Head at Pickhill-sponsored Jubilee Special Saloon Car race. This is a BARC Northern round and carries £208 prize money. The Nags Head already sponsor Escort driver Norman Hodgson.

The rest of the meeting comprises: BARC Northern Formula Ford 1600, non-championship Clubmans Sports Cars, BARC Northern Modsports and BARC Northern *Formule Libre*. Regulations for this meeting are available from Jan Walker, BARC Yorkshire Office, 6 Sidney St., Vicar Lane, Leeds LS2 7JB. Tel. Leeds (0532) 38972.

*The first round of the SKF Steel Clubmans Championship at Oulton Park on Saturday was full of incident not least that which surrounded Richard Groombridge's Hollow Bar Hustler. Richard had been going very well from the third row of the grid and moved up from ninth position to third before a quick spin at Clay Hill dropped him into fourth behind Creighton Brown. Then, in his efforts to regain the lost ground, he failed to see Creighton's rear light in the abominable conditions and missed his braking point into Old Hall. The Hustler crashed heavily into the sleepers, causing considerable damage to the front of the car, although the driver was unhurt.*

# Briefly . . .

● Yet another Spaniard to come to this country in search of fame (if not fortune!) is last year's Formula Seat 1430 champion Pedro 'Pere' Nogués. Pere is a 22-year-old from Barcelona, who will campaign a Van Diemen-Scholar RF77 for this year in Formula Ford 1600 with financial backing from the Real Automovil Club de Cataluna.

● The 750MC are organising an Autotest on Saturday and Driving tests on Sunday to the Biggin Hill Air Fair in Kent. As well as the competition, there will be a display including a ShellSport International G8 car and a sporting trials car.

● Plans for the Capital Radio Race Day at Brands Hatch on June 5 are well under way: features will include a Capital Challenge race in which six DJs will take on the six main race winners in ShellSport Escorts. The DJs will have a one-lap start on the pros.

● Having won the team prize in the ShellSport Trident Rally, Sutton & Cheam MC have again entered George Polley/Martin Tulley, Mick Clarke/-Chris Dickenson and Dick Teifi-Jones/Peter Jones under the Team Tempest banner for this weekend's Mopar-EMA Stages.

● There is still an opportunity to get an entry for the first Knockhill meeting of the season this weekend and any prospective competitors are asked to contact Iain McKenzie on Perth 32609 (evenings) or Perth 27017 (days). There will be races for FF1600s, special and production saloons, modified and clubmans sports cars.

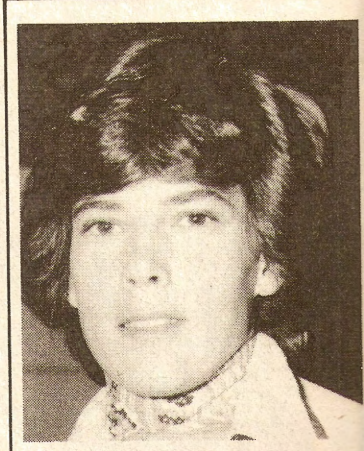
● Mrs Valerie Halliday (252 Hanging Hill Lane, Hutton, Brentwood, Essex) has been elected Secretary of the West Essex Car Club. The Competition Secretary is still Miss Cathy Munson but there are entries secretary changes as follows: rallies—Chris Towers; stage rallies and autocrosses—George Hendry; race meetings—Terry Halliday.

# Classic confrontation

There was some consternation among the Classic Saloon Car drivers over the cancellation of their race at Brands Hatch on Sunday. Considerable damage was caused to the armco on Cooper Straight in a two-car accident, following which the race was stopped.

There was no structural fault in the armco but the weight of the impact from these very heavy cars bent the armco back, forming a launching pad. The barrier would have taken some time to replace so straw bales were substituted. Because it was close to the South Bank car park the RAC Steward decided that it was too dangerous to restart the race.

Entry fees were refunded and the cancelled round will be slotted into a future Brands Hatch meeting. Peter Browning pointed out that there is no question of the circuit being unsuitable for a classic saloon car race.



*This has been a strange week for motor racing's first lady, Divina Galica. After her third victory in the SodaStream Sports 2000 Championship at Brands Hatch, she sped off to St. Ives to contest the first ever Girl Supestars spectacular for BBC TV. And today (Thursday) she is due at York races where she will be riding in the Helena Rubenstein Blazer Trophy over one-mile flat. She's not just a racing driver.*

# Mansell's swap

Twenty-three year old Solihull driver Nigel Mansell has impressed many people this season with his spirited driving of the John Lipman-designed Javelin JL5. The car's reliability, however, has not matched Nigel's pace and several times he has been forced to retire.

The car is obviously a good one but will need strengthening before it can be a serious front-runner. At Oulton on Saturday, the rear suspension gave way at Druids putting Nigel out of the race.

He drove straight to Gloucester after the race for an all-night session building up Mike Taylor's spare Crosslé 25F and, with help from his friends Roy, Gary and Mark, installed his spare Smith engine. The car, which dates back to 1973 and is on loan for a few races, was finished at about 5am on Sunday—just in time for Mansell to load up and drive to Thruxton for Sunday's Brush Fusegear round. Mansell did nine laps in practice and qualified on the front row of the grid, after which he commented that the car felt very nice indeed. In the race, he diced hard with Donald MacLeod's works Van Diemen before pulling away slightly towards the end to score his first ever major championship win.

# Barton's crash

The sad saga of Andy Barton's Chevron B35 continued (and may have ended, judging by the driver's pessimistic forecasts) at Ingliston on Sunday. His crash, after losing the oil catch tank and spinning earlier in the race, came near to launching the Chevron over the Esses armco and left the tub comprehensively wrecked. Andy collapsed after getting out of the car unaided but he suffered nothing worse than bad ankle and leg bruising and shock. *Possibly* oil from the breather *might* have reduced adhesion, *possibly* something broke (the commentator saw something hanging off, but it was only the battery retaining strap), but it seems more likely that the car's apparently rogue handling was a major contributory factor.

*Gerry Gough, whose special saloon exploits this season are being sponsored by Plygrange Thermowall—a Sale-based cavity wall insulation and double glazing company—was forced to bring his second string racer out of retirement on Sunday. A day's hard testing at Aintree had destroyed the 1300cc Longman BDA on his normal racer (left) and he was forced to use his old short-stroke Cooper which hadn't been raced since last season, in Sunday's Esso Uniflo round at Thruxton. A mysterious cut-out on the warm-up lap put him in the back of the grid at the start, but he fought his way through, established fastest lap and won his class.*

# Preece for AFN series

David Preece has a very full season of racing ahead of him if all goes to plan. Quite apart from his Silverstone 6-hours and the Vingt-quatre heures du Mans with Robin Hamilton's fabulous Aston Martin V8, David also intends campaigning his faithful Jaguar XK120 in the Lawrencetune Thoroughbred Sports Car Championship, in which he currently shares the lead with Jeremy Trace.

Now, to add a further dimension, he intends taking in as many rounds of the AFN Classic Car Championship with a rebuilt Lotus 23B. This little sports car, of course, demands a totally different driving style to the 'big-beasties' but he is certainly adapting extremely quickly! At Oulton Park, on Saturday, in only his second outing with the car, he finished a very good second to Richard Thwaites's Brabham BT8 and won his class quite easily while, in the Historic Sports car race that closed the meeting, David put the scores right by actually beating the Brabham comfortably in the very wet conditions.

*Mike Wilds found his way back into a racing car at Thruxton on Sunday, this time the very pretty little FF2000 Osella which Worthing driver John Poxon was unable to drive because of work commitments. Despite a seizure of the steering, Wilds made up ten places from his rather lowly grid position—resulting from the wrong gear ratios in practice—to finish 13th.*

*Following our story in* Sports Extra *last week, it has been officially announced that South African Driver to Europe Desiré Wilson will be sponsored by F&S Properties for the rest of this season in the European Superford Championship, with the possibility of a full European F3 season next year. She made her British debut at Thruxton in Sunday's Lord's Taverners FF2000 round where, despite finding the circuit difficult to learn, she qualified her red, white and blue Crosslé 16th fastest. A collision in the early stages dropped her down to last but one by the end of the race.*

# Production problems

Production saloon car racing appears to be slipping downhill to a similar level of stock car tactics that raised many an eyebrow—and resulted in some fairly strong words from race organisers—towards the end of last season.

At race meetings at Thruxton and Ingliston in Scotland on Sunday, there were a number of problems caused by rather dubious tactics. At the Scottish meeting both Jenny Birrell (Magnum) and Tom Meldrum (Mazda) had to be black-flagged after their cars had been badly damaged in other people's accidents in the early laps of the Shell championship round.

And at Thruxton, most cars in the British Radio round were damaged in a first lap mêlée that resulted in a large number of protests flying around and a stewards' enquiry to sort them out. The Hampshire circuit also saw some eligibility protests, which were again a mark of last year's acrimony.

# BBC Radio 5000

Radio 1, Britain's only national pop music station which supported last year's prodsaloon series, will be back in motor racing on July 24 with a new-style BBC Radio 1 Day at Mallory Park.

Feature race of the day would have been a non-championship Group 8 race but this has now been included in the series and is likely to attract ShellSport International regulars such as Tony Trimmer and Divina Galica (Surtees TS19s) and the thundering F5000 cars of such as Keith Holland.

As usual, Radio 1 will be broadcasting live from the Roadshow caravan and there will be a lunchtime performance by a top British band. DJs will be making personal appearances—Kid Jensen will be broadcasting—and attractions will include helicopter rides, trips around the circuit and a Radio 1 Popstacle trial.

