Autosport

Free Inside
Donington Supplement

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Jody scores DFV's century

Pironi's F3 Monaco □ Castrol/Autosport mid-season review

Autosport

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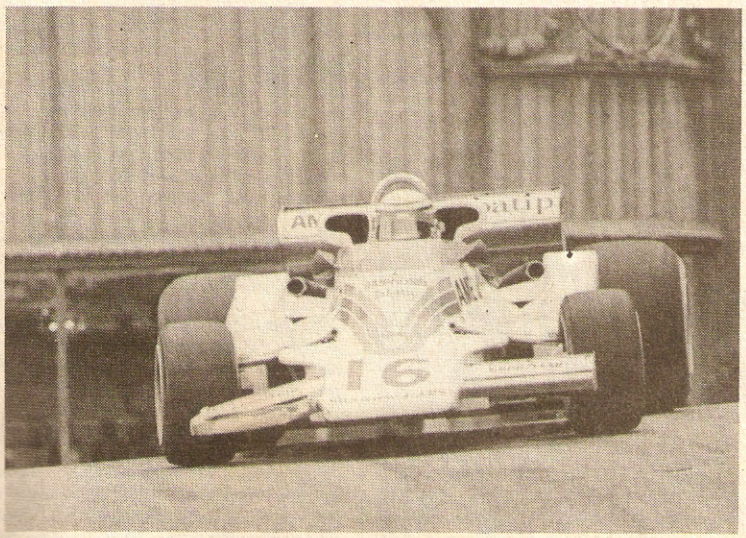
Insert Special Supplement: Donington Park

Of the coming men who drove Formula 1 cars round Monaco last weekend, Riccardo Patrese—here trying very hard in Casino Square—was far and away the most impressive, making his Grand Prix debut with the Shadow team.



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Cosworth's 100 wins

"Undoubtedly the Cosworth DFV engine has—thanks to Ford—brilliantly solved the problems of those competitors who wish to race Formula 1 cars and cannot undertake such a heavy planning, construction and industrial commitment with their own means. I think that today the Formula 1 Cosworth DFV is an engine which has reached high technical standards and a highly efficient performance/endurance balance. Best wishes for the 100th victory, which I hope I will be able to delay."

This praise for Keith Duckworth's Ford-financed Cosworth DFV came from Enzo Ferrari prior to the Monaco Grand Prix, where in fact the Ferraris failed to delay the Cosworth century, finishing second and third behind Jody Scheckter's Wolf-Ford. Scheckter's fine victory at Monaco will be remembered not only for itself, but also for marking an occasion which nobody could have foreseen—not even the brilliant Duckworth—when the Ford-Cosworth DFV engine made its debut appearance in the Dutch Grand Prix at Zandvoort in 1967. And won.

For the rest of 1967, the engine was exclusively supplied to the Lotus team of Jim Clark and Graham Hill; Jimmy scored four victories with the purpose-built Lotus 49. Inevitably, there was immediate demand for the DFV, and it was offered on general sale for 1968, offering race-winning performance at a price which, thanks to the £100,000 initial investment made by the Ford Motor Company, was far below the cost of the alternative power units then available.

Since its introduction, the DFV has powered the cars of eight World Champions in eleven years, and the cars which won seven International Cups for Formula 1 Constructors titles.

Many, many times, the twelve-cylinder engines in Formula 1 (Ferrari, Matra, BRM and recently Alfa Romeo) have appeared to achieve an unbeatable edge on the Cosworth V8, but Cosworth Engineering have never failed to find something, somewhere effective enough to put the DFV back on par. Amazingly, it is still as competitive now as it has ever been, and this has been achieved without recourse to a major change in basic design specification.

Shatteringly quick back in 1967, the DFV has been subjected to a continuous programme of detail refinement. In 1967, the engine developed 408bhp at 9000rpm, whereas a good engine nowadays produces 480bhp at 10,750rpm, and it is still essentially the same unit.

This aspect of the Cosworth success story on its own is proof enough of the genius of Keith Duckworth. No one can tell what might have occurred had the DFV not been produced, but it is certain that the last decade of Formula 1 has been the richer for the most successful engine in the history of Grand Prix racing. To Ford—whose £100,000 has paid off beyond their wildest dreams—and to Keith Duckworth and his staff at Cosworth Engineering who maintain the DFV's competitiveness, we offer our warmest congratulations. The Turbo cometh, perhaps—but here's to the 200th victory, anyway.

cover picture

The Ferraris of Niki Lauda and Carlos Reutemann (pictured) could do nothing to stop Jody Scheckter's Wolf from giving the Ford-Cosworth DFV engine its 100th victory in a Grande Epreuve at Monaco last Sunday, although they finished second and third. Report: page 10. Photo: David Winter.

next week

Can Foyt do it this year? Our full report of the Indianapolis 500 USAC classic—Our tribute to the Ford-Cosworth DFV—The Formula 2 teams take their turn at round-the-houses racing at Pau—A big Group 5 field contests the World Championship of Makes race at the Nurburgring—Castrol/AUTOSPORT Rally championship news from the Hadrian Rally—James Hunt column—Belgian Grand Prix preview*.

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

Jody brings the ton up for Ford

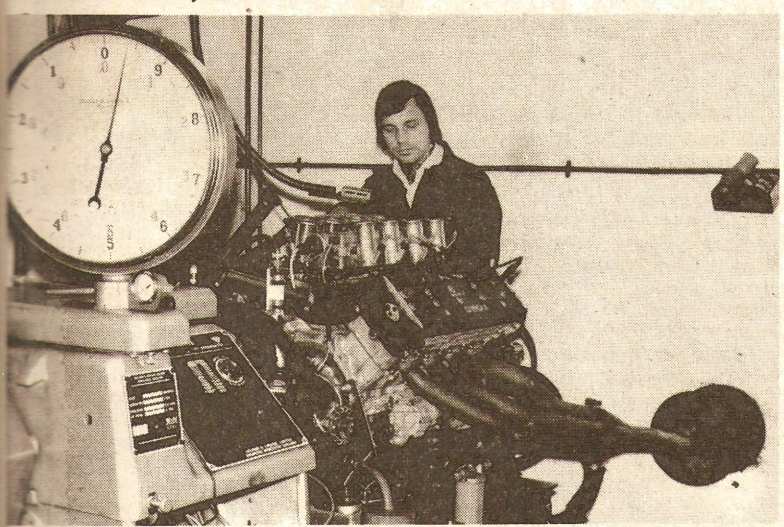
Jody Scheckter's win at the weekend means, of course, that the Ford Cosworth DFV has now won 100 Grands Prix, a quite phenomenal achievement.

Some of the statistics which accompany this fact are amazing. We had forgotten, for instance, that DFVs managed to take the first two places in every single Grand Prix of 1969 and 1973! It all started, of course, with Jimmy Clark's first time victory with the engine at Zandvoort in June 1967.

In a recent press release, Ford produce some fascinating "useless information" about the total mileage covered by each driver (Ford-powered, of course!) in each racing season since the launch of the DFV. Which driver would you say covered the greatest racing distance in F1 last year? The answer, amazingly, is Jean-Pierre Jarier! The Frenchman did not score a point throughout the year, yet he was actually out there on the track longer than anyone else.

Anyway, enough of that. Our sincerest congratulations go to Keith Duckworth and Ford, to whom everyone should be grateful. Without the DFV, the last decade of Grand Prix racing could have been farcical.

Above: Jody Scheckter looks suitably delighted after scoring the hundredth Cosworth DFV Grand Prix win. Below: an example of racing's most successful engine being tested on a Froude dynamometer.



Donington opens to cars

Saturday sees the very first car race meeting at Donington since the circuit was reopened recently. The first motorcycle meeting, two weeks ago, was a tremendous success and Saturday looks like being the same. Organised by the Nottingham Sports Car Club and sponsored by the Else Motor Group, the meeting has attracted over 300 entries. It is previewed fully in *Weekend Sport* on page 51.

Incidentally, the Group 2 Jaguar spent a full day at Donington on Monday. All four drivers were present and, apparently, nothing untoward occurred in the course of four hours' running. A similar programme was planned for Tuesday.

In this issue, we have included a special 32-page supplement to mark the opening of Donington Park as a motor racing circuit once again, including a specially commissioned full-colour centre spread depicting circuit owner Tom Wheatcroft and many of the cars which made Donington famous. Artist Stewart Austin has included three Mercedes, two Auto Unions, a 1928 Bentley, a Maserati 8CM, ERA, Bugatti, Delage, Alfa Romeo, MG and blown Austin.

● Erratum Dept: We must apologise to readers for the error which appears on page 7 of our Donington Supplement, which went to press before this issue. A junior member of our staff—saying in his defence that he had, after all, been working for 32 hours without a break—failed to remember that Mercedes was just about the only team for whom Rudolf Caracciola drove. In the supplement, Müller is in the 1938 Auto Union pictured above, of course. Since all AUTOSPORT editorial staff persons should be used by now to working absurd hours, the editor was unable to accept the culprit's defence. We shot him at dawn last Wednesday.

Giacomelli—GP drive in Belgium?

F1 March for Bruno?

Late news as we went to press was that Italian F2 star Bruno Giacomelli would be testing Ian Scheckter's Rothmans International F1 March at Zolder today (Thursday).

This has arisen because of Scheckter's current injury problem. In his Formula Atlantic shunt in South Africa earlier this year, some ribs were broken, but doctors told him not to worry about them as they would knit together during the period of convalescence necessary for his legs to recover. Quite obviously, this has not happened. During practice at Monaco, Ian went off at St Devote, taking two corners off the car, and it seems that the knock broke the rib again. He had to withdraw from the final qualifying session and the race.

At the time of writing, Giacomelli has been engaged only for a day's testing, but should Scheckter not be fit in time for the Belgian Grand Prix, Bruno will take his place for this one race, and has been officially named reserve driver for it. However, it seems highly likely that Ian will recover in time.

More torque for Dollies

Although desperately disappointed by not qualfying for the Monaco Formula 3 race (see page 21), Ian Taylor and Tiff Needell are hoping for better performance from their engines within the next few weeks. The Unipart March team has been testing a further modified version of the Holbay-prepared Triumph Dolomite 2-litre, with electronic ignition, a new fuel injection system and, it is hoped, considerably more torque. A Unipart spokesman told us at Monaco that the new unit, which has been tested at Goodwood, should enable Taylor and Needell to match the Toyota/Nova drivers "all the way through the range".

During qualifying at Monaco, Needell spent some laps on the new M&H tyres which have also been tested by the team. However, he set his time (0.81s outside a qualifying time) on Goodyear G50s.

● The lovely Anson F3 car will be driven for the rest of the year by Richard Morgan. He makes his first appearance in the car at Brands Hatch on Sunday.

● Eje Elgh, who currently leads the BP Formula 3 Championship, recently signed a personal contract with Marlboro.

AFMP F3 changes

The unfortunate removal of Sandro Angeleri from the AFMP Euroracing with March scene has forced several of the Formula 3 drivers involved with this scheme to rethink their plans for the rest of the season. New arrangements have not yet been finalized, but it appears that the Italian side of the business will carry on very much as before, while March Engineering will take over Angeleri's 25 per cent share in the British operation.

European F3 series leader Piercarlo Ghinzani and Daniele Albertin, both from Italy, will continue as before with the Finotto/Pavanello team, and it is likely that they will be joined by David Kennedy, who had thought that he would have no choice but to give up his European series hopes, and return to England with his Group Waterworks/Findus March.

The drivers of the British-based AFMP cars, Kiwi Brett Riley and Brazilian Mario Pati, will probably join James King and Mario Ferraris (who broke a wrist at Monaco) under the March Racing banner.

New date at Donington

Because of the cancellation of the early Donington meetings, the BRSCC found themselves with only two dates at the new circuit this year, one fewer than the BRDC and the BARC. Therefore, Ron Overend and Ian Phillips have come up with the idea of a Friday night meeting at the circuit.

When looking through the racing calendar for a date for this third meeting for the club, they came to the conclusion that there was no way they could run a meeting and have races that did not clash with those at other circuits, so the idea of the Mid Summer Barbecue Meeting on Friday, July 8 was fomulated.

It does seem, however, that a few eyebrows have been raised by this suggestion, but the Jaguar Drivers Club (who have a meeting on the following Sunday) have no objections, and the RAC has issued the club with a National/Restricted permit for the meeting.

This will also give the BRSCC's Midland Centre the opportunity to run a round of the Tricentrol British Saloon Car Championship, as they were upset that they were not allocated one at Mallory this year. Along with Donington, they are putting up £1350 in prize money for this. Also to be run under the National permit is a Formula 3 race, offering championship prize money. The restricted permit will cover races for Modsports, Special Saloons and Formula Ford 1600s.

Practice for the meeting will start at 2.30 and the first race will be at 6pm, and the meeting will be followed by a barbecue.

Regulations can be obtained from Mrs Edwina Overend, 1a Brownsfield Road, Lichfield, Staffs (tel: Lichfield 24380).

● Hector Rebaque, who makes his F1 debut at the Belgian GP in ten days' time, was due to test his new Hesketh 308E at Silverstone on Tuesday. The car will not be run by the works, but by MRC director Peter Gaydon.

Ferrari have tested an F1 turbo!

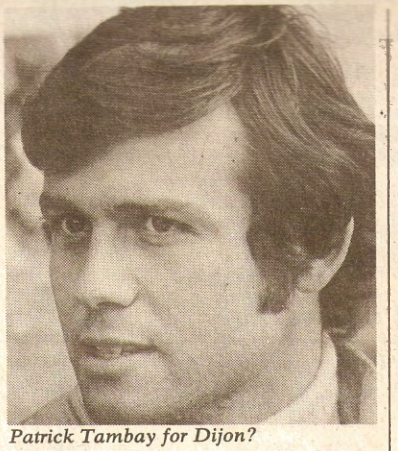
At a Press Conference in Italy the other week, Enzo Ferrari said he was delighted to see Renault coming into Grand Prix racing with their turbocharged V6 engine. He then announced that Ferrari have been thinking along turbo lines for more than two years and that an engine has already been designed, built and bench-tested at Maranello! "You must not ask me for details," said the Commendatore, "I will not even tell you how many cylinders the engine has. What I will say is that so far it is producing 400bhp at 7000rpm." That sounds like an excellent start. As the engine will presumably rev to 11,000 or over eventually, the final horsepower figure should be very interesting. Ferrari says they intend to continue development with it, so that if normally-aspirated engines become obsolete, in terms of competitiveness, the Italian company, as ever, will be ready. He also added that testing continues with De Dion suspension, front and rear, and also with the six-tyred car.

On the subject of driver changes, the Commendatore said he would not be talking to anyone before September 1 (due to the F1CA agreement made some time ago to eliminate "poaching"). Significantly perhaps, he said that he would not be looking for a new driver to replace Lauda unless or until the Austrian made up his mind to leave. He was entirely happy with the performance of both his drivers.

The conference closed with a discussion about tyres. Ferrari said that he was pleased to see that Michelin were making a formal entrance into Grand Prix racing with Renault. He hoped that soon all the constructors would have two makes from which to choose, as this would "stimulate Goodyear."

● As well as the news about Ferrari's turbocharged F1 engine, there was a buzz in the Monaco paddock that Alfa Romeo are at a similar stage of development with *their* F1 turbo! There has been a turbocharged 2-litre sports car engine for some time, of course, so a 1500cc F1 version does not sound too unlikely. However, no one from either Brabham or Alfa was prepared to make any comment over the weekend. . . .

No grass grows under Ferrari's feet.



Patrick Tambay for Dijon?

Tambay's F1 Ensign

At the weekend it was said that Jacky Ickx (who stood in for Clay Regazzoni at Monaco) would appear in a second Ensign at Zolder with Belgian sponsorship, but this is not the case. "Well, it's news to me," said Mo Nunn on Tuesday, "Jacky never mentioned it to me at all. He had to dash off after the race because he was testing with Porsche at Paul Ricard on Monday, so I didn't have a chance to speak to him then. No, we're just running Clay at Zolder."

After stressing that there was absolutely no animosity between himself and Regazzoni about the latter's missing Monaco for Indy qualifying, Mo went on to say that he was delighted that Clay had succeeded in getting into the race. "In fact, I'm joining him out there at the end of this week. You never know, we might build a car for Indy sometime soon. We've got John Baldwin working here now, and he's been involved with Indy in his time."

And what of the rumours that Patrick Tambay would drive an Ensign in all Grands Prix from Dijon on, with the car backed by Teddy Yip and Marlboro France (with whom Patrick recently signed a contract) and run by Sid Taylor. "Well, it's not definite at the moment, but that's what they want to do," said Morris, "and we're having a meeting with them this week to discuss it further, It looks likely."

● In the meantime, Tambay will drive the ICI/*Newsweek* Chevron (usually steered by Ray Mallock or Guy Edwards) in the F2 race at Pau on Monday, and also intends to continue driving for Teddy Yip in the Rothmans Far East series, the first round of which he won, at Batu Tiga, three weeks ago.

Safety at Enna

The accident which befell Walter Brun at the Enna ETC round last weekend during Group 2 practice placed the race in jeopardy. Brun was driving one of the quick Eggenberger BMW 320is, and his team-mate (and BMW public relations man Kalli Huffstadt) was just behind him. Exiting the fastest curve on the circuit, Brun got fractionally out of line and up on to the kerb, and the car went sideways. It then rolled down the track and across to the lakeside, ending up behind the barrier beside the water. Huffstadt stopped his car and ran back, hauling Brun out of the 320i himself, and it was some moments before the first marshal arrived. "The nearest marshal was 200yds away, and when he arrived he asked what had happened," said a shaken Huffstadt later. "There were no marshals on the exit to the corner at all, and no fire extinguishers."

While Brun had himself flown out of Enna, preferring hospital treatment for his broken arm, collarbone and ribs in Switzerland rather than in Sicily, Huffstadt took up the matter with the race organisers. He was told that there were not any marshals there because they had gone on strike, and numerically the marshals present were 50 per cent down on what they should have been. But all would be right for the race.

With a committee present, made up of drivers and entrants, the Clerk of the Course made a tour of the circuit on Sunday morning and, seeing that everything was in order, it was decided that the race would go ahead. But it might be useful for teams in other formulae, such as Formula 2 (which visit Enna in July), to check the safety arrangements first.

FA for Alan

Shadow Formula man Alan Jones is another European-based driver who plans to compete in the Labatt's Canadian Formula Atlantic series this year. As team-mate to fellow F1 driver Jacques Laffite, the Australian will race one of Fred Opert's Chevrons in the round-the-houses event at Trois Rivieres, and also probably in the race at Gimli.

Jones also plans to take in some Formula 2 races for Opert, and would like to do some sports car racing. To this end, he has been talking with a prominent Group 6 team, although negotiations are still at an early stage.

Jones: Opert Atlantic drive.

No Alfetta

Financial difficulties may keep the Autovama Group 2 Alfetta of Amerigo Bigliazzi away from the next round at Brno (June 5). It seems that no money is offered, so Bigliazzi is loth to go.

The car had problems at Enna on Sunday. former F2 driver Spartaco Dini, now back in the Autovama team after 65 days in bed with hepatitis, said that their first engine was slower than last year, adding that it would only pull 190kmh. the new engine fitted for the race didn't survive the warm-up, and the team were lucky to finish first in class with the slower engine.

Kelleners out

Ousted from the Jägermeister Group 2 VW Scirocco team is well-known sports car driver Helmut Kelleners. Team patron Willi Bergmeister said that Kelleners did not contribute anything monetarily and upset the close-knit team with his attitude.

"Now we have another Helmut," said Bergmeister: Helmut Henzler, a quick Scirocco driver who co-drove a car earlier in the season with Manfred Mohr. The team will now do a few Group 5 races, starting this weekend at the Nürburgring. At Enna, the new pairing won their class.

● Formula 2 man Freddy Kottulinsky and fellow Group 2 Audi 80GTE driver Hans Nowak are hoping for a new car soon. Wind tunnel testing took place in England last week, and it is hoped that a new 80GTE, with a fuel injected engine, will race at the Nürburgring in July.

Ever wondered what became of Frank Gardner, who used to dominate British saloon car racing? Well, recently he dominated the first round of the Australian Sports Sedan Championship at Oran Park, driving this sensational John Player-sponsored Corvair.

Group 1 drivers win prize money battle

At a meeting last Wednesday at the RAC, it was finally agreed that there would be a minimum £1000 prize fund for each round of the Tricentrol British Saloon Car Championship, back-dated to the beginning of the year.

Troubles struck this championship when the drivers found that the £1350 a round (the prize money for last year) they were expecting had been reduced to £600. Unhappy competitors threatened all sorts of action at the Race of Champions meeting, but fortunately were persuaded that discussions with the sponsors, promoters, organisers, manufacturers and other interested parties would be a wiser course of action.

A committee of drivers, with Colin Vandervell as Chairman, was elected at Thruxton at Easter, and they listed their grievances with the championship and presented them at last week's meeting.

The main point of the meeting was to discuss the prize money. With another £100 a round from Tricentrol, considerable contributions from the major manufacturers, and promises of £2000 for the Grand Prix round and £1350 for an extra round at Donington, the drivers' call for at least £1000 a round was answered.

With this extra cash, plus class money which was not allocated at earlier rounds, the money will be back-dated. The Brands, Oulton and Thruxton rounds, which were paid out at the £600 scale, will be made up to £1000.

Although all the parties are now happy with the money for the rest of the year, Motor Circuit Developments and the BARC are still adamant that they will not put any money into the championship, and it is up to the other parties to find money for any rounds held on their circuits.

Another concession made to the drivers is that all entry fees for the rest of the season will be £16. So far they have all been over £20, and the GP meeting was scheduled to be £25.

Next year's championship was also discussed at the meeting, and the drivers insisted that the money must be at least £1500 per round. They have also called on the RAC to announce in the near future that the championship will continue in the same format for at least two years, so that sponsors and competitors know exactly what they will be doing until the end of 1979. Tricentrol have taken up a two-year option on the championship, and Vandervell hopes that if things are likely to remain unchanged they will be able to persuade them that it is a worthwhile sponsorship venture.

Vandervell's comment on the outcome of the meeting was, "All in all I think this a reasonable settlement, and I certainly went away thinking that something had been achieved. I just hope that we never get in this situation again and, after the entertainment we have provided this year, that all the circuits will be prepared to chip in a bit next year."

Danny's 935 drive

American Danny Sullivan, whose Formula 2 drive fell through when Toj boss Jorg Obermoser decided to concentrate on his Group 6 sports car project, has been invited to drive the Brambring Porsche 935 Group 5 car in next weekend's World Championship of Makes race at the Nürburgring as co-driver to Jurgen Neuhaus.

He has never been to the 'Ring before, nor has he driven a 935. It should be quite an experience!

Agajanian at Monaco

One of First National's countless guests in Monaco was none other than the legendary J. C. Agajanian, one of USAC racing's most famous figures. As well as owning the famous Ascot dirt sprint car track in California, Agajanian has always been an entrant in USAC Championship racing and is probably best known for having given Parnelli Jones his big break. Parnelli, in fact, won the Indianapolis 500 for him in 1963. This year, "Aggie" has Gary Bettenhausen driving for him at Indy.

Briefly . . .

● While the BBC continues to bury its head in the sand, there will be a film report of the Monaco Grand Prix on ITV on Saturday afternoon. We commend it to your attention.

● As usual, celebrities were much in evidence at Monte Carlo. Among them this year were film stars Glenn Ford (who was making a film with Mario Andretti), David Niven (who lives down the road at Cap Ferrat) and Sydney Rome. Ringo Starr was also in town, as was George Harrison, whom everyone is now beginning to look upon as an F1 "regular" rather than a visiting celebrity. George says he finds racing very therapeutic, something he really enjoys but far away from the music world. At the weekend, he was lamenting that work would probably keep him away from the next two or three races.

● Alan Jones and Riccardo Patrese went into the Monaco casino with an easy mind last week, the reason being that their own money was not at risk. Joint sponsor of the Shadow team, Franco Ambrosio, gave them each 10,000 francs (about £1200) to go and lose on the celebrated tables!

● The Dog House Owners' Club is to hold its seventh Charity Ball at the Dorchester Hotel on October 28, the intention of the evening being to raise money for the Graham Hill Appeal which is still £50,000 short of its target for the building of a Rehabilitation Centre at Stanmore Hospital.

● Excellent news for all who have sat in a Brands Hatch traffic jam—and there can be few who have not—is that the new stretch of the M20 motorway opened on Tuesday, May 24. This will benefit all Brands racegoers as it will keep away the vast majority of non-race traffic from the circuit *environs* and should make the A20 markedly less congested on race days.

● A surprise date change, which no doubt will mean a poor entry, is that of the next round of the World Sports Car Championship, which has been brought forward to next weekend at Vallelunga. Notice was two weeks at the most.

● The international distribution of Speedline wheels will in future be handled by International Race Tyre Service of West Drayton, Middx.

● In private practice at Indianapolis recently, Johnny Rutherford lapped the First National City McLaren M24 at over 206mph! You find that hard to believe? So do we, but that's what FNCB's Fred Stecher told us. . . .

● Marlboro Team Ireland Formula Atlantic driver Eddie Jordan is hoping to work out a deal to compete in the Labatt's Canadian Formula Atlantic Championship, which started at Mosport last Sunday *(Racecard)*. Jordan has not yet decided which chassis he would use, although he is looking closely at the possibility of running a Lola.

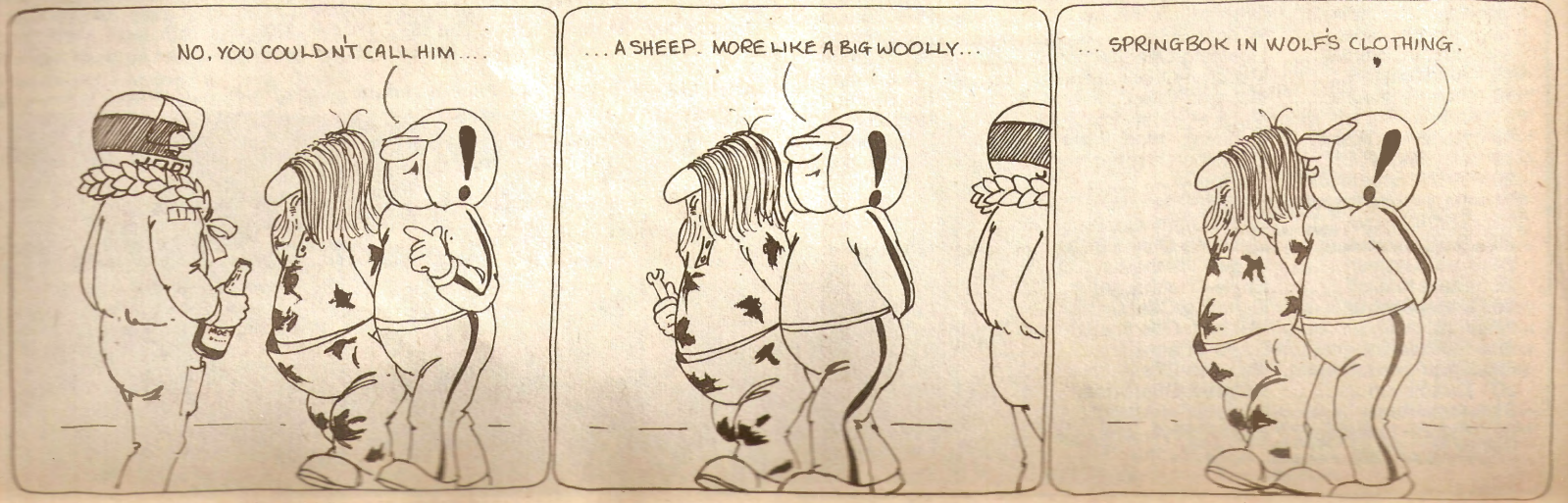
Bill Kinchella, of Leamington Spa, Warwicks, forecast that Jody Scheckter would win the Monaco Grand Prix at 79.74mph, and he is therefore this week's winner of the Moet et Chandon Grand Prix Competition. Jody's actual winning average was 79.609mph. Congratulations to Mr Kinchella, who will receive his magnum very shortly.

Now we turn our attentions to Zolder, where the Belgian Grand Prix takes place on Sunday week. In 1976, the race was won by Niki Lauda at an average speed of 108.11mph. Also bear in mind that Jacques Laffite finished a competitive third in the Ligier, the runner-up spot going to Clay Regazzoni's Ferrari.

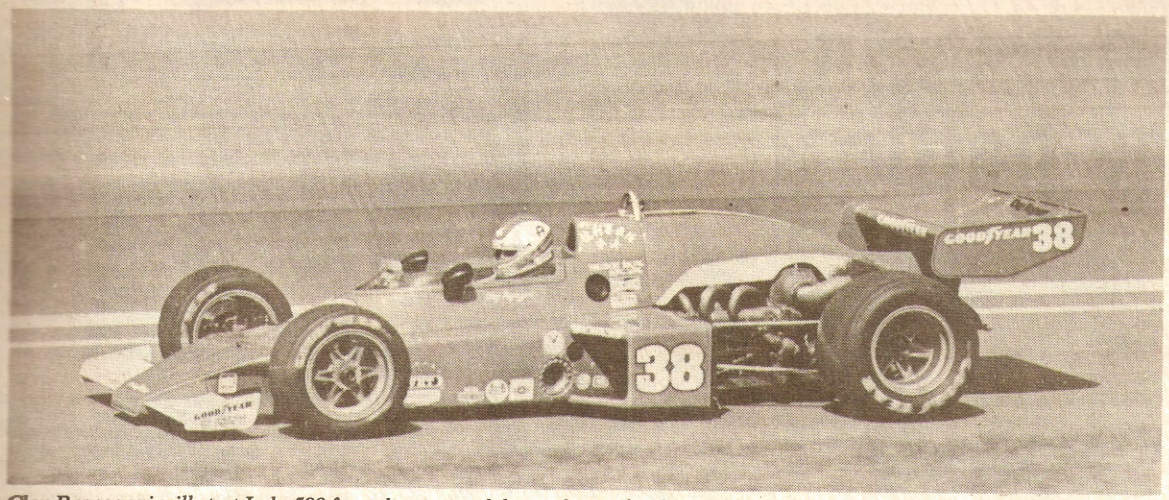
Let us have your entries—with only one forecast per card, please—not later than Friday, June 3. Send them to Autosport Editorial, 76 Dean Street, London W1.

catchpole

by Barry Foley



edited by Quentin Spurring



Clay Regazzoni will start Indy 500 from the centre of the tenth row, but he qualified 2.42secs slower than "fellow" rookie driver Janet Guthrie (right).

Clay qualifies at 186mph

The complicated arrangements which enabled Clay Regazzoni to run his Formula 1 Ensign at Monaco on Thursday and his USAC formula McLaren at Indianapolis on Sunday, we are very pleased to report, paid off for the Swiss ace. Gianclaudio qualified the Teddy Yip financed car on the middle of the penultimate row, at 186.047mph.

Clay had to qualify for Indy last weekend, having badly shunted the M16C the previous Saturday midway through his first qualifying attempt at the Brickyard. He had planned to set a time with the Ensign at Monaco on Thursday, then fly to Indy for Saturday qualifying, returning to Monte Carlo for the Grand Prix on Sunday. However, in the only dry session on Thursday, Clay failed to qualify, so he agreed with Mo Nunn and the F1 team that, if it looked like rain at Monaco on Saturday, he would go straight to Indy in order to get his qualifying there done on Sunday. It did, off went Clay as Jacky Ickx took his place in the Ensign (and qualified in the dry!), and there was Clay at Indy to qualify 29th fastest.

Another interesting qualifier is Janet Guthrie at the wheel of the Bryant Heating Vollstedt, who did her four qualifying laps at an average of 188.003mph on Sunday. Miss Guthrie's qualifying was not without its drama, for she blew up her engine during her Saturday attempt. However, this had much more serious consequences for Al Unser. Later he went out to test-run his new transverse gearbox Parnelli, and for some reason the marshals had failed to see one of Miss Guthrie's turbocharger blades still lying out on the track after her blow-up. Unser ran over it at high speed, blew a tyre and cannoned very hard into the wall. The car was wrecked, but Al will be OK to take his place on the front row next Sunday.

Vern Schuppan qualified Frank Curtis's Wildcat on the Saturday, but the speed was 6mph slower than the abortive attempt the previous weekend, and the Australian was bumped by the other quick drivers on Sunday. Tom Bigelow was the fastest qualifier on Saturday at 186.471mph, and Miss Guthrie was fastest on Sunday.

Only seven "rookies" qualified for the 33-car line-up, namely Danny Ongais, Bobby Olivero, Jerry Sneva, Miss Guthrie, Cliff Hucul, Regazzoni and Bubby Jones.

The full list of qualifiers for the 3-3-3 rolling grid next Sunday is shown below. Our American Editor, Gordon Kirby, was at Indy for the first weekend of qualifying, and reports on the USAC scene on page 32. We will carry a report of the Indy 500 in next week's issue.

1977 INDY 500 FIELD

1	Tom Sneva	McLaren-Cosworth DFX M24	198.884mph
2	Bobby Unser	Lightning-Offenhauser	197.618mph
3	Al Unser	Parnelli-Cosworth DFX	195.950mph
4	A. J. Foyt	Coyote-Foyt	194.563mph
5	Gordon Johncock	Wildcat-DGS	193.517mph
6	Mario Andretti	McLaren-Cosworth DFX M24	193.353mph
7	Danny Ongais	Parnelli-Cosworth DFX	193.040mph
8	Pancho Carter	Eagle-Offenhauser	192.452mph
9	Mike Mosley	Lightning-Offenhauser	190.064mph
10	Wally Dallenbach	Wildcat-DGS	189.563mph
11	Johnny Parsons	Wildcat-DGS	189.255mph
12	Sheldon Kinser	Dragon-Offenhauser	189.076mph
13	George Snider	Wildcat-DGS	188.976mph
14	Bobby Olivero	Lightning-Offenhauser	188.452mph
15	Al Loquasto	McLaren-Offenhauser M16B	187.647mph
16	Terry Sneva	McLaren-Offenhauser M16	186.616mph
17	Johnny Rutherford	McLaren-Cosworth DFX M24	197.325mph
18	Roger McCluskey	Lightning-Offenhauser	190.992mph
19	Lloyd Ruby	Lightning-Offenhauser	190.840mph
20	Jim McElreath Snr	Eagle-AMC	187.715mph
21	Gary Bettenhausen	Dragon-Offenhauser	186.596mph
22	Tom Bigelow	Eagle-Offenhauser	186.471mph
23	Billy Vukovich	Lightning-Offenhauser	186.393mph
24	Lee Kunzman	Eagle-Offenhauser	186.364mph
25	Steve Krisiloff	Eagle-Offenhauser	184.691mph
26	Janet Guthrie	Lightning-Offenhauser	188.003mph
27	Cliff Hucul	McLaren-Offenhauser M16C	187.198mph
28	Bill Puterbaugh	Eagle-Offenhauser	186.800mph
29	Clay Regazzoni	McLaren-Offenhauser M16C	186.047mph
30	Dick Simon	Vollstedt-Offenhauser	185.615mph
31	John Mahler	Eagle-Offenhauser	185.242mph
32	Eldon Rasmussen	Rascar-Foyt	185.119mph
33	Bubby Jones	Eagle-Offenhauser	184.938mph

Stommelen beats Wollek in 935 duel

Rolf Stommelen and Hans Heyer were the divisional winners in last Sunday's round of the German Touring Car Championship for Group 5 cars, driving a Porsche 935 and Ford Escort RS respectively.

The fifth round in this lucrative series was held on the German airfield circuit at Mainz-Finthen, and was again split into two races. Stommelen, at the wheel of one of the Georg Loos 935 turbos, has been itching to beat Bob Wollek in the Kremer/Vaillant car, and he managed it by exactly 2secs, winning in 41m 35.8s. Less than 3secs behind Wollek came Tim Schenken, having his third outing in a 935 for the Loos team.

Manfred Schurti destroyed the engine of his 935 during qualifying, and fitted a new one for the race; but he put on too much turbocharger pressure, and the car smoked all through the race into a distant fourth place. Jurgen Neuhaus, in the 935 which will be driven by Danny Sullivan next weekend *(P&P)*, was fifth a lap down.

The best entertainment came from the 2-litre division as usual. Driving his regular Zakspeed Escort, but fitted with a new aluminium engine, Heyer led away chased by the two 1.4 litre Schnitzer BMW 2002Tii turbos of Peter Hennige and Albrecht Krebs, and the three BMW Junior team cars of Eddie Cheever, Marc Surer and Manfred Winkelhock. Cheever retired early on when his gearbox seized, however.

At 14 laps, Hennege (the surprise 2-litre winner at Kassel-Calden a fortnight previously) dived into the pits to have his clutch readjusted, losing three laps; when he rejoined, team-mate Krebs had taken over the lead of the race, and Hennege let him past, holding up his pursuers. For a while, he had a big dice with Heyer, but eventually he had to retire with a damaged radiator. Surer took over second place from Heyer, and the works 320i took up the lead when Krebs retired with no brake pressure left.

Heyer now began attacking Surer in earnest, and grabbed the lead at the expense of Surer's spoiler bib, bending one of his own wheel rims in the process. Heyer held on to inflict a popular defeat on BMW, holding Surer at bay by 0.6secs, and winning in 43m 56.5s.

Winkelhock—the side of his 320i badly dented after a hectic race—finished in third place 8secs further behind, but 11.4secs in front of Armin Hahne in the second of the Zakspeed Escorts. Harald Grohs in another BMW 320i was fifth, and sixth was Toine Hezemans in the Grab Escort.

Albrecht Krebs led at Mainz-Finthen in the Schnitzer BMW 2002 turbo.

The Luigi BMW team sets off for its 1-2-3 triumph.

Enna easy for Luigi BMWs

With the Leyland Jaguars and the Alpina BMW absent, the Luigi BMW team had little problem taking a resounding 1-2-3 in the fourth round of the European Touring Car Championship, held over 500km, 102 laps around the lake at Pergusa, Enna, last Sunday. The race was won by Carlo Facetti/Martino Finotto in the older (Monza-winning) 3.2-litre BMW 3.0 CSL, from the newer car of Pierre Dieudonné/Jean Xhenceval, 37secs further back. Their teammates Eddy Joosen/Claude de Wael were a lap down.

The race was really tactical and political. Finotto, the wealthy Italian chemical industrialist, has made himself unpopular with the Luigi team by not only wanting to run in his own BMW (partially because he believes that compatriot Umberto Grano is too slow) but also in the second Luigi BMW. Basically, he wants to win the European Touring Car Championship. Thus the Luigi team really wanted their number one pairing, Dieudonné/Xhenceval, to win, because Finotto could not drive that car as he had not qualified it, and Luigi certainly would not want Finotto running in his number one car.

The three BMWs set the fastest times, naturally, occupying the front row of the grid, and just a couple of hundredths separated their practice times. But at the start, Facetti, the poleman scorched away. He set a searing pace, and neither of the Luigi BMWs were the least bit interested in tailing the flying Italian. While his driving was quick, it was not always neat, and if the heat of the Sicilian sun wouldn't finish the engine, as Luigi believed it would, then the kerbs might necessitate a driveshaft change.

Luigi's cars, on the other hand, were restricted in revs. In similar heat last year, they virtually lost a race at Vallelunga due to using too high revs, so Luigi instructed his drivers to run slower. Even so, they also knew that when Finotto drove, or even Grano, they would have more chance of catching up as they are slower drivers than Facetti. A pitstop and Finotto's driving narrowed the gap before the final pitstops to 24secs, with Dieudonné being given an unobtrusive "go" signal from the pits. But then when Finotto pitted to hand over to Facetti again, Dieudonné ran over a kerb and immediately the Luigi team lost their advantage with a broken spoiler. Facetti made sure that Xhenceval would not catch him with some more forceful driving, and did his 95th lap in the record time of 1m 51.2s, just a second slower than his practice time, which says something both for his driving and for his Dunlop tyres. Thus he finished the race 37secs ahead of his rivals for their second victory of the year. Facetti now has two firsts, a second and a third in the series.

Xhenceval hung on for second, again troublefree apart from the stop to fix the spoiler, and the Joosen/de Wael car was also troublefree, being lapped six laps from the finish.

Despite being way down in Sicily, nearly 30 cars contested the other classes, and fourth on the grid was the quickest of them, Dieter Quester, who had been asked to step into one of Ruedi Eggenberger's BMW 320is. He was to co-drive with Walter Brun, but Brun got the car out of shape on the fastest righthander of the circuit, and in the very large accident that followed he broke his collarbone, arm and some ribs. Quester then joined Jurgen Reinke and Kalli Huffstadt in the second car, and for about a quarter of the race held fourth place. Then a fuel pressure problem slowed them, quickly cured with a new petrol filter, but when Reinke was driving the head gasket blew when they were back in the class lead.