The MCD press release announcing this new venture also intimated that Radio 1's Brands Hatch activities could be involved with "less than four wheels"—surely not Reliant three-wheeler racing?

# Tweeks at Oulton

Manchester Liners and Demon Tweeks, joint sponsors of Alan Minshaw's prodsaloon Opel Commodore, are sponsoring the Oulton Park May 21 race meeting which marks the return of the BRDC to the Cheshire circuit.

The shipping company and Demon Tweeks, which is Minshaw's Tattenhall business, are also backing the only non-championship production saloon car race this season, which will probably star Minshaw, as Oulton is his "home" circuit.

Associated companies are also involved, with a Lep Travel Trophy clubmans sports car race (a round of the Northern clubmans series) and a Lep Transport Trophy Formula 4 race also on the programme.

The BRDC, who are one-time organisers of the famous Oulton Park British Empire Trophy meetings of the Fifties, are also taking three of their own championships to the meeting with races for Esso Uniflo special saloons, Brush Fuse Gear Formula Fords and Silverstone production sports cars.

# Entries top 160 mark

The number of competitors registered for the 1977 Guyson/BARC Hillclimb Championship has now topped the 160 mark—a clear indication of the popularity of the series. The latest list of entrants includes a couple of interesting 'celebrities'.

Mallock U2s have been popular and successful on the hills for some years now but the latest addition to the ranks is one for Arthur Mallock himself. His 1848cc Hart BDA engined Mk18B should set the fur flying in the currently under-supported sports-racing category. Robin Boucher has long been associated with hill climbs as a journalist, publicist and commentator but he now joins the competitive ranks in the series with a 1600cc March-Ford.

*Agent Plant Hire of Crayford in Kent, one of the country's largest specialist firms providing equipment from tower cranes and hoists to excavators and dump trucks, are to sponsor Chris Wray's special saloon Escort this season. The car was built by Wray at his Sheffield garage and has a 1970cc FVC engine.*

● Mick Robinson, presenter of the children's TV programme: *Magpie*, had his second race in the Renault 5 series at Brands Hatch on Sunday. He didn't fare too well, however, he was last but one in practice and last but one in the race after he lost first and third gears before mid-distance.

● Former Mini driver Jim Dryden arrived at Ingliston with his latest Special Saloon offering—an Avenger with full Blydenstein twin cam Lotus/Vauxhall engine of 2498cc. Unfortunately, the car was rather unsorted and non-started after serious braking bothers were encountered in practice.

## Briefly . . .

● Brian Cunningham, who went a long way to writing off his Hawke DL12 at Russell in practice for the Snetterton FF race ten days ago, is interested in finding some secondhand bits to repair the back end of his car—oil tank, rear uprights and the like. Anyone who can help him, as he is unsponsored and was in only his seventh race, is asked to contact Peter Fairbrass at Kingston Autoway on 01-942 9727.

● The attempted general strike in Ulster interrupted last week's ferry sailings from Larne and prevented Gary Gibson, Trevor Templeton and Ken Acheson from competing at Ingliston. However, Opel Commodore driver Ray Moore, bringing the Opel over for the first time, managed to cross to Liverpool. His efforts were well worth while for he won the Shell Production Saloon race outright and set a new class record in the process.

● As part of celebrations commemorating its 21st birthday, the Jaguar Drivers' Club is staging an exhibition of Jaguar cars in the showrooms of H. R. Owen at Melton Court, Old Brompton Road, London SW7, which will be open to the public from Saturday to Friday, May 20. As it coincides with the 50th anniversary of the first car built by Sir William Lyons, the exhibition will have a dual nature and will feature cars from the SS1 through the SS100—the first car on which the Jaguar name appeared—to XK120s and the modern XJ series.

● Nottingham Mini driver Bill Barrett must be wondering whether it was worth his getting out of bed on Saturday! By the time he arrived at Oulton Park and unloaded his Cooper S the practice session was well under way so he was only able to do one slow lap in his newly rebuilt car. In the Hitachi event Bill swiftly worked up from the ten-second mark to fourth place and was about to take Jurgens' A40 when the engine seized a piston. End of day!

● Mike Cotton, former editor of *Motoring* and now Public Relations Officer for Porsche (GB) Ltd, has been elected Executive Secretary of the Porsche Club Great Britain. All communications should be addressed to him at Richfield Avenue, Reading, Berks.

● Murray Dudgeon's return to British tracks didn't go too well on Sunday. After a foray into Europe last year he brought his FF Image out for its first race of the year. At Brands Hatch he qualified third quickest in his heat, and was lying fourth when he spun at Graham Hill Bend and failed to qualify for the *Kent Messenger* final.

● Gary Conklin, who arrived here from the States intent on a single-seater racing career has shelved his competition plans to start an engine preparation business close to Brands Hatch in Wilmington. In partnership with Martin Spence, he has formed Auriga Racing Engines and will be working mainly on FF1600 and Ford 2000 engines (for both FF2000 and Sports 2000) and is currently developing a new 2-litre engine. Anyone interested can contact Gary or Martin on Swanley 65899.

# RAC

## Motor Sport Division Official announcement No 2 — 1977

1. This form of Official announcement is being used quarterly formally to advise of rule changes and amendments to RAC Motor Sport publications. Further announcements will appear in the second week of August and November.

**2. RAC MOTOR SPORT REGULATIONS**

**(A) Official Announcements A4 (Page 47)**

It has come to our attention that certain RAC Recognised Officials are incorporating the RAC Logo and/or the word "Motor Sport Division" on their personal notepaper. This practice must not continue as it not only infringes the exclusive rights to this symbol by the RAC, but also implies that correspondence has originated from or is with the knowledge of the RAC Motor Sport Division.

**(B) Permits C17 (Page 75)**

Add Paragraph below:

The RAC will accept the issue of permits of different grades for Closed and Closed Joint Non-Speed Event promotions at one venue on one day provided that:

1. There must be separate awards for the Restricted Competition and the Closed Joint Promotion.
2. Where a dual permit is issued there shall be a maximum of 2 clubs promoting the Closed Event.

**(C) Championships C25 (Page 77)**

In order that approval may be considered for 1978 Championships preliminary notification of the intent to organise Motor Sporting Championships in 1978 must be advised to the Motor Sport Division by 1 July 1977. All Racing Championships whether merely a Club Series or a series that is likely to receive sponsorship must be notified by that date. Information submitted is confidential and should detail the likely title, category of car and/or types of event.

**RAC Championships:** Consideration of nominated events for the RAC's National Championships will be considered after a June 1st deadline. Any Club yet to nominate an event for any of the series must give details prior to that date if they are to be considered.

**(D) RAC vehicle regulations, FF (Page 196)**

Add new definition as FF(kk), applicable 1st June 1977 for all cars.

Main Chassis Structure

(a) Single Seater Racing Cars: The fully sprung structue of the car to which the suspension and/or spring loads are transmitted and extending longitudinally from the foremost front suspension mounting point on the chassis to the rearmost one at the rear.

(b) Other Cars: (1) The entire original self supporting chassis frame or (2) the original body/chassis structure from which nothing may be removed except by removing nuts and/or bolts. No part may be removed if any cutting, fracturing or de-riveting process is involved.

**3. RAC MOTOR SPORT YEAR BOOK**

**(A) Tyre Regulations (Page 43-45)**

1(b) Delete Uniband of Grantham Rally Special
2 Delete Avon Wide Safety GT Radial
Insert Wide Safety GT
3 Delete Kleber V10RS Radial
Add Uniband of Grantham,
Willow Lane, Harlaxton Road, Grantham, Lincs.

**(B) RAC National Leaders Championship (Page 56)**

Class (f) should read: (f) Clubmans and Sports Racing Cars up to 1600cc

**(C) Duckhams RAC National PCT Championship (Page 60)**

Ilkley DMC: 4 December now 26 June; Crane Valley MC: 13 November cancelled.

**(D) RAC National Autocross Championship (Page 60)**

The uncertainty of Autocross venues and events has caused a major series of changes to the list of qualifying events for this Championship. The full list of dates is as below:

1 May, Stort Valley AC; 5 June, Peterborough MC; 6 June, Hagley & DLCC; 19 June, Welsh Counties CC; 3 July, Devizes MC; 10 July, Sixty & Worcs MC; 17 July, Lancs & Cheshire CC; 24 July, West Suffolk MC; 31 July, Bournemouth MC; 7 August, Winchester & DCC; 14 August, Craven MC; 21 August, Rhyl & DMC; 28 August, Woolbridge MC.

**(E) National Rallycross Championship (Page 61)**

It is confirmed that this Championship will continue for 1977, the events in this Championship at present are as follows; it is intended to include additional events.

31 July, Longton & DMC, Longridge; 11 September, TEAC, Lydden; 25 September, TEAC, Snetterton; 16 October, West Suffolk MC/SCC of Norfolk, Snetterton; 6 November, TEAC, Lydden.

**(F) National Trials Car Formula (Page 75)**

Art. 5(f) The 12in (305mm) height of the seat back is not valid until 1st July 1977. The 1976 Formula Regulation continues until that date.

Art. 5(g) The positioning at 25in (635mm) of the grab handle is not valid until 1st July 1977. The 1976 Formula Regulation continues until that date.

**(G) Competition Licence Qualifications (Page 84 Para. 7)**

Requirement for Medical Certificates to be endorsed applies only to International RACES not Rallies unless a specific event organiser requires this in his ASRs.

**(H) Rule Changes (Page 155)**

DDI(t) should read DDI(1).

**4. RAC MOTOR SPORT RACING CHAMPIONSHIPS AND FORMULAE BOOK 1977**

**(A) Tyre Regulations**

Vehicles participating in events for the following formulae must use the tyres listed below:

Sports 2000—Dunlop (same Tyres as Formula Ford 2000, see Page 17)

Formula 5000—Goodyear

Dry: Front 9.2/20.0—13 G50 (4667) and G44 (4375)
Rear 16.2/26.0—13 G50(4668) and G44 (4376)

Wet: Front 9W/20.0—13 G45 (4449) (4481)
Rear 15.2/26.0—13 G45(4450) (4448)

Formula 3—Goodyear

Dry: Front 7.2/20.0—13 G54
Rear 8.0/22.0—13 G54

Wet: Front 7.2/20.0—13 G45
Rear 8.0/22.0—13 G45

Formula Atlantic—Goodyear

Dry: Front 9.2/20.0—13 G50(4725) (4391) and G44 (4377)
Rear 12.0/23.0—13 G50(4726) (4392) and G44 (4378)

Wet: Front 9W/20.0—13 G45 (4255) (4397)
Rear 12.0/23.0—13 G45(44414C) (4398)

Group 8 (As specified for Formula 5000 and Formula Atlantic)

**(B) 850 Mini 7 (Page 13)**

Art. 9(e) The Formulae Regulations are amended to require Competitions to wear the windscreen decal provided by Leyland Cars ONLY where the car is entered by the holder of a Private, Driver or Trade Entrants Licence.

Entrants holding an Open Trade Licence are authorised their full rights to the use of the windscreen for advertising their own Entrant.

**(C) Formula Ford 1600 (Page 16)**

Art. 2(a) to be applied to Formula Ford 1600 should read as follows: "The minimum fire extinguisher requirement is 2.5Kg of BCF/BTM in not more than two units with discharger available in the cockpit. Dry powder will be acceptable until 30th June 1977."

**(D) Formula Super Vee (Page 25/26)**

Art. 2(a) The last two sentences should read: "All containers must be mounted within the structure, preferably within the wheelbase of the vehicle. BCF is the recommended fire extinguisher."

Art. 5 add new sentence: "and in addition no part of the body, frame or suspension may projet beyond a plane which connects the vertical centre line of the front and rear tyres."

**(E) Sports 2000 (Page 28)**

Para. 2: App. J. 253 d5 (Extinguishers) requires two handles should be provided at the disposal of the driver.

The Sports 2000 Formula is amended as follows: **Extinguishers:** The capacity may be reduced to 5Kg and the triggering (drive system reduced to one at the disposal of the driver, provided. . . .

Para. 5: Bodywork. This formula is one of the few remaining in which body height is measured from the bottom of the car and not from the ground. Consultation with the principal constructors in the formula has confirmed that for constistency it would be desirable to make a change while there are comparatively few cars in existence and Item 5 of the Sports 2000 Rules are amended thus: No part of the car except the roll bar may exceed a height of 90cm from the ground.

**(F) Clubmans Sports (Page 30)**

Art. 2(d) Amend fire extinguisher minimum capacity to 1.5Kg.

**(G) Modified Sports Cars (Page 36)**

Class D—Add Ginetta G15 (998cc)

**(H) Production Saloon Cars (Page 37)**

There has been controversy as to whether items of equipment which are normally fitted on all examples of a model imported into the UK but are listed as options at extra cost do or do not come within the definition of an option under the rules. An example is the limited slip differential on the 3.0 SI BMW Model. A ruling is given that any item which is only available at extra cost over basic price will be regarded as an option.

Such items of equipment will therefore cease to be eligible when the new RAC Production Car Specification Sheets come into use on July 1.

**(I) 1000 Mini (Page 39)**

Art. 9(e) as 850 Mini7 (Page 13)

**(J) Mini 1275 GT (Page 41)**

Art. 4(c): The following modifications are permissible within this formulae: Wing Extensions Kit GA-JJ 4019

The outer body panel at the top of the rear wheel arch may be trimmed. All Entrants in this series have been circulated with an illustrated guide to the modifications. Modifications must be tidily completed and obscured by the wing extensions. No modifications are permitted to front wheel arches.

**(K) Mini 1275 GT (Page 42)**

Art. 9(e). As 850 Mini7 (Page 13)

**(L) Appendix "J" (Page 49)**

The unheaded print shown between Drawing No 3 and Drawing No 9 refers to the dimensions necessary for Drawing No 8 (Page 51).

**5. FIA YEAR BOOK OF AUTOMOBILE SPORT**

**(A) Art. 252 Definitions (J)—Coachwork**

The definition of coachwork for single seat racing cars of Groups 7 and 8 covers parts of the car licked by the air stream, but this shall be taken as not including:

1. All unsprung and partly sprung parts.
2. Brackets which serve no other purpose than transmitting loads from suspension members to the main chassis structure.
3. The engine and its accessories including the induction and exhaust systems, all of which remain subject to the 90cm height rule.
4. Coolant and/or oil radiators and their associated pipework, but not any form of ducting for directing air flow. (Formula 3 only.)
5. The width of coachwork shall be taken as the horizonal distance between outermost extremities as seen in front elevation.

Immediate application Formula 3 and British National Formulae (except airbox height).

**(B) Art. 273 Prescriptions Group 7A(9)—Oil Tanks and Radiators**

Unprotected tanks must be situated entirely within the main chassis structure which does not include suspension components which are unsprung or part sprung.

Application: Formula 3—1 July 1977
National Formulae—1 January 1978.

**(C) Art. 276 Formula 3**

The rear overhang is confirmed as being 80cm maximum.

*Jock McBain Memorial Trophy winner Jim Evans heads Doug Niven's Escort.*

# Evans at Jim Clark Ingliston

It was natural that the Jim Clark Foundation race meeting at Ingliston on Sunday should evoke memories of this great driver. The SMRC opened the course with an early ex-Clark Lotus Cortina and the traditional Ingliston heats and final Special Saloon car feature was for the Jock McBain Memorial Trophy. Jock's Border Reivers was, of course, Jim's early team. The latter race served to demonstrate once more that Jim Evans' AET Skoda B21—sorry, S130R—is in a class of its own in Northern events. This time Jim, fine driver that he is, lopped another 0.8s off the lap record. Other main talking points of a well run and delightfully varied meeting were the amusing Scottish racing drivers (plus Andy Barton!) *versus* Scottish rally and hot rod drivers ShellSport Escort Challenge race; more tin-bending in the Shell Production saloon affair, and Andy Barton's enormous *Libre* accident which left Andy bruised and badly shaken and would appear to have totally destroyed his ill-fated Chevron.

The battle of the Imps, otherwise heat one of the Jock McBain race was led for over 9 laps by Ian Forrest's Drambuie car but Forrest slowed drastically and just made the finish in fourth place, giving the race to Jim McGaughay's MacLeod Homes car from Duncan Fisher's Fraser Imp. Evans had his first go at his own record in heat two. Doug Niven's Border Reivers Escort lost second place when a fuel line came adrift, thus sadly keeping Border Reivers out of the final, and Bill Dryden's Toleman Group/SMT Firenza made fourth place after a very slow getaway. The AET Engineering device strode away with the final, lapping even faster, and looking superb on the faster parts of the course. Dryden was a clear second this time well ahead of the battling Robertsons, Walter (2.2 Escort BDG) turning the tables on Jimmy's rather unstable looking Escort Turbo. David Farrer repeated his easy heat class win in his Eric Smith BDA-engined Escort, and Forrest made amends by overcoming a train of Imps interrupted by Jimmy Pinkerton's Mini.

Stu Lawson's Hawke still has no FF2000 playmates in Scotland but he broke his lap record (now 50.8s, 72.90mph) on his way to third place in the Royal Highland & Agricultural Society FF2000 and Sports Car race, having been taken by Lawrence Jacobsen's Chevron B23 on the last lap. Dave Philp's ex-McLaren Chevron B26/31 led throughout but a possible challenger, Kenny Allen's quick Clubmans U2 lay third until a spin and later retirement (puncture) sidelined him.

Ford dealer Alexanders of Edinburgh sponsored the FF1600 race which for most of the way saw Stu Lawson's Edinburgh Flying Services Hawke under heavy pressure from Cameron Binnie's Royale and George Franchitti's earlier Hawke. Towards the end Lawson's engine was overheating and as they all closed up on the last lap a coming-together left Binnie spinning and Franchitti in the Armco so Lawson rather luckily won from the similar Laidlaw car of Duncan Hall. At least DL17s win in Scotland!

The ShellSport Escorts were running for the first time North of the border, and once the ceremony of the keys on the starting line had been resolved the race was fought out between the green cars of rallyman (but former Imp racer Jim Howden) and Jenny Birrell. Howden led for most of the way but Jenny found a way past on the last lap to tumultuous cheers from the grandstands. Kenny Allen and Doug Niven had better fortune to take the next places ahead of Charles Samson—the first non-racing rally driver! Safari hero Andrew Cowan dropped out with engine bothers, and Andy Barton shared fastest lap despite finishing well down. The dents in his car hinted at a tale to tell.

Andy shot away to lead the Heron *Libre* race but Iain McLaren's B35/40 took advantage of the other Chevron's dodgy handling to snap past to lead. Andy followed, despite losing his oil catch tank on lap 5, until lap seven when he spun and later went off very heavily into the barriers at the Esses. The cause of the accident could not be definitely ascribed (see *Sports Extra*). McLaren was left to win as he pleased from the ex-Barton cars of Dave Muter and Bob Rollo.