Instead, Willi Bergmeister, now crewed by Helmut Henzler who has replaced Helmut Kelleners in the Jägermeister VW Scirocco, came home fourth with a troublefree and very quick run, six laps down on the leader but in a car half the size. They were shadowed for a while by the Audi of Freddy Kottulinsky/Hans Nowak, the works car with a carburated engine, but it had a brake problem. Then it caught back onto the same lap again as the Sciroccos, but the gearbox started giving trouble as it had in practice, so they ultimately finished seventh.

Fifth was the Scirocco of the Swiss pair Jorg Sigrist/Anton Stocker, after their compatriots Kurt Mirer/Armin Buschor had broken the second engine of the weekend in their BMW 2002Tii. With the 320i and this 2002Tii both out of the running, the way was clear for Amerigo Bigliazzi/Spartaco Dini to bring the Autovama Alfa into sixth and the class win, despite using a slower engine after the quicker one had broken in the morning warm-up.

Winning the 1300cc class was again one of the Argentine AlfaSud Sprints sponsored by 43/70. The 3-litre class, as usual, was badly supported and won by the only survivor, an RS2600 20 laps down.

500 Kilomitri di Pergusa
European Touring Car Championship, round 4
Pergusa, Enna, May 22
102 laps, 500km

1, Carlo Facetti/Martino Finotto (3.2 BMW 3.0 CSL), 3h 14m 8.9s, 96.36mph;
2, Jean Xhenceval/Pierre Dieudonné (3.2 BMW 3.0 CSL), 3h 15m 45.9s;
3, Eddy Joosen/Claude de Wael (3.2 BMW 3.0 CSL), 101 laps;
4, Willi Bergmeister/Helmut Henzler (1.6 VW Scirocco), 96 laps;
5, Jorg Sigrist/Anton Stocker (1.6 VW Scirocco), 95 laps;
6, Spartaco Dini/Amerigo Bigliazzi (2.0 Alfa Romeo Alfetta GTAm), 92 laps;
7, Freddy Kottulinsky/Hans Nowak (1.6 Audi 80 GTE), 91 laps; 8, Eduardo Marquez/Fernando Parrado (1.3 Alfa Romeo AlfaSud Sprint), 90 laps; 9, Gaudenzio Uboldi/Carlo Giani (1.6 Alfa Romeo Giulia GT), 87 laps; 10, Angelo Chiapparini/"Gimax" (1.3 Alfa Romeo Junior GTA), 87 laps.
Fastest lap: Facetti, 1m 51.2s, 99.66mph.

Tyres beat Villeneuve

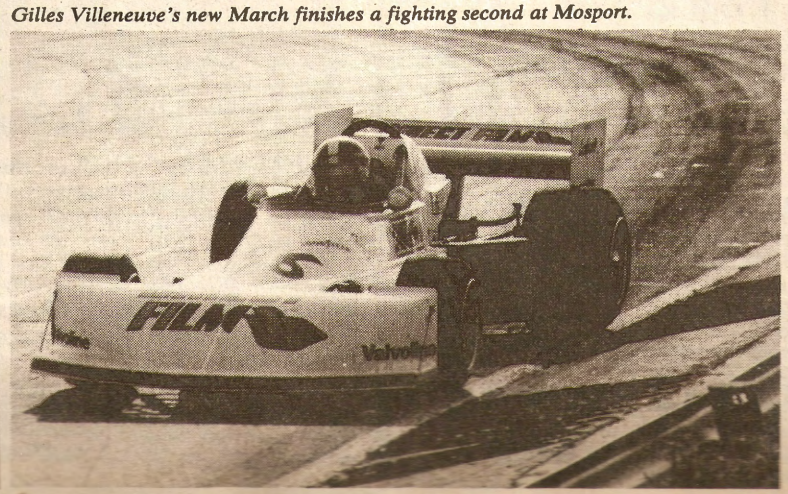
Price Cobb won the first round of the lucrative Labatt's Canadian Formula Atlantic Championship, held at Mosport last Sunday, after a race dominated by difficulties with tyres.

A batch of new tyres was delivered to the circuit for the Atlantic cars, but during qualifying they blistered badly and very quickly, so the competitors were told to use old tyres. However, the new ones were fast (Gilles Villeneuve qualified on the pole with a time 1½secs under the lap record), and Villeneuve elected to take a gamble, and use the new rubber for the race.

The reigning champion's March 77B was involved in an early lead dice with the Chevron of Keijo Rosberg, but the new tyres blistered after only seven laps, and Gilles had a spin followed by a pitstop to revert to the older tyres. He rejoined 70secs behind Rosberg, up into the lead from the second row, and began taking 1½secs off him on every lap.

Just six laps from the end, Rosberg led Cobb by around 12secs, but then the Finnish Opert driver blew his BDN engine. Cobb took up the running, and his March won easily, although Villeneuve climbed doggedly back into second place before the finish.

Gilles Villeneuve's new March finishes a fighting second at Mosport.



Monaco FSR to Snobeck

In 1975 and 1976, Didier Pironi won the Formule Super Renault event supporting the Monaco Grand Prix; last Saturday he won the Formula 3 race there (page 21), and is certainly destined for greater things. Stepping into his shoes seems to be Dany Snobeck, who was not given his F3 chance by the Ecurie Elf Martini team last weekend, although he had driven their new MK21 F3 car in both its first races. Instead, Snobeck was told he had to race the BP Racing MK20E FSR car and, having qualified comfortably on the pole (1m 50.03s), he scored a solid victory. A great weekend for the delighted Martini team.

Alain Prost in the Ecurie Elf Martini qualified second fastest and hounded Snobeck for the lead until spinning, although he recovered to finish second, a good 15s down. The older MK18 Martini of Serge Saulnier was third, while the third fastest qualifier, Richard Dallest in Jean-Louis Trintignant's AGS JH14, was sixth after a spin.

● Even though his luck has been out recently, AUTOSPORT'S Formula 1 columnist still holds a comfortable lead in the Tarmac Championship:

Tarmac British Racing Championship (after May 21/22): 1, James Hunt, 84pts; 2, Val Musetti, 57; 3, Alan Jones, 56; 4, Colin Vandervell, 47; 5, Brian Henton and Tony Trimmer, 44; 7, Guy Edwards, 42; 8, Keith Holland, 41; 9, Peter Gethin, 40; 10, Gordon Spice, 39; etc.

● Monaco hardly affected the BP Formula 3 series table, because the only regular competitor to finish in the first six, Geoffrey Brabham, is one of the drivers who, at least until the position is finally clarified, has a minus score:

BP Formula 3 Championship (after six rounds): 1, Eje Elgh, 22pts; 2, Geoff Lees, 18; 3, Derek Warwick, 16; 4, Derek Daly, 10; 5, Ian Taylor, Didier Pironi and Piercarlo Ghinzani, 9; 8, Elio de Angelis, 7; 9, Tiff Needell, James King and Piero Necchi, 6; etc.

● Tony Trimmer's long awaited vitory in the ShellSport International round at Mallory Park last weekend moves him into second place in the championship table:

ShellSport International Championship (after five rounds): 1, Val Musetti, 57pts; 2, Tony Trimmer, 44; 3, Guy Edwards and Bruce Allison, 42; 5, Keith Holland, 41; 6, Derek Bell, 32; 7, Tom Belso, 23; 8, Emilio Villota, 22; 9, Robin Smith, 17; 10, Divina Galica, 15; etc.

En route

Could you please urge Nick Brittan, when writing his next knocking article about me and the Singapore Airlines Rally, to get his facts right before pouring his own particular brand of cold water on the event.

I returned from a visit to Australia and the Far East recently and read *Private Ear* in your issue of April 29. If he is determined to throw doubt on the rally, one thing is for sure—he certainly employs the right tactics, with little regard for the validity of his information.

May I advise Mr Brittan that we have been in contact with the Madras Motor Sport Club and the Federation of Motor Sports Clubs of India since as far back as last December. We would be delighted to show Mr Brittan copies of the relevant letters at any time. In turn, the Confederation of Australian Motor Sport, in writing to all ASNs along the proposed route, reiterated the points that we had already made.

My recent meetings in Bombay and Madras gave no indications of fears from either club. Indeed, all I received was great assistance on our proposed route.

For Mr Brittan's information, and that of his readers, precise details of the route will be produced in the very near future, when they are finalised and correct. Not before.

I know nothing of Mr Brittan's £90,000 three-car sponsor who pulled out of the rally due to alleged lack of information. It occurs to me that if he, or for that matter Mr Brittan, contacted us before jumping to conclusions, then we would all be in a happier position working towards constructive ends.

Stand up and be counted? Mr Brittan should know that I do this with almost monotonous regularity.

LONDON SW1. WYLTON DICKSON

A thank-you

I would like to express my thanks, through your pages, to the marshals and St John Ambulance men who came so quickly to my assistance at Brands Hatch on Sunday, May 8. During the Debenhams Escort Challenge race my car left the track and ended on its side against the barriers at Paddock Bend. One tends to take track services for granted normally, but believe me, their worth was really appreciated on that occasion.

Thanks again, boys.

BIRCHINGTON, KENT. BILLY BURKE

Cheaper rallying?

May I offer my congratulations to Dave Stephenson on his proposal (AUTOSPORT, May 5) to ban servicing on the Castrol '77 Rally. My only concern is that he might be tempted to withdraw under pressure from those who don't feel that their cars can complete 100 stage miles without fettling. Certainly, when servicing restrictions are properly policed—as on the Cheltenham Festival—the mortality rate is ridiculous, while on events where the limits are not policed at all—as on the Granite City—they simply become a laughing stock.

In view of the fact that the total special stage mileage of most British events is less than some single stages on rallies like the Arctic or Morocco, there should be no need for any servicing at all. Certainly, it should be banned on any events with less than 50 stage miles. Trade service (Dunlop, Castrol, etc.) should be allowed at the start of these events, and fuel supplies must obviously be arranged by the organisers at adequate intervals, but that is all that should be allowed.

Organisers spend a great deal of their time these days looking after the safety of competitors who seem incapable of looking after their own lives; perhaps these organisers should also be helping to reduce costs for drivers who seem equally unable to look after their own money!

If Mr Stephenson's ideas were to become generally accepted, competitors might fail to finish one or two events, but they would be able to afford a lot more motor sport in the first place.

Who knows, if this caught on, we might find someone like Terry Kaby winning the RAC Championship in a Group One car. . . .

DURHAM CITY FRED HENDERSON

A better Brands?

Having returned to competing at Brands Hatch recently after an absence of 15 years, I find it quite impossible not to give vent to my feelings of dismay at the way facilities have declined in this time. The whole place has an air of shabbiness and decay and it appears that no real thought has been given to the life-blood of motor sport—the Club Racing man.

The new paddock, which was not indicated from the A20, was hopelessly overcrowded. Whoever laid the foundations had no idea about, or more likely gave no thought to, drainage—large areas were covered in deep puddles. The temporary (after 15 years) toilets were appallingly inadequate.

The sea of mud everywhere, including round the grandstand at Paddock Bend, was indescribable. Having paid £11 entry fee, no programme was available as they had run out. How long have they been running race meetings? The tannoy system in the paddock was useless. To cap it all, we had the fiasco over the Classic Saloon Car Race which many people had waited all day to see or compete in.

On reflection, it seems patently obvious that the time has come for a change in the management chair. It is a well-known fact that too long in one job makes people stale and very narrow-minded, and this becomes even more obvious when we see what has been allowed to happen at Mallory Park and Oulton Park. Facilities at the latter venue are still far superior to anything Brands can offer, even if the management are trying to push it off the map.

Surely the final kick in the pants for us enthusiasts at Brands was to see acres of well drained tarmac behind the pits completely empty of competing cars, being kept in reserve for the moneyed men of motor racing. I have read many similar letters in the past complaining of facilities at Brands and can now fully understand the frustrations of fellow competitors and spectators alike.

Once and for all, let us have some constructive thinking at the top backed up by people in charge, who can bring a true professional business approach to the job of guiding one of the country's major sports along the right lines without constantly pandering to the whims of big sponsorship.

Above all else, good value for money is the key, and let men finish by quoting the old cliche—"If a job is worth doing, then do it properly."

COVENTRY M. ADLINGTON

Are the cars safe?

Why is it that each time the subject of F1 safety is discussed it is always the circuits which are pronounced unsafe, and never the cars? It would seem that there are a number of relevant points which should be considered, but which never are.

Some years ago a so-called safety fuel tank was introduced by Autodelta and, amidst a great wave of publicity, it was fitted to the Alfa Romeo sports cars, only to be quickly discarded, because it was found to be too heavy. If it was such a life-saving device, why was the installation of this tank not made mandatory?

The tyres on Formula One cars are too wide. Not only does the modern F1 car corner too quickly, but it is also too wide for most of the tracks on which it is raced. Thus we have now reached the situation where a Grand Prix should not be described as a race, but more accurately as a demonstration, in which 25 drivers circulate in single file, waiting for the man in front to break down, so that they can all move up a place, whilst drivers like Brambilla and Regazzoni are branded as 'wreckers,' because they do try to give the spectators some small measure of value for money by actually trying to race.

Most important of all if the drivers are so obsessed with safety: why do they approve of driving cars with open wheels? This would seem to be the most pointlessly dangerous aspect of the whole business, and I can see no justification for open wheeled cars of any kind. Sooner or later, two of these cars are going to touch wheels resulting in one or more of them being launched into the crowd. It almost happened to Ian Grob in a Group 8 race at Brands Hatch last year. The day such an accident occurs we will all be hard pressed to find motor racing of any kind which hasn't been banned.

During the past ten years many fine tracks have been emasculated, or have fallen into total disuse simply because the cars have become too fast for them and, by implication, too dangerous for them. This process, if taken to its logical conclusion, will eventually leave us with 25 cars and drivers with nowhere to race. No doubt this will be the ideal situation for the GPDA and FICA, providing of course they still receive the large sums of money they are paid whilst giving almost nothing in return

CHATHAM, KENT C. NICHOLSON

Classic error

We were most concerned to read the letter headed "Classic complaint" in last week's *Correspondence,* not because we disagree with Colin Lane's reasons for writing it (we were also astounded that the race was not re-started after the accident) but because he stated that the RAC Steward and other responsible people were conspicuous by their absence when needed.

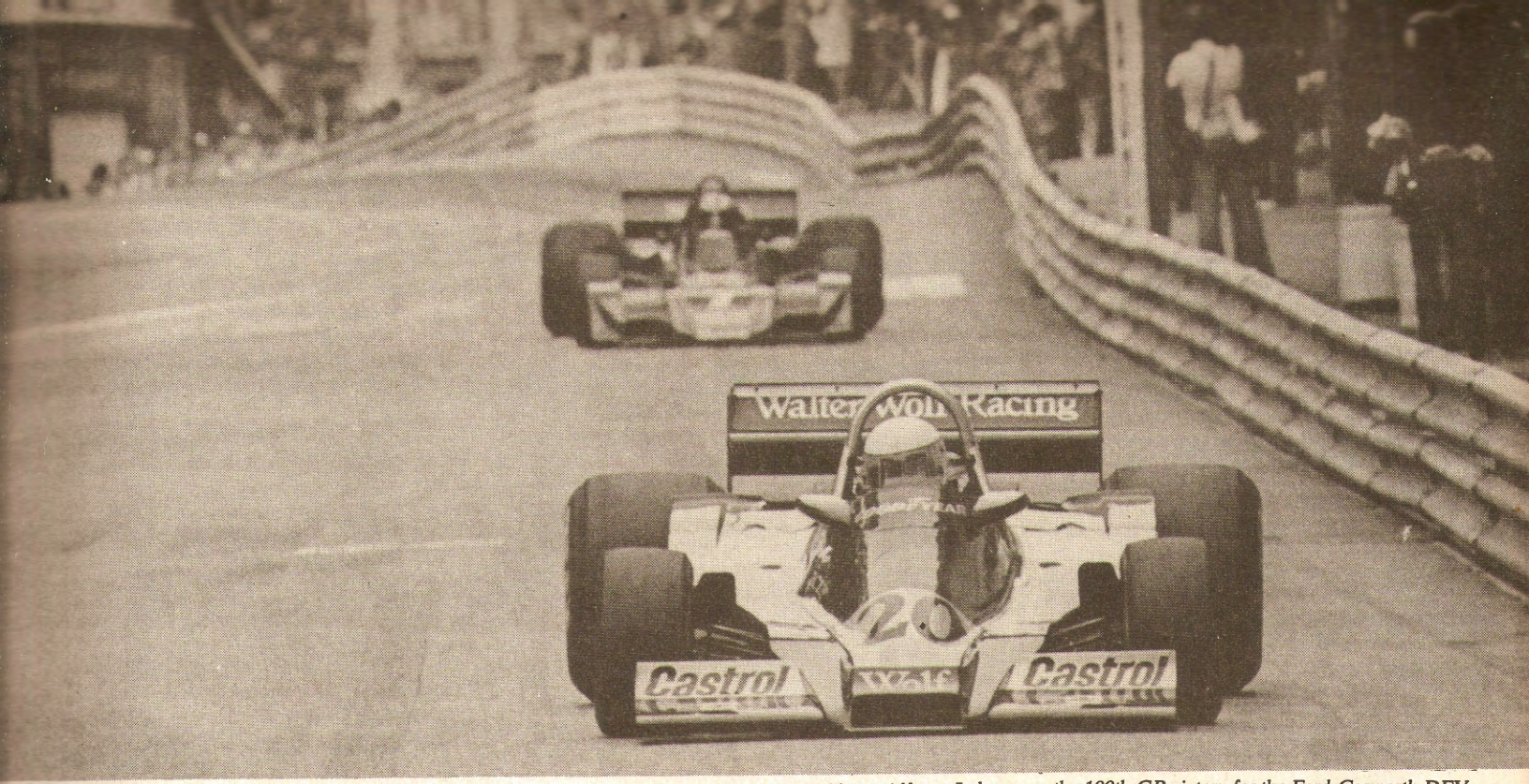
This is quite untrue as we and other committee and club members spoke at length to Peter Browning and Chris Belton, the RAC Steward that day, in Race Control where they were found without difficulty. Peter Browning promised a return of entry fees to Classic Saloon Car drivers and gave us a lot of his valuable time. Chris Belton, although pressured to allow us to race, stood firm and refused, but he was available and not conspicuous by his absence. We disagreed with his judgement, but at least he listened to our complaint. We hope this will clarify the position and that no harm has been done.

EASTLEIGH, HANTS JUDY & ROGER ANDREASON

Vice Chairman & Committee Member, Classic Saloon Car Club

Then as now?

AUTOSPORT has always had a reputation for reporting international events and on May 23, 1952, the following appeared: The great success of the recent Mahagastotte hillclimb meeting, organised by the Ceylon Motor Sports Club, shows the remarkable growth in popularity of motor sport in Ceylon since the war. The 650 yard hill, with 1 in 10 gradient, has been in use for competition purposes since 1934, but the gathering of spectators this year, the first post-war meeting, was of record size. . .Also in the magazine was a piece in Scotch Corner about an entry for the Scottish Rally, a veteran Rolls-Royce entered by Lord Bruce. This was a 1911 model, which also made it eligible for the RSAC's veteran car run. . .Alberto Ascari, over at Indianapolis with one of the 4½ litre Ferraris for the 500 Mile Race had turned a practice lap of over 126 mph.



For the first half of the race, this is the way it was. Scheckter's Wolf holds off Watson's Brabham-Alfa as Jody scores the 100th GP victory for the Ford-Cosworth DFV.

Such sweet plunder

Scheckter's superb win for Wolf—Lauda and Reutemann second and third for Ferrari—Mass fights off Andretti—Watson unlucky after taking pole—Report: NIGEL ROEBUCK—Photography: DAVID WINTER.

"No problems at all. Winners don't have problems!" Walter Wolf was understandably exultant after Jody Scheckter's magnificent and authoritative victory in Sunday's Monaco Grand Prix. As he stood by the motorhome, handing out champagne to the police guarding it, Wolf had every reason to feel good. Twelve months ago, one of his cars started from the back of the grid and the other didn't qualify! But everything was different this year, the solitary blue and gold car leading all the way. In fact, there had been a slight problem towards the end when Jody was low on fuel and the DFV—a standard, ordinary DFV—began to splutter a little. But it all held together and Niki Lauda, who had driven a tremendous race with the Ferrari, was denied his Monaco hat-trick by less than a second. Damaged rib or no, the Austrian forced his oversteering car really hard from the very start. Carlos Reutemann's Ferrari had qualified ahead of Lauda, and Lole led the team's attack in the early stages, dropping back later when his rear tyres started to go off. Nonetheless, he finished in a fighting third place, charging as hard as Niki until the last of the 76 laps.

While Wolf was handing out drinks, Mario Andretti was shaking hands with Jochen Mass. The two of them put on one of the very best dices seen in Monaco for a long time, hard but very cleanly fought. Jochen got there first to take fourth place with his McLaren M23. It was a great exhibition by a couple of real professionals, and their faces afterwards showed how much pleasure they had taken from the afternoon. Behind Andretti, in sixth place at the finish, was Alan Jones, scoring his first point for Shadow.

The day's unluckiest man was John Watson, who had put the Brabham-Alfa Romeo on pole position, nearly half a second quicker than Scheckter. John was beaten away from the grid by the Wolf driver but pressed him extremely hard for the first half of the race before spinning out of it with a locked gearbox. A significant performance came from Riccardo Patrese, who impressed everybody with his confident drive in the Shadow. Clay Regazzoni went off to Indianapolis after the first practice session, his place in the Ensign being taken by Jacky Ickx. And Hans Stuck showed just what he can do when all is right by heading the times in the first session and leading Niki Lauda for many laps in the race before making a quick exit from the Brabham when a small fire started in the cockpit.

The three "development" Cosworth DFV engines appeared in Peterson's Tyrrell (which retired early with brake troubles), Hunt's McLaren M23 (which dropped a valve when well up) and Andretti's JPS (which finished fifth). Afterwards, Mario said he was pleased with the engine which had maintained correct temperatures throughout the race. With their magnesium heads and cam-carriers, however, the engines' main strength would seem to lie in their weight rather than power advantage over the normal DFV. Inside the sealed units are all kinds of modifications, including new valve gear, but Jody Scheckter had the legs of everyone in the place and the Wolf had a standard DFV in the back. . .

Wednesday morning, 11.45am. Into town comes an ageing roué in his Lamborghini Countach. He is maybe 30 years past driving it properly, but the youth culture demands it. Secretly, he much prefers his Corniche but how much *machismo* is there in Crewe? No, this week he has to be *young*! Next to him in the Countach is the archetypal Riviera *gamine*, svelte, cool and on the make. AR and Gamine come here every year—in their thousands. For in Monte Carlo, Grand Prix racing has a site worthy of the attentions of the jet-set.

Monaco is, however, changing quickly now. No longer do the Grand Prix drivers congregate at the Hotel de Paris; nowadays you will find most of them at the Holiday Inn. New hotel blocks spring up every year, to the detriment of the landscape. Skyscrapers do not sit well in a twenties backdrop. AR and Gamine check into one of them, "Le Grand Poseur." We will follow their progress later.

ENTRY & PRACTICE

One of the most fascinating things about Monte Carlo is that everybody starts even: as at Long Beach, there is no question of days and days of testing, all of which invariably guarantee a distinct advantage to the heavily-backed outfits, thereby ensuring the continuation of the *status quo*. Pre-race test sessions—which these days go on for days—mean that, for the Rich and Important Teams, official practice is merely the tip of the iceberg. At the beginning of the first session, all the sums have been done. For the less lucky, the problems are just about to start. Theoretically, anyway, that is the case. Quite often, however, prolonged testing serves only to confuse.

But at Monaco, Thursday morning is the start of everything. Round goes the Official Course Car—this year a special-bodied Corvette Stingray—on the first of endless laps. In the pits, the mechanics start to fire up the engines and the drivers get ready. Finally, the Course Car returns to the pit lane and its driver—usually someone tanned, urbane, middle-aged, immaculate—gets out, smiling quietly to himself. He feels extremely important. There will be many such moments during the next three or four days.

Eventually, always 10 or 15 minutes late, the cars are waved out and start to move towards St Devote for the first exploratory laps. Usually it takes half an hour or so to lay down a groove, the drivers taking things relatively quietly for the first few minutes. But not so this time. First man out on the

laps the Brabham-Alfa was opposite-locking out of Casino Square, the German obviously in the mood. Stuck has always been quick at Monte Carlo; last year, he took an excellent fourth with the March.

After testing the previous week at Balocco (the Alfa test track), Bernie Ecclestone's boys were in good shape from the very beginning. A new rear wing obviously worked well and the Alfa flat-12 seemed particularly strong out of the slow corners. Whereas John Watson had been a little mystified about the car's handling at Jarama, here he had no complaints at all. And certainly out on the circuit, they looked superb, by far the steadiest cars through Casino Square, for example. At the end of the first session, Stuck had the fastest time, and looked worth it. And right behind him was Watson. In fact that is how matters stood on Thursday evening, for it had rained in the afternoon.

Consistently good weather appears to have deserted the Principality in the past few years. There have been one or two wet races and a lot of wet practice sessions. For a time, Thursday afternoon's was a joke, the rain bouncing off the road while the intrepid few who had ventured out sought traction. Out of Rascasse, in fact, the cars looked plain silly. Once more, Stuck was the man to watch and most of the time the BT45 made a breathtaking sight as it howled round in an unnerving series of lurches and slides. But at Rascasse, it resembled nothing so much as a beached whale, bellowing its distress to the gods. To see a 520bhp F1 car come out of that corner at 20mph, turning uphill to the right, was almost embarrassing; as the man said, "full of sound and fury, signifying nothing." The F3 cars also practised on Thursday afternoon, some of them getting round quicker than the fastest F1 times. . . .

There was no F1 practice at all on Friday, so everything pointed to a frantic scrabble on Saturday morning, just one hour was allowed for timed practice in the afternoon. With its staggered one-by-one grid, qualification is more important in Monaco than at any other Grand Prix circuit in the world. Overtaking is almost out of the question and absolutely *verboten* at St Devote on the first lap. If you qualify well back—for whatever reason—you are in a "follow-my-leader situation" (ugh!) until the guy ahead of you makes a mistake or stops at the pits.

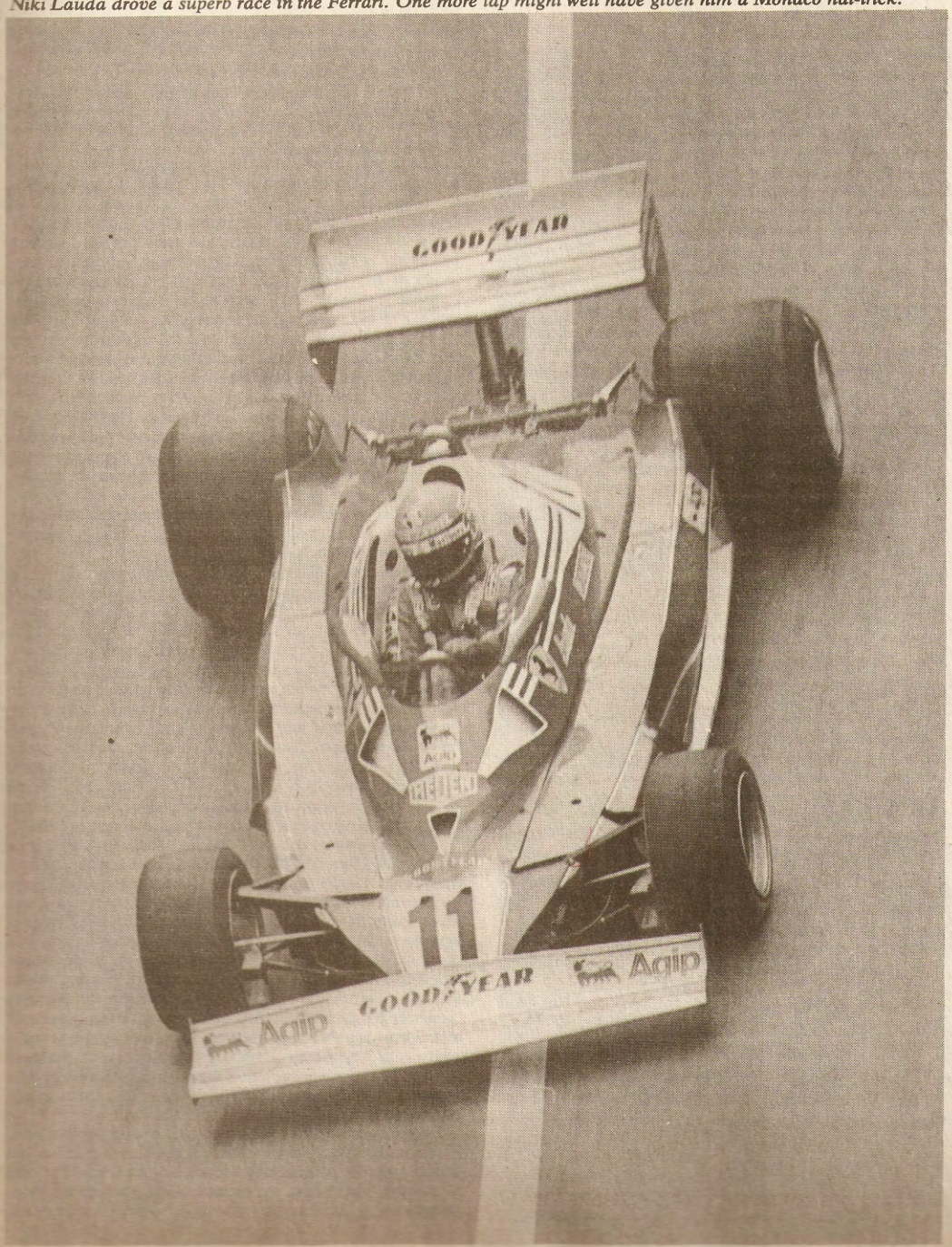
And the last hour *was* frantic. Right at the start, Watson and Stuck came charging out first, bent on setting a quick time on a clear track. Towards the end of the final session, *everybody* comes out and the chances of a complete lap without being baulked at least once are pretty well zero. In the first few minutes, the two Brabhams, nose to tail, gave an impressive show of pace and strength, Watson ahead all the while. Both cars had had new flat-12s installed overnight, and the demonstration ended when Stuck's broke a valve spring. He went out briefly in the team's spare car but found it handled nothing like as well set up as his race car. There was nothing to gain, so Hans sat out the rest of the session. but for the valve spring, we may have had a repeat of Thursday.

Despite press releases about the infallibility of the electronic timing system, something somewhere went disastrously wrong this year. The people in the timekeepers' box shrugged their shoulders at the end of each session, saying that "at the moment, the times are unconfirmed because there is a little fault somewhere. . . ." So, while pole position swung between Watson, Peterson, Reutemann and Scheckter, no one could be sure of exactly what was happening. But eventually it became clear that John Watson had, in fact, secured his first pole position for a Grande Epreuve. The Ulsterman is no longer one of the men in the background, but very much one of the super-considerable aplomb.

Starting second was Jody Scheckter, this time driving the Wolf team's original chassis, the WR1. Although he lives in Monte Carlo, Jody has never been keen on the circuit. And, as in Spain, he was pretty unhappy throughout qualifying: "It's oversteer, just oversteer everywhere, all the time." For all that, he looked tremendous out there. Depression about a handling problem seems to produce a sort of controlled anger in Scheckter as soon as he gets in the car: he takes car and circuit by the scruff of the neck. It's a battle of wills and, just as at Jarama, Jody won it, really hurling the car through Tabac and on down to the swimming pool complex. For a time, it seemed that he would start from the pole but he lost any chance of pipping Watson close to the end of the last hour, spinning the Wolf near the pool and hitting the barrier backwards. Damage, however, was confined to the wing, oil cooler and gearbox. The shunt occurred when Jody came up behind a backmarker, but he admitted afterwards that the mistake was his.

A piece of really aggressive driving on Saturday afternoon gave the third grid slot to Carlos Reutemann's Ferrari. Mauro Forghieri was back for Monaco this year but still there was no sign of the domination Ferrari have enjoyed at Monaco over the past three years. Lauda, remember, started from the pole here in 1974, 1975 and 1976. But last weekend, it was evident that Lole had got his car to handle a good deal better than had his team-mate. Niki Lauda's complaint was the same as Jody Scheckter's. All around the circuit, his Ferrari was oversteering badly. "Bloody impossible" was his verdict. For all that, the number 11 Ferrari was beautiful to see during Thursday's dry session, Lauda taking it right out to the barrier on the exit of Casino Square and leaving his braking to the very latest at Mirabeau, before swinging across to a perfect apex, lap after lap. It looked like an object lesson in how to handle Monte Carlo for never once did he appear to go over a kerb. Back in the paddock, it was a big surprise to find him down in fifth place. But during the final hour on Saturday, it looked as if Ferrari had got themselves a different driver. Unable still to make the car handle to his liking, Niki simply threw it round the circuit, jabbing at the throttle, bouncing over kerbs, opposite lock on everywhere. Sixth fastest, almost a full second from John Watson, Niki Lauda's hat-trick of Monaco victories looked remote the night before the race.

Niki Lauda drove a superb race in the Ferrari. One more lap might well have given him a Monaco hat-trick.

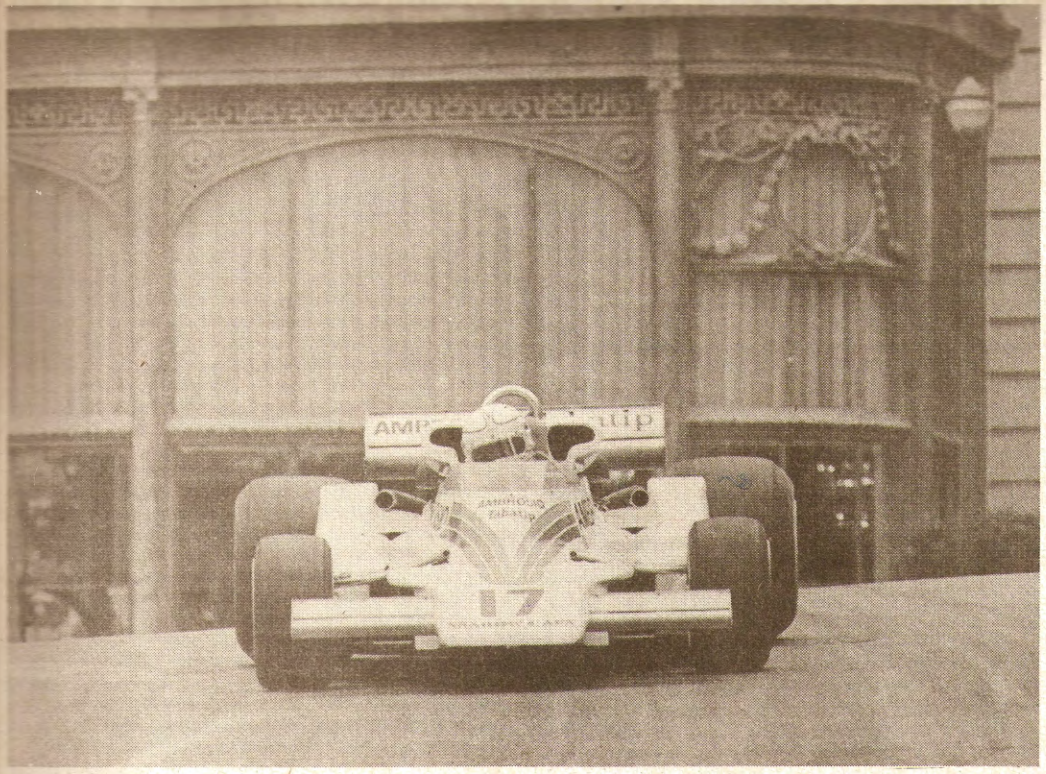


Carlos Reutemann, though, was in good spirits. Like Lauda, his Ferrari was oversteering, but not to the same extent. In previous years, his Monaco luck has not been very good—last year he went out in a first-corner shunt—but this time he was quietly confident of a good result.

Behind Lole, fourth fastest, was Ronnie Peterson, revelling in a circuit he loves. At Jarama, in a 1976-specification Tyrrell, Patrick Depailler was markedly quicker than Ronnie's 1977-style car. Last year's car, apart from a weight advantage of 30lb, has a narrower front track than the latest cars. In 1976, they were very competitive at Monaco, so Ronnie's car for this race was his usual chassis, 34/5, converted to last year's specification. As well as that, the car featured revised rear suspension and Peterson looked happier than for many a day: "It feels much better to me, much more predictable and precise." The Tyrrell team was one of three to have one of the latest "sealed" engines from Cosworth, and before practice started, Ronnie and Patrick agreed that the quicker of the two in the first session should have the special engine for Saturday. Peterson won that contest and made the best of it. For a time he looked like taking the pole, but it was not to be. Towards the end of practice, he clobbered the Armco at Rascasse, but no real damage was done. Ken Tyrrell said that he thought the new engine ought to be worth half a second a lap and, in fact, Depailler was two-fifths adrift of his team-mate, eighth on the grid.

Just ahead of the Frenchman on the grid was James Hunt, for this race back in a McLaren M23, although not the chassis in which he appeared earlier this season. For Monaco, he was at the wheel of M23/8, the car with which he won the World Championship last year and of which he is particularly fond. James has strong feelings about the Monaco Grand Prix. He considers the circuit ludicrous for modern Grand Prix cars, his point of view being that a driver with a poor grid position has virtually no chance of significantly improving his position. Despite his dislike of the whole Monaco weekend, however, he was in splendid form, trying really hard with a car which looks rather cumbersome in such cramped surroundings. There was nothing new on the M23s—save that Hunt had one of the new DFVs to try. His cockpit-adjustable roll-bar was not fitted for this race. Jochen Mass, faster than James in practice for last year's race, was half a second slower this time, qualifying eighth in his usual car.

You may have been wondering why there has so far been no mention of Mario Andretti, so superior to the rest only two weeks ago, in Spain. As with so



Above: Alan Jones put in a good afternoon's work in the Shadow, finishing sixth, despite failing brakes. Below: Brambilla leads Laffite during their long battle. Finally the positions were reversed.

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many others, Andretti's problem was handling. Understeer in, oversteer out. It was like that everywhere, but Mario's attempts to surmount the problem made great viewing. Any number of times, he was perilously close to the barrier down the hill from Casino Square.

The team's one and only Nicholson engine was undergoing a rebuild over Monaco, so Mario had a normal Cosworth in his race car and the third of the "specials" in the spare car. He tried the new engine on Thursday morning and set the fastest time of all during the wet afternoon session, but reverted to his race car with its regular DFV on Saturday afternoon. It was during the final hour that he made a most untypical mistake, glancing the inside barrier at the left-hander into Casino Square. This pushed him across the road into the Armco on the opposite side of the road and thence straight on towards a huge pile of tyres thoughtfully placed across the "run-off" area (if so it may be called) in the square. A steering arm was damaged but Mario managed to get the car back to the pits. Later he came out in it again but felt something at the back of the car was awry. "I don't know what it was, but something was wrong. The car was really squirly afterwards." Hence, any hopes of a really useful grid position were gone. Overnight, the rear end and the latest DFV were transferred from the T-car to the race car. Mario had, in any case, been unhappy with his normal Cosworth, so figured it was worth risking a race with the new one.

Andretti has yet to try a six-speed Hewland in his JPS in either practice or race; he feels that they give no advantage. As well as that, other drivers, including team-mate Gunnar Nilsson, have experienced selection problems with them, the change from second to third being a particularly hit-and-miss business. Gunnar, of course, tried one in Spain during practice, but discarded it very quickly. Like Andretti, he used a five-speed throughout the weekend at Monaco. (No one at all used one in the race.) The Swede qualified 13th, almost a second slower than his team-mate, he, too, finding the 78 understeering dramatically.

There was a new face in the Shadow team, for F2 sensation Riccardo Patrese had replaced Renzo Zorzi as team-mate to Alan Jones. Patrese's arrival in Grand Prix racing has been swift by any standards. Only a year ago, he made his debut in F3. A very brief test session at Paul Ricard was his only experience of the DN8—indeed of 480-odd horsepower—but his obvious skill and consummate confidence were a revelation during qualifying. From the very beginning, it was apparent that he would be among the 20 starters. "Well, I have problem with the six-speed gearbox," he said after the first session, "Is the first time I have tried one. But everything else is OK. I tell you, is bigger difference between F3 and F2 than between F2 and F1. You have more power, sure, but also wider tyres and bigger brakes." Riccardo confirmed that he would be driving for the team all the time from now on, but stressed that his F2 commitments come first when there are clashing dates. He qualified 15th eventually, less than half a second slower than Alan Jones.

Jean-Pierre Jarier has still not recovered fully from his attack of food poisoning in Spain but was nonetheless ready to have a real go. In years past, he has gone very fast indeed at Monte Carlo. With the ATS Penske PC4, the Frenchman was tenth quickest in the dry session on Thursday, but during Saturday morning's untimed period, a valve spring broke, and there was insufficient time to change the engine before the final hour. "It's very disappointing because I will have to use the T-car this afternoon and it is not handling as well as the race car. Really, I think I could get down to a low 30 with the race car." With the T-car, Jumper managed to equal his Thursday time, dropping only a couple of places to start 12th.

Farther down the grid than usual was Vittorio Brambilla's Surtees TS19. The Italian was yet another man with handling problems. In the past, Vittorio's enthusiastic approach and Monaco's tight confines have found it difficult to get along together; this year was no exception. During the last hour, trying hard to move himself up the grid, Brambilla left his braking too late at the left-hander before the swimming pool. In an instant, the TS19 had rammed the Armco backwards, damaging the rear suspension, gearbox and wing. Unabashed, he was soon out in the team's spare car, however, but any question of further improvement was gone. Hans Binder's sister car scraped into the line-up, qualifying 19th, three rows behind Brambilla.

Possibly the unhappiest man in the whole place was Jacques Laffite. After that really stirring drive in Spain, a lot of people had money on the Ligier for the Monaco Grand Prix, but practice brought nothing but despair. "Everything is wrong," said Jacques, still

continued

managing a half-grin despite his predicament, "I have problems with the brakes, the handling. . .the handling is terrible, really bad, and we have tried everything. Nothing helps. I hope it's the tyres that are causing it all, but I'm not sure. Still, I suppose the engine is OK!" For this race, he said, he would definitely race with a 76-type Matra V12.

And then there was the Ensign saga. Clay Regazzoni had, remember, failed in spectacular fashion to qualify for Indianapolis during the weekend before Monaco. To make the field on Memorial Day, therefore, Clay's intention was to set a quick time at Monaco on Thursday, jet off to the States, qualify for the 500 on Saturday and jet back for Grand Prix on Sunday. Fine in theory, but the plan went wrong. Regazzoni did very few laps on Thursday morning, complaining of terminal understeer and the Walsall Hardy Annual: lack of traction. His time put him 21st on the grid. But then came torrential rain for the second session. There was now no question of jetting off to the States, for the car was not in the race! All kinds of dark stories did the rounds. Clay had "thrown" practice to get out of Monaco and into Indy; that was one. Another—which received support from the Swiss press contingent—was that Mo Nunn and the boys had deliberately screwed up the suspension settings to prevent Regazzoni from setting a good time on Thursday, so that he would *have* to be around on Saturday! It was all nonsense. Clay and Mo had a look at the sky on Saturday morning and agreed that it looked like rain, which would make qualifying impossible. The Swiss left hurriedly for Nice and was bound for Uncle Sam within an hour. And Mo called upon Jacky Ickx, who was available and keen to strap himself into the car during the it did *not* rain, and Jacky got the car into the race, in 17th spot.

Next to him was Emerson Fittipaldi, giving the Copersucar FD04 positively its last outing, and there was an end-of-term feeling about the team in Monaco, as if they all wanted to get the weekend over and done with so that the *real* work with the new car could start. Emerson himself appeared not to be trying as hard as usual, but the car's handling was dreadful, going through Tabac in a series of untidy lurches.

At the back, but none the less in the race, was Rupert Keegan's Hesketh 308E. The car was unchanged since Spain and Rupert had an eventful time in practice with it. To begin with, the engine kept cutting out, the problem being eventually traced to the scavenge pump, which was changed. He also dealt the St Devote barrier a glancing blow—"I thought the car was narrower than it was!"—but no damage was done. The major problem on Saturday lay with the oil system, which gave constant trouble. "We don't know what's wrong but the engines keep shooting out all the oil. Harald Ertl's car hasn't given any trouble in the direction." Ertl, in fact, did not qualify.

The others who didn't make it were Arturo Merzario's March, Boy Hayje's March and Ian Scheckter's March. You may have noticed a common factor there, and certainly it was a wretched weekend for Bicester. Ribeiro wrote his car off against the barrier by the swimming pool and Ian Scheckter, after a minor altercation with the St Devote Armco on Thursday, suddenly felt an intense pain in his chest on Saturday morning. "I had to hold my breath every time I went round a corner!" he said later. In fact, it transpired that he had broken a rib thought to have been damaged in his South African shunt. There was therefore, no option but to withdraw.

At the Tip-Top Bar, there was talk of many things on Saturday night, and much of it concerned the and Jody Scheckter, there being doubts that the Brabham-Alfa, although unquestionably the fleetest machine in the place, would last the distance. There was talk of a hat-trick for Niki Lauda; someone confidently asserted that Mario Andretti would make it through from the fifth row of the grid. Well, he'd won the last two, hadn't he? And what about the weather? "It'll rain," said a man with a loud voice, "and then Jacky Ickx will win, you'll see!" Yes, thank you, don't call us. . . .

Certainly, the weather forecasts were not good. Unsettled. The torrential rain and amazing squall which blew up on Thursday afternoon were not what one expects of the Côte d'Azur. Monaco harbour had been positively choppy, the yachts and cruisers rocking and swaying like crazy, threatening to break clear of their moorings. There were even those, heaven forbid, who grinned a little at the thought of all those high-rollers, who had paid telephone numbers for a week's floating luxury, not being able to sleep. . . .

And, oh yes, over at Le Grand Poseur, AR—all Gucci loafers and Balenciaga—is preparing for his night's revelry. Where is that Grecian 2000 . . . ?

RACE

Early on Sunday morning, it seemed certain that Monaco would be enjoying perfect weather during the 35th running of its celebrated Grand Prix. The sun was hot, the sky blue, and they arrived in their coach-loads to savour it. Italians flooded over the border as usual, a blur of black hair, ID bracelets glinting in the sun, sweaters tied around necks, sunglasses on tops of heads. . . .

But by mid-morning the sun had gone, clouds had arrived and rain was falling, albeit not heavily. Everybody but Brambilla (whose damaged car was not yet ready) took part in an uneventful 30-minute session, and the cars were then put away until the mid-afternoon start.

Nowadays, of course, the once-testing corner at St Devote has a chicane before it. Ludicrously narrow, the cars have to funnel through it, and Monaco's last remaining overtaking spot has been lost to us. It was tried last year, obviously considered a success by somebody, and retained for 1977 and, presumably, for all time. The installation of the chicane has meant the implementation of a rule which forbids overtaking there on the first lap, a few hundred yards from the flag. If you are going to have the chicane in the first place, this rule is vital. Without it, half the field would be wiped out right there and then.

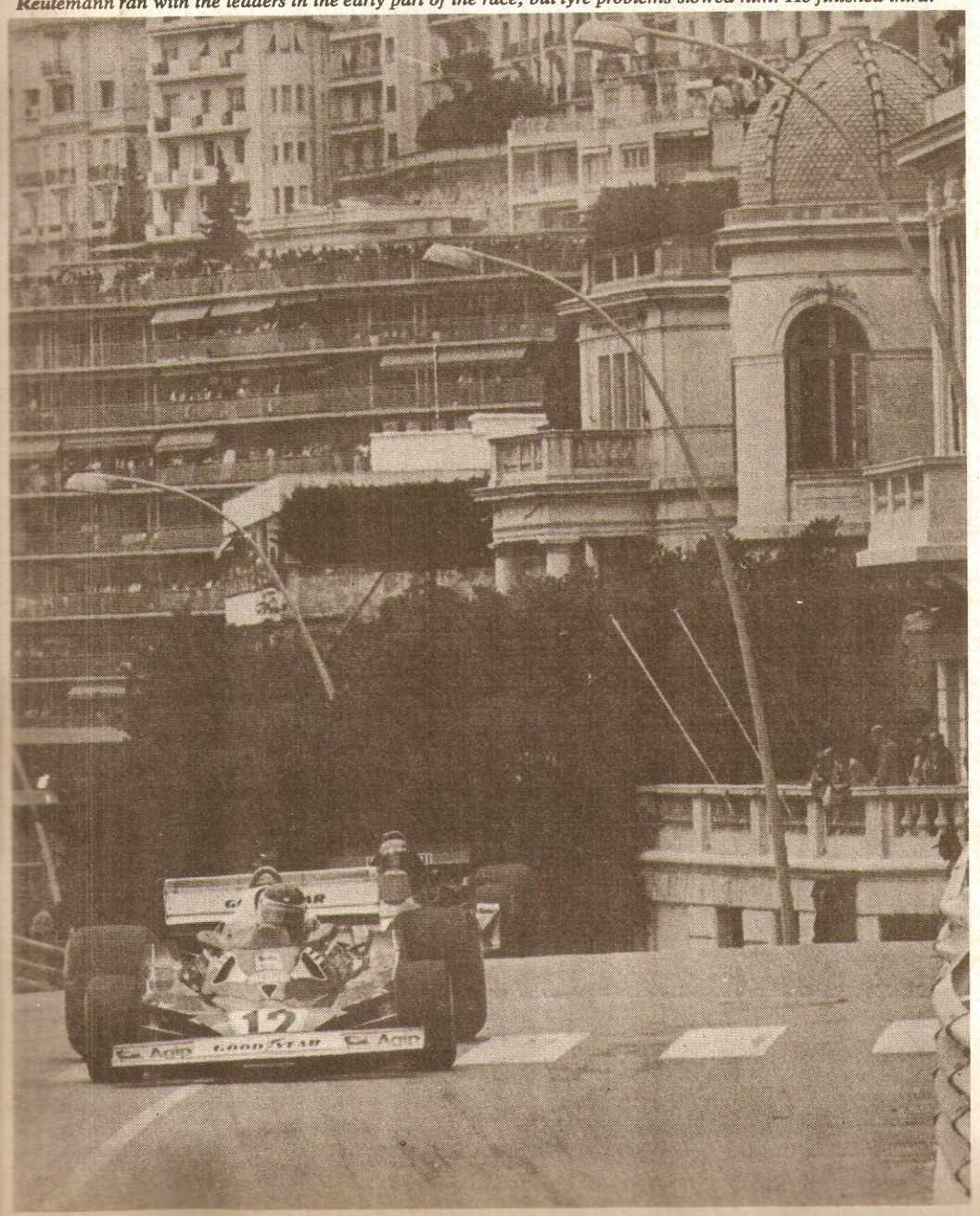
There is, however, nothing to prevent a driver overtaking *before* the corner is reached, although the one-by-one grid makes that difficult. Jody Scheckter, however, proved that it is not impossible by making a fantastic start from his solitary "row" and grabbing the lead from John Watson long before St Devote. And Hans Stuck did the same thing to Ronnie Peterson. Amazingly, during the course of that first lap, not a single car was eliminated by contact with a barrier or another car. If you have seen Monaco and seen the width of a modern Grand Prix car, you will agree that that says something for those 20 drivers.

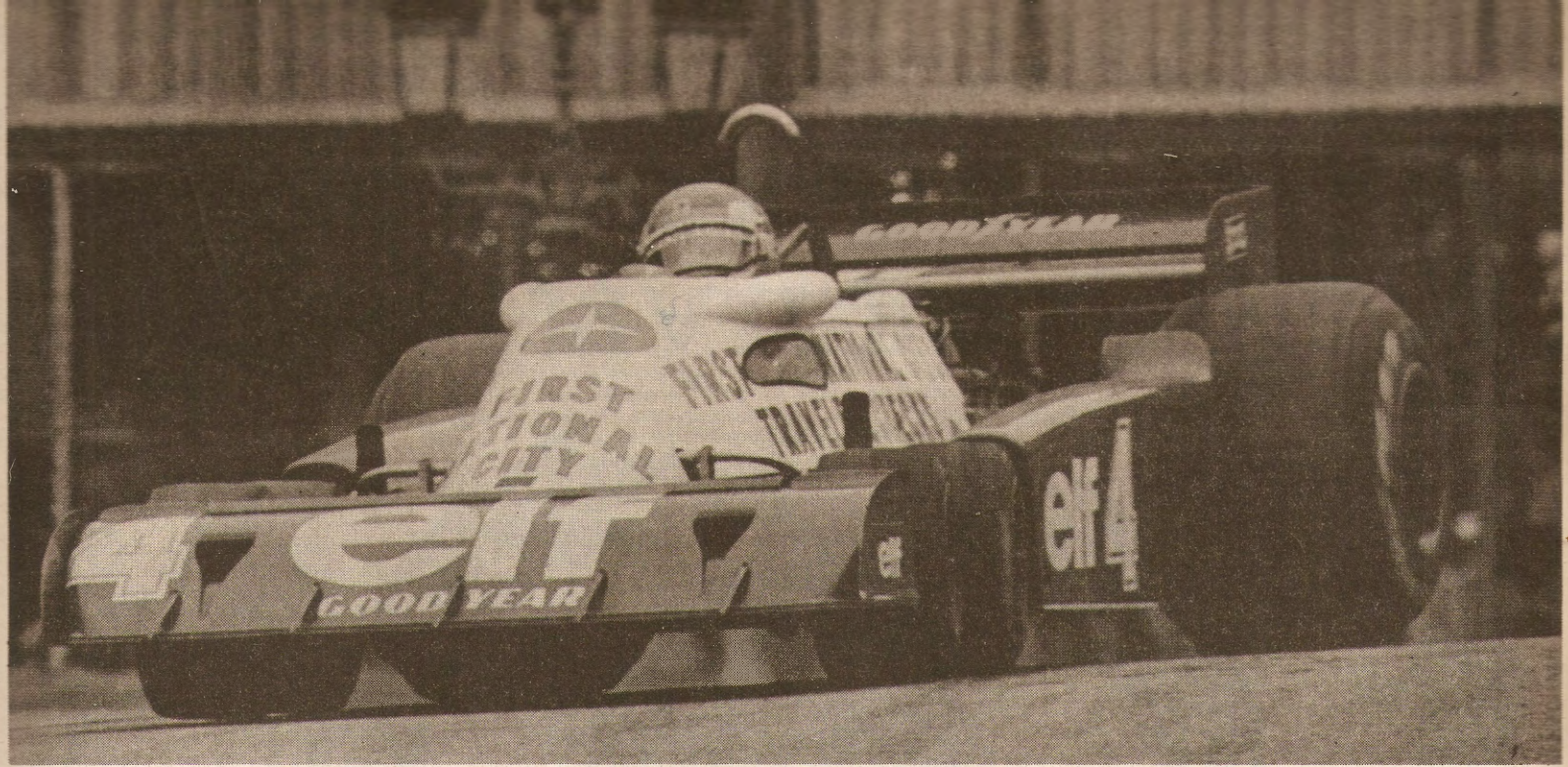
When they came by at the end of lap one, Scheckter had pulled out a quite staggering lead after just two miles of racing. Behind him, the field stretched out in the order of Watson, Reutemann, Stuck, Peterson, Lauda, Hunt, Depailler and Andretti. It was quite clear that Jody intended to lead this one from beginning to end, but the enormity of the task became apparent at the end of the second lap, for Watson was much, much closer to the Wolf, with Reutemann's Ferrari right on the tail of the Brabham.

One of the most admirable features of Watson's driving is the way he doesn't mess around. If he's second and thinks he should be first, he attacks. There are no waiting games when Watson is really on it; anyone who saw him tackling Hunt at Zandvoort last year would agree with that. But better yet is his refusal to be discouraged. He had been on the pole on a staggered grid and he should have got to St Devote first, and should now be dictating the race. As you watched the big red car hounding Scheckter, you could almost sense John's frustration and anger at himself. He was going after Jody, and he meant it. On the sixth lap, the BT45 ducked out of the Wolf's slipstream as they headed into St Devote, but Scheckter was equal to the situation and Watson had to give way, losing time in the process. But no matter. Just as in Holland last year, he gathered it all up and started the whole business once more.

Behind the two leaders, Reutemann ran on his own in the early laps, followed by Stuck in the other Brabham-Alfa which was receiving the undivided attention of Lauda's Ferrari. After the Austrian, having lost out under braking for Mirabeau, came Peterson in the first of the Tyrrells, but he was dropping back all the time and something was obviously wrong somewhere. After only 10 laps, Ronnie turned off into the pits, his car in severe trouble with

Reutemann ran with the leaders in the early part of the race, but tyre problems slowed him. He finished third.





Above: From the very start, Depailler had problems with the Tyrrell's brakes. Typically, however, he drove as hard as ever until eventually put out by gearbox trouble. Below: Gunnar Nilsson had a trying race. Early on, he had a long stop for attention to broken gear linkage, and eventually second gear ceased altogether.

F1 WORLD CHAMPIONSHIP — **MONACO GRAND PRIX** — **6**

continued

its brakes. He parked it there and then, and took off his helmet. Ten laps into the race, and one of our favourites was gone.

Scheckter and Watson continued to pull away from the rest, with Reutemann still handily placed in third, not in touch with the two cars ahead but under no immediate threat from those behind. Lauda was really pushing Stuck hard, but the German handled everything very coolly. Certainly he was holding Lauda up a little, for the Austrian was slowly being reeled in by Hunt's McLaren. James, at this point, was in a race on his own. He had no cars around him and a clear track to play with, and he certainly made the most of it.

Following Hunt was a superb three-car dice for seventh place, in which the protagonists were Mass, Andretti and Depailler. At this point in the race, however, we were not to know that Patrick, like his team-mate earlier on, was having trouble with his brakes. "From very early in the race, I had to pump the brake pedal all the time," he said afterwards, "and it was really a pity because I was able to run faster than Mass and Andretti." Slowly, but inevitably, the Tyrrell began to lose ground to its two rivals, who were, in fact to continue their battle until the end of the race. Compared with some of their rivals, the McLaren M23 and JPS 78 are big, wide cars at a place like Monte Carlo, and it seemed rather a shame that all that energy was being expended over seventh and eighth places. Later in the day, of course, it became a matter of championship points. For now, though, it was a matter of two real racers scrapping for the sake of it and one could only admire the fact that Andretti's natural "tiger" always makes him force on to get the guy in front, be he in first or 21st position.

While the position at the head of the field remained more or less the same—Scheckter still leading Watson by between 1s and 2s—farther down, things were happening. On the 21st lap, after holding off Niki Lauda for some time, Stuck's Brabham went missing, a very sad end to a great drive. Shortly afterwards, to a rapturous reception from the crowd, Hans walked down the hill, his face bearing an expression of surprise more than anything else. "My car caught fire!" he exclaimed. Had he gone off the road? "No, no I was just driving along and suddenly there were flames in the cockpit." He had stopped opposite the Tip-Top Bar just before Mirabeau, punched the extinguisher button and leapt out. Later, after the race, the problem was traced to an electrical short-circuit. The car was virtually undamaged, but it was a really cruel break for Stuck, who none the less took considerable pleasure from the fact that he had led Lauda for quite a time.

Nor was Stuck the only Brabham driver with problems, for now Watson appeared to have occasional difficulties with gear selection. Once or twice he missed gears while accelerating up the hill and we began to wonder if maybe he had lost his clutch. At half-distance, the gap between himself and Scheckter had grown to more than 3s, and the heat was off. From pressuring Jody, John now found his second position in jeopardy. Niki, once free of Stuck's gearbox in front of him, had settled into a really hard, gutsy drive and had caught right up with his team-mate Reutemann. For half a dozen laps or so, they ran in tandem, but then the Argentine driver moved over and waved Lauda through. Both Ferraris were suffering badly with oversteer problems and Reutemann's pace had dropped considerably due to the condition of his rear tyres, which were in rather worse shape than Lauda's. During the early laps, when the cars were on full tanks, Reutemann had really driven hard to keep with Scheckter and Watson while Lauda, delayed slightly first by Peterson and then by Stuck, had been moving along at a slightly less hectic rate. Hence his tyres had suffered less than Lole's.

You might have expected James to have been figuring somewhere in all this activity and, had he still been in the race, that might have been the case. But James's latest Monaco disappointment came after only 27 laps when a valve went in the World Champion's "special" Cosworth as he approached St Devote, the "special" coloured coolant required by the engine flowing all across the road.

The one and only "special" now in the race was working just fine, however, for Mario Andretti continued to worry at Jochen Mass, and there was always the chance that the two of them would come out of this thing with at least one or two championship points, a matter of particularly vital interest to Mario.

On lap 46, his gearbox getting worse all the time, Watson and number 7 went down the escape road at the chicane. Quickly, John got the car back on the circuit again but his second place was history. Niki Lauda was through. And, in fact, Watson's race had but very little time left to run. Four laps after the escape road incident, the Brabham-Alfa gearbox locked solid as John Swung into St Devote, the car coming to rest facing the way it had come, its engine dead. Quickly, the marshals tried to push the now impotent red lump out of the way of oncoming cars, but they couldn't shift it an inch as it sat there stubbornly blocking the road. For John, it must have been a terrifying moment or series of moments, for he sat there in the car, completely helpless as he undid his belts, looking straight at the rest of the field as it swerved around him. Everyone joked afterwards about looking into Brambilla's eyes as he bore down towards you, but it really wasn't funny at the time. Not at all.

Over the four days, some marshals around the circuit did very odd things (like wave the blue flag at Vic Elford as he followed the field on the first lap in a Porsche 928!), but on this occasion, a solution was quickly arrived at and executed. A jack was inserted under the back wheels while the front of the car was lifted clear of the ground. In this fashion, they got the stricken beast off the road very quickly. It was a good piece of work, and they deserved the applause they received afterwards. For Watson, there was also

Keith Duckworth hits his century at Monaco

In 1967 Keith Duckworth developed a Formula I V8 engine with £100,000 given him by Ford.

Ten years later at Monaco this virtually unchanged engine has powered its way to a record breaking one hundred Grand Prix wins. Congratulations Cosworth Engineering. Well done Keith and the lads.

Ford

continued

applause—and lots of it—as he walked sorrowfully back to the Brabham pit, but the day had promised so much more for the popular Ulsterman and now it had finished with nothing.

Two laps before that, almost unnoticed in Watson's two episodes, Depailler stopped out on the circuit with his Tyrrell. Already pumping hard at the brakes everywhere, Patrick then had problems with his gearbox, and finally second gear disappeared altogether.

So now, with 20 laps to go, there were three questions to be answered, three battles to be fought. Could Niki Lauda conceivably take 15s from Jody Scheckter? Could Mario Andretti make it by Jochen Mass? Indeed, could Alan Jones, who had driven a quiet but effective race with the Shadow, could *he* catch Andretti? And who would win the longtime scrap between Vittorio Brambilla and Jacques Laffite?

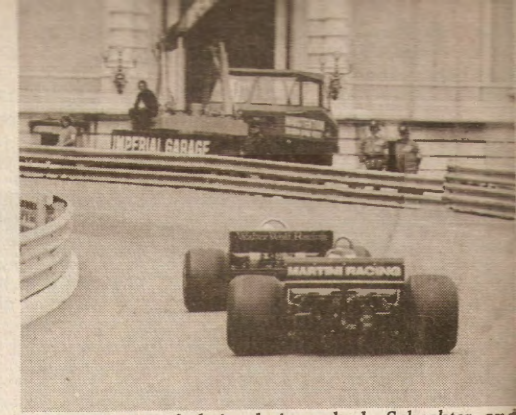
The answer to the first seemed obvious. No one, not even an inspired Lauda, was going to move in on Scheckter at more than a second a lap. No, that one seemed settled. Jody was going to win, Niki to finish second, Lole third. The real drama hinged around fourth place, tenuously held by Mass's McLaren. Half a dozen laps from the end, Andretti made his big effort at St Devote, pulling the JPS over to the left of the McLaren on the entry to the corner. But Jochen is made of stern stuff in these circumstances, and he gave not an inch, leaving Andretti to sort out his own problems. For a heart-stopping moment it seemed that Mario, headed straight for the high kerbing, must hit the Armco barrier at the first apex, but somehow he kept it all together, the car bouncing off the kerb and back on to the road. Grimly, he set to

scrap was decided.

Laffite got the better of his endless war with Brambilla, aided in no small part by Vittorio's new face mask! Towards the end, Vittorio became extremely ragged on occasion, moving some cynic to suggest that the driver was tired because he had never been in a race for so long before. . . . In fact, Brambilla's balaclava, new for this race, didn't fit him properly and he had a constant problem keeping its two eye-holes in line with his two eyes! Just what you need at Monte Carlo. . . .

There was actually a certain amount of drama on the last lap. Jody, slightly worried by the amount of fuel which remained in the Wolf's tanks, had a lead of 6s as he headed into St Devote for the last time, but all the way round that final lap it was apparent that the South African was going very slowly and that Lauda was closing fast. As they crossed the line, in fact, the gap was less than 1s. Not much after all that way, but enough. Scheckter, in fact, had the engine cut out altogether on the penultimate lap, but fortunately it kicked in again and he was able to make it to the finish. A magnificent drive by Scheckter altogether, this; throughout the distance, he made no mistakes at all. Lauda, charging as ever, came out of it with six points and Reutemann, his rear tyres literally down the canvas, richly deserved his four.

So what of the others? The leaders apart, it was Riccardo Patrese who made the strongest impression on most people, the young Italian holding off the vastly experienced Jacky Ickx for the entire race. Very impressive. Jones might have got more involved with Mass and Andretti had he not been troubled with fading brakes. Rupert Keegan plugged gamely on to the finish despite driving most of the way with a broken rear roll-bar; at the end he was completely exhausted. Gunnar Nilsson lost time early in the race with a broken gear linkage; it was repaired and he



In the course of their glorious duel, Scheckter and Watson scream into Casino Square.

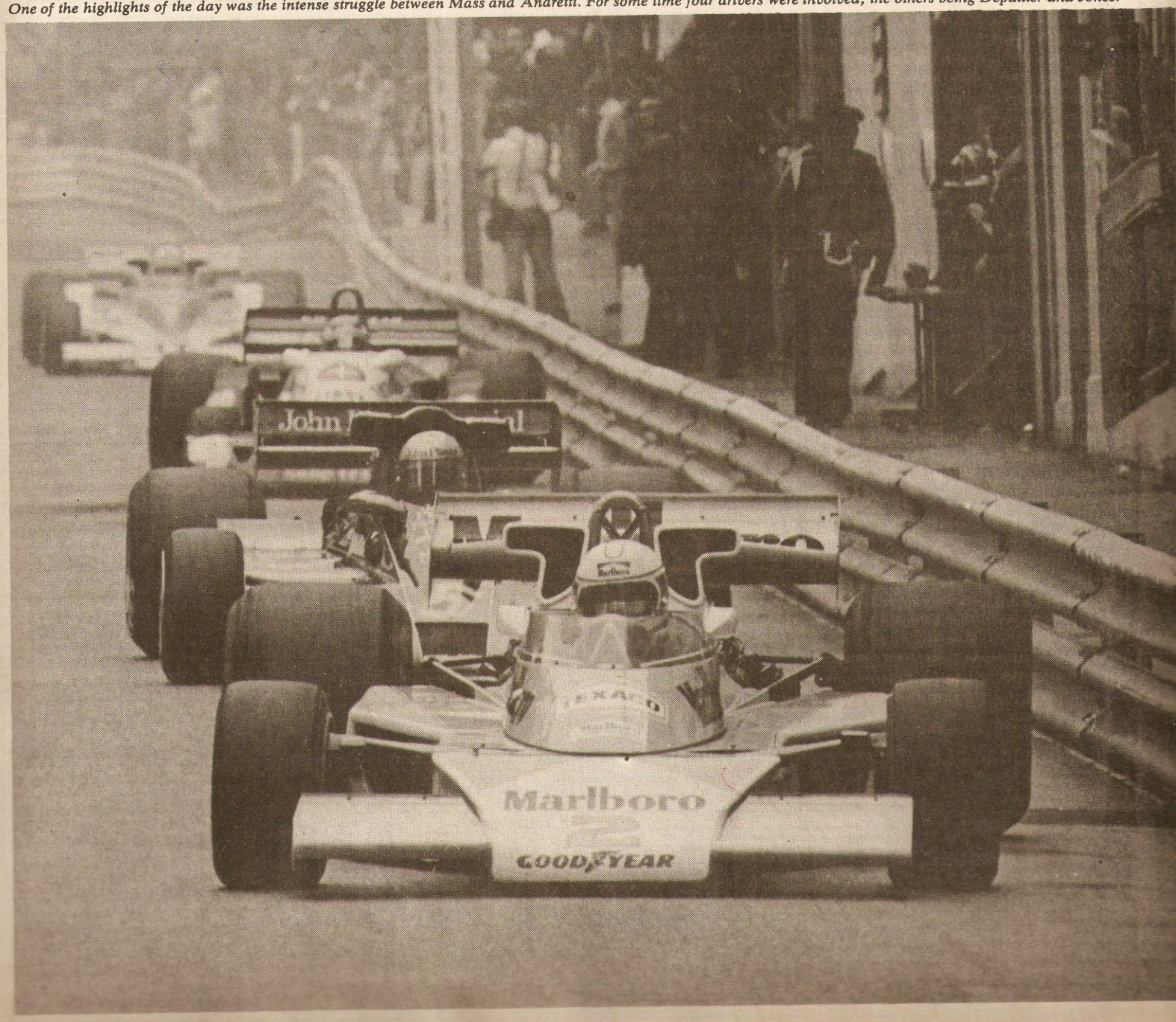
returned to the track, driving with real fire and spirit until he lost second gear altogether.

So that was Monaco 1977. On Sunday evening, all the usual things happened. Jody celebrated his triumph, James came down to the Tip-Top, and groups of people milled around everywhere, drinking and reminiscing. It was all much as usual.

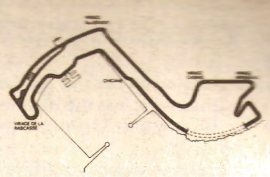
Late in the evening, AR once more forced his fat frame and ageing bones into the Countach, secretly relishing the thought that, praise be, he could go back to the Rolls tomorrow. Hard work, this youth stuff. But Gamine is staying on, and will find a replacement soon enough.

The Grand Prix circus has moved on. By Monday morning, Monte Carlo once more exists only to be beautiful.

One of the highlights of the day was the intense struggle between Mass and Andretti. For some time four drivers were involved, the others being Depailler and Jones.



MONACO GRAND PRIX. DATE 22 MAY 1977 CIRCUIT MONACO



WORLD CHAMPIONSHIP ROUND 6	LENGTH 76 laps of 2.058 mile circuit.		156.44 miles
WEATHER WARM. OVERCAST.	No. of STARTERS 20	FINISHERS 12	
WINNER J. SCHECKTER in WOLF WR		av. speed	79.609 mph
FASTEST LAP J. SCHECKTER in WOLF WR	No. 20 on lap 35	in 1 min. 31.07 sec.	81.352 mph
EXISTING LAP RECORD C. REGAZZONI in FERRARI 312T2		in 1 min. 30.28 sec.	82.060 mph
PREVIOUS YEAR'S RESULT N. LAUDA in FERRARI 312T2		at	80.360 mph

ENTRIES

NO	DRIVER	CAR	ENTRANT	FUEL/OIL CONTR	TYRE	CHASSIS	ENGINE	
1	J. HUNT	MARLBORO-McLAREN M23	MARLBORO TEAM McLAREN	TEXACO HAVOLINE	GOOD	M 23/8	DFV-Mag.	
2	J. MASS	MARLBORO-McLAREN M23	MARLBORO TEAM McLAREN	TEXACO HAVOLINE	GOOD	M 23/12	DFV	
3	R. PETERSON	TYRRELL-FORD P 34	ELF TEAM TYRRELL	ELF ELF	GOOD	34/5	DFV-Mag.	
4	P. DEPAILLER	TYRRELL-FORD P 34	ELF TEAM TYRRELL	ELF ELF	GOOD	34/7	DFV	
5	M. ANDRETTI	JPS-78	JOHN PLAYER TEAM LOTUS	- VALVOLINE	GOOD	78-3	DFV-Mag.	
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	BT 45B-5	Alfa Flat-12	
8	H. STUCK	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA FINA	GOOD	BT 45B-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	DNQ. DNS.
11	N. LAUDA	FERRARI 312T2	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312 T2 030	Type 312 B	
12	C. REUTEMANN	FERRARI 312T2	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312 T2 029	Type 312 B	
16	R. PATRESE	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 TS 19	DUREX TEAM SURTEES	FINA DUCKHAMS	GOOD	TS 19-01	DFV	
19	V. BRAMBILLA	BETA-SURTEES TS 19	BETA TEAM SURTEES	FINA DUCKHAMS	GOOD	TS 19-06	DFV	
20	J. SCHECKTER	WOLF WR	WALTER WOLF RACING	FINA CASTROL	GOOD	WR1	DFV	
22	C. REGAZZONI	ENSIGN N177	TEAM TISSOT - ENSIGN WITH CASTROL	- CASTROL	GOOD	N177/MN-04-1	DFV	DNS. ICKX DROVE.
23	J. ICKX	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	DNQ. DNS.
26	J. LAFFITE	GITANES-LIGIER-MATRA	LIGIER - GITANES	SHELL -	GOOD	JS7-02	Type MS 73/V12	
28	E. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	COPERSUCAR - FITTIPALDI	" -	GOOD	FD 04-3	DFV	
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-4-01	DFV	
37	A. MERZARIO	MARCH 761B	TEAM MERZARIO	" -	GOOD	761B-2	DFV	DNQ. DNS.

RESULTS

POS	NO	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS
1	20	J. SCHECKTER	WOLF WR	76	1h. 57m. 52.77s.	79.609 mph.	LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
2	11	N. LAUDA	FERRARI 312T2	76	1h. 57m. 53.66s.		LOCK FER	KONI	FERRARI 312 TRANS.	CHAMPION	LUCAS	MARELLI DINOPLEX
3	12	C. REUTEMANN	FERRARI 312T2	76	1h. 58m. 25.57s.		LOCK FER	KONI	FERRARI 312 TRANS	CHAMPION	LUCAS	MARELLI DINOPLEX
4	2	J. MASS	MARLBORO-McLAREN M23	76	1h. 58m. 27.37s.		LOCK FER	KONI	HEW FG 400/6	CHAMPION	LUCAS	LUCAS
5	5	M. ANDRETTI	JPS-78	76	1h. 58m. 28.32s.		LOCK FER	KONI	HEW FG 400	NGK	LUCAS	LUCAS
6	17	A. JONES	SHADOW-FORD DN8	76	1h. 58m. 29.38s.		LOCK FER	ARM	HEW TL 200	CHAMPION	LUCAS	LUCAS
7	26	J. LAFFITE	GITANES-LIGIER-MATRA	76	1h. 58m. 57.21s.		LOCK FER	KONI	HEW TL 200	CHAMPION	LUCAS	DUCELLIER
8	19	V. BRAMBILLA	BETA-SURTEES TS 19	76	1h. 59m. 01.41s.		LOCK FER	KONI	HEW FGA 6	CHAMPION	LUCAS	MARELLI DINOPLEX
9	16	R. PATRESE	SHADOW-FORD DN8	75			LOCK FER	ARM	HEW TL 200	CHAMPION	LUCAS	LUCAS
10	22	J. ICKX	ENSIGN N177	75			LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
11	34	J-P. JARIER	ATS-PENSKE PC-4	74			LOCK FER	BILSTEIN	HEW FGA 400	CHAMPION	LUCAS	LUCAS
12	24	R. KEEGAN	HESKETH 308E	73			LOCK FER	ARM	HEW FGA 400	CHAMPION	LUCAS	LUCAS

RETIREMENTS

NO	DRIVER	LAPS	REASON
3	R. PETERSON	10	BRAKES.
8	H. STUCK	19	ELECTRICAL SHORT-CIRCUIT AND FIRE.
1	J. HUNT	25	DROPPED VALVE.
28	E. FITTIPALDI	37	ENGINE.
18	H. BINDER	41	FUEL INJECTION.
4	P. DEPAILLER	46	BRAKES. GEARBOX.
7	J. WATSON	48	GEARBOX.
6	G. NILSSON	51	GEARBOX.

CHAMPIONSHIP POINTS

DRIVERS

J. SCHECKTER	32	C. PACE	6		
N. LAUDA	25	G. NILSSON	4		
C. REUTEMANN	23	C. REGAZZONI	1		
M. ANDRETTI	22	R. ZORZI	1		
J. HUNT	9	J. WATSON	1		
E. FITTIPALDI	8	J-P. JARIER	1		
J. MASS	8	H. STUCK	1		
P. DEPAILLER	7	A. JONES	1		

MANUFACTURERS

FERRARI	40
WOLF-FORD	32
JPS-FORD	24
McLAREN-FORD	15
BRABHAM-ALFA	8
FITTIPALDI-FORD	8
TYRRELL-FORD	7
SHADOW-FORD	2
ENSIGN-FORD	1
ATS-PENSKE-FORD	1

DATE 9 MAY WEATHER OVERCAST

PRACTICE 1

8	H. STUCK	1m. 30.73s.
7	J. WATSON	1m. 30.86s.
3	R. PETERSON	1m. 31.15s.
11	N. LAUDA	1m. 31.32s.
12	C. REUTEMANN	1m. 31.33s.
4	P. DEPAILLER	1m. 31.42s.
20	J. SCHECKTER	1m. 31.78s.
5	M. ANDRETTI	1m. 31.85s.
2	J. MASS	1m. 32.06s.
34	J-P. JARIER	1m. 32.32s.
17	A. JONES	1m. 32.47s.
1	J. HUNT	1m. 32.56s.
6	G. NILSSON	1m. 32.92s.
26	J. LAFFITE	1m. 33.44s.
24	R. KEEGAN	1m. 33.78s.
19	V. BRAMBILLA	1m. 33.81s.
28	E. FITTIPALDI	1m. 34.11s.
16	R. PATRESE	1m. 34.24s.
37	A. MERZARIO	1m 34.46s.
33	B. HAYJE	1m. 34.86s.
22	C. REGAZZONI	1m. 35.00s.
25	H. ERTL	1m. 35.74s.
9	A. RIBEIRO	1m. 36.62s.
18	H. BINDER	1m. 36.69s.
10	I. SCHECKTER	1m. 46.30s.

DATE 9 MAY WEATHER HEAVY RAIN

PRACTICE 2

5	M. ANDRETTI	2m. 00.06s.
1	J. HUNT	2m. 00.35s.
8	H. STUCK	2m. 00.88s.
4	P. DEPAILLER	2m. 01.38s.
26	J. LAFFITE	2m. 02.52s.
10	I. SCHECKTER	2m. 03.73s.
19	V. BRAMBILLA	2m. 04.18s.
16	R. PATRESE	2m. 04.27s.
20	J. SCHECKTER	2m. 04.78s.
3	R. PETERSON	2m. 08.84s.
28	E. FITTIPALDI	2m. 10.53s.
22	C. REGAZZONI	2m. 18.23s.
34	J-P. JARIER	2m. 23.45s.
24	R. KEEGAN	2m. 45.01s.
12	C. REUTEMANN	2m. 51.07s.

DATE 21 MAY WEATHER WARM SUNNY

PRACTICE 3

7	J. WATSON	1m. 29.86s.
20	J. SCHECKTER	1m. 30.27s.
12	C. REUTEMANN	1m. 30.44s.
3	R. PETERSON	1m. 30.72s.
8	H. STUCK	1m. 30.73s.
11	N. LAUDA	1m. 30.76s.
1	J. HUNT	1m. 30.85s.
4	P. DEPAILLER	1m. 31.16s.
2	J. MASS	1m. 31.36s.
5	M. ANDRETTI	1m. 31.50s.
17	A. JONES	1m. 32.04s.
34	J-P. JARIER	1m. 32.32s.
6	G. NILSSON	1m. 32.37s.
19	V. BRAMBILLA	1m. 32.40s.
16	R. PATRESE	1m. 32.52s.
26	J. LAFFITE	1m. 32.65s.
22	J. ICKX	1m. 33.25s.
28	E. FITTIPALDI	1m. 33.39s.
18	H. BINDER	1m. 33.49s.
24	R. KEEGAN	1m. 33.78s.
37	A. MERZARIO	1m. 34.46s.
33	B. HAYJE	1m. 34.48s.
25	H. ERTL	1m. 34.74s.
9	A. RIBEIRO	1m. 36.62s.
10	I. SCHECKTER	1m. 46.30s.

STARTING GRID

POLE

7 J. WATSON 1m. 29.86s.	20 J. SCHECKTER 1m. 30.27s.
12 C. REUTEMANN 1m. 30.44s.	3 R. PETERSON 1m. 30.72s.
8 H. STUCK 1m. 30.73s.	11 N. LAUDA 1m. 30.76s.
1 J. HUNT 1m. 30.85s.	4 P. DEPAILLER 1m. 31.16s.
2 J. MASS 1m. 31.36s.	5 M. ANDRETTI 1m. 31.50s.
17 A. JONES 1m. 32.04s.	34 J-P. JARIER 1m. 32.32s.
6 G. NILSSON 1m. 32.37s.	19 V. BRAMBILLA 1m. 32.40s.
16 R. PATRESE 1m. 32.52s.	26 J. LAFFITE 1m. 32.65s.
22 J. ICKX 1m. 33.25s.	28 E. FITTIPALDI 1m. 33.39s.
18 H. BINDER 1m. 33.49s.	24 R. KEEGAN 1m. 33.78s.