The rather acrimonious atmosphere surrounding Scottish Production Saloon racing can have been little soothed by all the bumping and boring in the early laps of the Shell race. Jenny Birrell's Magnum was particularly badly mauled and both she and Tom Meldrum (holed radiator) were finally black-flagged. Ahead of all the carnage Ray Moore's Irish Opel Commodore succeeded in nosing out Ralph Halley's more nimble Kadett GTE on lap three and thereafter drew away slightly, both finishing well away from Hugh Chalmers' Capri which led the rest of the well strung-out field at the finish. A good scrap between John Kirk's Davrian, which pulled out a slightly more secure lead in the closing stages, and John Fyda's Agra Elan enlivened wha. otherwise would have been a rather tedious eight car modsports finale.

CHRIS MASON

## results

**Jock McBain Memorial Trophy, heat one, Special Saloons up to 1000cc (10 laps):** 1, Jim McGaughay (1.0 Hillman Imp), 9m 30.2s, 65.05mph; 2, Duncan Fisher (1.0 Hillman Imp), 9m33.6s; 3, David Ogilvy (1.0 Hillman Imp), 9m 37.6s; 4, Colin Richardson (Hillman Imp), 9m46.8s. **Fastest lap:** Ian Forrest (1.0 Chrysler Imp), 55.4s, 66.93mph.

**Royal Highland & Agricultural Society Trophy, Formula Ford 2000 and Sports Cars (12 laps):** 1, Dave Philp (2.0 Chevron-Hart/BDA B26/31), 10m 17.0s, 72.12mph; 2, Lawrence Jacobsen (1.9 Chevron-FVC B23), 10m 21.4s; 3, Stu Lawson (2.0 Hawke-Scholar DL16), 10m 23.0s; 4, John Mackie (1.6 Gryphon-Lotus/Ford TC), 10m 25.4s; 5, Clive Reeves (1.6 Mallock U2-Davron Mk16A), 10m 29.4s; 6, Jim Baird (1.9 Chevron-FVC B23), 10m 49.0s. **Fastest lap:** Philp and Kenny Allen (1.6 Mallock U2-Holbay Mk17B), 49.6s, 74.76mph.

**Jock McBain Memorial Trophy, heat two, Special Saloons, 1001 to 1300cc and over 1300cc (10 laps). Overall and over 1300cc:** 1, Jim Evans (2.0 Skoda-Kelly/FVC S130R), 8m 49.0s, 70.09mph; 2, Jimmy Robertson (2.0 Ford Escort RS2000 Turbo), 8m 57.4s; 3, Walter Robertson (2.2 Ford Escort Robinson/BDG), 9m 08.4s; 4, Bill Dryden (2.5 Vauxhall Firenza Ecosse), 9m 12.0s. **Fastest lap:** Evans, 50.5s, 73.42mph **(record). 1001 to 1300cc:** 1, David Farrer (1.3 Ford Escort BDA), 66.40mph; 2, Jimmy Pinkerton (1.3 Mini-Cooper S); 3, Ian Rogerson (1.3 Ford Escort BDA). **Fastest lap:** Farrer, 54.8s, 67.66mph.

**Alexanders of Edinburgh Trophy, Formula Ford 1600 (12 laps):** 1, Stu Lawson (Hawke-Smith DL17), 10m 56.8s, 67.75mph; 2, Duncan Hall (Hawke-Smith DL17), 10m 59.0s; 3, Peter Morrison (Crossle-Rowland 25F), 11m 02.6s; 4, Robin Simpson (Crossle-Rowland 25F), 11m 03.7s; 5, Cameron Binnie (Royale-Minister RP21), 11m 05.7s; 6, Peter Shand (Elden-Scholar Mk10A), 11m 16.8s. **Fastest lap:** Binnie and George Franchitti (Hawke-Minister DL15), 53.0s, 69.96mph.

**ShellSport Ford Escort Challenge (12 laps):** 1, Jenny Birrell, 13m 28.2s, 55.10mph; 2, Jim Howden, 13m 28.6s; 3,Kenny Allen, 13m 31.2s; 4, Doug Niven, 13m 36.2s; 5, Charles Samson, 13m 39.4s; 6, Kenny Ireland, 13m 43.4s. **Fastest lap:** Andy Barton and Mrs Birrell, 65.8s, 56.35mph.

**Heron Trophy, Formule Libre (12 laps):** 1, Iain McLaren (2.0 Chevron-Swindon/BDX B35/40), 9m 42.5s, 76.39mph; 2, Dave Muter (1.6 Lotus-Barton/BDA 69), 10m 04.8s; 3, Bob Rollo (1.6 March-BDA 73B/75B), 10m 27.6s; 4, Peter MacNaughton (1.9 Chevron-FVC B23), 10m 29.4s; 5, Andy Smith (1.6 Mallock U2-Holbay Mk17B), 11 laps; 6, Ted Dzierzek (2.0 Ensign-BDA FA), 11 laps. **Fastest lap:** McLaren and Andy Barton (2.0 Chevron-Barton/BDA B35), 46.9s, 79.06mph.

**Jock McBain Memorial Trophy, final, Special Saloons up to 1000cc, 1001 to 1300cc and over 1300cc (15 laps). Overall and over 1300cc:** 1, Evans, 12m 54.3s, 71.84mph; 2, Dryden, 12m 55.5s; 3, Walter Robertson, 13m 33.4s; 4, Jimmy Robertson, 13m 34.4s. **Fastest lap:** Evans, 49.9s, 74.31mph **(record). Up to 1000cc:** 1, Forrest, 64.81mph; 2, McGaughay; 3, Ogilvy. **Fastest lap:** Ogilvy, 55.4s, 66.93mph. **1001 to 1300cc:** 1, Farrer, 65.46mph; 2, Pinkerton: 3, Rogerson. **Fastest lap:** Farrer, 54.8s, 67.66mph.

**Shell Production Saloons, up to and over 2000cc (15 laps):** 1, Ray Moore (2.8 Opel Commodore GSE), 16m 00.0s, 57.94mph; 2, Ralph Halley (1.9 Opel Kadett GTE), 16m 01.4s; 3, Hugh Chalmers (3.0 Ford Capri II), 16m 16.9s; 4, Andrew Jeffrey (2.0 Triumph Dolomite Sprint), 16m 20.0s. **Up to 2000cc:** 1, Halley, 57.83mph; 2, Jeffrey; 3, Brian Stevenson (1.6 Toyota Celica GT). **Fastest lap:** Halley and Jeffrey, 63.0s, 58.86mph **(record). Over 2000cc:** 1, Moore: 2, Chalmers: 3, Vic Covey (2.3 Mazda RX2 Coupé). **Fastest lap:** Moore, 62.4s, 59.42mph **(record).**

**Modified Sports Cars, up to and over 1300cc (10 laps):** 1, John Kirk (1.1 Davrian-Carter/Imp Mk5), 8m 59.0s, 68.77mph; 2, John Fyda (1.6 Lotus Elan), 9m 02.4s; 3, Kenny Coleman (1.0 Davrian-Greetham/Imp Mk6), 9m 30.2s; 4, Brian Stevenson (1.0 Davrian-Greetham/Imp Mk5), 9m 37.4s. **Up to 1300cc:** 1, kirk; 2, Coleman; 3, Stevenson. **Fastest lap:** Kirk, 52.4s, 70.76mph. **Over 1300cc:** 1, Fyda, 68.39mph: 2, Ken Shade (1.6 Lotus 7); no other finishers. **Fastest lap:** Fyda, 53.0s, 69.96mph.

# Paul White with pain

Despite having to drive the last fou stages in pain with sprained wrist Yorkshireman Paul White hung on t win Hill Rally 77, an internationa event run by the A11 Wheel Drive Clu on army land near Aldershot las weekend.

White and his co-driver, Miss M Lyon, won the event by just over fiv minutes after 140 miles of extremel rough and tough stages in a time of hours 34 mins 15 seconds. Forty-fiv crews started the event on Saturday but only 15 were classified as finishe the following evening.

White, in his Land-Rove Lightweight, took the lead midwa through Sunday when he set faste time on a stage known as Weaver Down. This was 15 miles long and h pulled back a deficit on leader Re Willis and then pulled away in th remaining two stages.

Run in atrocious conditions, th stages—five run four times—were eve tougher than the organisers ha planned and a lot of people lost muc time due to the damp.

Willis and Miss S. Wells from Surre in a Range Rover Special built up a fiv minute lead on Saturday when only 2 competitors were classified. They con tinued to do well for most of Sunda and the first two crews went on to wi the event by a huge margin. In thir place were the Northumberland crew o Tony Cormack and R. Moore in an other Land-Rover Lightweight in hours 8 minutes 13 seconds and the finished over 8 minutes ahead of Nic Johns and Keith Love in a Rang Rover.

Although the event failed to attrac any foreign competitors, the organiser were praised by competitors for worthwhile event and of the remainin crews to finish a noteworthy effort wa that of the all ladies crew of Melanie Simonite and Mrs Margaret Hartley who were 13th overall in their Land Rover Lightweight, completing the course in 5 hours 41 minutes 4 seconds.