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
7 J.WATSON	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
20 J. SCHECKTER	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
12 C. REUTEMANN	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	11	11	11	11	11	11	11	11	11	11
3 R. PETERSON	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	11	11	11	11	11	11	12	12	12	12	12	12	12	12	12	12
8 H. STUCK	3	3	3	3	3	3	3	3	11	11	11	11	11	11	11	11	11	11	11	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2
11 N. LAUDA	11	11	11	11	11	11	11	11	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	5	5	5	5	5	5	5	5	5	5
1 J. HUNT	1	1	1	1	1	1	1	1	3	2	2	2	2	2	2	2	2	2	2	5	5	5	5	5	5	4	4	4	4	4	4	4	4	4	4
4 P. DEPAILLER	4	4	4	4	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	4	4	4	4	4	4	17	17	17	17	17	17	17	17	17	17
2 J. MASS	5	5	5	5	5	2	2	2	2	4	4	4	4	4	4	4	4	4	4	17	17	17	17	17	17	19	19	19	19	19	19	19	19	19	19
5 M. ANDRETTI	2	2	2	2	2	4	4	4	4	17	17	17	17	17	17	17	17	17	17	34	34	34	19	19	19	26	26	26	26	26	26	26	26	26	26
17 A. JONES	17	17	17	17	17	17	17	17	17	34	34	34	34	34	34	34	34	34	34	19	19	19	34	26	26	16	16	16	16	16	16	16	16	16	16
34 J-P. JARIER	34	34	34	34	34	34	34	34	34	19	19	19	19	19	19	19	19	19	19	26	26	26	26	(34)	16	22	22	22	22	22	22	22	22	22	22
6 G. NILSSON	6	6	6	6	6	19	19	19	19	26	26	26	26	26	26	26	26	26	26	16	16	16	16	16	22	24	24	24	24	24	24	24	24	24	24
19 V. BRAMBILLA	19	19	19	19	19	26	26	26	26	(3)	16	16	16	16	16	16	16	16	16	22	22	22	22	22	24	28	28	28	28	28	28	28	28	28	28
16 R. PATRESE	16	16	16	26	26	16	16	16	16	16	22	22	22	22	22	22	22	22	22	28	28	28	28	24	28	18	18	18	18	18	18	18	18	18	18
26 J. LAFFITE	26	26	26	16	16	22	22	22	22	22	28	28	28	28	28	28	28	28	28	24	24	24	24	28	18	34	34	34	34	34	34	34	34	34	34
22 J. ICKX	22	22	22	22	22	(6)	28	28	28	28	24	24	24	24	24	24	24	24	24	18	18	18	18	18	34	6	6	6	6	6	6	6	6	6	6
28 E. FITTIPALDI	28	28	28	28	28	28	24	24	24	24	18	18	18	18	18	18	18	18	18	6	6	6	6	6	6										
18 H. BINDER	24	24	24	24	24	24	18	18	18	18	6	6	6	6	6	6	6	6	6																
24 R. KEEGAN	18	18	18	18	18	18	(6)	6	6	6																									

1 LAP

RACE DATA: ALAN PHILLIPS

36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76
20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
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17	17	17	17	17	17	17	17	17	17	17	19	19	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	19	19	19	19	19	19	19	19
19	19	19	19	19	19	19	19	19	19	19	26	26	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	
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LAP CHART BY COURTESY OF NORAH TYRRELL

On the first lap, Pironi won the race for St Devote from pole man Ghinzani.

Didier blows them away

First victory for new Martini—Reckless driving spoils race—'Brits' fail—

Report: QUENTIN SPURRING. Photography: DAVID WINTER.

In the past, the Monaco Formula 3 race winner has often dominated the event, and that was the case last Saturday. Didier Pironi, having entered Formula 2 this year straight from Super Renault, had the first and probably the only F3 race of what is certain to be an illustrious career, and was in a class of his own with the new Ecurie Elf Martini MK21. Driving with an almost uncanny precision, Pironi left his challengers behind to fall over each other in their vain attempts to keep up, and the race was marred by very wild driving which did the reputation of Formula 3 no good whatsoever. Of the 20 starters, 13 cars were damaged in accidents, and there were only seven finishers.

Piercarlo Ghinzani, who had qualified his March on the pole, knocked off its nose against Pironi's rear wheel as he tried to take the lead, and later went off for good, so fellow-Italian Elio de Angelis (Trivellato Chevron) finished second in front of Anders Olofsson (Polar Caravans Ralt). The challenge from Britain never materialised, for Stephen South and Derek Daly both retired with damaged cars, as did works Chevron drivers Geoff Lees and Eje Elgh. All four were super-competitive in the race, but at Monaco you have to be there at the finish.

ENTRY & PRACTICE

The Automobile Club de Monaco cannot be blamed for running its own motor racing its own way, but it really was monstrous to accept an entry of 64 cars to qualify for 20 places on the grid for the Formula 3 race, this year a BP championship round. This was the 19th time that an F3 or FJ event has supported the Grand Prix, and in recent years two heats and a final has become the established pattern, making the journey to the principality worthwhile to the majority of the young bloods. However, this year the organisers bowed to pressure from the Formula 1 Constructors Association, who wanted two F1 practice sessions on Saturday, leaving no time for the customary F3 heats. Naturally, the club did not want to ditch the Super Renault and Renault 5 events, but it was unthinking of them to accept so many F3 entries, even if they did have over 140 applications. . . .

The remarkable demand for entries not only reflects the health of the formula at present, but also the prestige to be gained in what must be one of the most famous "junior" motor races in the world. Stewart, Revson, Beltoise, Pescarolo, Jaussaud, Peterson, Trimmer, Walker, Depailler, Laffite, Pryce, Zorzi and Giacomelli have been the winners of the previous Monaco F3 events, and—making the perfectly safe assumption that Bruno will not have to wait long before he races a Formula 1 car—only one of them has failed to secure a Grand Prix drive. And he was back for another try!

The 64 cars were split into two groups for the purposes of qualifying, and each group had a 40-minute practice session on Thursday and an 80-minute session on Friday morning. Grid positions were determined on times only, which took no account of varying track conditions, but happily the track was pretty much the same for both groups. On Thursday, the weather was just not in the Côte d'Azur script: a constant drizzle interspersed with heavy showers. Inevitably, there were countless spins and minor shunts, and any number of cars staggered into the pits with their nosecones or wings askew, or even missing altogether. Friday, however, was dry, although the sun had had little chance of drying the track off the line when the F3 cars came out at 8am.

The Italian AFMP operation (will it now be FMP for Finotto-March-Pavanello?) has not been seriously affected by the unfortunate downfall of Sandro Angeleri, and European F3 Championship leader Piercarlo Ghinzani put this outfit's leading Allegrini March 773 solidly on the pole, 0.33s ahead of the field. While this margin was impressive under such competitive conditions, Ghinzani's 76.56mph lap was over half a second slower than Giacomelli's lap record, presumably as a result of the slightly slower chicane at St Devote. As well as good teamwork and his own obvious talent, Ghinzani has the benefit of a super-quick Toyota/Novamotor, and very smooth driving by the 24-year-old saved a whole lot of face for March, only four of whose cars qualified.

Desperately eager for a win *pour la gloire de la France,* Hughes de Chaunac's Ecurie Elf team had their young F2 ace Didier Pironi in the cockpit of the new Martini MK21 driven in its first two races by Dany Snobeck, whose FSR commitment to the team takes precedence. Pironi—the winner of the previous two FSR races at Monaco—had had 30 laps in the car at Magny Cours, and felt that the FSR-based MK21 had a lot more to come. The car looked very soft during qualifying but, as de Chaunac said, "We could take it quite a lot further, but what is the point? We are on the front row, so the car is obviously already sound." Yes, indeed.

Just slower than the baby-faced Pironi was the first of the Chevrons of the Italian Trivellato team, who managed to get three of its four cars on to the grid (and if Riccardo Patrese had not been otherwise employed, it would no doubt have been four). After a wet session shunt at St Devote, Elio de Angelis managed to qualify his B38 a mite faster than Anders Olofsson in his Polar Caravans sponsored Ralt, who was a couple of hundred revs down during practice.

Next came Olofsson's compatriot Eje Elgh in the works Plastic Padding Chevron. Although nervous before his first drive at Monaco, "Double Egg" learned the circuit very quickly and was unexpectedly competitive; he might have qualified even higher had it not been for a Portier spin on the final lap of practice. Rather to the chagrin of the other Chevron drivers, the works cars were fitted with a new rear frame which made the track about 4ins narrower. This had the effect of making the cars easier to "place" going into the corners, an obvious advantage here.

Another impressive Swede was young Stefan Johansson, a real trier on his second outing in one of Jo Marquhart's nicely built Argo chassis, having destroyed his Modus in the European round at the Nürburgring. Jean-Louis Schlesser crunched the nose of his hired ex-Lees KWS Chevron in the first session, but surprised many people with a seventh fastest time in the second, ahead of Ricard winner Beppe Gabbiani in another Trivellato Chevron. A lot of attention was focused on the man in ninth place on the grid, the obscure Italian Marcello Rosei, for it was widely believed that his March had been mistaken by the timekeepers for David Kennedy's; his performance in the race was eagerly anticipated.

Piero Necchi was the third Italian Chevron driver, just ahead of none other than Jean-Pierre Jaussaud in a brand new Argo. Nine years on, Jaussaud was trying for a repeat of his 1968 success here, and the Anglia Cars team had built up a chassis for him in only nine days which he hoped also to race in the European championship round at Imola next weekend. Now 39, he hardly saw an F1 contract at the end of his F3 comeback, but was in the field very much for the joy of racing at Monaco; his class showed during practice, driving perhaps most smoothly of all.

Austrian Willi Siller justified the faith and finance of Walter Wolf by qualifying his Chevron well up, in front of Derek Daly in Derek McMahon's B38. On Thursday, the Irishman was sensational. His car control was a joy to watch and, on his first visit to Monaco, he wound up fastest of all in the wet ahead of Gianfranco Brancatelli, Ghinzani, Pironi and another remarkable Monaco debutant, Derek Warwick. (And the fastest 20 F3 cars, incidentally, went round quicker than the best F1 time in the wet. . . .) Daly's Friday time, unfortunately was affected by a poor engine which was changed for the race, in which he had to start from the seventh row alongside the personable Dane John Nielsen in his Roni Furniture Ralt. Kiwi Brett Riley went very well in the AFMP run Starz 773 to be the second fastest March driver at Monaco.

F2 driver Brancatelli lost much of his practice after an incident with Nelson Piquet's new Mirabella Ralt, yet he qualified the Scuderia Everest Ralt faster than Geoff Lees in the second works Chevron. In fact, Geoff had a troubled practice: on Thursday, he had a problem with his throttle slides and went off at Mirabeau as a result, and on Friday he smacked the armco avoiding a spinning March and had to set his time with his car oversteering quite badly. The new rear frame was tweaked in this incident, and Geoff's car was fitted with the only available spare, much to the dismay of Thorkild Thyrring, whose Marlboro Chevron was also being managed by the works team here. Thyrring's car also had the new rear end, but he damaged it in Casino Square, and had to revert to the older fitting.

Stephen South had an even more dramatic practice for a race in which much was expected of him, and he was a little lucky to get in. In the wet session he banged the armco going into Rascasse, quite hard, but fortunately damage was confined to the right front suspension, and Alan Docking and his men were able to get the Team BP March repaired for Friday. Oscar Pedersoli was one of those who lost his nose and rear wing during practice, but he qualified his Ralt ahead of the similar car of Geoffrey Brabham, whose practice was halted by a minor ding at Piscine on unscrubbed tyres.

Brabham set his time before Derek Warwick however, and the Warwick Trailers Chevron became the first reserve. The Englishman also took to Monaco well, but put a small kink in the top of the tub early on, and later, when he was getting it together for a time, his G50 tyres went off (after only 10 laps!). Thyrring in the Marlboro B38 was just not quick enough, and neither was Bertram Schäfer in his Klaus Zimmerman Racing run Ralt, although the German's was a valiant effort. Still limping from his Zolder testing shunt, he was again racing with a specially adapted clutch to assist his injured left ankle, but the man who finished second in this race in 1975 and 1976 missed qualifying by a hundredth.

After changing the slow engine used in the wet David Kennedy's AFMP Group Waterworks/Findu

continued

March was timed by two independent watches in the low 38s, as well as by his own team, so he was astonished at not qualifying. The organisers agreed to discuss the matter at a special meeting on Friday evening, but alas decided to take it no further, and the rapid Irishman was a spectator come race day. Ian Flux in the Ockley Ralt was quick in the rain, but not quite quick enough in the dry. Alain Cudini was driving an Equipe Danielson FSR Lola chassis converted to F3 (running on Michelin tyres), but a rather tired Heidegger/BMW engine was used. The two Unipart Marches also failed to qualify, although the Triumph/Holbay engines had been further modified to give more torque; Tiff Needell's misfired in the wet, when Ian Taylor was second fastest in his group. On Friday (when Needell tried the car for a while on M&H tyres), the Dolomites were simply not quick enough in the dry.

Walter Wolf (this was going to be *his* Monaco) arranged for Loris Kessel to drive Wolfgang Holy's ex-Patrese Ralt under the Jolly Club Suisse banner as team-mate to Siller (with Cutty Sark whisky sponsorship), but the Swiss failed to make the grid. So did the Brambilla Racing Team cars of Capellotto, Pardini and Verrelli, despite the very best efforts of both Tino and Vittorio in the pits. It was a pity that the three "one-offs" did not qualify. Peter Scharmann now has a Toyota in the Warsteiner Toj, but the Nova was not enough to make up for poor handling, while Pierre Dieudonné and Rad Dougall were debuting Ehrlich and Technic respectively. Neither really expected to qualify, but both learned a great deal about their unsorted cars, particularly Dougall; for the Toleman Group team, it seemed a funny place to debut a new F3 car *and* driver.

AFMP man Mario Pati and March Racing driver Mario Ferraris were among the slowest, Ferraris because of an accident in each session. In the wet, he dropped his 773 at St Devote early on, but his Friday shunt was more serious, colliding with local driver Philip Albera at the chicane after the tunnel on the second lap of the session. The Ellus March was badly damaged, and the Brazilian broke one wrist and sprained the other. Albera's car went over the barrier but, unlike Ascari and Hawkins, not quite into the sea. . . . Ian Grob could not get his Docking-run Chevron properly balanced, while Ian Ashley was back at Monaco with the development Lola, which was frustratingly off the pace.

QUALIFIERS

Piercarlo Ghinzani (I)	March 773	1m 37.93s
Didier Pironi (F)	Martini MK21	1m 38.26s
Elio de Angelis (I)	Chevron B38	1m 38.34s
Anders Olofsson (S)	Ralt RT1	1m 38.40s
Eje Elgh (S)	Chevron B38	1m 38.56s
Stefan Johansson (S)	Argo JM1	1m 38.58s
Jean-Louis Schlesser (F)	Chevron B38	1m 38.64s
Beppe Gabbiani (I)	Chevron B38	1m 38.67s
Marcello Rosei (I)	March 773	1m 38.73s
Piero Necchi (I)	Chevron B38	1m 38.76s
Jeane-Pierre Jaussaud (F)	Argo JM1	1m 38.84s
Willi Siller (A)	Chevron B38	1m 38.87s
Derek Daly (IRL)	Chevron B38	1m 38.95s
John Nielsen (DK)	Ralt RT1	1m 38.99s
Brett Riley (NZ)	March 773	1m 39.02s
Gianfranco Brancatelli (I)	Ralt RT1	1m 39.09s
Geoff Lees (GB)	Chevron B38	1m 39.18s
Stephen South (GB)	March 763	1m 39.27s
Oscar Pedersoli (I)	Ralt RT1	1m 39.31s
Geoffrey Brabham (AUS)	Ralt RT1	1m 39.41s

Non-qualifiers: Derek Warwick (Chevron B38), 39.41; Thorkild Thyrring (Chevron B38), 39.42; Bertram Schafer (Ralt RT1), 39.42; Jac Nelleman (Chevron B38), 39.55; Ulf Svensson (Ralt RT1), 39.63; Jan Lammers (Hawke DL18), 39.67; Huub Rothengatter (March 773), 39.75; David Kennedy (March 773), 39.85; Guido Cappellotto (Ralt RT1), 39.91; Ian Flux (Ralt RT1), 40.01; Alain Cudini (Lola T510), 40.08; Tiff Needell (March 773), 40.22; James King (March 773), 40.23; Hakan Alriksson (Ralt RT1), 40.29; Ian Taylor (March 773), 40.30; Loris Kessel (Chevron B38), 40.31; Patrick Gaillard (Chevron B38), 40.52; Guido Pardini (March 773), 40.62; Juan Villacieros (Ralt RT1), 40.66; Rudi Doetsch (Chevron B38), 40.86; Leonardo Verrelli (March 773), 40.88; Nelson Piquet (Ralt RT1), 40.95; Paul Bernasconi (Ralt RT1), 40.95; Daniel Albertin (March 773), 41.12; Aryon Cornelsen Filho (March 773), 41.32; Ian Grob (Chevron B38), 41.32; Peter Scharmann (Toj S301), 41.43; Fernando Jorge (Chevron B38),41.46; Pierre Dieudonné (Ehrlich RP3), 41.57; Rad Dougall (Technic) 41.59; John Stokes (Chevron B38), 41.63; Artemio Rosich (March 773), 41.71; Mario Pati (March 773), 41.95; Tarcisio Riva (March 773), 42.14; Philippe Colonna (Chevron B38), 42.15; Heinz Scherle (March 773), 43.01; Luis Gonzalez (Ralt RT1), 43.05; Rudi Gygax (Argo JM1), 43.23; Norbert Hutter (Ralt RT1), 45.81; Henrik Spellerberg (Chevron B38), 46.61; Ian Ashley (Lola T570), 53.00; Manola Veladini (MP), 56.39; Mario Ferraris (March 773), 2:02.99; Philip Albera (March 743), no time.

RACE

Pironi got the best of the start, and determinedly held the line for St Devote as the field funnelled alarmingly into the chicane behind him. As they weaved up the hill towards Casino Square, Ghinzani held off Olofsson for second place, with Johansson in the Argo a menacing third. Elgh made a poor start, and was down in seventh place behind de Angelis and Gabbiani in the Trivellato Chevrons.

Further down the field, Daly and Brancatelli, looking for ways through the cars ahead, had a coming-together at Mirabeau, the Italian F2 driver leaving his braking too late as he tried to go inside the Irishman; the Ralt bounced over one of Daly's wheels, and Brancatelli drove slowly round to the pits with a punctured left front, losing almost a lap.

Pironi maintained a small lead as Ghinzani was slowed by Olofsson's constant efforts to pass him, but the little Frenchman could not take as much advantage of this as he would have liked. In the early part of the race, the Martini was only running a water temperature of 40deg, and the engine was not revving as freely as it had in practice, now 300rpm down.

On the third lap, Olofsson lost his nose bib against Ghinzani's rear wheel, and after that his Ralt began to overheat, and Ghinzani got away just a little. Much of the pressure gone, the March closed on the leader again, and on lap 5 Piercarlo caught up with Pironi at Portier. Instead of biding his time, he tried to go by immediately, leaving his braking far too late and knocking off his nose against one of the Martini's rear wheels. He continued, but at a reduced pace, falling back into the clutches of Olofsson again.

De Angelis was determined to get his Chevron back up there, and on the third lap somehow managed to find a way past Johansson's weaving Argo and set off after Olofsson for third place. Johansson now became engaged with Elgh and Gabbiani, the Italian trying all he knew to get past the two Swedes and leaving absolutely nothing to the imagination. Schlesser, who had lost his clutch on the line, was a few yards behind with his KWS Chevron, some way in front of the rest.

Daly, who lost a couple of places in the Brancatelli incident, came charging through in fine style with South in his wake, and on the fifth lap this pair had established themselves at the head of the midfield pack, and began to close the gap to Schlesser in eighth place. Riley, Siller, Lees, Brabham, Pedersoli and Jaussaud followed, the Frenchman having fared badly during the overcrowded first lap.

Brancatelli was really flying after his pitstop, setting the fastest lap as he strived to make up the lost ground, but already we had lost three cars. Necchi went into Tabac far too fast to try to get past Rosei, and rolled his Chevron spectacularly, emerging unscathed; Rosei spun in avoiding him, and Nielsen came round the corner flat in fourth and into the lot, staggering on to the pits to retire, the Ralt's nub kinked.

De Angelis caught Olofsson as the Swede came up with Ghinzani's stricken March again, and in two laps was past them both and firmly established in second place, 6s down on the leader. Pironi was driving beautifully, the Martini never being subjected to the kind of treatment against the kerbs that was being meted out to most of the other cars. As he slowly got his revs back, he eased away from de Angelis, and with ten laps to go had an unassailable 9s lead. The Italian, who had been throwing his Chevron around the corners in the vain hope of closing the gap, realised the futility of the chase and settled for second place.

Olofsson could not find a way past Ghinzani and was still in fourth place at half-distance, and Johansson was still fifth, but we had lost Elgh and Gabbiani. The latter really started knocking the Plastic Padding Chevron about in his frantic efforts to get by, and finally punted Elgh into the armco at Station Hairpin, running over his left rear wheel as he bounced off it for good measure. Gabbiani continued and actually got by Johansson at St Devote in an awesome manoeuvre, but amid all this drama he picked up a puncture. He pitted and his mechanics replaced the wheel, but Beppe elected not to carry on.

As the two charging "Brits" got by Schlesser and closed on Johansson, South passed Daly at Mirabeau into sixth place, but then they threw away their chances in a silly accident. On the exit from Piscine, South missed a gear, and Daly saw his chance to get past him again, snicking inside the BP March as they accelerated towards the left-hander before the Rascasse hairpin. South moved left under braking, and the Chevron's right rear wheel went over the March's left front, launching the B38 into the air. It landed heavily enough to force a suspension arm into the tub. Schlesser, Riley, Siller, Brabham and Pedersoli all went past South again before he could continue.

The next drama came at St Devote, where Siller tried to barge his way past Riley. The Chevron made heavy contact with the high kerbing and with the March, and flew spectacularly into instant retirement against the tyres on the other side of the road. Riley carried on to the pits to change a punctured left front, and rejoined to become instrumental in the outcome of the third place duel.

As they lapped the Starz March going into the fast left-hander at Casino Square, Ghinzani chose the wrong side, and Olofsson went through as the March dinged the barrier and shuddered to a halt. The Swede took over a solid third place, but the Ralt was not the same after its earlier contact with Ghinzani's March, handling badly over the bumps because a front wheel had been knocked slightly out of true; there was no catching de Angelis, let alone Pironi.

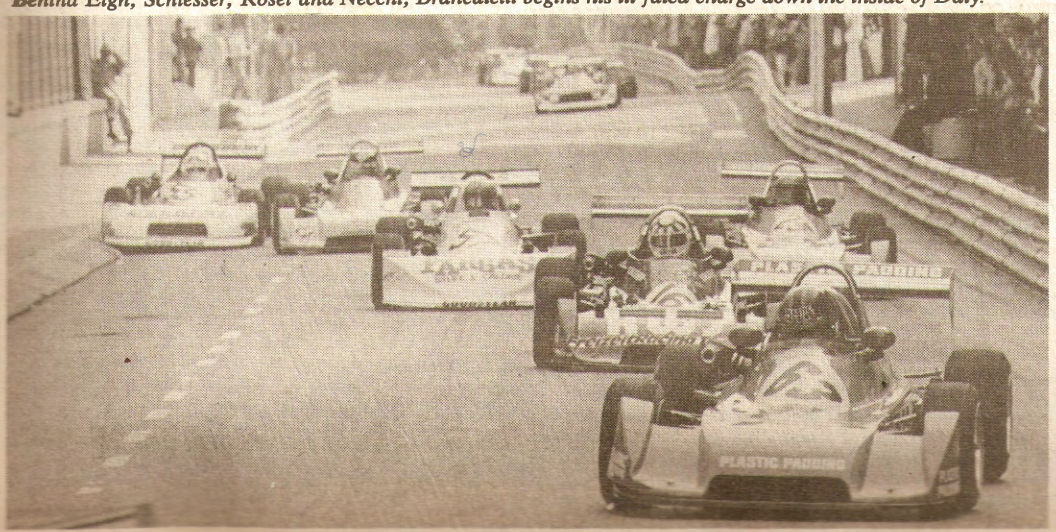
Now in fourth place, Johansson was holding up Schlesser very badly, the Argo understeering but the Swede determined to the point of desperation not to let anyone past. After many close calls, it finally happened with three laps to go, and Schlesser was heading for the pits with the front of the Chevron in total disarray after running into the Argo at Rascasse.

Brabham, having driven well even if he had not actually overtaken a soul, found himself in fifth place ahead of Pedersoli, who then fell to the charging South, making up for his earlier delay. South took a slingshot at Brabham coming out of the tunnel, hoping to pass at Tabac, but instead heavily clipped the kerb at the harbour front chicane, driving on to the pits and retirement.

Brabham had closed up on Johansson, but the Swede was still driving as wildly as ever, and crowned his unpopular race tactics by carving up the Australian between the finish line and St Devote *after* they had taken the chequered flag. Pedersoli was sixth, and the only other runner was Riley.

Brancatelli, racing on his own, arrived at Piscine to find a patch of unflagged oil, and went off on the 16th lap. Disappointingly, Jaussaud had crunched the armco there five laps earlier. Lees was another retirement: on the second lap, Siller had gone over his nose, and having changed it, Geoff punctured a front tyre running over the Tabac debris; the car handling badly after the earlier ding anyway, Geoff didn't realize he had the puncture, and understeered into the kerbing at the harbour front chicane, breaking a shock absorber mounting.

Behind Elgh, Schlesser, Rosei and Necchi, Brancatelli begins his ill-fated charge down the inside of Daly.



Grand Prix Monaco Formule 3
Monaco, May 21
BP Formula 3 Championship, round 6
24 laps—49.39 miles

1, Didier Pironi (Martini-Toyota/Novamotor MK21), 39m 48.30s, 69.48 mph;
2, Elio de Angelis (Chevron-Toyota/Novamotor B38), 40m 0.08s;
3, Anders Olofsson (Ralt-Toyota/Novamotor RT1), 40m 14.96s;
4, Stefan Johansson (Argo-Toyota/Novamotor JM1), 40m 32.24s;
5, Geoffrey Brabham (Ralt-Toyota/Novamotor RT1), 40m 32.33s;
6, Oscar Pedersoli (Ralt-Toyota/NovamotorRT1), 40m 33.14s;
7, Brett Riley (March-Toyota/Novamotor 773), 23 laps; no other finishers.

Fastest lap: Gianfranco Brancatelli (Ralt-Toyota/Novamotor RT1), 1m 37.44s, 76.03 mph.

Ford versus Fiat . .

After Portugal, the WCR battle is joined in Greece

The fifth round of the World Rally Championship for Makes (WCR) starts on Monday (30th May) when the 24th Acropolis Rally gets under way in Greece. This weekend sees scrutineering on the Saturday and a classification test to determine the starting order on Sunday morning; the start takes place from the famous Acropolis itself.

Fiat start this rally with a two point lead in the championship over Ford, and have no less than five works cars entered with which to do battle with the three RS1800s from Boreham. It will be another mammoth all-out effort from the Italian concern, who are now somewhat suspicious that the British company are planning to contest the entire series. At present however this eventuality seems most unlikely, especially in view of the vast extra expenditure incurred in winning the Safari. However, should Ford gain another excellent result in Greece (and they *must* start favourites) then there is no knowing what extra concessions may be wrung out of the hierarchy. . . .

Markku Alen (above) and Ari Vatanen (bottom) in full cry on the Rally of Portugal. Will the Ford/Fiat duel be Toyota's gain? Ove Andersson (below) pictured testing in Greece last week.

Very tough

The Acropolis is almost undoubtedly the toughest rally in Europe. This year the familiar hot and dusty conditions have returned once more, to give the rally its traditional character, and the roads are some of the roughest and most abrasive to be found anywhere. There are 52 stages equalling a daunting 765km with only about 108 of these on tarmac. The total route is 2760km.

However it is not merely the route which gives the rally its immense challenge—it is the extraordinarily tight road timing. Servicing is always at a premium in Greece and some road sections are deliberately made 'impossible' by the organisers. Very often there is scarcely time for a change of tyres at service points and longevity of the cars is essential—reliability one of the key factors. In the light of these elements the forthcoming Fiat/Ford duel begins to look even more exciting!

The magic of Greece and the very highest standards set by the organisation (no repeat of New Zealand is expected here!) has attracted a superb entry of 203 cars including 14 FIA-graded drivers and no less than nine works teams including cars from Ford, Fiat, Datsun, Toyota, Opel, Lada, Trabant, Wartburg and Polski Fiat.

Long life

Henry Liddon, who is partnering Ove Andersson in one of the Team Toyota Europe Celicas, reports that Boreham have looked most impressive in testing, with Bjorn Waldegaard conducting the lion's share of recent practice. Much work has been carried out in the areas of spring and damper settings and Dunlop have recently come up with strengthened A2s to add to the arsenal already occupied by their steel-braced M&S, originally developed for this year's Safari. Long life rubber is obviously of critical importance here—more so perhaps than anywhere else in Europe, and we gather that Ari Vatanen has been especially impressed with Dunlop's efforts in strengthening the A2. Nevertheless it must still be said that Fiat have the edge on tyre wear with their high technology P7. However Ford undoubtedly have better adhesion from their both M&S and A2 derivatives.

Bjorn's tests

Along with Dunlop's Brian Bennett, Waldegaard spent a week testing recently, and came back with requests for stronger compound M&Ss, A2s with greater puncture resistance for the very abrasive stages, and two new variations of hand-cut racing tyres for the mixed gravel and tarmac stages.

These tyres were all made up within two and a half days and they were delivered to Heathrow Airport by Jeremy Ferguson just before the Welsh for Waldegaard to take back with him.

Subsequent testing has proved that, for Dunlop runners at least the event now looks as though it will be mainly "an A2 rally" and the new ones sent out (which are tubeless) seem to be working well, although as John Horton said on Monday, "We will tell you after the event how successful these tyres were."

The racers sent out are based on the familiar CR82 compound.

Hannu's car

The hot, dusty conditions have posed their own problems during the past month for recceing crews. Toyota in particular, with their outdated 13in Pirelli M&S (P7s only come in 15in sizes) have consumed and destroyed tyres at an alarming rate. Mikkola has a brand-new Celica especially for this event while Ove Andersson will be using the same car he drove first in Portugal and then on the Circuit of Ireland. (It is widely assumed that Mikkola, at least, may be making use of some of Dunlop's latest products if the tyre situation remains the same as it has done in testing. It seems likely at present that on the 'impossible' road section between Kedros and Makrakomi, both Ford and Toyota will have to stop for a change of tyres!

One must expect the RS1800s to dominate proceedings on the very rough roads, although of course the tyre situation could be as critical a factor as it was in Portugal. One thing is certain, they will make Fiat work very hard for victory, and we may yet see how far one of these 131s can really be extended without problems on the rough roads of Greece.

Entries

Leading entries are as follows: 1, Kallstrom/Billstam (Datsun Violet 160J); 2, Clark/Porter (RS1800); 3, Rohrl/Pitz (Opel Kadett GT/E G2); 4, Andersson-/Liddon (Toyota Celica GT); 5, Lampinen/Andreasson (Fiat 131 Abarth); 6, Waldegaard/Thorszelius (RS1800); 7, Andruet/Auger (Fiat 131 Abarth); 8, Mikkola/Hertz (Toyota Celica GT); 9, Alen/Kivimaki (Fiat 131 Abarth); 10, Sirocco/Makrinos (Datsun Violet 160J); 11, Warmbold/Geistdorder (Toyota Corolla 1600); 12, Bacchelli/Rossetti (Fiat 131 Abarth); 14, Koumas-/Nikolaou (Fiat 131 Abarth); 15, Verini/Russo (Fiat 131 Abarth); 16, Vatanen/Aho (RS1800).

Franz Wittman from Austria is at 21 in his Opel Kadett while Georg Fischer starts at 29 with a Datsun 260Z. Warmbold is entered by Toyota (Germany) while both Celica GTs are entered by the importers, Kassidopoulos SA.

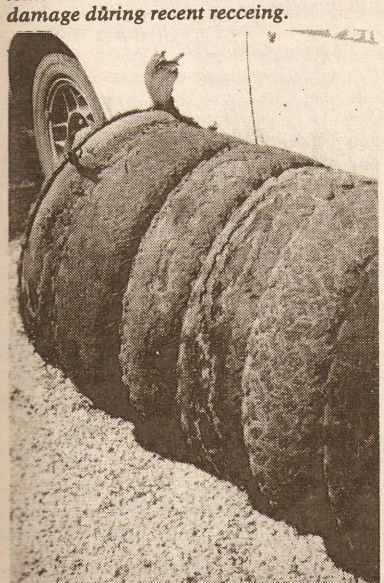
Return of the 'racers'

Rockey, Elsmore, Faulkner, Wilson, Stokes into Keilder

Waldegaard must start favourite.

Toyota's problem

Greek special stages can cause havoc with conventional rally tryes. The effects of the sharp, abrasive surfaces on M&S Pirellis are well-illustrated below. Bottom: Ove Andersson examines more damage during recent recceing.



Round six of the '77 Castrol/Autosport championship takes place this weekend (Saturday) when the Hadrian MC run their Hadrian Centurion Rally, which is based on Newcastle's Airport hotel and makes use of the giant man-made Keilder forest complex for all its forestry special stages. Sponsorship for the event comes primarily from F. E. Weatherill (a loading shovel manufacturing company), and P. Whelan Ltd, a local building contractor.

The background to the event concerned the possible use of Otterburn's exciting tarmac range roads in daylight, in addition to the forestry mileage, which would indeed have been a fascinating prospect, and would have boosted special stage mileage to well over 120. However the date decided upon was never confirmed, and naturally the organisers had to give best to the requirements of the army.

Originally the provisional daylight Saturday date was altered to an offer of the ranges on the same day but in darkness; however when it was discovered that the 44th Paratroop brigade wished to use the ranges on Saturday night, the night before was offered as a further alternative. This was reluctantly turned down by the organisers in deference to competitors who already have to travel long distances to Newcastle, and whose arrangements would doubtless have been that much more difficult and expensive were the event to have started on the Friday evening.

As it is, the army have been most co-operative with the use of Albemarle Barracks (formerly Ouston Airfield when it was owned by the RAF) as the first and last stages. This test is 95 per cent tarmac and the remainder is on concrete. It is 4.5 miles long, and competitors will be asked to cover 1.9 laps of the course on each visit, morning and evening. A commentary will be available and the stage is being sponsored by *The Journal*, the local newspaper. Rally cars will be routed through the barracks themselves, and army signalmen will be assisting stage communications, etc. No spectators will be allowed in through the main gates, and there will be a special entrance for them elsewhere (see spectator information).

Altogether, with the two airfield stages and a further nine in Keilder forest itself, Hadrian MC have amassed just short of 80 miles of stages within the compact 170 mile route. Stages within Keilder were inspected by the club some two months ago and we gather from Stuart Chapman, Clerk-of-the-Course, that about 85 per cent of the route, including all the very worst sections, had been regraded by last Wednesday following the club's requisition. Tests in Keilder range from a minimum of 4.5 miles to an excellent 15 mile stage—the longest of the rally.

The first of the 120 starters will leave the Newcastle airport start at 09.01 and although there will not be an official 'lunch' halt, there will be time enough at Plashetts in late morning for a visit to Keilder village for fuel, and a 30-minute break. Keilder is itself another of rallying's highly 'sensitive' areas at present; thus spectator information has been kept to a minimum in the interests of all concerned. All that is immediately available is printed elsewhere.

The organisers received some 150 entries for the 120 places and most of these are once again occupied by Castrol/Autosport registered competitors. Local drivers hold key positions in the top 30 crews, but there are some interesting additions to the usual 'circus'. Local man Willie Rutherford returns to the fray with his Mazda RX3/Ford. Following the camshaft failure on the Avon National, Willie discovered a bent exhaust valve in the cylinder head. He thus took the opportunity to replace all the exhaust valves with a larger variety, and apparently this move has significantly increased the power of the TwinCam engine.

He has also recently finalised a deal with Century Oils so the car will be in new livery this weekend. Willie is also confident that he has solved the track-rod end problem which has sidelined him on a number of occasions this year. A specially machined 'tube' has now been fixed in place over the track rod itself, and these are now Mk 2 Cortina types—themselves very substantial components.

Castrol Autosport Rally Championship '77

Spectator information

Plashetts and Byrness
First car is due to enter the forest at 11.00 and complete a number of stages including Plashetts, before exiting at Byrness, which is approximately five miles north of Rochester on the A68. (Those who are familiar with this area should have little trouble in deducing probable arrival times, etc).

Albemarle Barracks (Ouston Airfield)
Situated to the west of Newcastle, the stage will be signposted from the B6318. First cars are expected to arrive at 09.30 and again at approximately 16.00. Spectator entrance is at 88/083705. The organisers hope to have one of the new Skodas present as Course Car, and there will be a commentary, etc.

George Hill's new Martin Group Chevette, built by the demon Mike Taylor, will be making its shakedown debut prior to the Scottish (see Castrol/Autosport news, page 30) and Fred Henderson has a new 16-valve engine in the Oates Corolla.

Top 30 crews are as follows:

1, F. Almond/C. Walker (RS1600); 2, F. Henderson/John Horton (Toyota Corolla); 3, P. Lymburn/J. Dolan (RS1600); 4, Nigel Rockey/Derek Tucker (RS1800); 5, P. Faulkner/M. Peters (RS1800); 6, G. Simpson/A. Simpson (RS1800); 7, G. Elsmore/S. Harrold (RS1800); 8, D. Stokes/L. Jenkins (RS1800); 9, M. Wilson/J. Davies (RS1800); 10, T. Kaby/B. Rainbow (Triumph Dolomite Sprint); 11, S. Ward/A. White (RS1800); 12, W. Rutherford/H. Kennedy (Mazda RX3/Ford); 13, A. Cannon/G. Tindall (RS1600); 14, G. Hill/ R. Jones (Vauxhall Chevette); 15, R. Iliffe/E. Morgan (RS1600); 16, H. Inurrieta/D. West (RS2000); 17, A. Smith/J. Meechan (RS1800); 18, B. Banning/R. Parrott (Triumph Dolomite Sprint); 19, M. Rawson/S. Davey (Opel Kadett GT/E); 22, Tony Fowkes/Bryan Harris (Mercedes Benz 450 SLC); 23, F. Pierson/A. Brick (RS1800); 24, C. Wathen/G. Bradford (RS2000); 25, P. Clarke/P. Boland (RS2000); 26, D. Buckley/W. Duguid (RS1600); 27, J. Lloyd/S. Derry (Chrysler Avenger GT); 28, J. Cleary/S. Everett (RS2000); 29, L. Barrett/R. Laley (RS2000); 30, P. Edwards/F. Bent (RS2000).

● The Bond of Pocklington/Weeks Trailers G1 RS2000 returns to the Hadrian Centurion with a rebuilt engine following two previous poor outings. The six week lay-off has enabled the team to purchase an ex works Granada barge, which will be out in the same colours as the RS2000.

Momentous occasion on the Avon National (above) as Paul Faulkner collects the winner's trophy. Below: The Simpson's new car on the Welsh.

Kemsley behind the scenes

There has recently been much talk about the running of a British International rally championship next year and now, thanks to some hard work by Jack Kemsley, a plan has been worked out and approved by the RIAC and the RAC for submission to the FIA in June.

There seems to have been a mistaken assumption that work on this project has been carried out entirely by the RAC, when, in fact, it is Jack's idea and goes back to when he, after some 25 years as a Steward on international events, decided something had to be done about bringing international events in the UK into line. "I found that most events were basically similar yet had very different regulations. Therefore, I began to work on the idea of standardised regulations." Kemsley called a meeting of the organisers of home internationals and they were very much in favour of a standardisation.

Then came the spate of serious accidents on rallies and Jack was appointed chairman of the Safety Committee. From this committee evolved the Association of International Rally Organisers, and they pooled money to buy safety equipment for use on their respective rallies.

Soon after, Jack went to Ireland on behalf of the CSI to examine the Galway International and realised that there was great potentional in bringing together all the Irish and British rally organisers for an International championship.

At the present time, Jack has enlisted the support of 10 organisers in favour of such a championship, and after talks with the RIAC and the RAC, they seem to be fully in agreement with his plans. He is also talking to a potential sponsor for the series, who hopefully will agree to supplement the money that each individual organiser will put into the fund, the latter giving rise to "starting money" rumours etc.

Nothing further can be done yet, as the running of the championship hinges on receiving approval from the FIA at their meeting in Paris on June 12th.

Once this permission is obtained Jack has plans to produce a standard set of regulations in booklet form by September. He hopes that this will contain a short description of each event in the championship (at the moment it is planned as five loose stage events and five tarmac events) together with a postcard at the back for competitors to send to organisers for further details of their events.