**MINI 850 CHALLENGE**

| | | Mar 27 Snetterton | Apr 4 Castle Combe | Apr 24 Mallory | May 8 Thruxton | May 29 Silverstone | Jun 6 Oulton | Jun 12 Brands | Jul 10 Castle Combe | Jul 17 Brands | Jul 24 Cadwell etc | Total points |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Graham Woskett | 10 | 10 | 10 | 5 | | | | | | | 35 |
| 2 | John West | 5 | 7 | 7 | 6 | | | | | | | 25 |
| 3 | Chris Tyrrell | — | 5 | 9 | 8 | | | | | | | 22 |
| 4 | Robert Addison | 3 | 8 | 1 | 9 | | | | | | | 21 |
| 5 | Tony Styles | 1 | 9 | — | 10 | | | | | | | 20 |
| 6 | Chris Lewis | 8 | 4 | 4 | 2 | | | | | | | 18 |
| | etc | | | | | | | | | | | |

**TOWNSEND THORESEN**

**FORMULA FORD 1600 CHAMPIONSHIP**

| | | Mar 6 Brands | Mar 12 Oulton | Mar 27 Snetterton | Apr 10 Snetterton | Apr 11 Mallory | May 7 Oulton | May 22 Brands | Jun 5 Brands | Jun 6 Oulton | Jun 19 Silverstone | Jun 26 Snetterton etc | Total points |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Donald MacLeod | 22 | 22 | 20 | 8 | 6 | 12 | | | | | | 90 |
| 2 | Mike Blanchet | — | — | 10 | 15 | 15 | 22 | | | | | | 62 |
| 3 | David Leslie | 17 | 15 | 10 | 4 | 12 | — | | | | | | 58 |
| 4 | Francisco Serra | 10 | 8 | 12 | 12 | 8 | — | | | | | | 50 |
| 5 | John Village | — | 4 | — | — | 10 | 15 | | | | | | 29 |
| 6 | David McClelland | 14 | — | 2 | 8 | — | — | | | | | | 24 |
| | etc | | | | | | | | | | | | |

# Bleekemolen's FF first

Perhaps predictably, Dutchman Michel Bleekemolen won the opening round of the European Formula Ford Championship last Sunday at the wheel of his F&S-sponsored works Hawke DL17. The race, which supported the European F3 round at the Osterreichring (*Racecard*), was run in the pouring rain, and Bleekemolen had an easy victory by about 15s.

Sensation of the event, however, was new Irish FF1600 find, Michael Roe. Roe put his Van Diemen RF77 on the front row beside Bleekemolen, and stormed off into the lead at the start. However, he went into the fourth corner, the Texaco Kurve, too fast and understeered off the track, rejoining almost in last place. On the next lap, he passed no fewer than 12 cars, the beginning of a mighty drive through the field. He might have finished fifth, but lost time towards the end when coming up on some slower drivers, easing off because he thought they must be on their slowing-down lap. When he realised that they were still racing, albeit rather cautiously, he got at it again, and was just unable to catch Jim Vermuelen (Crosslé 32F) and had to settle for a fine sixth.

Christian Chabot (Crosslé 30F) was second behind the flying Bleekemolen, with Peter Kroeber (Van Diemen RF77) third ahead of Franz Kaiser (Hawke DL17). British-based American Peter Argetsinger in the Racecare Crosslé 32F was running third when he had a minor collision on the second lap, continuing to an eventual 11th place finish. Bleekemolen set the fastest lap, in 2m 29.55s (88.89mph).

# Swift Beetle

Paul Swift, who has been out of rallying in the world of autotests for the past couple of years, has returned to his former stamping ground with a fourth time out win in his new 2.0 Porsche-powered VW Beetle. With sponsorship from Cartune, now part of the Martin Group, he won the Crusader Rally organised by Peterlee MSC on Sunday.

*St Albans farmer Derrick Brunt thrashed his production saloon opposition yet again at Thruxton on Sunday (see page 47) to further increase his lead in the British Radio Production Saloon Car Championship, the top six positions in which are tabled below. Brunt's Manitou-LE 3-litre BMW now has a 35-point lead in this series and heads the Britax series by just one point. His was the only Manitou-LE team car to escape unscathed on Sunday, team leader Graham Miles suffered particularly severe damage, including his gearbox, in an accident.*

| BRITISH RADIO PRODUCTION SALOON CHAMPIONSHIP | Mar 6 Brands | Mar 13 Mallory | Mar 20 Brands | Apr 8 Oulton | Apr 10 Snetterton | Apr 11 Brands | Apr 24 Silverstone | May 8 Thruxton | May 22 Mallory | Jun 5 Brands etc | Total points |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 Derrick Brunt | 22 | 10 | 12 | 14 | 22 | 15 | 22 | 22 | | | 139 |
| 2 Jock Robertson | 12 | 15 | 17 | 22 | — | 22 | 15 | 1 | | | 104 |
| 3 Tony Lanfranchi | 17 | 12 | — | 8 | 15 | 8 | 10 | 12 | | | 82 |
| 4 Alan Minshaw | 8 | 22 | — | — | 12 | 10 | 8 | 17 | | | 77 |
| 5 David Taylor | 14 | 6 | 10 | 10 | 10 | 4 | 14 | — | | | 68 |
| 6 Stuart McCrudden | — | 2 | 1 | 15 | 10 | 12 | — | 10 | | | 50 |
| etc | | | | | | | | | | | |

| LORD'S TAVERNERS FORMULA FORD 2000 CHAMPIONSHIP | Mar 6 Brands | Mar 20 Brands | Apr 8 Oulton | Apr 10 Snetterton | Apr 11 Silverstone | Apr 24 Silverstone | May 5 Thruxton | May 22 Mallory | Jun 6 Snetterton | Jun 19 Silverstone | etc | Total points |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 Rad Dougall | 10 | — | 22 | 20 | 22 | 20 | 17 | | | | | 111 |
| 2 Frank Sytner | 12 | 12 | 8 | — | 10 | 8 | 12 | | | | | 62 |
| 3 Jeremy Rossiter | 17 | 1 | — | 4 | 15 | 15 | 8 | | | | | 60 |
| 4 Oscar Notz | 8 | — | 15 | 3 | 10 | — | 20 | | | | | 56 |
| 5 Kenny Gray | — | 20 | — | 12 | 12 | 10 | — | | | | | 54 |
| 6 Stuart Baird | 6 | 8 | 10 | 2 | 6 | 8 | — | | | | | 40 |
| etc | | | | | | | | | | | | |

*Couwenberg pushes hard to snatch the lead.*

# Porsche dominate Euro Rallycross again

European Rallycross, once again saw Porsche domination at the Belgian Ougimbié circuit on Sunday. The 48 entries listed, included nine of the best British contenders to battle it out with the European champions.

With clouds overhead the fun started with Reeves, Smith, Warren and Painton. The last retired due to a broken diff but Reeves had an excellent race on a pair of slicks just purchased for this meeting and managed a third overall after the first of their three qualifying runs.

The second runs saw Reeves and Welch against Riefel and Nilson. The last two in Porsches screamed away to do battle further afield, whilst Welch and Reeves foughta amongst themselves, but Reeves lost out as dust lingered around the track. Nilson took a commanding lead and won his heat from Riefel with Welch and Reeves finishing in the same order.

Mick Bird in his newly prepared TR7 took a positive dislike to his second race as he was locked into battle with Lammers' Golf which caught the drivers' side and sent Bird spinning, whilst Smith and Moers (Porsche) battled together, with Moers just getting the edge on Smith's Escort to win this race.

Mike Wood, a newcomer to European Rallycross, won his heat with inches to spare as Stappaerts in a locally prepared Escort clung to his tail. Wood had the least powerful car entered, only 998cc (IMP), and was overjoyed with his results.

The final heats of the day were the most outstanding, as three Porsches of Couwenberg, Riefel and Nilson fought it out, leaving George Warren to tag along behind. Riefel held his own against Couwenberg's persistent efforts to pass but on the last lap Riefel missed a gear and Couwenberg and Nilson powered their way through to gain first and second place with Riefel third with Warren, although pushing his car very hard, a fighting fourth.

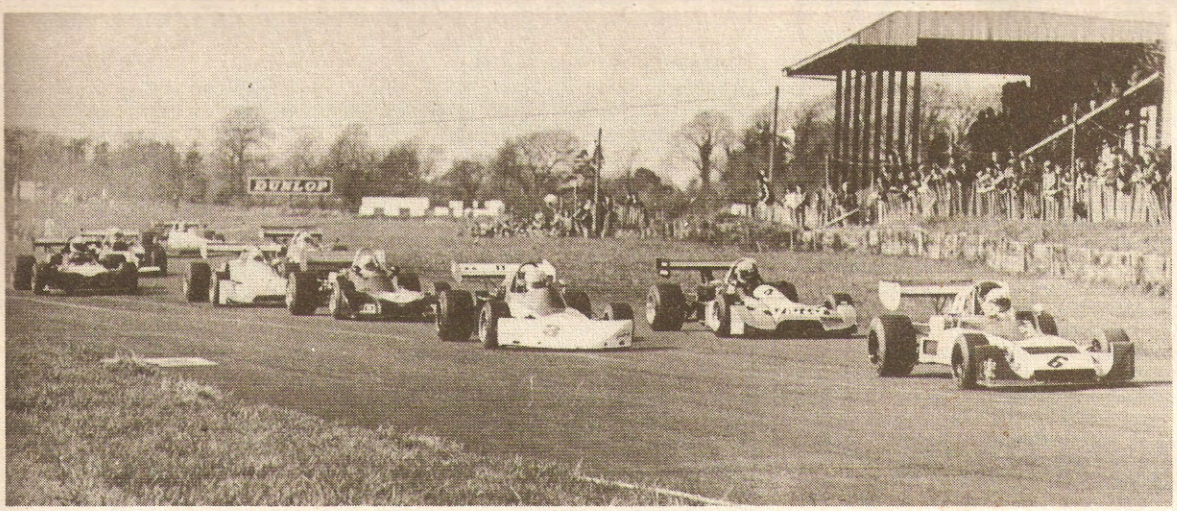
**RESULTS**

1, Rolf Nilson (Porsche), 3m 14.2s; 2, Dick Riefel (Porsche), 3m 15.5s; 3, Wout Couwenberg (Porsche), 3m 18.0s; 4, Francois Monten (Volkswagen), 3m 19.3s; 5, John Welch (Escort), 3m 20.1s; 6, John Greasley (Porsche), 3m 21.1s; 7, George Warren (Escort), 3m 22.0s; 8, Jan Lammers (Golf), 3m 24.0s; 9, Tinus Korevaar (Opel Kadett) 3m 24.8s; 10, John Smith (Escort), 3m 25.0s.

# One-wheel yumper

*David Stott side yumps his 1.4 Mini to BTD at the Longton and District Motor Club's autocross on Sunday.*

| Century Supreme SPECIAL SALOON CAR CHAMPIONSHIP | Class/pos | Mar 6 Brands | Mar 12 Oulton | Mar 27 Snetterton | Apr 4 Brands | May 8 Brands | Jun 6 Mallory | Jun 12 Mallory | Jun 19 Thruxton | Jun 26 Snetterton | Jul 3 Brands etc | Total points |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 Peter Baldwin | C1 | 5 | 5 | 5 | — | 5 | | | | | | 20 |
| 2 Nick Whiting | A1 | 3 | — | 3 | 3 | 5 | | | | | | 14 |
| Tony Dickinson | B1 | 5 | 1 | 3 | 3 | 2 | | | | | | 14 |
| 4 Rob Mason | B2 | — | — | — | 5 | 5 | | | | | | 10 |
| Richard Oliver | C2 | 3 | 1 | 3 | 2 | 1 | | | | | | 10 |
| 6 Tony Sugden | B3 | — | 5 | 4 | — | — | | | | | | 9 |
| 7 David Smith | C3 | — | 3 | 2 | — | 3 | | | | | | 8 |
| 8 Freddy Heaney | C4 | — | 2 | — | 5 | — | | | | | | 7 |
| etc | | | | | | | | | | | | |



*Nugent's Modus heads the Atlantic field chased by Jordan's March and Shortall's Chevron.*

# A fine Mondello

A fine day invariably results in good racing and that was certainly the case for the IMRC's Duckhams-sponsored Mondello meeting on Sunday, May 1, when, by contrast with the rather dull processions of the March and April meetings, there was some really close dicing in Formulae Atlantic and Ford, and in both the Group 1 and prodsaloon races. Derek Shortall was really on form in the Atlantic race to lead Patsy McGarrity for half distance, eventually finishing a close second, only 0.4s down on the invincible McGarrity. After two exciting Formula Ford heats, the final proved an anti-climax, thanks to the tactics of Joe Greenan who eliminated his Royale RP24 in a tangle with Ken Acheson's Crosslé 32F, which gave Gary Gibson an unchallenged win in his Crosslé 30F.

A poorly supported Group 1 race opened the proceedings and, after swopping the lead with Russell Connell's 3-litre Capri and the 2.8 Opel Commodore GSE of Frank O'Rourke, Robert Ward took the flag with his 2-litre Triumph Dolomite Sprint. O'Rourke finished 0.6s down on Ward, and Connell fell back by 3.2s in the closing laps.

Ulster rivals Joe Greenan and Trevor Templeton engaged in a really fierce duel in the first Formula Ford heat, with Greenan's red Royale RP24 leading his rival on every lap and Templeton in the all black Crosslé 32F snatching the lead on the approach to Shell, only for Greenan to whip it back under braking for Shell! For the first three laps, the actual race leader was P. J. Fallon, but Greenan knocked him out of his way at Duckhams, dislodging the nose cone of P.J.'s Crosslé 25F in a typical Greenan manoeuvre. With the car's cooling system rendered ineffective and visibility reduced to zero, P.J. struggled along to finish sixth and ensure himself of a start in the final. On the last lap, Greenan and Templeton touched at Dunlop, the Crosslé spun and lost its nose cone and Greenan collected it together to hold off a storming finish by Vivian Candy in the Marlboro Team Ireland Crosslé 30F by 0.2s. Templeton came in third, with Brendan McKenna showing continually improving form in fourth spot with his 30F.

The second heat was a no-nonsense affair, and won at a much faster pace by Ken Acheson in his 32F from the Crosslé trio of Gary Gibson, Arnie Black and Harry Johnston. A well supported vintage car handicap was won by Tony Dowling with his Ford-powered ACJ Special which in fact started its life back in 1934 as an Austin 7 monoposto. Again David Hall's 1.3 Imp demolished the Minis in the mod-saloons race, with Fintan Cunningham easily disposing of the rest of the 1.3 Minis.

In the production saloon race, the Opel Commodore Coupes of Ray Moore and Frank O'Rourke totally dominated the rest of the pack, and as the two closely matched German big sixes drove into the distance, the only close dice was between Russell Connell's Capri 3000, George Windrum's Mazda RX3 and Larry Mooney's Audi 80GTE, which was resolved in that order behind Gerry McGarrity's third-place Mark 1 Escort RS2000. After the retirement of the Midgets of Steve Griffin and Peter Fitzpatrick, the decimated modsports/Clubmans "B" race was won by Morgan Dempsey from Denis McCarthy, with Richie Conroy battling his understeering Gryphon into third overall and Clubmans "B" winner.

A healthy field of ten Atlantics made an impressive line-up indeed for the third round of the Equity Bank championship, a category that has flopped in England but which is alive and well in Ireland. Hillclimb and sprint specialist Derek Shortall used all his experience to blast off the second row of the grid with his Vista Chevron B29 from Mike Nugent's Modus on the second bend. Nugent and Eddie Jordan in the Marlboro Team Ireland March 74B were unable to maintain their front row advantage, and Patsy McGarrity came through to challenge Shortall for the lead. As Shortall held off McGarrity, an equally furious battle waged for third between John Eastwood and Bill Gowdy in Chevrons, Nugent and Jordan, while Des Donnelly retired the Kinnane Modus after dumping large dollops of oil at Shell. With only three laps to go, McGarrity powered past Shortall out of Dunlop, but Shortall never let off the pressure and finished a very strong second. The third place carve-up was won by Eastwood, followed by Jordan, Richard Parsons in a Chevron B20 and Gowdy, the latter sharing fastest lap with McGarrity at 56.8s. Nugent spun into retirement after his best Atlantic drive to date.

The Formula Ford final developed into a procession when Joe Greenan collided with Ken Acheson on the second lap and retired his Royale RP24 after a short-lived dice for the lead with Acheson's Crosslé 32F. Gary Gibson was chased by Vivian Candy until the latter was forced to retire his 30F with a broken electrical cut-out switch, and the race ran out with Gibson heading a Crosslé parade of Templeton, Acheson, Johnston and Fallon.

BRIAN FOLEY

## results

**Group 1 Race (10 laps):** 1, Robert Ward (Triumph Dolomite Sprint), 13m 29s, 55.18mph; 2, Frank O'Rourke (Opel Commodore Coupe GS/E), 13m 29.6s, 3, Russell Connell (Ford Capri 3000GT), 13m 32.8s; 4, Dermot Faulkner (BMW 2002Tii), 13m 51.4s. **Fastest lap:** O'Rourke, 1m 16.8s, 58.13mph.

**Formula Ford heat 1 (10 laps):** 1, Joe Greenan (Royale RP24), 10m 57.4s, 67.90mph; 2, Vivian Candy (Crosslé 30F), 10m 57.6s; 3, Trevor Templeton (Crosslé 32F), 11m 03.6s; 4, Brendan McKenna (Crosslé 30F), 11m 0.5s; 5, Fernan de Monge (Royale RP21), 11m 06.4s; 6, P. J. Fallon (Crosslé 25F), 11m 16.8s. **Fastest lap:** Greenan, Candy and Templeton, 1m .04s, 70.19mph.

**Formula Ford Heat 2 (10 laps):** 1, Ken Acheson (Crosslé 32F), 10m 48.6s, 68.83mph; 2, Gary Gibson (Crosslé 30F), 10m 50s; 3, Arnie Black (Crosslé 25F), 11m 05.6s; 4, Harry Johnston (Crosslé 25F), 11m 05.8s; 5, Brian Lennox (Hawke DL17), 11m 06.6s; 6, Martin Boyle (Lotus 69), 11m 0.17s. **Fastest lap:** Acheson, 1m 03.6s, 70.19mph.

**Vintage Handicap (7 laps):** 1, Tony Dowling (ACJ Special), 10m 44s, 54.44mph; 2, E. Foster (Jaguar XK120), 10m 45s; 3, E. Cassidy (Austin-Healey 100M), 10m 51s; 4, J. McShannon (MG-TF), 10m 53s; 5, D. Brien (MG-TD), 10m 55.4s 6, D. Dunne (Lagonda), 10m 58s. **Fastest lap:** Dowling, 1m 23.4s, 53.53mph.

**Modified saloons (10 laps):** 1, David Hall (Imp), 11m 20.2s, 65.63mph; 2, Fintan Cunningham (Mini), 11m 27.4s; 3, Seamus O'Connor (Mini), 11m 34.4s. **Fastest lap:** Hall, 1m 6.4s, 67.23mph.