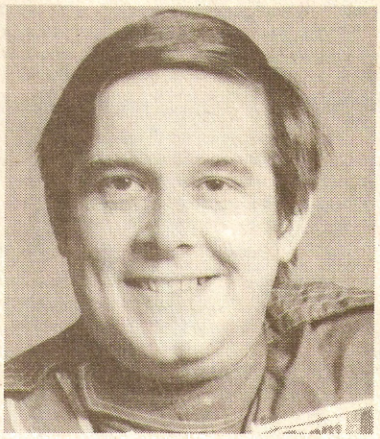
Jack is very keen to scotch rumours about 'large prize funds' and 'starting money' to be offered to drivers, and also wishes to point out that plans so far have been worked out by him, and not the RAC. Future negotiations may yet involve 'starting money' for an elite 'circus' but it is apparently far too early for any such assumptions to be made.

● Bath CID man, Joe Hawkins, will not be doing his usual job of co-driving for Ruben Borjesson on the Scottish but will be acting as one of the team's mechanics. Joe's usual job has been taken over by Ruben's wife Marianne Sterner. Ruben will be driving his usual Group 1 BMW 320i.

Andrews 'two car team'

Cowan to "borrow" Russell's car

Russell Brookes' future plans will now regrettably *not* include the 24-hours of Ypres. Since the rally is less than a week away from the Jim Clark Memorial (an RAC round) Russell has decided that all efforts must be directed at the now very tense home championship.



Peter Harrison and Paul Ridgeway have now almost completed stripping the car after the Welsh, and the transmission failure was found to be due to a sheared mainshaft in the four speed gearbox. Despite this setback, Russell feels that with the correct ratios installed, the unit is definitely superior to the ZF with its slow change and too low first gear. The four speed unit's main advantage however is a weight saving. The complete assembly, together with the short propshaft, is some 21lb lighter.

We gather that the meanderings of the cargo vessel carrying two of Boreham's Safari RS1800s back to Britain, will now definitely rule out their appearance in this country in time for Boreham to re-prepare one of the cars for Andrew Cowan on the Scottish (the freighter has apparently steamed into Dar-es-Salaam on its trek from Mombasa, and no definite itinerary is known). Andrew however is still to receive his prize drive as he is being loaned the spare Andrews Heat RS1800—the one in which Russell Brookes recently finished third on the Tulpenrallye. "I hope he looks after it" remarked Russell, "that's my shopping car!"

The car which Andrew Cowan will drive on the Scottish actually won this very same event (below) last year! It actually belongs to Russell, rather than Boreham. Its livery will remain unchanged during Cowan's short-term tenure.

Elsmore: AVJ unit

Lack of power, relative to some other marques, among G1 RS2000s is nothing new, and is a constant source of further development both at Boreham and among various engine builders. However the G1 Ford contingent seem to have run into further troubles of late, particularly with ever further reduced power thanks to a series of camshaft maladies. The problem appears to lie with the case hardening of the lobes themselves. Both AVJ and Neil Brown Engineering have been commissioned by Boreham to carry out development work on their behalf, the latter since the beginning of the season and AVJ virtually since the competition versions of the engine first appeared.

As early as June last year Tony Jones' concern were recording figures of 160bhp from the unit, (a best of 165) and AVJ are now having one of their engines installed in the Thomas Motors RS2000, driven in RAC rounds by Graham Elsmore. This unit will make its debut in the car on the Scottish, and Tony is also hoping to build an engine for Malcolm Wilson's County Garages car in the future. "It's basically a good unit" said Tony, "but it would be even better to see a 16-valve head sitting on there. . . ." An eventuality which was of course so nearly brought about, and which could still occur in the future.

RAC points

Following his win on the Welsh, Pentti Airikkala has now taken over the lead in the *Motor*/RAC Rally Championship and full championship points are as follows:

Overall: Pentti Airikkala 29; Hannu Mikkola 27; John Taylor 21; Russell Brookes and Paul Faulkner 20; Nigel Rockey 18; Andy Dawson and Chris Sclater 15; Jim McRae 13; Billy Coleman 12.

Group One overall: Will Sparrow 39; Malcolm Wilson 38; Graham Elsmore and Jim McRae 34; Pat Ryan 19; Gavin Waugh 18; David Jones 9; Chris Field and Godfrey Jones 6; John Cleary 5.

Group One up to 1300cc: Mike Freeman 27; Ivor Clark 24; Geoff Wooldridge 10; Bill Barton 9.

Group One 1301cc to 1600cc: Chris Field 24; Jim Haslegrave 11; Jeff Williamson 8; John Butson 7.

Group One over 1600cc: Graham Elsmore 24; Jim McRae 23; Will Sparrow 22; Malcolm Wilson 17.

Up to 1300cc: Ron Padwicke 9; Colin Symonds 4; Richard Frew 4; Peter Thomas 1.

1301cc to 1600cc: Fred Henderson 27; Mike Jackson 12; David Hardcastle and Ron Padwicke 4.

Over 1600cc: Pentti Airikkala 24; Hannu Mikkola 19; Russell Brookes 18; John Taylor 10.

Jersey fun

Jersey's Spring Festival Rally, organised for the first time with closed road special stages by experienced rallyman and hillclimber, Mike Dodds, turned out to be an interesting experiment which bodes well for the future, rather than an unqualified success.

After the government had agreed to allow road closure orders once a year, it was decided to run the event in May during 'a lull in the tourist season'. Unfortunately local farmers tend to be lifting potatoes at this time, and on the day of the rally last weekend, it rapidly became apparent that they had not fully understood the meaning of the road closures or the PR visits of the local motor club. Mike was also badly let down by marshals whose attendance had been verbally agreed, but whose presence on the day was sorely missed; thus a number of stages had to be cancelled and the event rearranged almost as it progressed.

The idea of motorsport in Jersey is a good one. Islands are naturally excellent venues for rallies, and Jersey, with its duty-free goods, fine food, exciting roads and pints of 'Mary Anne' at 18p each, has much potential. Last weekend's event was eventually shortened to one 'long' stage in the morning (Crabbe) which was run twice; and two shorter ones in the afternoon which were run twice each in the form of a loop, giving a total of some 30m of stage driving.

The event was of course won by Tony Drummond/John Horton. Tony also won a tense duel with the scenery 4-0! Other visitors to the island included Manx Porsche men, David Shacklock and John Scocroft, while local driver Wally Langley had enlisted the services of Dorothy Selby-Boothroyd.

Norman Harvey, a recent immigrant from the mainland, who now lives in Jersey (presumably for tax reasons) was also competing, and he now intends to pay regular rallying visits to Eire. Malcolm Stuart from Cardiff and John Cockerill were also present; while Pat Ryan appeared, driving an Allegro 1500 Vanden Plas Course Car provided by Cleveland Garages, a concern which is managed by his father; and *who* should be in the co-driver's seat but none other than Dave Richards! Truth is often stranger than fiction. . . .

Peter Williams of York MC was another part-time co-driver, and it seems that the weekend was thoroughly enjoyed by almost everyone. Malcolm Stuart finished second after Norman Harvey was relegated with a maximum, while Scocroft finished third, Bernie Taylor's Dolomite Sprint fourth (man of the meeting!) and Shacklock's Porsche, fifth.

Next year Mike Dodds hopes to stage a bigger and better event—perhaps as part of a motorsport weekend. With a few French Alpines and Simca Rallye 2s, plus a few imported 'Brits' to give the locals something to aim at, Mike may well have hit on a winning formula.

● Confirmed in a CX2400 for the Singapore Airlines Rally is Andrew Cowan who will be driving with Jim Reddiex from Brisbane. Fellow Australian, Doug Stewart is the third member of the crew. Altogether four Citroens are being entered by Citroen (Citco Pty Ltd) Australia.

The Australian sections of The Singapore Airlines Rally which few whites have ever seen, is secret, and no private recce will be allowed in these areas, this was decided in Australia at the end of April. Competitors will apparently be given exact route notes from which there may be no deviation. These will be handed out just prior to the re-start in Perth on September 17th. The Australian route is currently undergoing a check—all 11,000km of it!

Tonight!

Tonight (Thursday) an Andrews Heat for Hire forum is taking place in Croydon at the Fairfield Halls. Doors open at 6.30 and films start at 7pm. Those who have had the pleasure of an invitation to a Brookes Christmas party, may remember a showing of some 'unique' rally films. A selection of these will once again be shown including we gather, the inimitable W. C. Fields, grappling with motor cars as only he knows how.

More conventional will be *Scotch and Dry* and perhaps a recent film of the RAC Rally, time permitting. Stuart Turner will be chairing a panel consisting of Russell himself, Peter Bryant, Jill Robinson and perhaps Peter Harrison (if the latter can find time to sneak away from the underside of Russell's RS1800!) Admission will be 50p at the door. The full address is as follows: Fairfield Halls, Arnhem Gallery, Park Lane, Croydon.

Briefly . . .

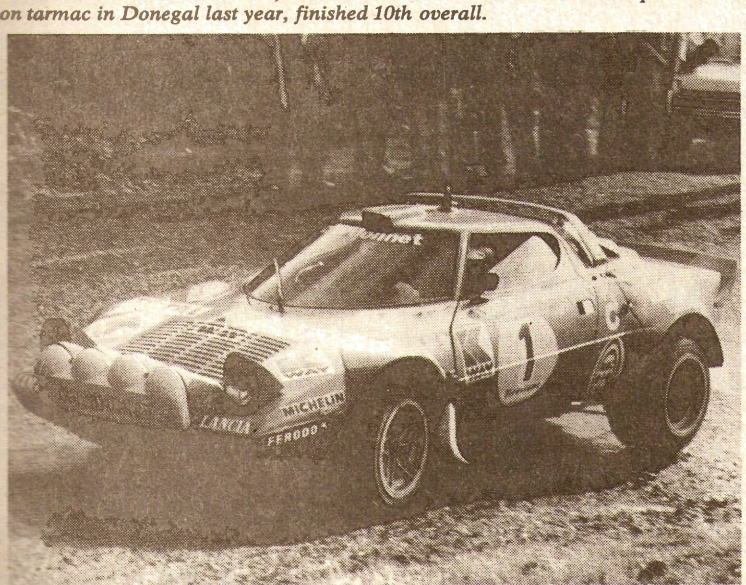
● Contrary to persistent rumours which continue to circulate, Pentti Airikkala is definitely *not* going to Donegal, although the possibility has been discussed in the past. As Gerry Johnstone said to us on Monday "we've got quite enough on our plate with the 1000 Lakes venture." Pentti will be competing there in a new Chevette, which is at present in rather similar condition to Sclater's spare car—half-built.

● Regulations are now available for the *Belfast Telegraph* Ulster Rally '77 on September 2/3. The event, which starts from the Antrim Forum in Antrim and finishes in Larne, is the ninth round of the *Motor*/RAC championship and is also a round of the Pirelli/*Belfast Telegraph* Northern Ireland Special Stage Championship. Regulations can be obtained from Wilbert McIlmoyle, 125 Tamlaght Road, Rasharkin, Ballymena, Co Antrim, BT44 8PH (tel Rasharkin 397).

● The points positions in the Triple Crown Championship following the Welsh Rally are Ireland 37, England 33, Wales 23 and Scotland 20.

Bernard Darniche's fourth consecutive rally victory on the eighth Criterium Lucien Bianchi two weeks ago was a totally inevitable affair. He set a total of 50 fastest times (out of 57) compared with just five of nearest man, Gilbert Staepelaere who finished second. Bernard took the lead from the outset, giving no chance to local Belgian crews. "You can't say the tests were that difficult" he said, but with 60 of them, it was especially hard work." He added that "it's probable that we'll return to Belgium for the 24 Hours of Ypres after a bit of a rest. It's the first time this season that we've been able to get to the prize-giving rather than rushing off to begin a recce somewhere else. It's a real pleasure because we've never had time to savour any of our wins."

Lucien Bianchi was in fact an excellent all tarmac event consisting of 57 stages totalling some 600km including eight boucles of eight stages each, and the rally was arranged in two halves. Bernard brought along the 'Darniche Fan Club'—a 40 seater coach, packed with hysterical Frenchmen which travelled from stage to stage during the event. Amid all this razzmatazz, there was a little comfort for British crews as Paul Windsor, who so shocked the establishment with quick times on tarmac in Donegal last year, finished 10th overall.



ECR 1977

	Janner	Galway	Spa	Arctic	Sacha Winter	Hankl	Costa Brava	Sicilia	Ireland	Elba	Firestone	Tulip	Alpin	Welsh	Bianchi	YU		
	A	IRL	B	SF	D	SF	E	I	GB	I	E	NL	F	GB	B	YU		
Coeff:	1	1	1	4	1	2	3	2	3	3	3	2	3	2	2	1		
Bernard Darniche (F)	—	—	—	—	—	—	—	40	—	60	60	—	60	—	40	—	260	(Lancia Stratos)
Ari Vatanen (SF)	—	—	—	80	—	—	—	—	—	—	—	—	—	30	—	—	110	(RS1800)
Beny Fernandez (E)	—	—	—	60	—	—	—	—	—	—	45	—	—	—	—	—	105	(RS1800)
Russell Brookes (GB)	—	—	—	—	—	—	60	—	—	—	—	24	—	—	—	—	84	(RS1800)
Gilbert Staepelaere (B)	—	—	—	—	—	—	—	—	—	—	—	40	—	—	30	—	70	(RS1800)
Tapio Rainio (SF)	—	—	—	60	—	8	—	—	—	—	—	—	—	—	—	—	68	(Saab 96 V4)
Jari Vilkas (SF)	—	—	—	48	—	16	—	—	—	—	—	—	—	—	—	—	64	(Saab 96 V4)
Hannu Mikkola (SF)	—	—	—	40	—	—	—	—	—	—	—	—	—	24	—	—	64	(Toyota Corolla & Celica)
Tony Pond (GB)	—	—	20	—	—	—	—	—	—	36	—	—	—	—	—	—	56	(Triumph TR7)
Billy Coleman (IRL)	—	10	—	—	—	—	—	45	—	—	—	—	—	—	—	—	55	(Lancia Stratos)
Amilcare Ballestrieri (I)	—	—	—	—	—	—	—	—	24	—	30	—	—	—	—	—	54	(Opel Kadett GT/E)
Kyosti Hamalainen (SF)	—	—	—	32	—	20	—	—	—	—	—	—	—	—	—	—	52	(RS2000)
Flory Roothaert (B)	6	—	10	—	—	—	30	—	—	—	—	—	—	—	—	—	46	(Opel Kadett GT/E)
Lars Carlsson (S)	—	—	15	—	—	—	—	—	—	—	—	30	—	—	—	—	45	(Opel Kadett GT/E)
Jorge De Bagration (E)	—	—	—	—	—	—	45	—	—	—	—	—	—	—	—	—	45	(Lancia Stratos)
Maurizio Verini (I)	—	—	—	—	—	—	—	—	—	45	—	—	—	—	—	—	45	(Fiat Abarth 131 Rallye)
Francis Vincent (F)	—	—	—	—	—	—	—	—	—	—	—	—	45	—	—	—	45	(Fiat Abarth 131 Rallye)
Stig Blomqvist (S)	—	—	—	—	—	40	—	—	—	—	—	—	—	—	—	—	40	(Saab 96 V4)
Pentti Airikkala (SF)	—	—	—	—	—	—	—	—	—	—	—	—	—	40	—	—	40	(Vauxhall Chevette)
Michele Mouton (F)	—	—	—	—	—	—	—	—	—	—	—	—	30	—	—	—	30	(Porsche Carrera)

● Our New Zealand correspondent informs us that Fiat's giant effort in winning the rally cost the team the daunting sum of $NZ400,000 (£222,000) but perhaps this is of no consequence in view of the fact that Fiat are once again in the lead of the WCR.

Certainly, so far as local competitors (who were in the main without notes) were concerned, although the hero of the rally was undoubtedly Vatanen, the Fiats were not unimpressive. Marshall commented at the end of the second division that "these guys are too fast for me," while Rod Millen (Mazda) said that he had his car sitting on 200kph trying to stay ahead of the 131s, but that one of them eventually caught him because "it went round corners like a slot racer."

The incidents involving Markku Alen who was disqualified but allowed to continue, and eventually reinstated when a Fiat protest was upheld, provided the press with a harvest festival despite the protestations and assurances of Fiat's good faith in the event from Daniele Audetto who commented that "we are here for the sport and hope to return again."

● Morecambe Car Club have negotiated with Glanfield Lawrence Ltd (Vauxhall & Citroen) dealers of Lancaster to take over their premises for a day on Saturday May 28th for a show open to the public from 9am-6pm. The show will consist of rally films, competitions, accessory stands, racing and rally cars on show and a balloon race in aid of spina bifida. The day will finish with a disco and barbecue in the evening. Glanfield Lawrence Ltd, is at Penny Street, Lancaster. The show is free and open to the general public.

● Regulations are now available for the Cheltenham Motor Clubs local stage rally, which is being sponsored by Lex Cheltenham. The event is on July 2 and is a round of the Central Tyres Clubmans Rally Championship. The route promises 40 miles of tarmac and woodland stages in the Cotswolds. Regulations are available from Jennie Hopkins, 36 Crown Drive, Bishops Cleeve, Cheltenham, Tel Bishops Cleeve 4080.

● Anyone still requiring entries for the Jubilee Dursley Stages on June 5th should contact the secretary of the meeting, Bob Johnson, on Wotton-under-Edge 2711, as there are still a few available. The event is being organised by the Dursley Motor Cycle and Light CC and includes at least 35 stage miles in its 100 mile route. It starts from the shopping precinct car park in Yate at 9am, with scrutineering from 6pm the day before or 6.30am the morning of the start.

● Our apologies to Richard Young (and the *Belfast Telegraph*) for a piece in AUTOSPORT saying that he worked for the *Telegraph*. Richard in fact works for the *Belfast Newsletter*.

● The Farnborough District MC are well advanced with their plans for this year's Sort Out special stage rally, which has been moved from its traditional August date to October 8/9. The event starts at midnight on the Saturday and will consist of 60 stage miles. Regulations will be available in the near future and competitors should send an SAE to Henry Greenwood, 23 Willow Drive, Normandy, Guildford, Surrey.

● Regulations are now available for the Manx International Trophy Rally, which is a round of the ECR (coefficient 1) and *The Motor*/RAC championship. They are available from Peter Dudley, 60 Ballachurry Avenue, Onchan, Isle of Man. Tel: Douglas (0624) 22167.

● Fred Gallagher rang us on Monday to point out that Tony Pond never actually took a wrong turning on the Ystwyth stage of the recent Welsh Rally—he may have set up the car wrongly a couple of times, having been misled by the arrows, but the TR7 never *actually* drove up a "wrong slot" since Fred was naturally keeping a sharp watch on confirmation arrows, etc (!).

Fred also pointed out to us that although the official reason for the stage being cancelled was due to an ambulance being called in to attend their accident, he felt that there was no reason to cancel the stage on their behalf. The ambulance in question was a Land Rover, and the crew requested that the driver pull them out as they felt the car was still perfectly driveable. The ambulance man declined because, he said, he had been informed that the stage would only be stopped for 10 minutes before the next car was allowed to start. Furthermore, both Tony and Fred were apparently at the side of the track long before the ambulance arrived, indicating to other competitors that they required no medical assistance.

Perhaps the organisers foresaw problems. . . .

● The future rally programme for the Saab rally team of Stig Blomqvist and Per Eklund is as follows: **Blomqvist**—South Swedish Rally, Scottish Rally, Rally Skoda, Rally Hunsrueck, 1000 Lakes Rally, Rallye Baltic, Southern Cross and RAC Rally: **Eklund**—South Swedish Rally, Scottish Rally, 1000 Lakes Rally and RAC Rally. As well as this they will be competing in some of the Swedish Championship events.

● Delegates to the annual conference of the Motorsport Association New Zealand, held in Christchurch on May 13 and 14, approved a recommendation from the rally committee that pacenoting on national and club rallies be discouraged. Significantly, the question of international rallies was not begged! Prior to the recently held WCR Radio New Zealand event, overseas competitors Ari Vatanen and the Fiat Abarth 131 team were given an opportunity to familiarise themselves with the route and all used pace notes. Presumably New Zealand competitors could have done likewise if they could have spared the time and/or the money. In any event, it seems that the gate has been left open for pace-noting in the event of New Zealand running another international event.

● On Thursday June 2nd, DTV's roadshow returns to Scotland 'by popular demand.' After the initial visits north early this year, the roadshow returns to Glasgow as a pre-Scottish Rally forum at Vauxhall main dealers, SMT Sales and Services, 149 Finnieston Street, Glasgow. On the panel will be current man-of-the-moment, Pentti Airikkala, together with team-mate Chris Sclater, and Scottish SMT drivers, Bill Dryden and Jimmy McRae. Roger Willis will be directing the revelry (ribaldry?) and John Horton and Roy Cooke will also be adding the occasional punishing remarks. One of those elusive phantoms, a road-going Chevette 2300HS, will be on show, and the evening starts at 7.30. Admission is free but tickets are required and can be obtained from SMT. Those wishing to attend will have to be quick however, as 250 tickets went on the first day of availability and the hall can only take 1000 people.

● Regulations are now available for the Bath MC Festival Stages rally on June 18/19, from Mrs D. Summerfield, 13 Waterside Road, Radstock, Bath, Avon. Applications should be accompanied by a large SAE.

Mid-season: Nigel on top

The Hadrian Centurion Rally, set in the giant Keilder complex this forthcoming weekend, marks the halfway stage of the 1977 Castrol AUTOSPORT championship. The Hadrian is a watershed beyond which the championship moves into June and the later summer months with two more visits to Wales, one to Scotland, the Wye Valley and north Yorkshire. Never before has competition in the overall championship been so intense at this point in the year, but with eight out of 11 rounds counting towards the series, there is still everything to play for as far as most major contenders are concerned.

The close of the month of May sees Nigel Rockey still holding a lead he has defended since January. Immaculate car preparation, for which Mike Phillips can take considerable credit, together with sponsorship from Penarth Commercial Properties, Goodyear and Castrol has ensured Nigel an enviable reliability record this season, the recent Welsh Rally (when he retired with gear selection difficulties) being one of his very few mechanical failures this season. Nigel suffered a frightening (though not seriously damaging) accident in Ireland, and was then beaten on the Avon National; punctures and a bent axle having more than a little to do with this defeat.

His old rival, Paul Faulkner also beat him on the Mintex, though both had their dramas and the wrong choice of springs caused Nigel some headaches. Paul's largely privately financed (though Goodyear and Castrol supported) efforts this season have finally been crowned by a national rally victory (on the Avon) which has escaped him for years. He is however at his best on longer stages and the more demanding rallies (he should once more be at home on the Burmah), and Paul may yet be able to wrest the championship from the Bristolian, especially if the latter suffers a run of late season misfortune.

Waiting in the wings are Geoff Simpson, Graham Elsmore and Malcolm Wilson. The former debuted his long overdue Tyreservices (Goodyear) Century RS1800 on the Welsh (with a roll and subsequent headgasket failure!) but with his new car should now be capable of mixing it with the top three. Geoff has never been to Keilder, but it is in any case a difficult place to memorise!

For both Graham and Malcolm, finance is now of critical importance. Both drivers will be seen in their respective G1 cars twice more on Castrol rounds, as there are two more clashes with the RAC series, but the scoring system still allows them exactly eight chances in G4. Both have lost one of these—Malcolm with an accident on the Cheltenham Festival and Graham and weakening effect on their G4 appearances, although these latter have both been impressive this season. Graham's victory on the Cheltenham Festival was a superbly smooth and unruffled performance, while Malcolm's second place on the Avon National while hampered with severe gearbox problems was almost equally impressive.

It is ironic that the current champion, David Stokes, who has conclusively shown us that he can drive as quick as almost any British drivers this year, should also be having one of his worst seasons. Car preparation seems to have let him down repeatedly and his ex-Brookes RS1800 may have required rather more cosseting than perhaps he realised initially. Nevertheless he remains undaunted and is sure to have a change of fortunes during the later months of the year. His Welsh performance (at night!—was it really those 100 watt bulbs!?) was most impressive and there are some superb events in prospect during which to show his skill.

There are indeed some exciting fixtures to come. Both the Hadrian and the ATS Stages are something of unknown quantities in organisational and territorial terms respectively. The ATS event will be using EFG land around Carmarthen, while the Hadrian has a relatively untried team and format.

The other four events are all classics in their own right. Last year's York MC Raylor was a most well-organised affair in the very fast and familiar north Yorkshire forests, while the Wyedean Stages is rapidly acquiring for itself a reputation as one of this country's premier events—some say even in preference to the ShellSport Dean itself. The Burmah International and the Castrol '77 require no introduction; their individual challenges are too well known and respected.

This exciting and definitive championship, run with great panache by Ian Parry from Castrol's Competitions Department in Swindon, has in the past, favoured consistency rather than overall wins (George Hill and David Stokes). This year, however, with a revised scoring system and even more intense pressure, it seems certain that would-be victors will have to be regular attenders of the winner's circle.

The championship seems to have gone from strength to strength as at least 90 per cent of the entries for championship rounds are from registered contenders, which compares very favourably with last year's figure of between 45 and 50 per cent.

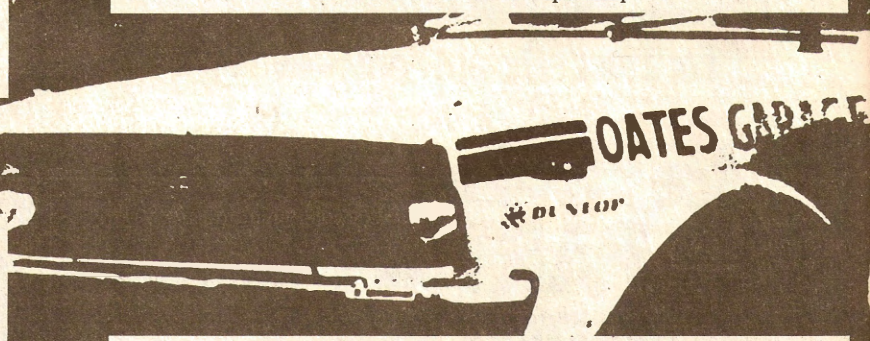
Altogether 380 drivers have registered for the championship, which could easily be some sort of record. So, including co-drivers, who do not have to register this year, there are 760 people thinking seriously about competing in the championship, a quite extraordinary thought in the present financial climate and something which clearly indicates just how popular the series is.

It also seems that the classes are now being much more hotly contested, particularly the up to 1300cc and 1300cc to 1600cc Groups 2 to 5 categories. From all points of view this is most encouraging and something that must make sponsors very happy indeed.

A new service to the Castrol/AUTOSPORT championship is being offered on the Hadrian by the Wales and the Marches Telecommunications Board. This is a dial-in results service, which started on Monday with a preview of the event. The numbers are: Cardiff 385111; Ammanford 8031; Cardigan 8031; Carmarthen 8031; Swansea 8031 and Haverfordwest 8031. This service will now be offered for all rounds of the championship.

TERRY KABY

The accident in Sarnau on the Welsh did not damage the SAH Dunham and Haines Dolomite—although the car could have done with a new shell some time ago—the problem is finding the time to carry out the work. Leyland's offer of an unprepared shell still doesn't give Terry enough time for the swop-over between events—the syncromesh on the gearbox can only handle two consecutive events in any case—necessitating regular engine/gearbox withdrawals. The axle also comes out after every two events. Needless to say, Terry spends much more time working on his car this year, which at least gives preventative maintenance a chance. The axle was out of the car once more when we spoke to him last week, as he had used a secondhand differential for the Welsh, having changed the crown wheel and pinion at the last moment. His stage times were highly respectable on this event, often being directly comparable with those of Pat Ryan, despite Terry's mechanical disadvantages. He leads G1 by 24 points.



GEORGE HILL

Mike Taylor has been quietly burning the midnight oil up at Northallerton and the results of all his labours will be seen on the Hadrian when George makes a welcome return to the scene with only the third G4 Chevette currently in existence (although we gather that Chris Sclater's new DTV car is now almost ready). Sponsored by the Martin Group once more and with assistance from Goodyear, George has recently been testing the car up at Tony Drummond's quarry and was most impressed with it despite the fact that he had driven the Chevette straight out of Mike's workshop, and the machine had not even been accurately tracked.

Fitted with a works type Salisbury axle, like the DTV cars themselves, this one is built to a very similar specification, and George, who is no mean tarmac exponent, was particularly impressed with the little machine's abilities on asphalt—he is looking forward to the Manx and possibly some Irish events later in the year.

The new car uses some of the components (eg: engine etc) from "JBU", George's old Magnum, which was also Mike Taylor-built. At present George is wondering "whether I can come to terms with the beast!" We feel sure that he won't have too much trouble, and it will be good to see him back in a competitive car for the Hadrian.

Martin's plans are flexible this year and several events from differing championships are now expected to be entered prior to a serious effort with the fully sorted car next year. Initial tests of the new Chevette have been carried out with the (too-high) 4.2 to 1 final drive (in fact Pentti's Circuit of Ireland axle) but DTV have promised the more normal 4.9 ratio as soon as possible. The rear suspension was also set some 2½ inches too high and as a result George felt that the twitchy car "handled like a big go-gart!" Nevertheless the preparation of the car is apparently superb—a great tribute to Mike Taylor.

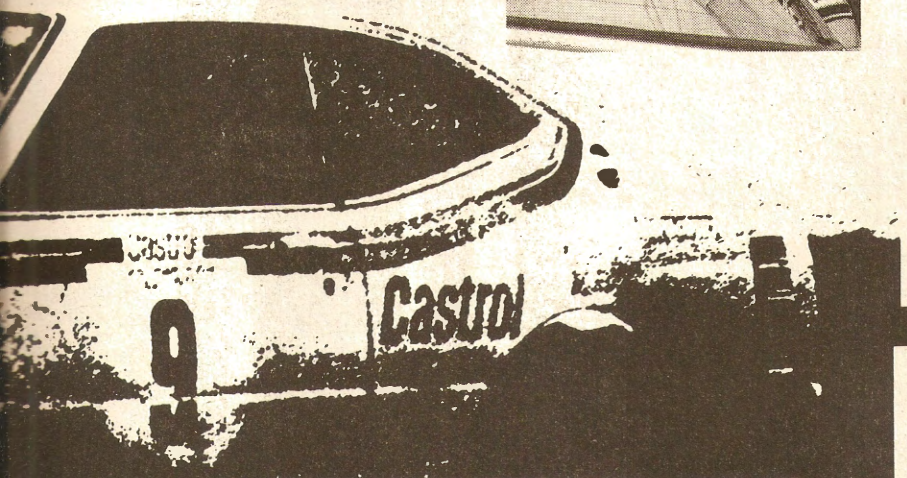
Castrol Autosport RALLY CHAMPIONSHIP 77

TONY FOWKES

Will be competing on all remaining rounds of the championship in the G1 Johnsons Wax Mercedes—unless his recent commitment to the company on the forthcoming Singapore Airlines Rally forces him to miss two rounds.

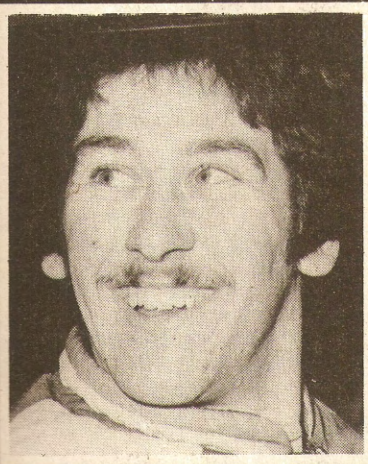
CHRIS LORD

Hopes to have his troublesome G4 Magnum out on the Hadrian. He will not be contesting all future rounds but hopes to be present for the Raylor and Castrol '77 at least. He is also contesting the Manx and hopes to go to Eire for the Cork '20. DTV have now fitted a rev limiter to the engine following the discovery that it had in fact been 'into the red', so all should now be well. Chris picked up the car from DTV last week.



PAUL FAULKNER

His RS1800 was only lightly damaged on the Welsh, the accident merely bending a rear wing and the driver's door. The damage was rectified by the Monday morning following the rally. Paul expects to be treading carefully on the Hadrian, even if it is re-graded now, as he is competing on the Scottish the following week and does not want to miss what promises to be one of the year's best Internationals.



STEVE WARD

Is leaving West Ayton Service Station in three weeks time. Finance provided by the garage has now been exhausted and the car will appear on the Hadrian dressed only in its Castrol stripes. Steve is apparently taking a prospective sponsor along for the ride on the Hadrian. He wants to compete in the 24-Hours of Ypres and also the Scottish—but its naturally a question of money. After the Bass Charrington Lincs victory, the axle bent while he was out on the road checking the engine, and since he has no spare, he may have to start the Hadrian with the damaged unit still installed. Steve is nevertheless looking forward to the rally as he set some good times in Keilder last year on the Lindisfarne.

CHRIS WATHEN

Originally Chris was not planning to do the Hadrian as he must have his car in Vienna by June 5 on its way to the Bulgarian Rally. But he decided that he could not afford to miss the championship round, so is hoping that the car will survive the event. The Bulgarian trip was inspired by Cal Withers who has business interests out there. Chris is very keen to as he puts it "see how the other half lives" and Vospers, who support his G1 RS2000, are also very enthusiastic about the venture. Next year he wants to move into G4 again, but his problems this year have been lack of power and lack of money—the former at least is one that most other RS2000 drivers share.

OVERALL

		TOUR OF EPPYNT	GWYNEDD	MINTEX	CHELTENHAM	AVON NATIONAL	TOTAL
1	NIGEL ROCKEY	30	30	28	24	26	138
2	PAUL FAULKNER	—	28	30	16	30	104
3	GEOFF SIMPSON	24	22	26	22	—	94
4	GRAHAM ELSMORE	28	18	16	30	—	92
5	MALCOLM WILSON	14	26	24	—	28	92
6	TERRY KABY	12	6	22	28	—	68
7	STEVEN WARD	20	20	—	—	24	64
8	DAVID STOKES	26	24	—	—	—	50
9	FRED HENDERSON	—	4	12	26	—	42
10	TONY FOWKES	22	—	18	—	—	40

GROUP ONE

		TOUR OF EPPYNT	GWYNEDD	MINTEX	CHELTENHAM	AVON NATIONAL	TOTAL
1	TERRY KABY	18	20	18	20	—	76
2	PETER CLARKE	14	10	—	16	12	52
3	LES BARRETT	—	16	4	12	18	50
4	BERNARD BANNING	6	—	—	14	20	40
5	CHARLIE WOOD	16	8	12	—	—	36
6	CHRIS WATHEN	—	—	—	18	14	32
7	STEVE SMITH	8	14	—	—	10	32
8	TONY FOWKES	20	—	—	8	—	28
9	JOHN CLEARY	10	—	—	—	16	26
10	MALCOLM WILSON	—	—	20	—	—	20

The purest kind of

Next Sunday's Indy 500 will be no small test of the 33 drivers. GORDON KIRBY sets the scene by describing the st

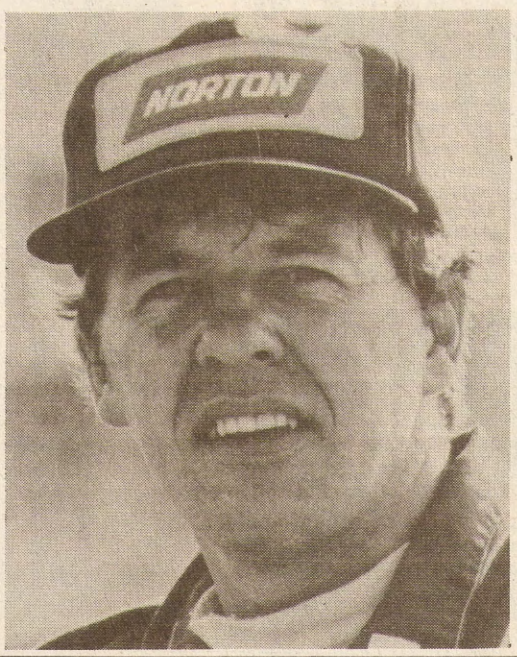
The Indianapolis 500 is without question, a race unlike any other. It is fought out with machines of substantially greater performance than any other type of racing car. It takes place on a two and a half mile, four-cornered oval which, apart from paving and repaving, has not been altered in sixty years. The four turns are very nearly flat, banked at less than ten degrees. The road itself is comparatively narrow, measuring just 60 feet in width. Yet the job of repaving carried out last summer at the Speedway has encouraged the 800 horsepower, 1500 lb championship cars to lap the old track for the first time in excess of 200mph.

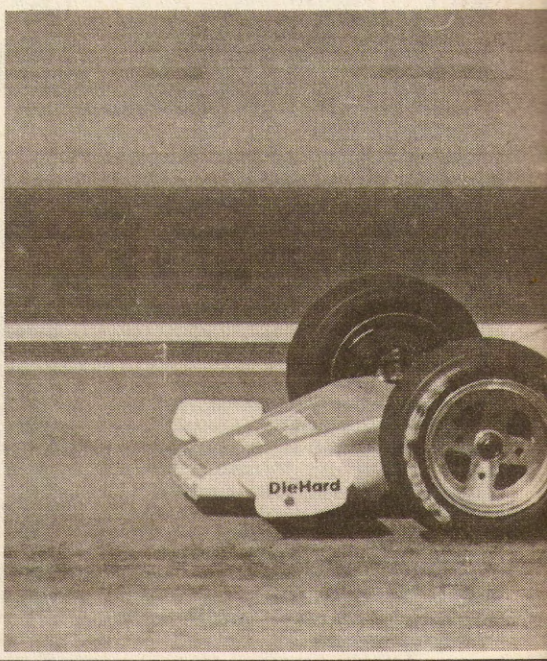
The race itself is run with the pace and competitiveness of a Grand Prix even though each competitor must negotiate at least six fuel stops on his way through the 500 miles. At the same time each man must apply some conservatism to his driving not so much to ensure reliability as to utilise his allotted 280 gallons of fuel in the most efficient way.

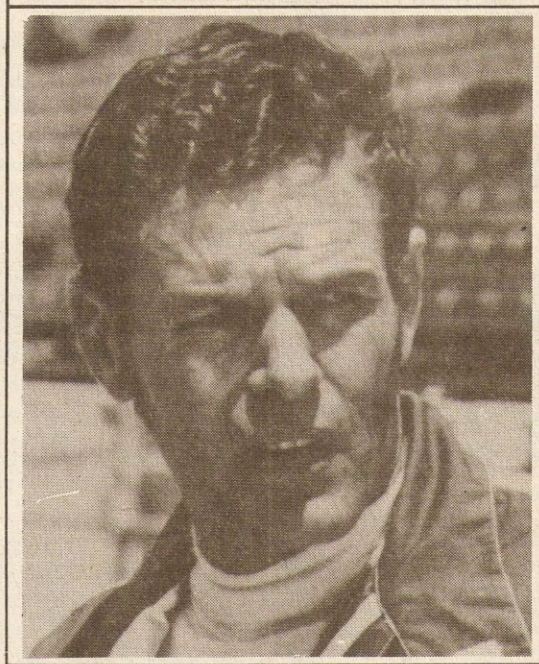
These days the Indianapolis 500 is a race combining the purest kind of speed with the finest kind of tactics. It has become a race in which the precision of team and machine is of paramount importance yet, more than ever before, an Indy 500 of today places the harshest demands on both physical strength and powers of concentration of the drivers. Not only must they race hard and long but they must deal with a car which is constantly burning off loads of fuel, they must communicate through radios with their team managers about the rate of fuel consumption, conditions of tyres and whether to pit or not. 200 laps, less than 50 seconds apiece, around the narrow, wall-lined Indianapolis Motor Speedway is no small test.

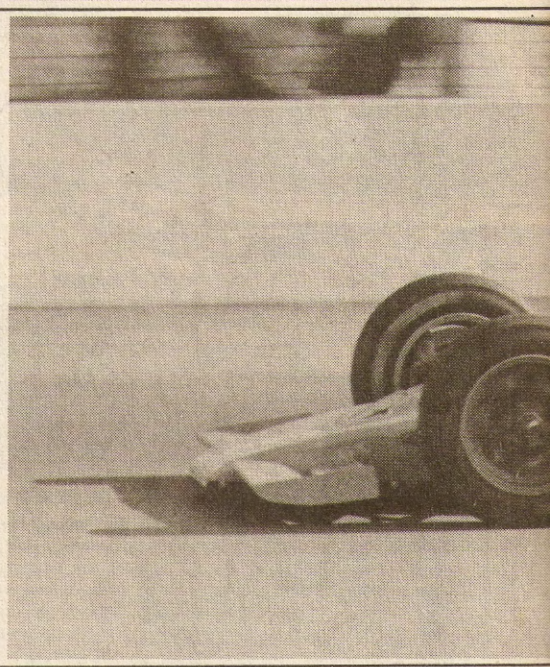
Remember too that the 33 drivers and teams who have qualified for Sunday's 61st running of the Indianapolis 500 have been winding themselves up for the better part of three weeks. Practice began on May 7, continued for seven days until the first weekend of qualifying, then picked up for another five days before last weekend's two final days of qualifying. Today, Thursday, is Carburation Day, the only day of practice in the week before the race.

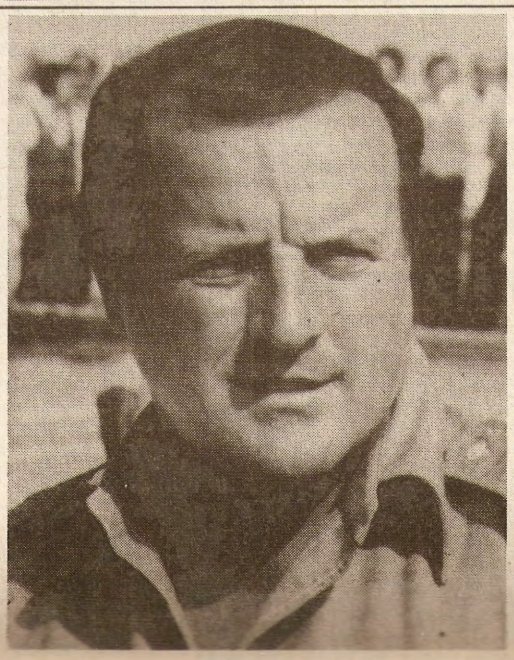
Along with all this practice there is, of course, a tremendous amount of promotional gimickry and newspaper, radio and television coverage. Most days of May find *something* about the 500 on the front page of the Indianapolis newspapers and as, far as the city's television and radio stations are concerned, the events at The Speedway become their staple diet of the month.

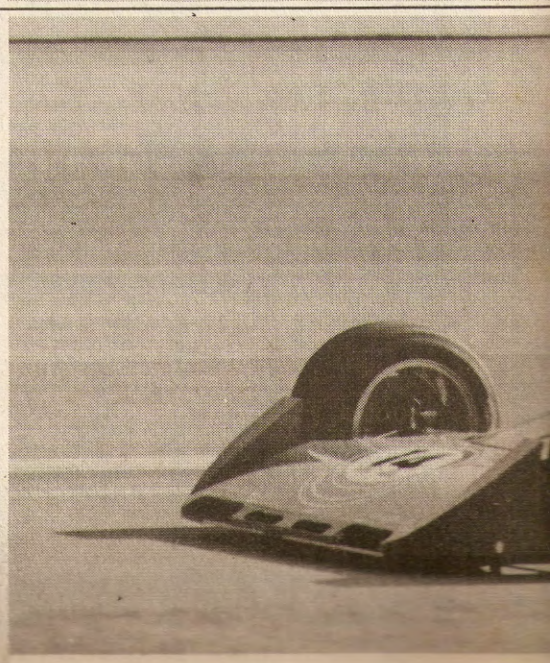












Top: Tom Sneva will start next Sunday's Indianapolis 500 on pole position in Roger Penske's Norton Spirit McLaren M24—a week after achieving its 100th Grand Prix victory, the Ford-Cosworth V8 will sit on pole position at Indy for the first time. Centre: On the centre of the front row will be 1968 and 1975 winner Bobby Unser in Fletcher Racing's Cobre Tire Lightning. Bottom: A. J. Foyt—still going for his fourth Indy victory, ten years on from his last (1961-64-67). Latest news from Indy: Racecard.

speed

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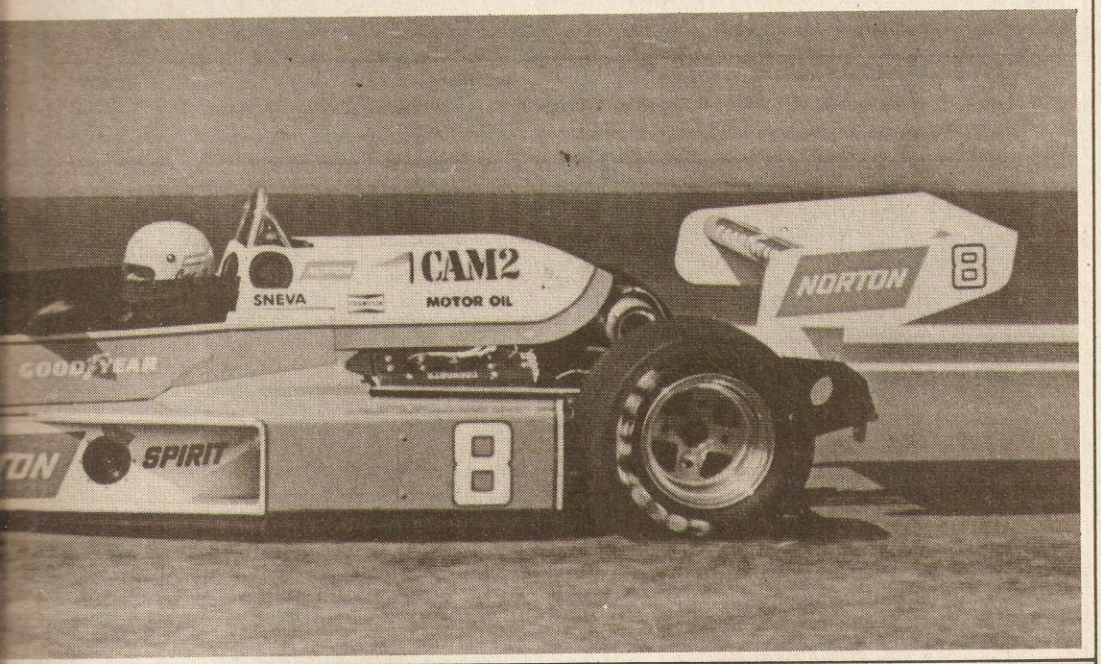
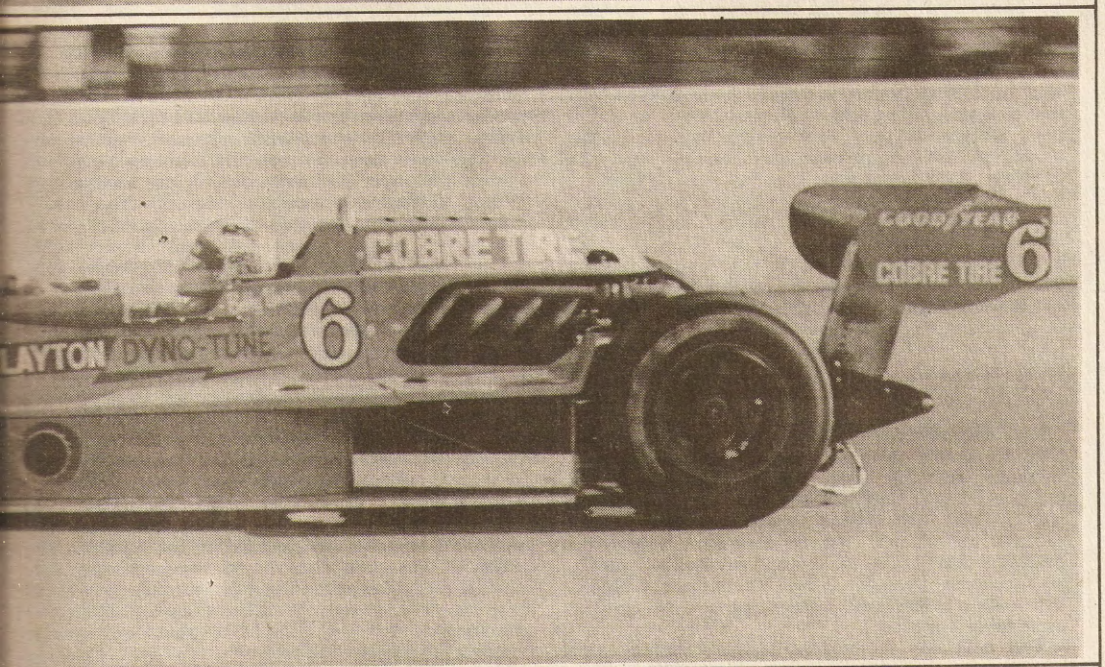
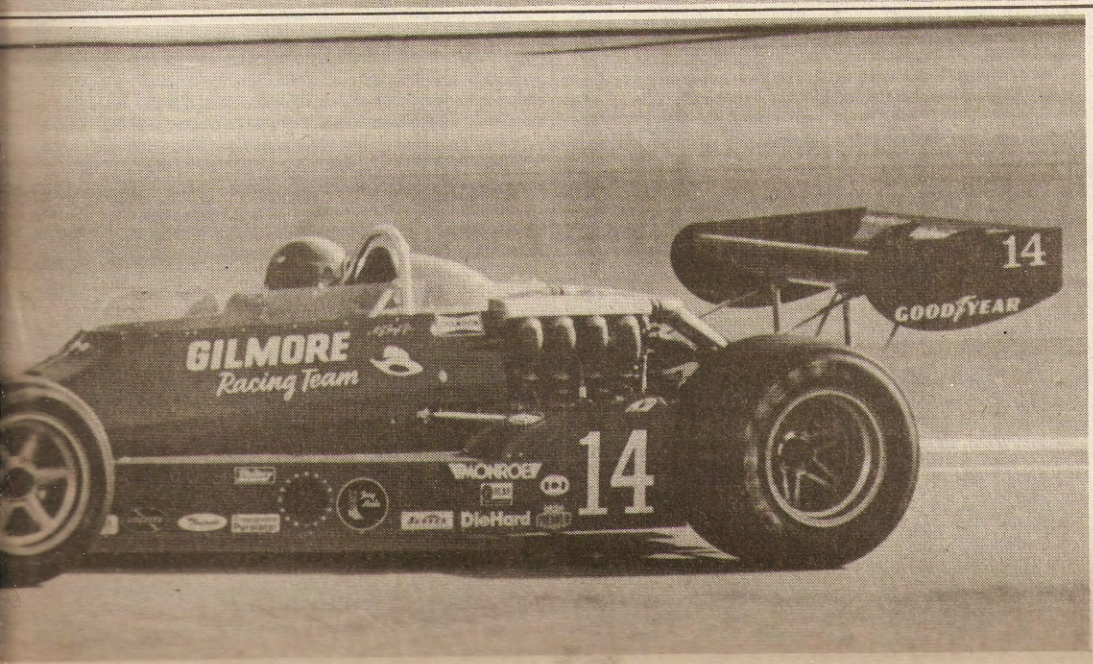






draws at least a quarter of a million people into the giant stadium. If they wished to every one of those spectators could sit in a grandstand seat! But many of them don't. Indeed the inside of Turn One, a flat grassy area, is invariably packed shoulder to shoulder by a curious conglomeration of plump, middle-aged housewives bearing stopwatches and speedcharts, bare-backed teenagers, roasting red in the sun, drinking beer and wine, and stealthy, hard-muscled bikers leaning menacingly against their Harley-Davidson "Hogs."

Known as The Zoo, the turn one infield is the place mechanics and drivers stroll to in order to break the boredom which can often set in while waiting for the temperature and humidity and "groove" to come right. A few minutes on the edge of The Zoo can loosen up the most addled of brains. And when a man or woman spends the better part of a month either toiling away in one of the ninety, cement-floored, wooden-walled garages of "Gasoline Alley," or pushing through a glut of humanity in the walk to the pitlane which is usually packed with a like number of people, with cameras, notebooks or microphones waving at your nose, well, you *need* a little loosening up.

Through all the heavy-handed, archetypally American hooha the Indy 500 does at last come down to the men and machines at its centre. Certainly this year's race is one which promises much from both, There is, first of all, the raw impression of 200mph lappery but, more than that there is the clear statement from the Cosworth-powered McLarens and Parnellis that they are the cars to beat. At the same time the long-awaited emergence of some "Young Blood" in the form of pole winner Tom Sneva, sprint car ace Pancho Carter and Rookie Danny Ongais, has sharpened the vitality of this year's race even more.

How much the breaking of the 200mph barrier has contributed to that vitality is difficult to assess. It can easily be argued that 200mph lap speeds can only be an invitation to disaster, that the pursuit of mere numbers is the most foolish kind of spectacle. Yet it *is* an impressive kind of spectacle, one which is complimented by the keenly-pitched cry of the turbo-Cosworth. Watching those cars snapping and twitching into the bends, the drivers barely easing the pressure of their foot against the throttle, the exhaust note running clean and confidently through the air and the machine's right-side tyres carrying the man inside to within inches and sometimes less of the outer wall, is a breathtaking, adulatory experience. It is, like nothing else you'll ever see at a motor racing circuit, Flying On The Ground.

So far, too, there have been no bad accidents, no berserk damnations of this 200mph business. Whether that's because the USAC requirements for strength of materials and construction of fuel systems allied with restrictions on wheel widths (10in front, 14in rear) and wings have made the speedway single-seaters safer than their F1 counterparts is difficult to say. Time, one supposes, will give us an answer.

The increase in speeds this year has come about because of two things, First of all the track was entirely resurfaced last summer so that it has had time to settle and cure. The resurfacing job has smoothed the road a good deal, enough, in fact, for the more experienced drivers to revise their approach considerably. "When I came here for last April's tyre test," explained Mario Andretti, "I found I couldn't use my usual reference points. It took me a little while to get into the new way of doin' it but now, for me anyway, Turn Two is a hell of a lot easier and the entrance to Turn Three as well." Most drivers agree that the smoother surface doesn't make it any easier for the fastest of laps but they do feel that it's now a little easier to go *comparatively* fast. "Yeah," Mario agreed, "I guess it'll close up the field a little."

The other reason for this year's speed increase is the added boost pressure allowed for qualifying. Restriction on boost via a manifold-fitted "pop-off" valve, were first introduced two years ago with the valve set at a maximum reading of 80in of mercury. Last year that figure was reduced to 75in and enforced during races as well as qualifying. But for this season the restriction has reverted to 1975 specifications—80in for qualifying and no "pop-off" valve for the race.

When the return to '75 spec was announced towards the end of last season most drivers and team managers were firm in their opinions that it was a bad move. With no restriction on boost, other than fuel economy during the races, it was theorised that a dreary run of blown engines would again become the order of the day as drivers turned up their boost so as to maintain contact in the sprints away from green flags. Certainly that occurred with regularity in 1975 and the opening USAC Championship races of this season have been similarly afflicted. It's not that anyone can crank in much boost—a maximum of five inches seems to be all that's available from most cars fitted with an onboard control and interestingly Johnny Rutherford's works McLaren is fitted with a

The purest kind of speed

continued

control which allows him to *reduce* the boost only, not increase the pressure. But as most of the faster men want to be able to ensure that they can keep in the hunt at all times, they want a boost control. Sometimes, given temperatures and humidity, that small increase can be enough to overheat and burn a piston.

USAC's point of view is that they have given the teams two years to learn about using turbochargers and fuel supplies in an effective combination and it's now up to them to use their brains instead of their emotions. Indianapolis, where everyone has been tuning up to a fine edge for weeks now, is clearly the place to see if USAC is right.

WHO'S WHO

There was a time not too many years ago when there was a distinct sameness to the Indy field. Other than the odd McLaren and Coyote the bulk of the entry consisted of customer Eagles and, with the exception of a handful of Foyt V8s, the rest relied for motive power, on the ageless Offy. Suddenly, however, that's changed and this year finds five different chassis filling the first five grid positions, while, perhaps even more notably, the five Cosworth-engined cars entered have all qualified among the fastest eight.

McLAREN

McLaren first came to Indianapolis in 1970. The following year they brought the first of their M16-type chassis (on which the F1 M23 was subsequently based) to Indy and, with that car, Peter Revson qualified on the pole and finished second. The next year Mark Donohue earned McLaren's first Indy win with a Roger Penske-run car. Since then, with Johnny Rutherford joining Team McLaren at the outset of 1973, the works car has won twice, finished second once and started from the pole once.

This year the chances of the three new McLarens in the field look better than ever. All three are Cosworth-powered, F1-based M24s, one run by Team McLaren for Rutherford and two run by Penske Racing for Tom Sneva and Mario Andretti. All have, at some point in practice or qualifying, lapped the Speedway at more than 200mph. Sneva will start from the pole, Andretti from the outside of the second row while Rutherford, because he didn't complete a qualifying run on the first day, will start 17th.

The first McLaren-Cosworth ran as long ago as March of last year. Since then it has undergone half a dozen testing sessions not only at Indianapolis but also at Ontario, Milwaukee and Michigan. In that time the team put about 2,000 miles on the first chassis. Tyler Alexander, the team's American boss, explained he would have liked to have done two or three times that distance. "In fact," he adds, "we had intended to *run* it, not race it, here last year but well, as usual, things just flat didn't work out."

The Cosworth sits in the M24 in precisely the way it is installed in an M23 while the chassis itself is almost identical other than for using heavier gauge bulkheads and aluminum sheet. Similarly the suspension components and geometry are almost verbatim M16. The big headache has been in simplifying the installation of turbo equipment and finding out how many pieces would break in the face of the Cosworth's vibration, itself a result of maintaining high revs (9–10,000 rpm) at all times. "There are still a lot of pieces we would prefer to make as casting rather than fabrications," reports Alexander, "but again we just ran out of time."

Nevertheless the works car, sponsored by First National City Travellers Checks and driven by the 38-year-old Rutherford, was on the pole for all four opening USAC races. It led two and won one of those events and, for most of the first week of Indianapolis practice, Rutherford was fast man of the day. On the day Andretti became the first man to officially lap Indianapolis at more than 200mph, Rutherford had turned in a high 199mph lap early in the afternoon and returned to his garage. He didn't bother to come out again that day (Andretti and Foyt turned in 200mph laps late that afternoon just prior to the 6pm closing of the track) but the next day he waited until late afternoon, with track and air temperatures at their coolest, to record the fastest single lap of practice—200.624mph. "Boy I sure can smoke that thing through two and three," he enthusiastically told his team manager, "It's just like a sprint car!"

In the draw for qualifying order the night before the only day of pole position runs Rutherford picked a late position so that when he went out for his first four-lap qualifying attempt, nineteen cars had already made efforts. By then it was only minutes before two o'clock and it was notably warmer than when Sneva had made his run two hours before. Rutherford's first timed lap was a mid-197, his second lap, half a second slower, saw him have a long moment at the top of the groove through turn one. At the end of Rutherford's third lap Tyler Alexander decided to call off the run and try again later in the day. The Texan's speed would have put him on the front row but he and the team wanted the pole. "If you don't try," said Alexander, "you don't do."

As it was the engine in the McLaren was not up to snuff and, in an attempt to cure it, the mechanics bent into changing all the manifolding while the car was in line. Meanwhile they kept their spare car in the qualifying line just in case they couldn't solve the problem. Two hours after that first run Rutherford had another chance to go out but it was agreed that it was still too hot for a real flyer and the McLaren mechanics rolled their regular car out of line and took it to the back. That meant they were gambling the line would move fast enough for Rutherford to get out in the spare car and indeed, with less than an hour of qualifying to go, JR was able to set off in almost ideal conditions for his run. At that moment it looked as if the team's canny playing of the Indianapolis qualifying game was going to work out spectacularly well.

But Rutherford never made it back to the pits. Cruising slowly through Turn Three the McLaren suddenly died. No amount of hurried work would make it respond. Later the McLaren mechanics found ignition wire had chafed through its harness and shorted out against the monocoque. Rutherford hitched a ride back to the pits and got ready to qualify his regular car *if* the line moved fast enough. It didn't. When six o'clock came Rutherford was still one car away from going out.

The next day Rutherford was the first man to qualify but warmer temperatures than the previous day kept his speed down a little and JR himself admitted, "the electricity from yesterday just wasn't there today." Seventeenth he may be in the starting field but you can be sure that Rutherford and the works/FNCTC McLaren will soon haul themselves into the heat of Sunday's chase.

Mario Andretti talks Clay Regazzoni through USAC. The Swiss is driving a McLaren M16C for Teddy Yip.

PENSKE/McLAREN

Roger Penske took delivery of a pair of M24 McLarens last November. Since that time the cars have been fitted with Penske-built, Geoff Ferris-designed uprights, wheels and suspension pieces. Indeed the McLarens are, as much as anything, test-beds for Penske's own USAC car, scheduled to appear later this year.

The Penske McLarens are sponsored by the Norton Company (Sneva) who manufacture a wide variety of grinding tools and CAM2 (Andretti), a Sunoco oil. Sneva won one of the four season opening USAC races and qualified on the front row for another while Andretti led the only pre-Indy race he started before retiring with engine problems.

Sneva, 28, has been a front runner ever since he first became a regular USAC runner four years ago. He started racing only four years before that, driving Super Modifieds in the north-western USA and Canada and was given his chance in Championship cars by Grant King, who builds both sprint and Championship cars. After a season with King, the plainly-promising Sneva was signed by Roger Penske and that year, 1975, he had both a spectacular shunt at Indy while running among the leaders and his first USAC Championship race win. Last year Sneva qualified one of Penske's McLarens for the outside of the front row at Indy but results there and elsewhere eluded him and, in the final three races of the season, he was "benched" in favour of Mario Andretti.

This year, however, Tom has been competitive everywhere and he was always among the faster men throughout the first week of Indy practice. Then, on the Friday before the first day of qualifying, while trying for a 200mph lap (he had turned a high 199 the previous lap) Tom lost it off the third turn, spun and clouted the wall with the left front wheel. Fortunately the tub itself was not severely damaged and the Penske McLaren mechanics had the car repaired by midnight. There was some good luck at work there.

Sneva was the seventh man to go out for a qualifying run and some high clouds and a light breeze blew over just before he set off. Taking full advantage of the conditions Sneva attacked the Speedway like no other man that day. At every turn, on every lap, he allowed the McLarens to slither right up to the wall. The crowd audibly pulled in its breath as one, each time he whooshed past. His first two laps were both faster than 200mph although an inevitably overheating right rear tyre caused Sneva to lose speed on his final two laps. Nevertheless he now owns the four-lap record (3m 01.01, 198.884mph) and the one-lap record, set on his second qualifying lap (44.88s, 200.535mph).

Later that evening the easy-going, laconic Sneva told this story, one that seemed to get better in the telling. "The guys said they'd show me the last number only of my speed so I get out there and they keep showing me zero. Well I just hoped that meant 200 and not that they didn't like what I was doing 'cause it felt pretty good to me!"

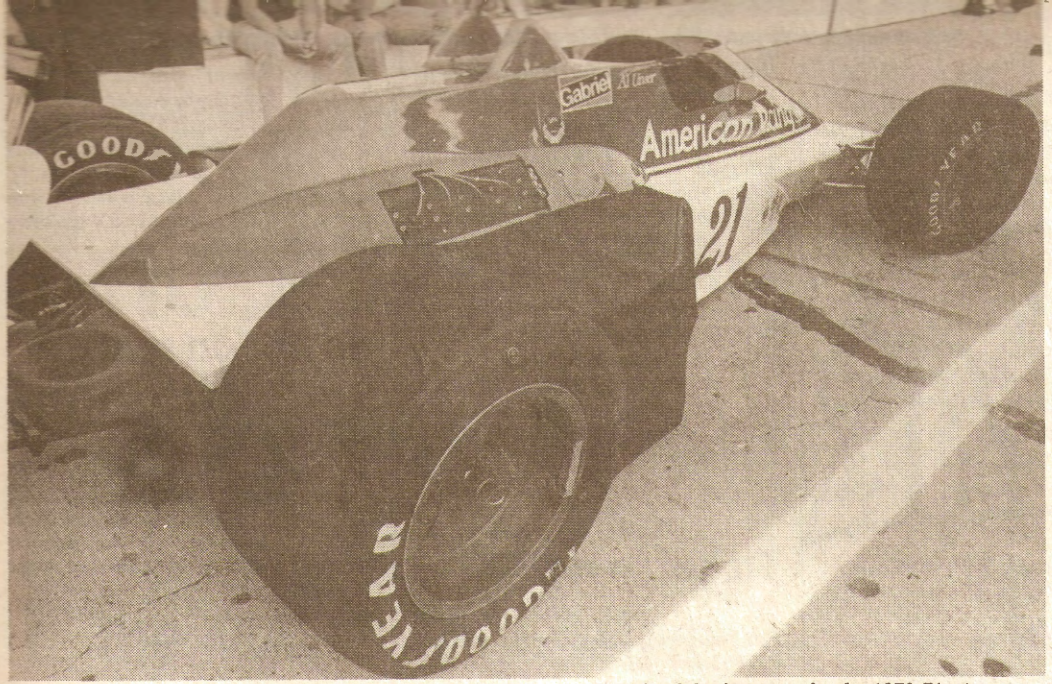
Team-mate Andretti was by no means as pleased with his own run. He had passed up his first attempt after two laps and, while waiting to go out again, he and his mechanics decided to gamble on a softer front anti-roll bar. "We put in a bit of stagger too," said Mario, "so I figured it'd be a bit loose—that I could live with. But Christ! It pushed like never before. Never *ever* has it come close to that before."

The "push" (understeer if you like) was so bad that Mario's right elbow was almost sticking out of the cockpit through the second turn and after the run his eyes were sunken and his voice was quavering. "When the Wop's like that you *know* he's been workin' like a sonofabitch!" exclaimed a former team-mate.

Earlier in the week, of course, Andretti had become the first man to officially break the 200mph mark and he explained how tough it was to pick up even the smallest amount of time at those stratospheric speeds. "To go from 198 to 200 I had to see 300 more revs comin' off the turns. Believe me, that takes a *lot*."

And what about making the transition from F1 to USAC cars on a regular, weekly basis as he's doing this season: surely that's a difficult proposition? "I tell ya," he says in that matter-of-fact, this-is-the-straight-goods way of his, "I've bin doin' it so long now I don't have to think about it. I just get into the car an' do the job.

"It's all in how you sit in the car ya know? It's how



Al Unser's Cosworth-engined Parnelli which will start from the outside of the front row for the 1970-71 winner.

you attack this problem. Once you know the right way for you there's no problem. I tell ya the hardest thing I've *ever* done was qualifying a 5000 car and a sports car on the same day at the Glen a few years back. I guess it's all about the right rhythm ya know? Man, *that* was hard."

PARNELLI

The first Cosworth car to appear at Indianapolis was the original Maurice Phillippe-designed Parnelli VPJ6, little more than a turbocharged F1 car, that machine was driven in practice at the Speedway two years ago by both Andretti and Al Unser. Neither man attempted to qualify it and the car wasn't seen again until the end of that season when Al Unser drove the first VPJ6B at the season-closing Phoenix race. Last year Unser drove the Parnelli-Cosworth in all rounds of the USAC Championship, scoring three wins with the car, including an historic first USAC win for the Cosworth in June's Pocono 500.

This year Vel's Parnelli Racing are running a pair of cars, one in the blue and white of American Racing Equipment for Unser and another in the black and red of Interscope Racing for Danny Ongais. The former drag racer and F5000 driver first drove a Parnelli-Cosworth in last year's California 500 where he crashed heavily but without injury while running well. This year he has put in a few good, unspectacular runs under the watchful eye of VPJ team manager Jim Chapman and he is certainly the prime candidate for Indy's Rookie of the Year honours.

Unser, only two years older than Ongais but eminently more experienced, qualified with a typically clean performance. He'll be starting from the front row for the first time in seven years and has his best chance of winning the race since doing a rare double in 1970 and 1971. Al tested a new Parnelli briefly during one day of practice. Numbered the VPJ6C, the new car had done 100 miles at Phoenix and it was intended only to run the car for a few exploratory laps at Indy. The essential difference in the new Parnelli is that it is fitted with a very compact transverse gearbox, designed by chief VPJ designer John Barnard. A 30-year-old Englishman, Barnard took over from Maurice Phillippe two years ago and it was he who developed the VPJ6B into a competitive car.

Barnard says he designed his transverse 'box "with USAC, F5000 and F1 in mind although, of course, we have to forget about F5000 now." VPJ built most of the gearbox with the exception of the gears themselves which were cut by Weisman. With the gears running transversely ahead of the final drive Barnard has moved the turbocharger turbine to a position behind the gearbox where the gears and tailcasing previously resided. The turbine is located within a tubular bracket which doubles as the wing mount. All of this gets more of the car's weight lower down within the chassis and presents nothing undesirable in terms of weight distribution. An incidental benefit is that the profile of the cockpit surround and engine cover is much cleaner. It will be interestng to see how this latest development of a Cosworth-powered USAC machine fares in the latter part of this year.

COYOTE

Despite rumours that a new Coyote might appear at Indianapolis A. J. Foyt brought along only his regular "little" car from last season. Turned out in its usual, immaculate manner the orange, Gilmore Broadcasting-backed Coyote appears unchanged from last season other than for some minor modifications to the nose. The Ford-based Foyt V8 which in turbocharged form has carried Foyt to 14 USAC Championship wins over the past five years seems now to have reached the end of its development. It began life some fifteen years ago as a 4.2 litre pushrod, stockblock although it was very soon turned into a four-cam unit. When turbocharging came to USAC in the late 60s the Ford V8 found itself eclipsed by the Offy and it was then that Foyt bought the engine and rights from Ford and began developing the V8 as a 2.6 litre turbocharged unit. In comparison to the Cosworth, however, the Foyt V8 is both bulky and inefficient.

When A.J. turned his 200 mph lap minutes after Andretti had done so and seconds before the track was closed for that day, everyone in the pits was chuckling hard and wondering how much boost the ol' Texan had cranked into his machine. No one had ever heard him back off anything like *that* much for the first turn!

Foyt looked particularly harrassed throughout the first week of practice and when it came to his qualifying run (incredibly he drew number two and was promoted to first qualifier when Ongais' Parnelli, scheduled as first qualifier, blew an engine in morning practice) and he was unable to better 194 mph. A.J. was not at all happy. He complained that the car was pushing badly and said flatly: "A turtle could have outrun me through one and two."

About an hour later it was announced that the "pop-off" valve fitted to the Coyote had cracked around its base and that Foyt would therefore be allowed to take a second run immediately. That sparked off a barrage of boos and catcalls from the crowd which in turn caused Anthony Joseph to explode. "They don't know what the hell they're doing!" he fumed. Foyt climbed back into his racer to return a faster speed, by an even second, and take fourth place on the starting grid.

Remember it is now ten years since Foyt's third and last victory at Indianapolis and more than ever the pressure from other drivers and other machinery is leaning on the Foyt organisation. It will be *very* interesting to see how A.J. fares in this his 20th Indianapolis 500.

EAGLE

Until two years ago the 1972-style Eagle was the most prolific machine in USAC. The car was an ideal privateer machine, being both durable and fast. But the new regulations in terms of wing area, boost pressures and fuel capacities rapidly obsoleted the car. It was too big, too heavy and, as Dan Gurney says: "That car was designed to run on lots of boost. It really hooked it up that way."

The past year has seen a new Eagle take shape in Gurney's workshops. Once again Dan hopes to make the car a good customer machine and recover the market which has dried up in recent years. The new Eagle is entirely different to the old car. It is smaller, narrower, more angular in appearance. The location of engine/gearbox and the cockpit is offset within the car's track, although the suspension itself is symmetrical. The new Jorgensen Steel-backed Eagle is the only current USAC ChampCar to carry its water radiator in the nose while the oil radiator and tank is carried to the left of the engine—an Offenhauser.

So far the new Eagle has proved a quick machine, however visibly twitchy—most of its speed seems to come from good straightline velocities. Gurney's driver, 26-year-old "Pancho" Carter, is a man with a big heart and considerable skill. He is the current USAC Sprint Car Champion, he has finished every one of the three Indy 500s he's started and he is on the verge of becoming a major new star. The schoolboys who crowd the pitlane fence at Indy with their autograph books aren't chasing after Foyt or Unser or Rutherford. The man they *really* want to see is Pancho. If the Eagle men can get their new car balanced Carter will fly.

ROMLIN LIGHTNING

The car which has suddenly replaced the Eagle as the customer car of USAC is the Romlin Lightning. Designed by Roman Slobodynskyj, the man who laid out the old Eagle, the Lightning is financed by longtime USAC entrant Lindsey Hopkins (hence *Rom*an and *Lin*dsey—Romlin). Effectively the Lightning is a logical development of the old Eagle. It is built around the Offy, carries its radiators beside the engine and is a slimline, chisel-nosed design. Aerodynamically the Lightning appears very clean with a fully-enclosing engine cover and a neat duct towards the back of its right-side to channel air into the turbocharger.

The first Lightning ran most of last season in the hands of 46-year-old Roger McCluskey and, in the latter part of the season, it showed some good speed. Subsequently orders were received from four teams, most notably the Fletcher Racing/Cobre Tire outfit for whom Bobby Unser now drives. Curiously the production Lightnings have proved difficult to sort (it has been suggested that the man who built the suspension pieces didn't follow the drawings to the letter) and only the First National City-backed car of McCluskey ran the season's first four races.

Bobby U spent most of the early-season testing his car but, trying to produce Cosworth-comparable horsepower from their engines, the Cobre Tire team had a miserable run of engine failures. The problem continued into Indianapolis practice and, for most of the first week, it looked as if Bobby was going to have a difficult race. On the Friday before qualifying, however, the Old Fox got his Lightning around 195mph and after waiting until late on Saturday he turned in a remarkable four-lap run. It was a typical Bobby U, pulling-out-all-the-stops kind of effort which put him in the middle of the front row at more than 197mph. All the smooth, fearless Unser could say after was, "Well, we've had a hard week."

His more loquacious brother Al suggested, "That damn Bobby! I saw him just before he went out and he was *too* cool, ya know? I tell ya I *knew* he was gonna fly."

McCluskey didn't get around to qualifying his works Lightning until late Sunday and was followed immediately by his team-mate Lloyd Ruby (who's 49 years old). The pair of FNCTC/Lindsey Hopkins cars were both over 190mph and the experience of each man bodes well for their race performances.

Another Lightning in the field will be driven by Mike Mosley, whose Sugaripe Prune car had never turned a wheel prior to arriving at Indy and the smooth, experienced 30-year-old qualified it well on the first day at more than 190mph.

WILDCAT

George Bignotti's Coyote-like Wildcats are into their third season now and, although a new design has been built, Bignotti (who used to be Foyt's boss) determined to stick with his 1977-versions of last year's Wildcat 2. As they have since they first appeared the Wildcats are propelled by the DGS-version of the Offenhauser 4 (it features a modified combustion chamber) and for the first time in two years the team is sponsored by STP.

USAC Champion Gordon Johncock, who led every one of the season's first four races, qualified his Wildcat well enough, an even second slower than Foyt and a hair faster than Andretti. "It wasn't a good run," he said later, "the car kept gettin' worse, pushin' and feelin' pretty bad." Teammate Wally Dallenbach was similarly afflicted and missed bettering the 190mph mark by a few tenths. Bignotti is running a third Wildcat at Indy for 32-year-old Johnny Parsons, son of the 1950 winner and half-brother of Pancho Carter. Parsons did little practice before qualifying at a respectable 189mph average, just three-tenths off Dallenbach's four-lap time.

Another Wildcat in the field will be driven by the experienced George Snider who was Foyt's teammate for three years.

DRAGON

Grant King has long built copies of existing USAC designs. His cars are always good, midfield runners and he usually brings along promising newcomers. Last year King replaced his Eagle-copies with Coyote-copies, although of course he continues to use the trusty Offenhauser powerplant. ■

by Nick Brittan

Out-posed

Monaco is a poser's paradise. It is the great Mediterranean social melting pot where the beautifully wealthy people rub Gucci shoulder bags with the beautiful hoorays. Gold everythings clank and clunk around their mellow-yellow tanned bodies, gold midriff chains for the ladies, anklets, gold safety pins hold up their vestigial Ted Lapidus bras. For the men, gold watches slightly larger than Big Ben, gold identity bracelets in case they get amnesia and can't remember how wealthy they are, gold cigarette lighters to light their Acapulco Gold Rizlas.

The name of the game is see and be seen. But mostly, be seen. For the ladies, it is important to be seen with a man with an expensive, exotic motor car, preferably coming or going from the Hotel de Paris. For a man, having a head-turning lady is a prerequisite.

To achieve this ability to turn heads, the ladies resort to exposing their nipples, appearing in wafting gowns so thin that eyes and flies can penetrate them, and wearing jeans so tight they look flock sprayed. How they get out of them presumably becomes the problem of the lucky man, with the assistance of either the lady's couturier or a tyre lever.

Once in a while, there is the very rare spectacle of a genuinely beautiful person, an aristocrat or a person of such style and breeding that they out-style all the posers without even being aware that posers exist.

Such a person and such a sight was Texas oil man John Mecom and his lady walking through the pit lane on final practice day. Mecom will be remembered by purists as an Indy entrant, but by those who saw him at Monaco as something else.

Sure his nut brown six foot plus frame clanked with golden accoutrements, but who else had winkle-picker snakeskin cowboy boots like his in Monaco? Nobody.

But it was his diamond studded *Gone with the Wind* lady that caused much breath to be sucked in. She looked more Scarlet than O'Hara, full skirted in fine calico to mid-calf, with hair by arrangement with Interflora and a brooch the size of a child's fist with a scattering of diamonds that spelled her to be Kathy. Southern belle.

The posers were left speechless. They had been aced, outflanked and upstaged by someone who wasn't even aware of the ripple she was causing.

Pulling punches

Superfit Scheckter attributes some of his Sunday success to being in peak physical condition. He seemed hardly puffed as he stepped on to the winner's rostrum, and confirmed afterwards that "You need muscle on this circuit, there's no way you can keep going full bore for two hours here unless you're in good trim."

His latest efforts in the keep-fit department (after reading Muhammed Ali's book) is to start training three evenings a week with the Local Monogasque Amateur Boxing Club. "But I don't want to spar or get hit. I think I'll just do the bit with the bag and that ball that goes clackety-clack."

Desk bound

My good friend Claude Le Guezec, the ignominiously sacked secretary of the CSI, tells me that he awaits the 26th of this month with some considerable interest.

You will recall that the French courts found that the governors of our sport had cocked things up as usual and sacked him wrongfully. A judgement was made in his favour. That judgement requires that, provided there is no appeal by the 26th, he can go back to his desk or claim compensation for wrongful dismissal of £85,200.

What were the chances of an appeal? I asked. "Vairy slim, because all the CSI bosses are off on a tour to Cairo—at the expense of the sport—and not due back until after the 26th," he said, with more than a faint suggestion of a smile. What did he plan to do on the 26th? "If there is no appeal, I just go in and take over my old desk."

If the faces of the CSI bigwigs are red when they return from Cairo, it won't necessarily be from the sun of Egypt.

Ticket to ride

For winning the Monaco Grand Prix Jody Scheckter received a handsome assortment of silverware, a tee-shirt proclaiming him to be the conductor of the Ford DFV's 100th victory, a very large pile of money and the adulation of the crowd. All of which was lovely, and Jody was plainly delighted.

But none of these glittering prizes seemed to impress him quite so much as the very unofficial one given him by the Chief of Police.

The *Chef de Fuzz* provided a small escort for Jody back to the Wolf motorhome after his victory, and was suitably rewarded with a glass of champers. The end result of the conversation that followed was that the *Chef* promised that Jody, a Monaco resident, would have one year's immunity from parking tickets.

Big words

Teddy Mayer, when called upon to receive his Lemon prize by the engagingly corrugated Bernard Cahier, President of IRPA, had a few words to say.

They were few. But they were strong. The three that he used to describe certain elements of the motoring press were the best. Chauvinistic, emotional and inaccurate.

Misunderstood

The post pole-getting practice radio interview secured by a young man, who was obviously delighted with his chances in getting to verbal grips with a happy and chatty John Watson, was drawing to a close.

They were sitting on the wall of the world's wealthiest yacht harbour surrounded by fans, and the final question went something like this: "Now that you have the pole position, how do you plan to spend the rest of your day?"

The answer came back, "Oh I'll just do a wee bit of profiling."

Obviously in the belief that this was something very technical that his listeners needed to understand, the interviewer posed his next question. "And what exactly is profiling, Mr Watson?"

"Oh, you just turn to the fans and smile and give them a bit of this profile; and then a bit of this profile," turning his head with only the hint of a smile.

No action man

I understand that no action has been taken by T. D. "Mike" Keegan over the unfortunate misprint which appeared in the *Daily Mail* of May 5. The line in question read . . . "the last of the British drivers, millionaire's con Rupert Keegan. . . ."

Food freak

Derek McMahon, the somewhat larger-than-life Irish entrant of fellow Irish F3 man Derek Daly, wears the belt on his trousers in much the same way as the Queen Mary wore her plimsol line.

Part of his excess baggage at Monaco consisted of eight stone of fresh new Donegal potatoes and eight pounds of ham for him and the team. Some said t'was mostly for him, but that was disregarded as an unkind comment.