**Production saloons (10 laps):** 1, Ray Moore (Opel Commodore Coupe GS/E), 12m 35.2s, 59.11mph; 2, Frank O'Rourke (Commodore Coupe GS/E), 12m 36.2s; 3, Gerry McGarrity (Ford Escort RS2000), 13m 6.4s; 4, George Windrum (Mazda RX3), 13m 13s; 5, Russell Connell (Ford Capri 3000GT), 13m 14.6s; 6, Larry Mooney (Audi 80GTE), 13m 15.4s. **Fastest lap:** Moore, 1m 14s, 60.32mph.

**Modsports (10 laps):** 1, Morgan Dempsey (MG Midget), 11m 41s, 63.68mph; 2, Denis McCarthy (MG Midget), 11m 49.4s; 3, John Butler (MG Midget), 12m 1s; 4, Conor Nolan (MG Midget), 12m 14.8s; **Fastest lap:** Dempsey, 1m 8s, 65.65mph. **Clubmans "B":** 1, Richie Conroy (Gryphon), 12m 0.4s; 2, Ian Averill (U2 Mk. 11B), 13m 2.2s.

**Formula Atlantic (15 laps):** 1, Patsy McGarrity (Chevron B39), 14m 39.4s, 76.14mph; 2, Derek Shortall (Chevron B29), 14m 39.8s; 3, John Eastwood (Chevron B29), 14m 51.8s; 4, Eddie Jordan (March 74B), 15m; 5, Richard Parsons (Chevron B20), 15m 9.8s; 6, Bill Gowdy (Chevron B27), 15m 13.4s. **Fastest lap:** McGarrity & Gowdy, 56.8s, 78.59mph.

**Formula Ford Final (15 laps):** 1, Gary Gibson (Crosslé 30F), 16m 17.0s, 68.54mph; 2, Trevor Templeton (Crosslé 32F), 16m 23.8s; 3, Ken Acheson (Crosslé 32F), 16m 35.2s; 4, Harry Johnston (Crosslé 25F), 16m 27s; 5, P. J. Fallon (Crosslé 25F), 16m 31.6s; 6, Dave Griffin (Royale RP21), 16m 33s. **Fastest lap:** Acheson, 1m 3.8s, 69.97mph.

# Scottney's peak drive

Richard Scottney, driving an Opel Ascona, ran out a comfortable winner on Glossop & District CCs annual Peak Production Car Trial on May 1.

On a site which started damp but became tougher as the day wore on, he headed a somewhat lower entry than usual over the 32 sections during which he dropped only 11 marks.

His nearest rival Dave Mrkalj could not better Scottney's low score ending up with 23 marks lost.

Class one saw an early battle develop between Martin Rowles and Miss Nancy Jackson. However Rowles went on his winning way to take first in class one. Class two was comfortably won by Gordon Coxon (Ford Mexico).

The not so popular sports car class saw an epic battle between Derek Oldham (Midget) and J. G. Clarke in a 1938 HRG, Oldham finally giving victory to the HRG.

Mrs Alison Scottney ran out an absolute clear class four winner, using the same Opel as her husband Richard. Biggest class of the event, Class six, was convincingly won by Kingsley Ingram in his Imp on 37 marks lost.

**Overall:** R. Scottney (Opel), 11 marks lost.
**Class Winners:** M. Rowles (Mini) 47 marks; G. Coxon (Ford Mexico), 53 marks; J. G. Clark (HRG) 17 marks; Mrs A. Scottney (Opel), 96 marks; K. Ingram (Imp), 27 marks.

SILVERSTONE

# KOSSET SIX HOURS

Last year, the BRDC stuck their nec out and ran a round of the new Wor Championship of Makes for Group cars, and were rewarded with a fi race, the Hermetite BMW of Jol Fitzpatrick/Tom Walkinshaw winni almost on the line from the Porsche 9 of Bob Wollek/Hans Heyer. The excit ment of the event made up for a pret ordinary entry a year ago, but 1977 different. The entry for the Kosset Hours this weekend is packed wi interest, even if it is dominated numer cally by the Porsches.

The Jochen Mass/Jacky Ickx Marti 935-77 heads the list, the works tea hoping for better luck than in 197 when they lost their clutch on the lin This year will see a rolling start. . . Three of the drivers of Leyland's disa pointing G2 Jaguars will also be drivi 935 Porsches, John Fitzpatrick (teame with Bob Wollek) the Kremer brother new 935-77, and Tim Schenken/Dere Bell one of the Georg Loos cars. Rc Stommelen/Toine Hezemans are dow to share the other Gelo car, and amor the drivers of the successful Italia entered Jolly Club Porsches is Vittor Brambilla.

Also in the 3001-6000cc class, th performance of Robin Hamilton's ne Aston Martin V8 G5 car will b watched with interest, although w hardly expect the 5.3-litre Aston to b competitive with the Porsche 2 turbos. These cars—and particular the 630bhp twin-turbocharged 197 spec models—are shatteringly fast, ar they will be lapping Silverstone ve close to leading F2 times.

*Jochen Mass and the Big White Chief.*

In the 3-litre class, the variou Porsches will have no problems with galaxy of top British Group 1 driver more's the pity, but they will get oppo sition from the 2-litre section, in whic Ronnie Peterson shares the Jäge meiseter/Faltz BMW 320i with Helmu Kelleners. The sight of Ronnie at Si verstone in this very quick and nimbl little car is not to be missed, and neithe is the spectacle of the big Porsche travelling at 170mph and more dow Hangar Straight and under the bridg into Woodcote. Ickx and Mass—th latter at the peak of form at present— must start favourites to score the work team's first 1977 victory, but they ar not going to have things all their ow way.

The six-hour event, the third roun of this year's series and sponsored b the Kosset Carpets concern, will natu rally take up most of Sunday, but th BRDC have laid on four supportin events, a very crowded invitation Mi thrash and a three-race round of th Brush Fusegear FF1600 series, whic has no fewer than 78 entries. . . .

## ENTRY LIST

| DRIVER/CO DRIVER | ENTRANT | CAR |
|---|---|---|
| **Class A 3001—6000 cc** | | |
| Jochen Mass/Jacky Ickx | Martini Racing Porsche | Porsche 935/77 |
| Bob Wollek/John Fitzpatrick | Porsche Kremer Racing | Porsche935/77 |
| Tim Schenken/Derek Bell | Gelo Racing Team | Porsche 935 |
| Rolf Stommelen/Toine Hezemans | Gelo Racing Team | Porsche 935 |
| Martino Finotto/Carlo Facetti | Jolly Club | Porsche 935 |
| Vittorio Brambilla/Giampiero Moretti | Jolly Club | Porsche 934 |
| Claude Haldi/Laurent Ferrier | GVEA | Porsche 934 |
| Jurgen Kannacher/Egon Evertz | Kannacher GT Racing | Porsche 935 |
| Claude Ballot-Lena/Jean-Louis Lafosse | Aza Cacchia | Porsche 934 |
| Girolamo Capra/Gabriele Gottifredi | Capoferri Engineering | Porsche 934 |
| Sepp Manhalter/X | Memphis Team Int | BMW3.5 CSL |
| Tim Goss/Mike Gidden/Bob Neville | Stratstone Ltd. | MGB GT V8 |
| Robin Hamilton/David Preece | Robin Hamilton Ltd | Aston Martin Le Mans V8 |
| **Class B 2001—3000 cc** | | |
| Kenneth Leim/Kurt Simonsen | Kenneth Leim | Porsche Carrera RSR |
| Mike Fisher/Brian Classick | | |
| Frank Sytner | Casbah Racing Organisation | Porsche Carrera |
| Klaus Utz/Armin Jahn | Hahn Sportwagen GmbH | Porsche Carrera |
| Carlo Rebai/Duilio Ghislotti | Capoferri Engineering | Porsche Carrera |
| Mike Franey/Ian Bracey | Chandler Ibec Team Lloyds | Porsche Carrera |
| Tony Wingrove/Peter Lovett | Tony Wingrove | Porsche Carrera |
| Tony Brennan/Jody Carr | Tony Brennan | Ford Capri |
| Stuart Patterson/Phil Dowsett | Nu-Luxe Foam/Draka Foam | Ford Capri |
| Chris Craft/Alain de Cadenet | Hammonds Sauce Group | Ford Capri |
| Gordon Spice/Peter Clark | Gordon Spice Group | Ford Capri |
| Win Percy/Stuart Rolt | Samuri Bradshaw Hire Plant | Ford Capri |
| Brian Robinson/Les Blackburn | Brian Robinson | Ford Capri |
| Vince Woodman/Jonathan Buncombe | Team Esso Uniflo | Ford Capri |
| Clive Richardson/Rob Grant | Samuri/B & W Motors Ltd. | Datsun 240Z |
| Tony Lanfrachi/Gerry Marshall | Mayfair Magazine | BMW 3.0Si |
| Barrie Williams | | |
| **Class C Up to 2000 cc** | | |
| Ronnie Peterson/Helmut Kelleners | BMW Faltz Team | BMW 320 |
| Umberto Grano/Romeo Camathias | Jolly Club | Ford Escort |
| Ken Coffey/Cyd Williams/Marc Smith | Ken Coffey | Ford Escort |
| Alec Poole/X | Janspeed Engineering | Datsun Sunny |

## TIMETABLE

**Saturday**

Practice

| | |
|---|---|
| 09.15-10.45 | Six Hour Race Cars |
| 11.00-11.25 | Formula Ford Cars—heat 1 |
| 11.40-12.05 | Formula Ford Cars—heat 2 |
| 12.20-12.45 | Leyland Mini Cars |
| | Lunch break |
| **13.45** | **Brush Fusegear Formula Ford Race, heat 1 (7 laps)** |
| **14.20** | **Brush Fusegear Formula Ford Race, heat 2 (7 laps)** |
| 15.00-16.30 | Six Hour Race Cars |
| **16.50** | **Leyland Cars Jubilee Invitation Mini Race (10 laps)** |
| **17.35** | **Brush Fusegear Formula Ford Race, final (10 laps)** |

**Sunday**

| | |
|---|---|
| 09.00-10.45 | Pit Road "Walk-About" |
| 10.45-11.30 | Fuelling of Pits |
| 11.40 | Warming-up Lap |
| 11.57 | Start of Pace Lap |
| **12.00-18.00** | **KOSSET WORLD MANUFACTURERS SIX HOUR RACE** |

## LONGRIDGE

The 1977 2 CV Cross season opens at Longridge this weekend with the first of seven qualifying rounds for the British Championship. This is a cheap and, for the spectator, very entertaining form of motorsport and there can be little doubt that the meeting will be well worth a visit.