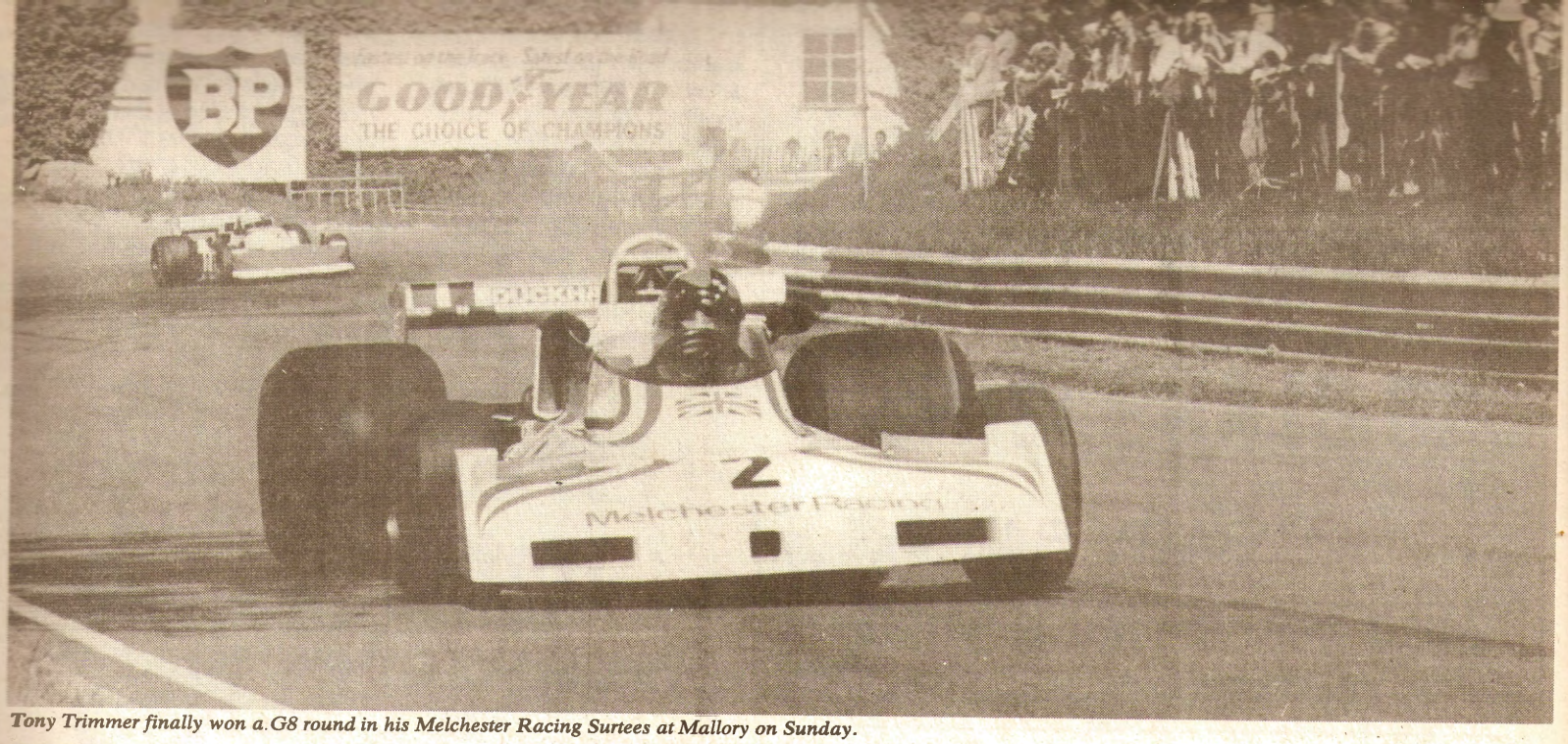
Neither the tatties nor the ham seemed to help Daly's cause and, like the vast majority of the F3 chaps, he appeared to suffer from some physical, emotional or mechanical malfunction.

The Mighty McMahon seemed unmoved. It was reported that, despite his team's failure, he would doubtless be in high spirits that night at the Tip Top, performing his very amusing party piece. This involves removing his top plate of dentures and offering them to you. What a card he is!

Problem child?

Aussie Wylton Dickson and his ill-fated London-Sydney marathon again appear to be in problems. In order to start the event in England, Wylton needs a permit from the RAC. But the RAC quite rightly will not issue him one, for his *soi-disant* International Sporting Events Ltd company is not a recognised promoting club, and, therefore, cannot be graced with a permit.

The RAC say that they would accept an application from CAMS, the Australian body, if the event were to be taken over by them. But they would need "certain assurances and guarantees, and some money up front." Thus far, none of same have been forthcoming, despite strong requests. The RAC are seemingly be less than enchanted by the entire business of Dickson's second attempt to get an intercontinental marathon off the ground. ■



Tony Trimmer finally won a G8 round in his Melchester Racing Surtees at Mallory on Sunday.

Trimmer at last

Tony Trimmer dominates practice and race—Bruce Allison's fine drive to third on circuit debut—Musetti holds championship lead with second—Report: GEOFF JOHNSON—Photography: BARRY EDEN.

Television hero Doctor Who arrived at Mallory Park on Sunday without his Time Machine, but it didn't really matter. Tony Trimmer was there with his and, from the start of practice for the fifth ShellSport International G8 round, the weekend belonged to the talented Maidstone driver.

He dominated practice on Saturday and lapped the 1.35-mile circuit in a new record of 40.6s (119.70mph)—nearly a full second under the previous best moving the speed ever closer to the magic 120mph. All this despite having to spend much of his time tuning out savage handling problems and overcoming a nasty engine cut-out.

In the Sunday race, his control was complete. From pole position he took a first lap lead (which he was never to lose) ahead of Val Musetti, Bruce Allison, Keith Holland and Guy Edwards who finished in their grid order after forty pretty processional laps. His win moves him into second place in the series 14 points behind Musetti but only one ahead of Edwards and Allison, who are joint third.

ENTRY & PRACTICE

Trimmer established his 41s time with the Melchester Racing Surtees TS19 in the first practice session on Saturday morning of the BARC-organised weekend. He did not have an easy time of it, spending much of the day attempting to iron out a chronic oversteer problem and cure an embarrassing engine fault: it would die as he was exiting the Hairpin, then the power would suddenly cut in resulting in more than one nasty spin.

Closest to the Kent ace in both sessions was championship leader, London restaurateur and stunt man Val Musetti (March-Cosworth 751) who equalled the lap record on 41.4s. Constant velocity joints were renewed during Saturday as the Dave Price mechanics spotted the chance that they might fail during the race.

A second adrift from Musetti in the first session were Keith Holland (Lola-Chevrolet T332C), Derek Cook (Hesketh-Cosworth 308C), Tom Belso (Lola-Chevrolet T332) and Australian Bruce Allison (Chevron-Chevrolet B37). Holland's car ran pretty smoothly but Cook was complaining of the Hesketh rolling a lot while Allison, who was racing at the Leicestershire circuit for the first time, was determined to master its foibles in time for his next visit.

Tony Rouff (Ralt-Cosworth RT1)—complaining of a very twitchy car—Alo Lawler, with a rebuilt Lola following his very nasty Oulton Park accident, and Guy Edwards (March-Cosworth 751) were all on 42.8s.

The first session claimed poor Tom Belso, who had a wheel break at Gerards with very expensive results. The John Jordan team set off with the damaged F5000 and returned with minutes to spare before the race—and a group of mechanics working on the car in the transporter as they were travelling! Iain McLaren was also a casualty in the first session, having travelled all the way down from Scotland only to collect some rubbish in his injector trumpet and hole a piston.

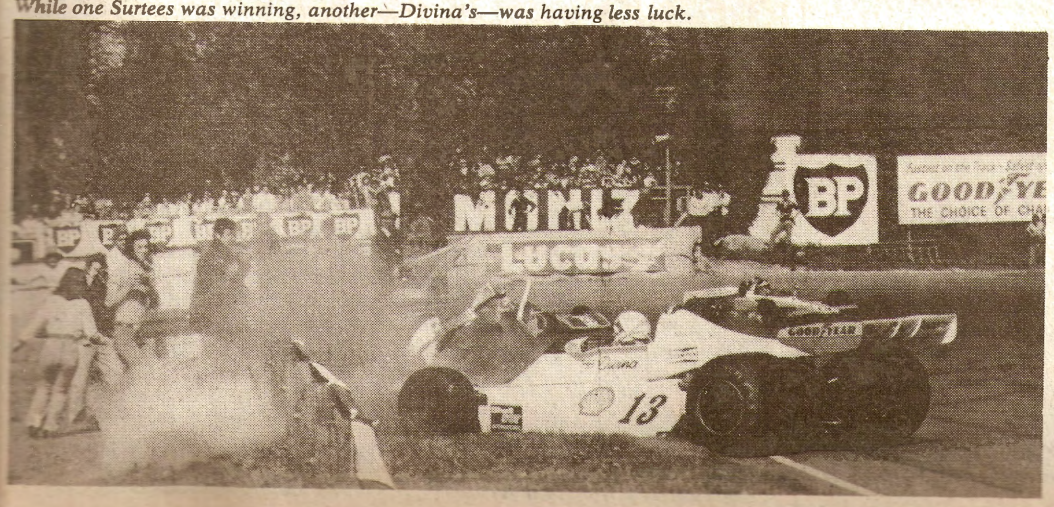
In the second hour of practice Trimmer was again lapping in 41s second with Musetti just 0.4s behind. Both Allison and Holland had improved to within 0.4s of Musetti while Guy Edwards was the same margin behind them, despite some driveshaft problems during the morning. Divina, her ShellSport Surtees fully rebuilt after the unfortunate Good Friday shunt at Oulton Park, was sixth fastest in the session on 42.4.

Among the other contenders, Brian McGuire was running last year's spare car, which has never yet raced, Norman Dickson was there for some shakedown tests on the new March-BMW 772, and David Prophet finally appeared in the ex-Divina Surtees-Cosworth TS16 after a few licence delays.

Practice was almost at an end when the cruel streak of luck that seems to have been dogging Trimmer all season struck yet again. He crawled along the back straight and into the pits without gears. His team set to work feverishly in an attempt to complete the four-hour gearbox rebuild in the available three.

"I don't know what we will find in there", said his chief mechanic, "but if it's the crown wheel and pinion we haven't a spare." Luckily it was not. A stripped gear was all that was found but the debris had jammed the selectors, making thing seem worse than they really were.

While one Surtees was winning, another—Divina's—was having less luck.



RACE

Sixteen cars lined up for the 40-lap race with Trimmer's Surtees TS19 claiming its rightful pole position with time to spare. Alongside him was Musetti, while Bruce Allison was third quickest and occupied the second row with Keith Holland. Guy Edwards and Derek Cook were next, followed by Belso and Divina. Tony Rouff and Alo Lawler were next, the American still with a few traction problems and Lawler with a rebuilt front following a practice run-off at Gerards.

When the flag dropped it was really no contest. Trimmer shot into a first lap lead that was never challenged. By the third lap he had already circulated

in 41 seconds to claim a new outright record which he cut further later in the race.

Musetti was second throughout with 22-year-old Australian Bruce Allison a creditable third and the only other unlapped runner. It was still grid order from flag to flag for fourth and fifth place men too, with Holland heading Guy Edwards home by 12 seconds.

Derek Cook looked set to continue the "grid order" trend, happily occupying sixth place for the first sixteen laps. He had been tailed by Tony Rouff, but the young American—having his first G8 outing with the Graham Eden Harrisons of Birmingham Ralt—finally succumbed to a challenge from Divina and began to drop back.

This left Divina closing on Cook who, under tremendous pressure from the hard-charging lady ace, spun off at the hairpin on his 17th lap. This elevated Divina to sixth position (which she would probably have claimed without Cook's abrupt retirement) but not for long. After a couple more laps, during which she was making slow progress towards the leading five cars, she collected some of the debris from Cook's Hesketh slamming into the barriers on the exit from the hairpin, sadly her second shunt in the Surtees in three races.

And that was pretty much the story of the race. The leading five drivers, Trimmer, Musetti, Allison, Holland and Edwards drove cleanly, Trimmer lapping all but Musetti and Allison—and establishing a new lap record of 40.6s, 119.70mph, oh so close to the magic 120mph—and Tony Rouff inherited sixth place after Divina's demise. Brian McGuire retired the unraced '76 car and the only other retirement in an event which had a better record of reliability than many G8 races have seen, was Alo Lawler.

ShellSport International, round 5
Mallory Park, May 22
40 laps, 54 miles

1, Tony Trimmer (3.0 Surtees-Cosworth/DFV TS19), 28m 00.4s, 115.69mph;
2, Val Musetti (3.4 March-Cosworth/Ford V6 751), 28m 08.0s;
3, Bruce Allison (5.0 Chevron-Smith/Chevrolet B37), 28m 39.8s;
4, Keith Holland (Lola-Smith/Chevrolet T332C), 39 laps;
5, Guy Edwards (March-Cosworth/Ford 751), 39 laps;
6, Tony Rouff (Ralt-Cosworth/Ford RT1), 38 laps;
7, Norman Dickson (March/BMW 772), 38 laps; 8, Robin Smith (Lola/Chevrolet T330), 38 laps; 9, David Prophet (Surtees/DFV TS16), 38 laps; 10, Tom Belso (Lola/Chevrolet T332), 37 laps;
Fastest lap: Trimmer 40.6s, 119.70mph **(record).**

SUPPORTING RACES

Championship rounds featured strongly in the supporting races: there were two saloon car races, for production saloon, won by Jock Robertson's *Mayfair* Opel and special saloons won by Nick Whiting. The Lord's Taverners FF2000 race was won by Kenny Gray, whilst Sports 2000 made its first appearance at Mallory for a "SodaStream" round won by Divina Galica. A non-championship FF1600 race, won by Gareth Lloyd, made up the bill.

The Formula Ford race which opened the programme, saw three different chassis on the front row. Pole position was held by Gareth Lloyd's Dulon MP15, and Roy Prescott's Van Diemen FR74 and Bob Lambert's Hawke DL15, made up the front of the grid. In the event, it was Lambert who led for the first seven laps, ahead of Lloyd, Wilheim von Tiejen (Royale RP16), and Ian Shaw (Hawke DL12), the latter two doing some place swapping in the early stages of the race until Shaw finally got the upper hand. Lambert held the lead for most of the ten lap race until Lloyd took it from him on the penultimate lap, the Wiltshire man holding it to the end.

All change: Robertson finished **in front** *of Brunt this time.*

The G1 race, which was a round of the 1977 British Radio Championship, was supported by Radio Trent, the Nottingham commercial radio station. Two Opels and a BMW formed the front row of the grid, the Manitou-LE "Bee-Em" of Derrick Brunt on pole, with the *Mayfair* Opel Commodore GSE of Jock Robertson on the outside of the front row and the Manchester Liners/Demon Tweeks Commodore of Alan Minshaw sandwiched between them. It was Robertson who got the better start and led all the way to the flag. Despite being chased hard by Derrick Brunt, the outcome never really looked in doubt. Alan Minshaw who was lying third, had ignition switch trouble which dropped him to fifth place, well adrift of the third place battle between David Taylor (Manitou-LE BMW) and Stuart McCrudden (Team Image-Iron-Ons Commodore). The hard charging Minshaw had a fine drive to make up the lost ground. He managed to get past Stuart McCrudden and was getting to grips with David Taylor's BMW when the flag fell. Gerry Marshall exercised his usual sideways style to the full to beat Ralph Halley's smaller engined Opel Kadett GTE by 0.6s after being some five seconds adrift in the early stages.

FF2000 is attracting an ever-larger number of entries, and there were two heats on Saturday for the following day's Lord's Taverners FF2000 Championship round, the fastest 20 reaching the final. The first three drivers from the first heat occupied the front row, heat winner Kenny Gray's Scorpion Race Hire Royale RP21 on pole with Jeremy Rossiter's neat looking Reynard, which featured a newly designed wing, alongside. This has an adjustable trailing edge (similar to the flaps on the trailing edge of an aircraft wing) which was worth "about 200 revs on the straight." On the outside of the front row sat the evergreen Syd Fox in the Condor. The second row saw Geoff Friswell in the Roy Bates Hawke DL16 and Championship leader Rad Dougall (Royale RP25). Kenny Gray made a good start and was never headed, although Jeremy Rossiter was in close attendance throughout. These two opened up a slight gap to the third place battle between Dougall and Fox which was resolved in favour of Dougall. Adrian Reynard caught up with this battle but could make no impression, whilst sixth place man, Phillip Bullman, whose Hawke DL16 featured brush skirts *à la* Lotus, had a lonely race throughout. Television's Dr Who, Tom Baker, presented Kenny with his trophy.

Sports 2000 made its first appearance at the Leicestershire circuit, with a SodaStream championship round, which enabled Divina to claim the lap record jointly with John Cooper. After practice there were several dismantled gearboxes to be seen, as drivers swapped ratios. Divina opted for a different second gear to give rather more acceleration out of the hairpin. Chris Alford looks to have got a good outfit together, and his front row position was a tribute to the car's preparation by Rob Wells of Libre Motive Services. Chris expressed his delight with his new Lola after his early season hassles, pointing out that it was picked up from the works on Friday the 13th, "but it hasn't proved unlucky so far!" . . . Sharing the front row with these two was Rod Gretton's Century Oils Lola with a time of 49 s. When the flag dropped, Divina took her Kelly Girl Lola straight into the lead to win by a comfortable eight seconds. Chris Alford, John Cooper and Rod Gretton had a good battle for second place until Cooper spun at the hairpin and elevated fifth place man John Brown to fourth. Cooper recovered in time to tuck in behind Brown, who had no intention of letting him past easily. The Johns, Webb and Brindley, in their very evenly matched Tigas, put on an entertaining display of close racing for sixth place, the honours finally going to Webb, although both he and Brindley were credited with the same time.

The final event of the day was a round of the Forward Trust Special Saloon series won by Nick Whiting's Escort, after Colin Hawker in the DFVW was left on the line trying to find a gear. Rob Mason made a demon start to win the 1300-2500cc class, and come second overall. Peter Baldwin's Mini took the 1300 class, whilst Cliff Watts' Dick Wallinger designed Imp (now fitted with Dick's latest design of rear suspension) took the up to 1000cc class. Mike Kirby's Greetham Imp won the smallest class by almost a minute from David Leaver's Mini.

CHRIS WALKER

results

BARC Trophy Formula Ford 1600 Race (10 laps): 1, Gareth Lloyd (Dulon-Rowland MP15), 8m 55.8s, 90.70mph; 2, Bob Lambert (Hawke-Minister DL15), 8m 57.0s; 3, Ian Shaw (Hawke-Alan Smith DL12), 8m 58.6s; 4, Wilheim von Tiejen (Royale-Rowland RP16), 8m 59.6s; 5, Roy Prescott (Van Diemen-Scholar RF74), 9m 02.0s; 6, Griff Thomas (Hawke-Scholar DL15), 9m 07.6s. **Fastest Lap:** Lloyd, 52.2s, 93.10mph.

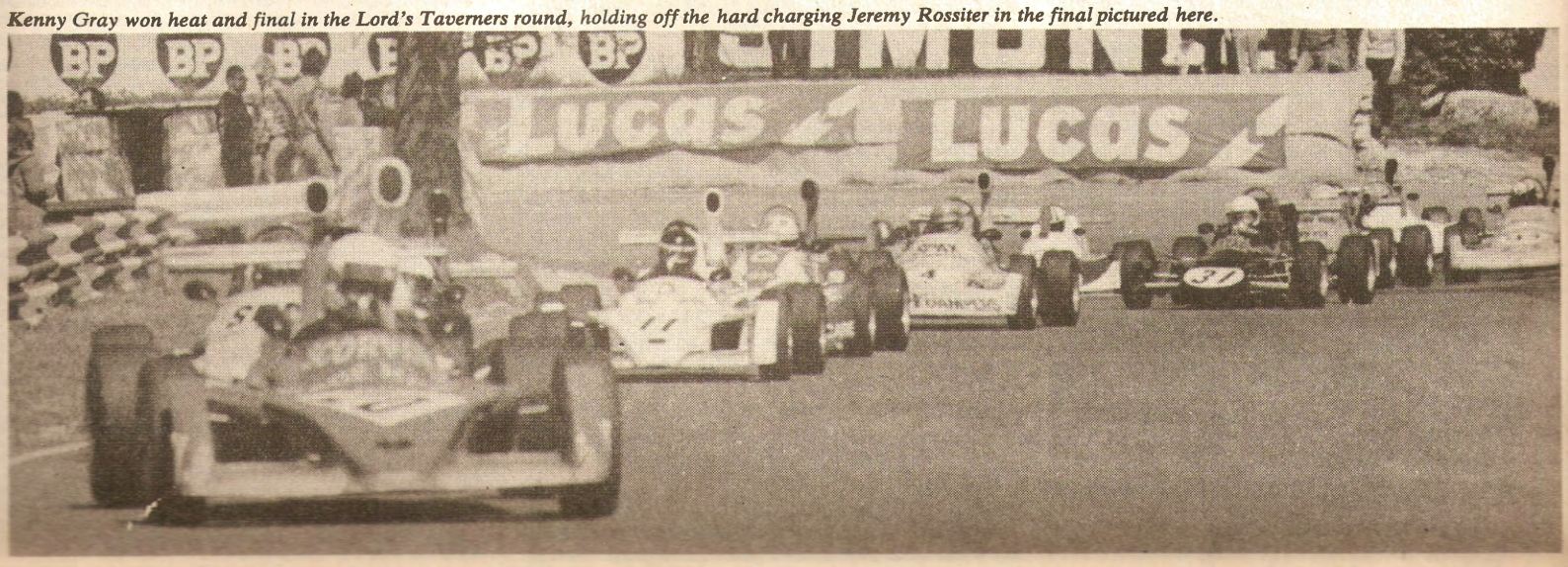
Radio Trent Production Saloon Car Championship Race (12 laps): 1, Jock Robertson (2.8 Opel Commodore), 11m 53.0s, 81.80mph; 2, Derrick Brunt (3.0 BMW 3.0Si) 11m 58.8s; 3, David Taylor (3.0 BMW 3.0Si) 12m 03.0s; 4, Alan Minshaw (2.8 Opel Commodore), 12m 03.8s; 5, Stuart McCrudden (2.8 Opel Commodore), 12m 05.4s; 6, Ray Moore (2.8 Opel Commodore), 12m 22.8s. **Fastest Lap:** Brunt 58.6s, 82.93mph.

Tom Baker Formula Ford 2000 Championship Race (20 laps): 1, Kenny Gray (Royale-Scholar RP21), 16m 05.2s, 100.70mph; 2, Jeremy Rossiter (Reynard-Piper 77SF),16m 06.0s; 3, Rad Dougall (Royale-Titan RP25), 16m 06.2s; 4, Syd Fox (Condor-Minister 77/1), 16m 06.4s; 5, Adrian Reynard (Reynard-Reynard 77SF), 16m 06.8s; 6, Phil Bullman (Hawke-Rowland DL16), 16m 14.6s. **Fastest Lap:** Fox and Dougall, 47.2s, 102.97mph. **(Record.)**

SodaStream British Sports 2000 Championship Race (15 laps): 1, Divina Galica (Lola T490), 12m 25.8s, 97.75mph; 2, Chris Alford (Lola T490), 12m 34.4s; 3, Rod Gretton (Lola T490), 12m 35.0s; 4, John Cooper (Lola T490), 12m 41.6s; 5, John Brown (Lola T490), 12m 42.0s; 6, John Webb (Tiger SG77), 13m 00.8s. **Fastest Lap:** Galica and Cooper 48.8s, 99.59mph. **(record.)**

Forward Trust 1000 Plus Special Saloon Car Championship Race (12 laps): Overall: 1, Nick Whiting (3.4 Ford Escort), 10m 04.2s, 96.52mph; 2, Rob Mason (2.0 Sunbeam Stiletto), 10m 05.8s; 3, Tony Rosen (5.0 Ford Capri), 10m 21s; 4, Colin Hawker (3.0 DFVW Fastback), 10m 27.4s. **Over 2500cc:** 1, Whiting, 96.52mph; 2, Rosen; 3, Hawker. **Fastest Lap:** Whiting, 49.4s, 98.38mph. **1301cc to 2500cc:** 1, Mason, 96.27mph; 2, Steve Smith (Ford Escort BDG); no other finishers. **Fastest Lap:** Mason, 49.0s 99.18mph. **1000cc to 1300cc:** 1, Peter Baldwin (Marshall Mini), 89.28mph; 2, Martin Pearson (Datsun Cherry); 3, Richard Oliver (Longman Mini). **Fastest Lap:** Baldwin, 53.2s, 91.35mph. **851cc to 1000cc:** 1, Cliff Watts (Wallinger Imp), 88.10mph, 2, Basil Dagge (Hillman Imp); 3, Anthony Wilson (Mini Miglia). **Fastest Lap:** Watts, 53.6s, 90.67mph. **Up to 850cc:** 1, Mike Kirby (Greetham Imp), 80.63mph; 2, David Leaver (Mini Cooper S); no other finishers. **Fastest Lap:** Kirby, 58.0s, 83.22mph.

Kenny Gray won heat and final in the Lord's Taverners round, holding off the hard charging Jeremy Rossiter in the final pictured here.



Bernard Devaney gave the Hawke DL17 its first win in England. Here he leads Michael Roe and Peter Morgan.

OULTON PARK

One for Seventeen

Last Saturday, the British Racing Drivers' Club organised their first race meeting at Oulton Park for 18 years. The Silverstone owners brought along their own much-welcome blend of national championship racing to ensure a well-supported nine race programme, spiced, for the many Manchester Liners/Demons Tweeks spectators, with a horde of incidents, and run in gorgeous sunny weather. The main race, a thrilling round in the Brush Fusegear FF1600 Championship, produced Bernard Devaney's first (and long overdue) win of the season, driving the works Hawke DL17, from fellow Irish ace Michael Roe (Van Diemen). With Trevor van Rooyen retiring from the final, Roe has moved to within three points of the South African's lead in the Championship.

Nigel Mansell (Crosslé 25F) anticipated the start of the first seven lap Brush Fusegear FF1600 heat better than the other two front row occupants, Roe and Devaney, to snatch the lead. Roe soon challenged Mansell, but his efforts were thwarted on the second lap at Foster's when he spun through 180 degrees, splitting the oil tank of his Van Diemen on the kerbing. Mansell was, therefore, left a comfortable winner, with Roe keeping Devaney at bay for second and John Village's Royale RP24 shadowing the Irish pair.

Brush Fusegear Championship leader Trevor van Rooyen (Royale RP24) didn't have the second heat all to himself as was expected. The South African was suffering from a down-on-power engine (distributor problems) and, despite leading the first lap, was engulfed swiftly by Barry Pigot's Van Diemen RF77 and Peter Morgan's Royale RF21. Pigot led for the rest of the distance, but not without a tremendous last lap effort by Morgan, while van Rooyen was somewhere back in third, ahead of the similar RP24s of David Sears and Rick Whyman. It appears there may be a overheating problem in hot weather with the RP24's small radiators, as all of the new Royales were running very hot, van Rooyen's around the 100 degrees mark.

Mansell, Roe and Devaney reformed the front rank for the 12-lap final and this time it was the Irish Van Diemen driver who led from Mansell and Devaney. From the end of the first lap, it was apparent that the tired Burton/Smith bitza engine in Mansell's car was not right, the manifold having broken, and Devaney snatched second place at Old Hall on the second lap.

On the same lap, Roe (making his Oulton debut) repeated his heat half-spin at Foster's and Devaney and Mansell were both through before Roe recovered. Despite his flat-sounding engine, Mansell kept up his attack on the yellow Hawke until the Crosslé's engine petered out for good on the fourth lap. So Devaney had a clear lead, although he was still perturbed with the DL17's handling, and Roe regained his lost ground to battle out the lead for the second half of the race. On the 10th lap, the two took Old Hall literally side-by-side but Devaney kept the place and any last lap, last corner effort by Roe was thwarted by waved yellow flags throughout the Lodge section.

Third place featured a fine battle between Pigot's Van Diemen and Morgan's Royale until the latter went autocrossing at Lodge corner on the seventh lap, retiring with overheating. With John Village's Royale RP24 spinning at Foster's on the 10th lap, Pigot was left in a secure third place while van Rooyen, who had been in a lowly seventh, retired after four laps having stripped all the gears of the distributor shaft.

Richard Long's spaceframe Greetham Imp dominated the one litre Esso Uniflo Special Saloon Car Championship race after his anticipated sparring partner Cliff Watts, in another Imp, was sidelined in a first corner shunt which also eliminated David Enderby's Mini. In fact, Enderby and George Ostroumoff's Imp were sent autocrossing shortly after the start, and following post-race protests Charles Bernstein was declared the culprit for this drama, subsequently being excluded. While the wreckage was being cleared, precious few drivers took any notice of the yellow flags which brought a strict warning to all drivers from the Clerk of the Course at the end of the race and no race record card signatures from the RAC Steward.

While Long romped off in the lead, the 850 Minis of Bernstein and Brendan Chappel battled over second place until the latter succumbed to a lack of third and fourth gear on the fourth lap. With Bernstein's exclusion from second place, this was inherited by Peter Jurgens' A40-Ford which recovered from an early sickness, and Reg Ward's amazing Mini fought through from the back row of the grid to take the 850 award.

It wasn't until entering Old Hall for the seventh of 10 laps that Chris Meek took his expected lead of the BRDC/Silverstone Production Sports Car Championship race. Colin Blower's TVR 3000M made the initial running chased by Bill Wykeham in the Morris Stapleton Racing Morgan Plus 8 with Meek's racing Europa Special in third. Wykeham used all the circuit in his efforts to keep Meek at bay but once the Europa got by (at Old Hall on the fifth lap), Wykeham pulled off with a broken fan belt on the Morgan. Similarly once Meek displaced Blower for the lead, the TVR spun off into the sleepers at Druids, which elevated Stewart Halstead's TVR 3000M to second ahead of John Kent's Europa. David Beams' smart Ginetta G15 easily outpaced the rest of its class rivals, as did Malcolm Wayne's Midget.

Alex Lowe's Chevron B20 scored its third Formula 4 Championship victory of the season with great ease. Ken Crook's Ensign MN77 gradually lost ground on the leader, but held second place throughout, leaving Eddy Heasell's Brabham BT38C and Mike Whatley's Brabham BT21/4 to battle out third place until they touched at Old Hall on the third lap and Whatley spun out of contention. Bob Laughton's Tecno 76/4 took up the third place battle with Heasell, but his challenge ended in the Old Hall barriers on the ninth lap.

As he was part-sponsoring the race, it was only appropriate for Alan Minshaw to win the production saloon car race. But it was not a Minshaw benefit. For the first five laps, his Opel Commodore GS/E sat on the tail of Win Percy who was having his first race in Rod Birley's 3-litre Capri II. Percy drove with great verve, both saloons getting well tweaked up, but the Capri's brakes faded away by half distance and Minshaw was left a comfortable winner. Adam Macmillan's 3-litre BMW Si circulated a lonely third throughout, while fourth place was disputed in grand style between Belfast's Ray Moore (Opel Commodore) and Gerry Marshall (Vauxhall Magnum). Not even a heart-stopping moment by Moore at Old Hall (narrowly missing the sleepers) deterred the recent Mondello winner, and he gradually pulled away from the class-winning Vauxhall.

Ian McCullough scored his third successive victory in the Northern Clubmans Sports Champagne Championship by dint of a first-class drive in a U2 Mk 18 B. With Rufforth and Croft wins behind him, McCullough stormed into the lead of this 10 lap race from pole position and fought off a determined challenge from Rob Cochran's Ashfield BRL7 for the first six laps; on the seventh tour, Cochran spun off at Cascades. After starting from fifth row of a very full grid, Tim Gath's Mallock U2 rocketed through the field to claim third place by half distance, only to promptly spin off at Fosters; back through the field he carved, to end up a firm second in Cochran's absence. With the U2s of Chris Hart and David Orbell retiring with leaking oil and overheating problems respectively, third place overall was contested by the leader of the FF1600 engined section in which Keith Money narrowly held off Don Cressy and Richard Morgan after a race-long scrap.

As Colin Hawker's DFVW-Cosworth failed to fire up on the line, the over 1 litre Esso Uniflo Special Saloon Car Championship race turned into a benefit for Derek Walker's ably-driven Ford Escort. Tony Sugden's Escort came through from the fourth row of the grid to finish second, pursued by Peter Baldwin's class-winning Mini Clubman with Hawker recovering to finish fourth, any further progress by the DFVW being nullified by a dicky gearbox. Chris Wray's Escort narrowly headed an enterprising battle between Gerry Gough's Mini Clubman and David Smith's Cooper S for fifth.

results

Brush Fusegear Formula Ford Championship, heat 1 (7 laps): 1, Nigel Mansell (Crosslé-Burton/Smith 25F), 8m 01.4s, 86.58mph; 2, Michael Roe (Van Diemen-Rowland RF77), 8m 03.8s; 3, Bernard Devaney (Hawke-Minister DL17), 8m 05.6s; 4, John Village (Royale-Titan RP24). **Fastest Lap:** Mansell, 1m 07.6s, 88.08mph.

Brush Fusegear Formula Ford Championship, heat 2 (7 laps): 1, Barry Pigot (Van Diemen-Scholar RF77), 8m 08.8s, 85.27mph; 2, Peter Morgan (Royale-Minister RP21), 8m 09.2s; 3, Trevor van Rooyen (Royale-Minister RP24), 8m 10.6s; 4, David Sears (Royale-Scholar RP24), 8m 16.4s. **Fastest Lap:** Morgan, 1m 08.6s, 86.80mph.

Brush Fusegear Formula Ford Championship, final (12 laps): 1, Devaney, 13m 46.2s, 86.48mph; 2, Roe, 13m 46.4s; 3, Pigot, 13m 48.0s; 4, Paul Smith (Royale-Rowland RP24), 14m; 5, David Wheeler (Royale-Harris RP21A), 14m 03.8s; 6, Village, 14m 04.8s. **Fastest Lap:** Morgan, 1m 07.2s, 88.61mph.

Esso Uniflo Special Saloon Car Championship, up to 1000cc (10 laps). Overall and 851-1000cc class: 1, Richard Long (1.0 Imp), 12m 43.0s, 78.04mph; 2, Peter Jurgens (1.0 Austin A40), 12m 51.6s; 3, George Ostroumoff (1.0 Imp), 13m 01.6s. **Fastest Lap:** Jurgens, 1m 13.8s, 80.68mph. **Up to 850cc class:** 1, Reg Ward (850 Mini), 75.60mph; 2, Michael Holland (850 Imp); 3, John Heathcock (850 Mini). **Fastest Lap:** Ward, 1m 14.4s, 80.03mph.

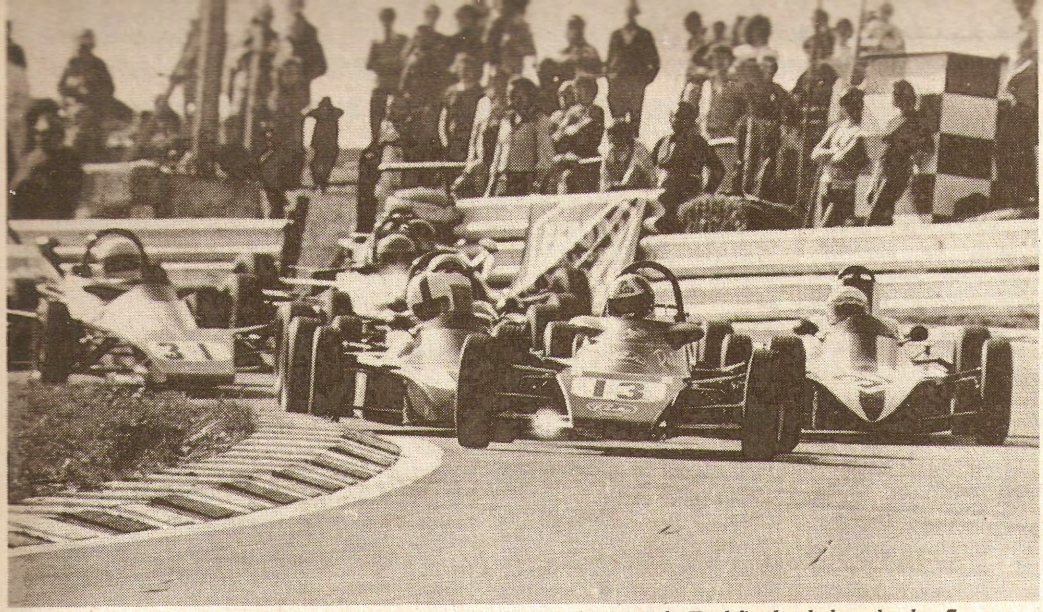
BRDC/Silverstone Production Sports Car Championship (10 laps). Overall and Class A: 1, Chris Meek (1.6 Lotus Europa Special), 12m 45.2s, 77.81mph; 2, Stewart Halstead (3.0 TVR 3000M), 13m 05.2s; 3, John Kent (1.6 Lotus Europa Special). **Fastest Lap:** Meek, 1m 14.0s, 80.46mph. **(Record.) Class B:** 1, David Beams (1.0 Ginetta G15), 72.53mph; 2, Gerald Vaughan (2.5 Triumph TR6); 3, Ricky Podmore (1.8 MGB). **Fastest Lap:** Beams, 1m 20.6s, 73.88mph. **(Record.) Class C:** 1, Malcolm Wayne (1.5 MG Midget), 68.21mph; 2, John McCaffrey (1.3 Austin-Healey Sprite); 3, Howard Johnson (1.3 Austin-Healey Sprite). **Fastest Lap:** Johnson, 1m 25.6s, 69.56mph. **(Record.)**

Lep Transport Trophy/AHMEC Formula 4 Championship (10 laps): 1, Alex Lowe (1.0 Chevron-Cosworth B20), 11m 08.6s, 89.06mph; 2, Ken Crook (1.0 Ensign-Ford MN77), 11m 26.6s; 3, Eddy Heasell (1.0 Brabham-Ford BT38C), 11m 41.4s; 4, Jim Ward (1.0 Gem-Holbay 76), 11m 53.6s; 5, Mike Wilder (1.0 Brabham-Ford BT21), 12m 19.2s; 6, Fred Crook (1.0 Lotus-Ford 41), 9 laps. **Fastest Lap:** Lowe, 1m 05.6s, 90.77mph. **(Record.)**

Manchester Liners/Demon Tweeks Production Saloon Car Race (10 laps). Overall and 2501-3000cc class: 1, Alan Minshaw (2.8 Opel Commodore GSE),13m 21.8s, 74.26mph; 2, Win Percy (3.0 Ford Capri II), 13m 26.8s; 3, Adam Macmillan (3.0 BMW Si), 13m 34.6s; 4, Ray Moore (2.8 Opel Commodore GSE), 13m 47.6s. **Fastest Lap:** Minshaw, 1m 19.0s, 75.37mph. **2001-2500 cc class:** 1, Gerry Marshall (2.3 Vauxhall Magnum), 71.79mph; 2, Vic Covey (K2.3 Mazda RX2); no other finishers. **Fastest Lap:** Marshall, 1m 22.0s, 72.61mph. **1501-2000cc class:** 1, Peter Cartlidge (2.0 Mazda RX3); Nick Carter (2.0 Mazda RX3). **Fastest Lap:** Cartlidge and Freeman, 1m 22.2s, 72.44mph.

Lep Travel Trophy/Northern Clubmans Champagne Championship Race (10 laps). Overall: 1, Ian McCullough (Mallock U2-Holbay Mk 18B), 11m 07.0s, 89.27mph; 2, Tim Gath (Mallock U2-Davron Mk 16), 11m 38.2s; 3, Keith Money (Mallock U2-Davron Mk 16B), 11m 50.8s; 4, Don Cressy (Mallock U2-Holbay Mk 16B), 11m 51.2s. **1600 cc modified engines:** 1, McCullough, 89.27mph; 2, Gath; 3, Chris Norton (Mallock U2-Holbay Mk 16). **Fastest Lap:** Gath, 1m 03.2s, 94.22mph. **1600 cc FF engines:** 1, Money, 83.77mph; 2, Cressy; 3, Richard Morgan (Mallock U2 Mk 11B). **Fastest Lap:** Money and Cressy, 1m 09.0s, 86.30mph.

Esso Uniflo Special Saloon Car Championship, over 1000cc (10 laps). Overall: 1, Derek Walker (1.8 Ford Escort), 11m 15.0s, 88.21mph; 2, Tony Sugden (2.0 Ford Escort), 11m 53.0s; 3, Peter Baldwin (1.3 Mini Clubman), 11m 58.4s; 4, Colin Hawker (3.0 DFVW-Cosworth), 12m 06.0s. **Over 2500cc class:** 1, Hawker, 82.02mph; no other starters. **Fastest Lap:** Hawker, 1m 08.2s, 87.31mph. **1301-2500cc class:** 1, Walker, 88.21mph; 2, Sugden; 3, Chris Wray (2.0 Ford Escort). **Fastest Lap:** Walker, 1m 09.0s, 90.22mph. **1001-1300 cc class:** 1, Baldwin, 83.12mph; 2, Gerry Gough (1.3 Mini Clubman); 3, David Smith (1.3 Mini-Cooper S). **Fastest Lap:** Baldwin, 1m 10.2s, 84.82mph.