## BRANDS HATCH

The Aston Martin Owners Club has assembled a truly impressive selection of classic and historic cars for their Monsieur Houbigant-sponsored meeting at Brands Hatch on Sunday. The eight-race programme is devoted entirely to high quality material with past winners of such events as Le Mans, the Tourist Trophy and famous Brooklands races on the list.

An inter-marque race for Astons, Ferraris and Jaguars opens the programme with the "home side" fielding around 14 cars to the opposition's 12 (five Ferraris, seven Jaguars). Astons, XK120s, Frazer Nash, Lotus and Lola models figure in the HSCC Group 1 race, with even older Bentleys, Lagondas, Rileys and Alfas contesting the Vintage and Venerable event.

Feature of the day will be the Houbigant race for HSCC Group 4 cars with a host of Ford GT40s, Lola T70s, Elvas, Ferraris, Chevrons and Alfas on the entry.

## CROFT

A "Super saloon" race is the main attraction at croft where the Nottingham Sports Car Club take control. The usual crowd of DFV-engined Volkswagens, Chevvy-powered Capris and big Escorts and Skodas fill the list for this event.

"Ordinary" special saloons have a race round of the NSCC's Alan Pond series and there are rounds of the club's Nottingham Cup *Formule Libre*, North of England FF1600, and Dick Protheroe (modsports) championship.

A clubmans race for the Peter Wingfield Trophy and the Hooley Rosebowl and a race for the MG 'A' Register complete the seven race programme, which starts at 2.00pm with practice from noon.

## MALLORY PARK

The one-mile short circuit will be used by the 750MC on Sunday for their second meeting at Mallory in three weeks. The nine-race programme starts at 2.10pm with practice from 9.30am.

A round of the Reliant 750 Formula Championship (with two consolation events for the big entry) is the major event while the Atlas Photography F1300 round attracted so many entries that it, too, needs a consolation event.

## HAREWOOD

The RAC National Hillclimb Championship moves to Harewood for round four, with the Yorkshire Centre of the BARC in charge. Extra-curricular activities include personal appearances by a number of Leeds United's leading players.

Championship leader and Wiscombe round winner Alister Douglas Osborn, whose sponsors Waring & Gillow are also backing the meeting, heads a quality list including Martyn Griffiths, David Franklin, Mike MacDowel and Rob Turnball.

It will be a true gala occasion, the Leeds United visitors including Peter Lorimer, Tony Currie and the club's chairman Manny Cussins with trade stands and a hot air balloon among the attractions. Practice on Saturday will be followed by first runs at noon on Sunday.

## LYDDEN

TEAC plan an eight-race programme for Lydden on Sunday with the first event at 2.30pm following practice for 12.30pm.

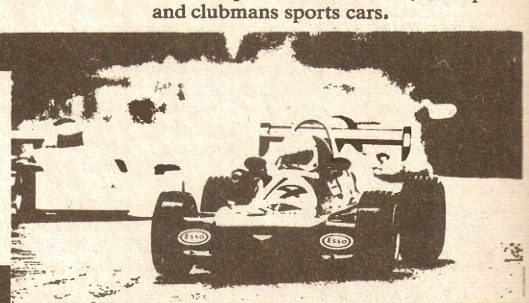
A qualifying round of the National Formula Vee Championship heads the day's racing with rounds of TEAC's own Mini 7 and Formula Ford series among the supporting events. Special saloons and modsports complete the programme with non-championship events.

## KNOCKHILL

First meeting of the season at Knockhill is a closed joint promotion organised by the 55 Car Club on Sunday. Events will be run for Formula Ford, special saloons, production saloons, modsports and clubmans sports cars.

# International events

| Date | Venue | Event |
|---|---|---|
| May 12/14 | Wales | International Welsh Rally—European Rally Championship for Drivers/Motor/RAC Rally Championship |
| May 12/15 | Yugoslavia | Yu-Rally—European Rally Championship for Drivers |
| May 15 | Silverstone, England | Kosset World Manufacturers Six Hours—World Championship for Makes |
| May 15 | Vallelunga, Italy | European F2 Championship |
| May 15 | Belgium | Criterium Lucien Bianchi Rally—European Rally Championship for Drivers |
| May 15 | Hockenheim, Germany | G1-6, FL, FSV, FV |
| May 15 | Monza, Italy | G1 |



# British events

| Date | Venue | Event | Status | Club | Start | Details |
|---|---|---|---|---|---|---|
| May 14 | Lydden Hill, nr Canterbury, Kent | Sprint | R | Singler OC | 13.00 | — |
| May 14 | The Avenue, Inverary | Rally | R | Lanarkshire CC | 11.01 | Blane Stages Rally—Scotsman—Glayva Scottish Rally Championship |
| May 14 | Enniskillen (MR4/231/501) | Rally | R | Enniskillen MC | — | Permapost Rally |
| May 14/15 | Norfolk Motor Company, Sprowston Road, Norwich | Rally | C | Sporting CC of Norfolk | 23.00 | Hellesdon Rally |
| May 14/15 | Kirkby Central Motors, Wellgate, Rotherham | Rally | CP | Rotherham MC | 23.31 | Kirkby Central Rally |
| May 14/15 | Charles Kings Ltd, The Broadway, Bedford | Rally | CP | Bedford MC | 23.00 | Leveret Rally |
| May 14/15 | Corston Garage, Corston, nr Malmesbury | Rally | CP | RAF MSA | 23.00 | Maple Leaf Rally |
| May 14/15 | — | Rally | R | Mid Thames CC | — | SU Butec Spring Rally—ACSMC Championship |
| May 14/15 | Longridge, nr Preston, Lancs | 2CV Cross | INT | Lancs AC | 14.00 | British & International Championship |
| May 14/15 | Silverstone, nr Towcester, Northants | Race Meeting | INT | BRDC | 12.00 | Kosset World Manufacturers Six Hours—Brush Fusegear FF1600 |
| May 14/15 | Harewood, nr Leeds, Yorks | Hillclimb | N | BARC (YC) | 12.00 | RAC National Hillclimb Championship |
| May 15 | Fintray, Aberdeenshire | Hillclimb | C | Aberdeen & DMC | 14.00 | — |
| May 15 | Baitings Dam, nr Ripponden, Halifax (MR102/012191) | Speed Hillclimb | R | Lancs & Cheshire CC | 14.00 | Susan Wilding Speed Hillclimb |
| May 15 | Brands Hatch, nr Dartford, Kent | Race Meeting | R | AMOC | 14.00 | Houbigant Brands Hatch 1977—Veteran & Vintage Cars |
| May 15 | Mallory Park, nr Kirkby, Mallory, Leics | Race Meeting | R | 750 MC | 14.10 | Reliant 750, F1300, Special Saloons, FF1600, F4, F Libre |
| May 15 | Lydden Hill, nr Canterbury, Kent | Race Meeting | R | TEAC | 14.30 | — |
| May 15 | Croft, nr Darlington, Durham | Race Meeting | R | Nottingham SCC | 14.00 | — |
| May 15 | Knockhill, nr Dunfermline, Scotland | Race Meeting | R | 55CC, SSCC, DCC, GMSC | — | — |
| May 15 | Snetterton, nr Thetford, Norfolk | Drag Meeting | R | NDRC | — | — |
| May 15 | Wroughton, nr Swindon, Wilts | Sprint | R | Cirencester CC | — | — |
| May 15 | — | Sprint | R | Vauxhall MC | — | Velox Sprint |
| May 15 | Layhams Farm, Kent | Autotest | R | Sevenoaks & DMC | — | — |
| May 15 | — | Autotest | R | Eastern Counties MC | — | Felixstowe Autotests—RAC/BTRDA Championships |
| May 15 | — | Rally | R | Southsea MC | — | Southern Stages Rally—ACSMC Championship |
| May 15 | Nantwich, Cheshire | Autocross | R | Potteries & Newcastle MC | 12.00 | — |
| May 15 | Mondello Park, Eire | Race Meeting | R | MEC | 14.00 | Mini 7, Modsports, Modified Saloons, FF1600, F Atlantic |

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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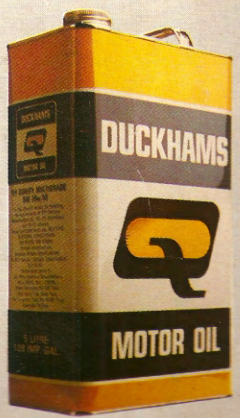


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