Number 13 did not prove lucky for Chico Serra as this lead in the Formula Ford final only lasted to lap 7.

BRANDS HATCH

Leslie sails home

In a closely fought final, David Leslie took maximum Townsend Thoresen Formula Ford points last Sunday at Brands Hatch with his Royale RP24. It was the main race of a BRSCC organised meeting and produced the best racing of a rather unspectacular afternoon. Parts of the racing were exciting, but the small number of spectators that attended in fine weather, must have wished they'd gone down to the coast. John Homewood extended his lead in the Hitachi saloon car series with another win, while Doug Bassett has now overhauled Neil McGrath's lead in the Renault 5 Elf Championship. The remaining championship wins went to Vernon Davies in the SKF Steel Club Sports series, Bob Jarvis in BRSCC modsports and Steve Soper in the 1275 Mini Challenge.

The first of three Townsend Thoresen Formula Ford heats gave David Leslie's Royale-Scholar RP24 a win from pole, although he was led as far as Druids on lap one by Chico Serra's works Van Diemen. The Royale had a 1.6s cushion on the Van Diemen while, behind, John Village's Alloy Steel & Iron Company Royale RP24 gave chase until the seventh lap when Mike Blanchet's Lola inserted itself in third place nearly ten seconds adrift. Roy James's MRS Hawke DL17 was with this duo until the fourth lap when a spin at McLaren dropped him to sixth place.

John Homewood's Sunbeam Imp was 1.6s quicker than anything else in practice for the Hitachi special saloon championship round, and he pulled away from his pursuers at the same rate. There was an Impish battle going on behind with Chrysler products belonging to Mike Chapple, Martin Sims, John Oxborrow and Bryan Harvey all involved. Chapple led the group after ten laps, with Oxborrow losing third place on the penultimate lap when he spun at Paddock after picking up a puncture. Harvey finished 0.2s behind Chapple with Sims a further three seconds down. Peter Day's Allen Mini led David Enderby's rebuilt Pole Position/Esso Uniflo Mini in the small class until lap 9 when Enderby got by at the foot of Paddock. However, on the last lap Day got inside Enderby at Clearways, the latter spinning as the cars touched with Day grabbing a fortunate class win.

Although the Royale RP24 of Frenchman Yves Sarazin was on pole for the second Townsend Thoresen heat, Don MacLeod totally dominated the race in the works Van Diemen to win by three seconds from the poleman. Rob Orford's efforts to wrest third place from Robert Coates got a little too close when, on lap four, the Hawke RP21 lost its nose cone on the gearbox of Coates's Red Star Garages Hawke DL17 at Clearways. Thereafter the race turned into a procession as Orford retired enabling Aussie Rod Macleod to finish fourth with his Royale RP21.

With Championship leader Neil McGrath's racing curtailed for the rest of the season, the way was open for Doug Bassett to overhaul him in the BRSCC Renault 5 Elf Challenge. He didn't throw away the opportunity, and once his Millward Bros car had disposed of early leader David Benton in the Talbot Garage car on the third lap, he pulled away to a comfortable victory. Colin Green's PFC Business Forms car couldn't uphold its practice form, and, after starting from pole, he dropped down to fifth behind Charles Sawyer-Hoare and Gordon Barr.

The third and final Townsend Thoresen heat was also a processional affair after a pile up at Druids on the first lap split the field somewhat. Those eliminated were second fastest Bernard Vermilio (Merlyn Mk 30), Nigel Gough's Van Diemen and Randall Blomquist's Tiga. This made Nigel Mansell's job all that much easier, and his Crosslé pulled comfortably away from Oulton Park winner Bernard Devaney in the works Hawke. With Pedro Nougues' Van Diemen having an excursion at Surtees and Roger Pedrick's Hawke joining the other three cars at Druids on the fifth lap, Peter Argetsinger, who hails from Watkins Glen, finished third in his Crosslé.

Rather than the BRSCC marshals being behind the flags, they were faced with them when twelve of their number were let loose in ShellSport Escorts. Robert Budd was on pole and led for the first seven laps. However, George Skinner was paying very close attention and eventually slipped through with three laps to go. He's fortunate in that he has Brands and Escort experience for he drives the number 1 Rescue Vehicle, and is in charge of ferrying the Escorts to other circuits. Stephen Staley thought he had lost out on third place on lap 7 at the top of Paddock when Malcom Payne dived through, but he did the exit all wrong and spun at the bottom of the hill.

The Clubman cars were given 20 laps to contest SKF Steel points, and unfortunately their race suffered from non starters, ten in all. Vernon Davies, however, gave the race sponsors something to smile about by taking his SKF Steel Mallock U2 Mk 18B to a fine flag to flag victory. Creighton Brown's Ardmore Team Camborough Mallock U2 Mk 18B had been a second quicker in practice, but his car wouldn't run consistently on four cylinders, and it looked as though he would have to settle for third place until four laps from the end when Martin White's U2 Mk 18B ran into trouble and dropped behind Brown and Chris Greville-Smith's Phantom.

It really was a hectic first few laps in the Townsend Thoresen Formula Ford Final. Chico Serra led a frantic bunch consisting of Mansell, Sarazin, Leslie, Devaney, and Don MacLeod. The Brazilian hung on until lap 7 when Mansell got through, and was able to put a few car lengths between himself and the rest. It all went wrong, though, on the ninth lap, when a wishbone broke on Mansell's Crosslé and he half spun at Clearways taking off Serra and backmarker David Dickson (Royale R24) as well as himself. It also seriously delayed Sarazin and left MacLeod, laps to go Leslie passed the more experienced MacLeod, and he led across the line by half a car's length, with Devaney 1.4s further back. John Village and Blanchet had been in close company throughout, the former just getting the verdict in a side by side finish.

The smallest car in the race won the BRSCC Modsports Championship round, Bob Jarvis's Davrian Carter Imp Mk7. It was an extremely comfortable victory too, with no Jon Fletcher or Jonathan Palmer to worry about. Once past John Wilmshurst's Ginetta G4 on the second lap, David Mercer's Lotus Elan strode away to an easy second place albeit 6.0s behind the Davrian but 9.8s ahead of the Whitegates Service Station Ginetta.

While Steve Soper walked away with the Leyland Cars National Mini 1275 race, there was a terrific scrap for second place, Paul Taft's Motospeed car, the Harris Mini of Steve Harris and Roger Saunders' Sigma Mini. It was all very close throughout but they finished in that order after ten laps, covered by just 0.4s. 850 Minis had their own race, starting twenty seconds behind the rest and that was won by John Love, who recovered from a spin at Paddock on the second lap.

PAUL KING

Townsend Thoresen Formula Ford 1600 Championship, heat one, (10 laps): 1, David Leslie (Royale-Scholar RP24), 8m 40.0s, 83.33 mph; 2, Francisco Serra (Van Diemen-Scholar 77), 8m 41.6s; 3, Mike Blanchet (Lola-Minister T440E), 8m 50.8s; 4, John Village (Royale-Titan RP24), 8m 51.0s. **Fastest lap:** Leslie and Serra, 51.0s, 84.96 mph.

Townsend Thoresen Formula Ford 1600 Championship, heat two, (10 laps): 1, Don MacLeod (Van Diemen-Scholar 77), 8m41.6s, 83.07 mph; 2, Yves Sarazin (Royale-Rowland RP24), 8m 44.6s; 3, Robert Coates (Hawke-Minister DL17), 8m 50.4s; 4, Rod MacLeod (Royale Minister RP21), 8m 57.2s. **Fastest lap:** Don MacLeod and Sarazin, 51.4s, 84.30 mph.

Townsend Thoresen Formula Ford Championship, heat three, (10 laps): 1, Nigel Mansell (Crosslé-Smith 25F), 8m 40.8s, 83.20 mph; 2, Bernard Devaney (Hawke-Minister DL17), 8m 47.8s; 3, Peter Argetsinger (Crosslé-Minister 32F), 8m 59.6s; 4 George Caton (Hawke DL17), 9m 08.6s. **Fastest lap:** Mansell, 51.2s, 84.63 mph.

Townsend Thoresen Formula Ford 1600 Championship, final, (15 laps): 1 Leslie, 13m 00.4s, 83.28 mph; 2, Don MacLeod, 13m 00.4s; 3, Devaney, 13m 01.8s; 4, Village, 13m 11.8s; 5, Blanchet, 13m 12.0s; 6, Argetsinger, 13m 12.2s. **Fastest lap:** Serra, 50.8s, 85.29 mph.

Hitachi Special Saloon Car Championship round 851 to 1000cc and up to 850cc (10 laps): overall and 851 to 1000cc: 1, John Homewood (1.0 Sunbeam Imp), 9m 05.6s, 79.42 mph; 2, Mike Chapple (1.0 Hillman Imp), 9m 24.8s; 3, Bryan Harvey (1.0 Hartwell Imp), 9m 25.0s; 4, Martin Sims (1.0 Bevan Imp), 9m 28.0s. **Fastest lap:** Homewood, 54.4s, 81.14 mph. **Up to 850cc:** 1, Peter Day (849 Allen Mini), 76.02 mph; 2, David Enderby (843 Mini); 3, Fred Hendy (849 Sunbeam Imp). **Fastest lap:** Enderby, 55.4s, 78.21 mph.

BRSCC Renault 5 Elf Challenge (10 laps): 1, Doug Bassett, 11m 05.8s, 65.08 mph; 2, David Benton, 11m 08.8s; 3, Charles Sawyer-Hoare, 11m 11.4s; 4, Gordon Barr, 11m 12.2s; 5, Colin Green, 11m 13.0s; 6, Ivan Dutton, 11m 13.8s. **Fastest lap:** Bassett, 1m 05.0s, 66.66 mph.

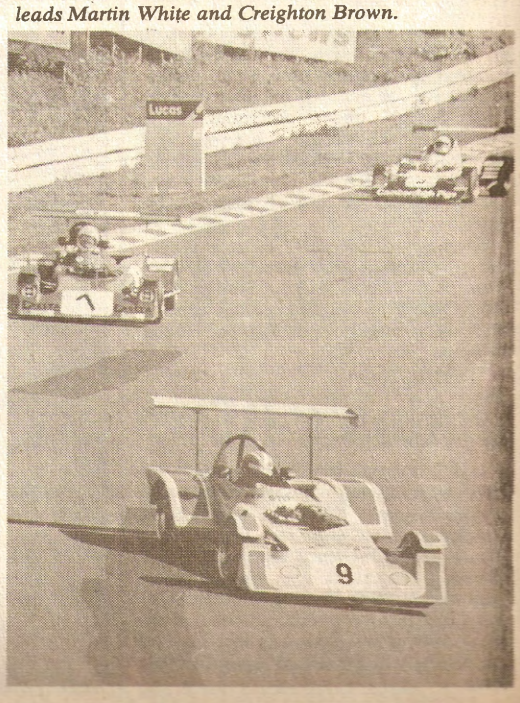
ShellSport Escort Marshals' race (10 laps): 1, George Skinner, 11m 13.4s, 64.34 mph; 2, Robert Budd, 11m 16.4s; 3, Stephen Staley, 11m 28.0s; 4, Brian Gapp, 11m 28.2s; 5, Simon Bill, 11m 35.0s; 6, Rod Wynne-Powell, 11m 38.0s. **Fastest lap:** Skinner, 1m 05.6s, 66.05 mph.

SKF Steel Club Sports Championship Class A Cars (20 laps): 1, Vernon Davies (1.6 Mallock U2-Holbay 18B), 15m 55.4s, 90.70 mph; 2, Creighton Brown (1.6 Mallock U2-Morgan Mk 18B), 15m 58.6s; 3, Chris Greville Smith (1.6 Phantom P76), 16m 03.2s; 4, Martin White (1.6 Mallock U2-Longman Mk 18B), 16m 15.6s; 5, Bob Cuthbertson (1.6 Mallock U2-Holbay Mk 18), 16m 39.4s; 6, Paul Gibson (1.6 Mallock U2 Mk 18B), 19 laps. **Fastest lap:** White and Davies, 46.4s, 93.38 mph.

BRSCC Modified Sports Car Championship over 2000cc, 1500 to 2000cc, 1150 to 1500cc and up to 1150cc (10 laps); Overall: 1, Bob Jarvis (1.0 Davrian Carter Imp Mk7), 8m 48.4s, 82.00 mph; 2, David Mercer (1.6 Lotus Elan), 8m 54.4s; 3, John Wilmshurst (1.5 Ginetta G4), 9m 04.2s; 4, Geoff Weeks (1.5 Vickers Midget), 9m 10.0s. **Over 2000cc:** 1, Rodney Campbell (4.5 Jaguar E Type), 78.52 mph; only starter. **Fastest lap:** Campbell, 53.6s, 80.84 mph. **1500 to 2000cc:** 1, Mercer, 81.08 mph; 2, Paul Berman (1.6 Lotus Elan); 3, Brian Harvey (1.9 Morgan 4/4). **Fastest lap:** Mercer, 51.8s, 83.65 mph. **1150 to 1500cc:** 1, Wilmshurst, 79.62 mph; 2, Weeks; 3, Barrie Mutlow (1.5 Austin Healey Sprite). **Fastest lap:** Wilmshurst and Keith Ashby (1.5 MG Midget), 52.8s, 82.06 mph. **Up to 1150cc:** 1, Jarvis; 2, Pat Longhurst (1.1 Davrian Carter Imp Mk8). **Fastest lap:** Jarvis, 51.8s, 83.65 mph.

Leyland Cars National Mini 1275 Challenge and non championship Mini 850s (10 laps): Overall and Mini 1275: 1, Steve Soper, 10m 02.6s, 71.90 mph; 2, Paul Taft, 10m 08.0s; 3, Steve Harris, 10m 08.2s; 4, Roger Saunders, 10m 08.4s; 5, Robert Lodge, 10m 21.0s; 6, Tim Dodwell, 11m 01.6s. **Fastest lap:** Harris, 59.2s, 73.19 mph **(record). Mini 850:** 1, John Love, 65.17 mph; 2, Richard Hinton; 3, Chris Wilkinson. **Fastest lap:** Love, 1m 03.4s, 68.34 mph.

Vernon Davies dominated the Clubmans race and here leads Martin White and Creighton Brown.



Pete's nasty Croft

Pete King, the popular partner of Soho Jazz maestro Ronnie Scott, was involved in a very nasty accident during the Debenhams Escort Challenge round at Croft on Sunday when his Sport rolled at Spa a number of times.

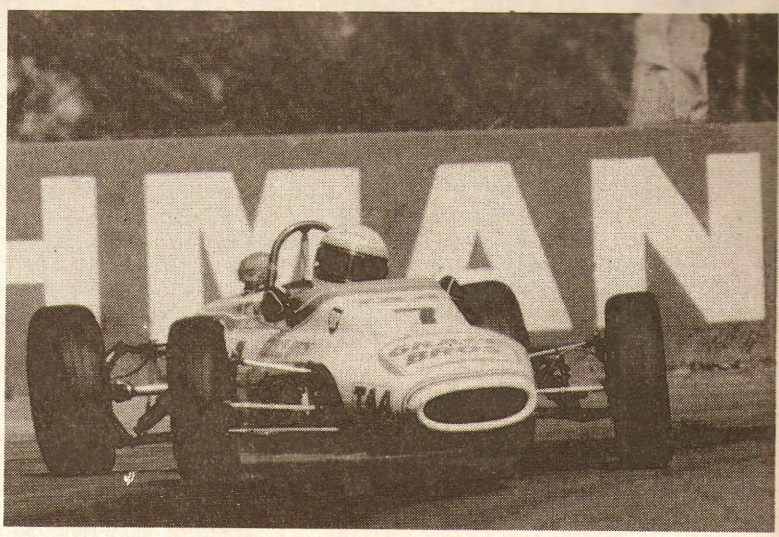
Reports of the accident, described by most eyewitnesses as the worst seen at Croft for many years, do vary and, although many spectators feel that King was not in contact with any other car, a number of other competitors did spin in the incident. After rolling a number of times, the Escort was a complete write-off.

The BRSCC Northern Centre's exhaustively trained marshals handled a very nasty situation with great skill and gave King vital first aid before professional medical attention was available. The course doctor later paid credit to their efforts, saying that they were "bloody marvellous."

Some competitors, among them Mick Hill, Derek Speight and Barrie Williams appreciated the gravity of the accident and pulled out of the race to assist in rescue operations, Hill and Speight helping remove King from the car, which had caught fire, and Williams making a desperate attempt to stop the race by standing on the circuit waving flags at other competitors—something which many feel the organisers should have done themselves.

King was rushed to Darlington Memorial Hospital with what were at first feared to be severe arm injuries, and underwent an emergency operation on Sunday evening. Careful inspection of his left arm revealed only a broken wrist and David da Costa, who stayed with King until mid-afternoon Monday said he was in good spirits and was keen to return to work. He was likely to be staying in the North, however, until the end of the week.

The race was as closely contested as Debenhams rounds usually are and it appeared that the leading runners were too carried away in the heat of battle to heed the yellow flags at the scene of the accident. Although both Wayne Wainwright and Neil McGrath had left the circuit before the Steward's findings could be announced, they were both fined £20 and will have their competition licences suspended for one month.



Man to beat in the TAA-promoted Australian Driver to Europe series is John Smith, pictured here on his way to an easy win at Oran Park in the Aussie-built Bowin, which is backed by Grace Bros.

Historic Martini

The Aston Martin Owners Club announced this week that Martini Rossi Ltd, are to sponsor a Martini International Historic Sports Car Race at the annual St. John Horsfall meeting at Silverstone on June 25.

The winner will hold the famous Martini International Trophy, most recently awarded for Interserie races at the circuit, for one year. The tie continues one of the longest surviving sponsorship connections in motor sport, Martini having backed AMOC efforts for 21 years.

Centres merge

The Surrey and North Thames Centres of the BARC have been merged to become the London and Home Counties Centre, which will be administered from Putney under chairman Doug Stanley. There will be a big membership drive in the London area to attract both existing BARC members to the Centre and recruit new members to the Club.

Secretary of the new Centre is David Jackson, competition secretary Robbie Robson and treasurer Paul Steiner. The BARC now has eight regional centres offering members sporting and social facilities.

Dutton's R5

Prodsaloon racer Ivan Dutton made his first circuit racing appearance this season in Sunday's BRSCC Renault 5 Elf Challenge round at Brands Hatch in the 'spare' Renault-owned car raced at the circuit a fortnight ago by television personality Mick Robertson. Although the car has a recurring gearbox problem, Dutton has obviously lost none of his old flair and finished a comfortable sixth.

Watson for King?

King of Cadwell, the *Libre* championship series being held at the Lincolnshire venue is, after two rounds, being led by Martin Watson the only person to have scored points in both races. The King of Cadwell award will be a fine one to collect at the end of the season, for the winner will have consistently tamed a full blooded single seater around the country's most demanding circuit.

● Headline in the Brands Hatch programme on Sunday: Townsend Thoresen Tops. A new kind of ice cream?

Ensign reappears

Formule Libre races don't always provide close racing but they often attract interesting machinery. At Croft Ted Dzierzek took third place with the ex-Ray Mallock Formula Atlantic Ensign, which was very little used in its original guise, but which is now being campaigned with a 2.0 Racing Services BDA engine by the former Hawke DL6A driver from Edinburgh.

Blue Star for Wood

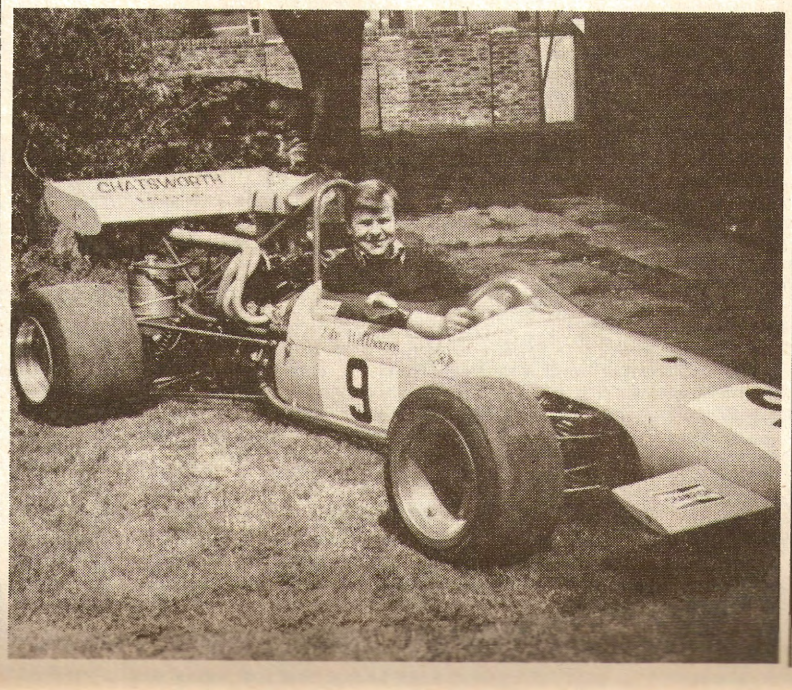
Martin Wood, who impressed at Cadwell Park last Sunday when he fought his way through the midfield bunch to eventually take fifth place with his elderly Lotus 61M, was having his first outing of the season. Blue Star Leisure Ltd and Sounds Exciting operators of "teen and twenty" group holidays will be sponsoring him from his next race for the season.

Devaney gives DL17 first win

Irish FF driver Bernard Devaney has at last enjoyed a fairly successful weekend with a win in the Brush Fusegear round at Oulton Park on Saturday and a competitive third in the TT round at Brands the following day. Although the changes made to his Hawke DL17 seem to be improving the various problems, Devaney still feels there is a problem with getting the power down out of the corners in comparison with the 1977 Van Diemen and Royale models.

At least the lap times are better than early in the season. Devaney is to concentrate on the Brush Fusegear Championship (in which he is a competitive fourth) and the RAC series, as well as doing selected European rounds. He also plans to make his Formula 3 debut in July.

Eike Wellhausen, former E-type racer, now has a Brabham 23C, originally built for an American who had intended installing a Chevvy V8. It has never raced, however, and Wellhausen turned up at Croft on Sunday with a 3-litre Cosworth unit.



Rejoining the ranks of the racing ladies this weekend should be Lorina Boughton, who is due to debut her Formula Ford 2000 Sark in the Libre *event at Sunday's 750MC Mallory Park meeting. She returns after a eighteen-month 'rest' forced on her by lack of funds. No newcomer to single-seater racing, she finished runner-up in the 1974 Formula 4 championship in a GRD, and she has had quite a lot of saloon car experience in* ShellSport *Escort races.*

Zandvoort historics

The Dutch equivalent of the Historic Sports Car Club, the HARC, is organising its first all historic meeting at Zandvoort on June 11 and they are keen to attract competitors from this country.

They are proposing to run events for pre-war tricars, Messerschmitts, MG 'T's, monoposto and sports cars, post-war GTs and monopostos and pre-war F1 cars. The regs suggest that each competitor would get a couple of practice sessions and the chance to compete in two or three races.

The man to contact is Jan Matthijssen, Kerkstraat 21, Wassenaar, Netherlands. He can be telephoned on 01751-77288 (day) or 01751-12060 (night).

Roe fishing for points

Michael Roe, the 20-year-old current Irish FF champion, is making a considerable impression in Britain this season. At Oulton Park last Saturday he finished second and, with van Rooyen retiring, Roe holds second place in the Brush Fusegear Championship just 3 points behind van Rooyen.

Roe, driving the works Van Diemen, is to concentrate on the Brush Fusegear, RAC and European Championships this season. However he will miss the next Brush Fusegear round at Silverstone on June 6, as he will be contesting the European round at Jyllandsringen the previous day and, unlike some teams, he cannot afford the air fare to fly back in time for Silverstone.

All the sevens

Leyland Cars and Esso will again be supporting the annual National Austin Seven Rally at Beaulieu on July 3, this year's event being the 15th in the series. Organisers, the 750MC, are confidently expecting to better last year's record 300 entries for the 20 classes and 27 trophies.

A topical exhibition will give enthusiasts a chance to look at Leyland cars—and the activities of the 750MC—in 1950 and there will be an Austinjumble for people who fancy a little shopping. Entry fee is £1 which includes admission to the National Motor Museum at Beaulieu on July 2, 3 and 4.

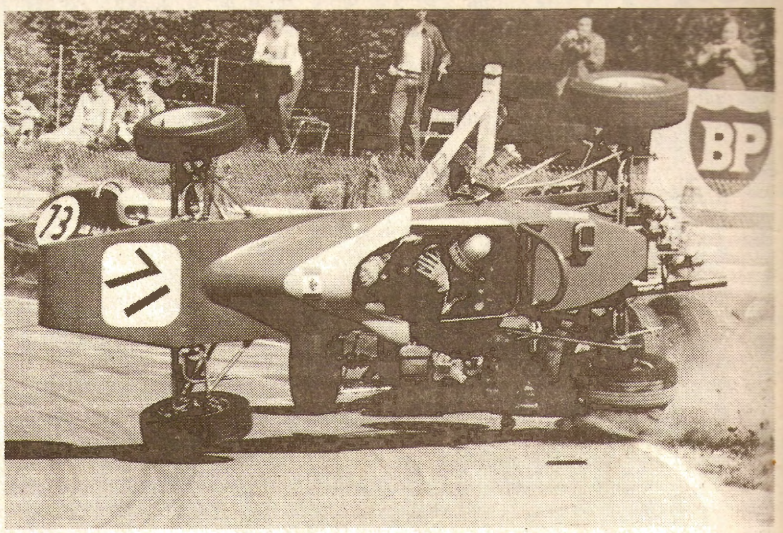
Jean's rallying

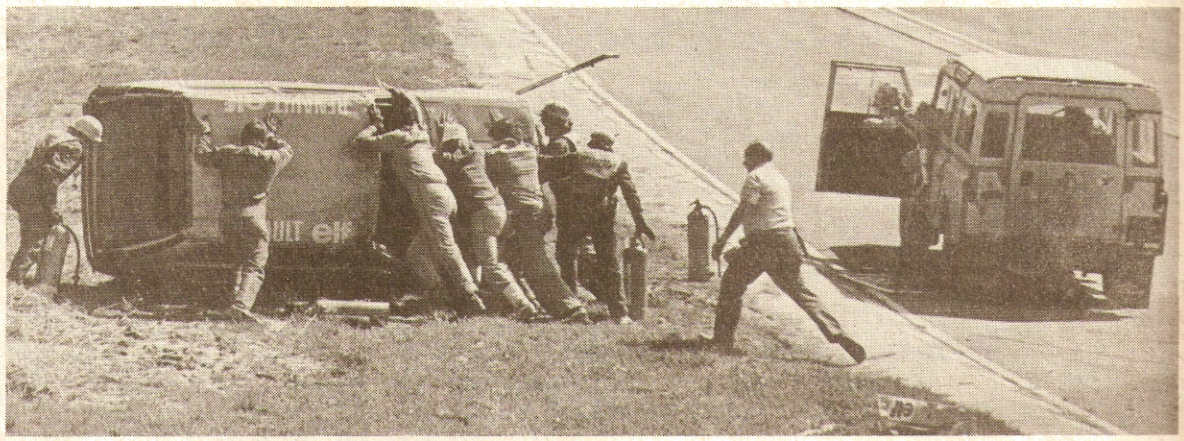
The Western Jean company are to sponsor the One-Eleven Motor club's closed co-promoted rally on July 30/31. It will start and finish in the heart of Sheffield, and cover about 102 miles of Derbyshire countryside.

This is Western Jean Company's first motor sport sponsorship, and with shops in Bradford, Hull, Leicester and many other major cities, they are one of the largest retailers of their type in the North. Regulations will be available soon from Lesley Dodd, 10 Oak Park, Sheffield 10.

Brands problems

Brands Hatch was a rather uncomfortable place to be on Sunday as Chris Elliott (below) and Nigel Gough (right) found out. Elliott rolled down Paddock during the Renault 5 Elf Challenge race, bending his new sunglasses which were in his overall pocket at the time. He was well, however, and will be rebuilding the Renault into a new shell. Gough was launched at Druids during the Townsend Thoresen round.





. . . while at Oulton

The carnage toll at the BRDC Oulton Park meeting last Saturday was quite considerable. In the Brush Fusegear FF1600 races Mike O'Brien's Merlyn Mk30, David Dickson's Royale RP24 and Richard Peacock's Royale RP21 were eliminated in a three car shunt at Cascades, Richard Trott's Royale RP24 glanced the sleepers at Lodge, Bill Shepherd's Crosslé 30F lost a wheel, Jeremy Plunkett's Crosslé 30F crashed at Druids, David Sears' Royale RP24 was taken off into the barriers at Lodge and Rick Whyman's Royale RP24 was shunted at Knicker Brook.

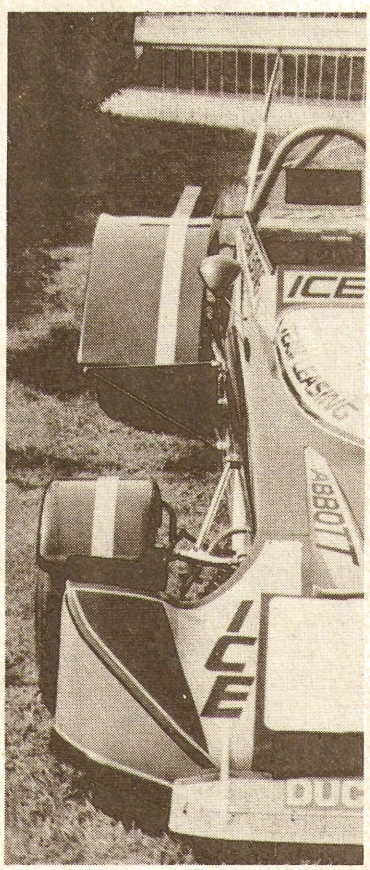
In the saloon car races, Cliff Watts' Imp and David Enderby's Mini were put out damaged after the start-line first corner mix-up in the 1-litre race, Brian Miles' Mini and Paul Richardson's Imp crashed at the Water Tower (with Richardson rolling onto the banking), and Alan Humberstone's Imp crashed at Lodge on the warming-up lap of the big race. John Olding damaged the ex-Brodie Capri considerably in practice.

In the other events, Colin Blower's TVR was considerably shortened against the Druids sleepers, Bob Laughton's F4 Tecno hit the banking at Old Hall, and Bob Cochran's Clubmans Ashfield went off at Cascades.

What a day.

● It appears that we got hold of the wrong end of the stick last week in our caption about monoposto racer Peter Gillett and his "sponsors," LPS. Monoposto racing is, of course, completely unsponsored, and the decals pictured on the car are only there when it is being used as a promotional vehicle for the company, for whom Peter is the racing agent. They do not contribute to his racing budget at all.

Deceased . . .



Stuart Glass' Pink Panther (above) is not feeling very well this week after a very nasty practice accident at Snetterton last Thursday when driver Peter Deal lost the car at Riches. He hit the bank and the Panther caught fire, Peter suffering burns to his fingers, but fortunately nothing more serious. About half the car is left.

Valli's TR7 appears

Croft's thinly-supported Skipton Finance Prodsports round was a complete triumph for what the commentator described as "The Meek Entourage." 'Valli' at last had the Andy Dawson-prepared Triumph TR7, and as she led into Tower 'Cee-Mee' successfully blocked everyone else with the ex-Sports Motors black Europa. Chris hung about for a bit before wafting away for the inevitable win while 'Valli' *sans* any class opposition soldiered on in second place. Meanwhile, the Spridgets well shuffled themselves and out came Malcolm Wayne in 'Valli's' old Midget to win the other class and take third place.

Gaymer's return

Cadwell Park spectators who were surprised to see a novice cross on the back of the Mini 1000cc race winner Paul Gaymer, and were doubtless impressed by the way he defeated the '76 Championship runner-up Phil Spurling, will not be surprised to learn that Paul has raced before, in fact he was Mini 7 Champion in 1969. Does the name ring a bell now?

● Teify Valley MC had *two* offers of sponsorship for their Cilwendeg Road rally this year, which is a *Motoring News*, BTRDA Silver Star and Welsh championship round. Local sawmillers Teifi Timber Products Ltd have now put their name and financial support to the event. Regs are available from Megan Lewis, Rhydonnen, Pentrecwrt, Llandysul, Dyfed SA44 5DG.

Briefly. . .

● Regs are now available for the Sunshine/Autotest on June 6, organised by Dudsbury CC and sponsored by Duckhams in Ferndown, Dorset. Details from Richard Acres, 32 Queens Close, West Moors, Wimborne, Dorset.

● The public address system at Oulton Park appears to be suffering somewhat from senility. Depending upon which part of the circuit you are in, one or other commentator is nearly always inaudible, but is that such a bad thing?

● Regs are available for Farnborough & District MC's two Goodwood Sprints—on May 31 and July 31—from Don Hore, 24 Cove Road, Fleet, Hampshire GU13 8RN.

● Next meeting planned for Knockhill is on June 12 and regs are now available from John Basson, 7 Threipmuir Gardens, Balerno, Midlothian. The first meeting of the season had to be cancelled through lack of entries and the organisers hope to attract considerably more this time round.

● Caterham Auto Accessories are organising a sponsorship talk-in in conjunction with the Surrey Sporting MC at the Lakers Hotel, Redhill, on June 1. As both organisers feel there are drawbacks to the normal forum presentation, the guest celebrities—who will include SodaStream's FF driver Brian Sims and his sponsor—will circulate among the audience., Start is at 9pm.

● Despite having eight stitches in his thumb on Friday night after gashing his hand loading the prodsports Ginetta, David Beams managed a practice time 1.4s under Oulton Park's lap record on Saturday, and won his class by a wide margin.

●Stockton & District MC are again running their annual restricted status novice rally, the only one of its type in the north-east, this year on June 25/26. It will again be sponsored by Matgrove Motor Factors of Thornaby, and will start from the Scotch Corner Service Station. The 145-mile route will largely be on tarmac roads. Regulations are available from Mrs Deniese Sylph, 79 Shereton Park, Stockton, Cleveland.

●Well organised competitors might like to note that the Mallory Park practice day on July 30 has been cancelled.

● In the Brands modsports race on Sunday, the BRSCC's startline marshals held up a black board giving a 10 seconds penalty to car number 17 . . . Jon Fletcher's Elan, which was sitting on its trailer back home in Rochdale. It appears that the double glazing on the control tower makes 12 and 17 difficult to distinguish.

● Regs are now available for the BARC Yorkshire Centre's annual Scarborough Weekend of driving tests which starts on Saturday, June 11. As well as competition, there will be free disco at the St. Nicholas Hotel in Scarborough, the weekend's HQ. Details from Miss J. M. Walker, 6 Sidney Street, Vicar Lane, Leeds.

● Sports 2000 and Renault 5 dicer Juliette Slaughter passed her Advanced Driving Test last week in her roadgoing Vitesse—but it didn't stop her trying an inside overtaking manoeuvre at Clearways in Sunday's Renault 5 race only to discover that "too much welly" tends to make Renaults face the wrong way!

● The International Auto Safety Centre are to sponsor Roger Powley in a Porsche 911S in this year's road rally championships, starting at the Fiesta Rally this weekend. Navigator is Brian Goff.

● Sixty & Worcs MC have issued a statement that, contrary to rumours, they are going ahead with their two planned autocrosses. The first, on June 6th is being co-promoted with the City of Worcester Show and there's £20 for BTD while on July 10th they have a round of the BTRDA Championship. Regs for the latter event will be out at the end of this month.

● The Peter Waldon Appeal Fund has now closed with a total of £5,424 having been raised by dozens of clubs, individuals and organisations and the joint organisers Derek Davies and Richard Davies of Eppynt and Pembroke MC respectively convey the grateful thanks of the widow to all concerned.

● Regs are available for the Lancia Motor Club/Circle Car Club sprint—sponsored by Lancia (England) Ltd—at Goodwood on June 5. Secretary of the meeting is G. Daish, 18 Laurel Road, Park Gate, Southampton, and classes will be for saloons, classic cars, vintage and sports racers.

● Entries have been flooding in at the rate of ten a day for the first Lotus Owners' Concours d'Elegance at the Robert Else meeting at Donington on Saturday, including many historic touring and racing cars which were not known to exist.

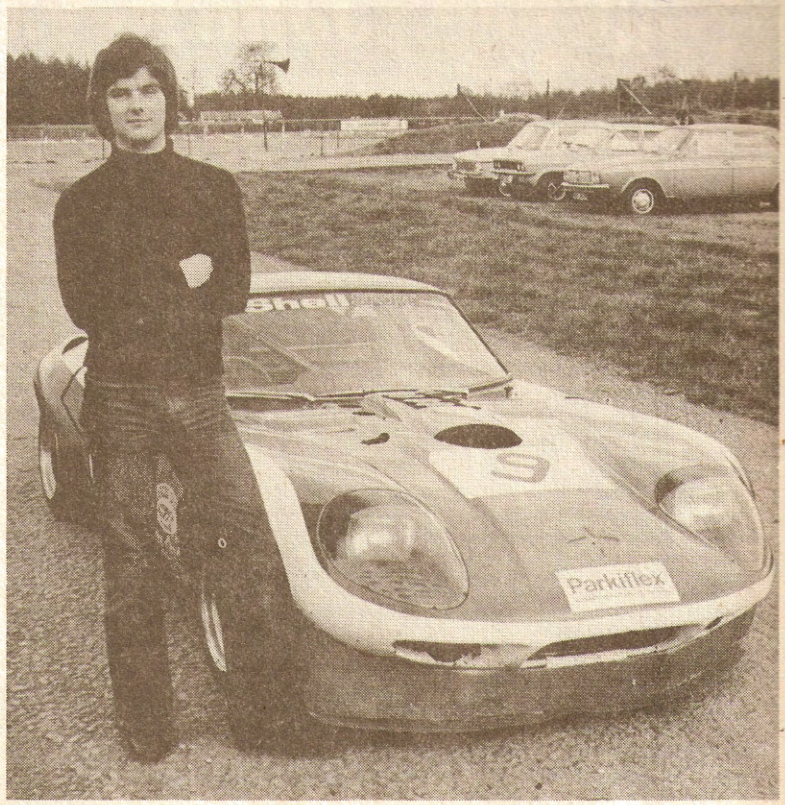
● For their Kirby Fiesta Rally, on May 28/29, Broughton & Bretton MC have gained the support of Kirbys of Wrexham, Ford main dealers and Rally Sport agents. The event, over 135 miles of "popular" rally territory, is open to a dozen clubs plus Welsh Assn and ANWMC members and starts from the sponsor's premises and ends up in Ruabon. Entry fee is £8 and regs are available from Mrs M A Edwards, 5 Haulfryn, Sychdyn, Mold, Clwyd. Tel: Mold 4534.

● Dudley & District CC and 1300 CC of Halesowen have amalgamated. At a recent AGM Kevin Hogan was elected chairman, Ian Richards secretary, Robin Morris treasurer and Malcolm Oxborrow comps secretary. The new club has headquarters at the Sun at Romsley, meeting on the second and last Thursdays in every month.

● Regs are now available for the BMRMC's July 2 meeting at Donington, which will feature events for FF1600, special saloons, modsports, Morgans, vintage cars and a special race for Bentleys. Application should be made to Mike Cartwright, 68 Pinewoods Avenue, West Hagley, Stourbridge, West Midlands DY9 0JF.

● All correspondence about competitions for the Enfield based Green Belt MC should now be addressed to the new Competitions Secretary George Simmonds at 552 Lordship Lane, Wood Green, London N22. Club Honorary Secretary is still Tony Strong, who has moved to 22 Frinton Road, Collier Row, Romford, Essex.

● Midland Automobile Club's Shelsley Walsh hill climb on June 12, supported by the Dupont Group, is already oversubscribed. Among the attractions will be a Bentley DC pre-war Bentley Concours d'Elegance and a visit by Raymond Mays, who will sign copies of the MAC Book "Seventy Years of Shelsley Walsh".



Jonathan Palmer, whose successful modsports career was threatened by lack of finance, is now to be sponsored by Parkiflex DIY wood flooring.

Two 100mph Peugeot ambulances have been presented to Donington Park by Pilkington Motors of Chesterfield and Derby for use an emergency vehicles. Circuit owner Tom Wheatcroft (second right) accepts them from Mr John Morrison.

Stringer's Felixstowe

Despite making a mess of the ninth test when he had four or five attempts at the various boxes, Steve Stringer was never in any serious bother on his way to scoring another win in the RAC Autotest Championship at the Eastern Counties MC round at Felixstowe on May 15.

He totalled 951.7s in his Lotus Seven on the 18 tests at four sites along the seafront and was some 40s ahead of John Larkin, the only other driver to break the 1000s barrier.

Heavy rain in the morning made life miserable for everyone but it became shirt-sleeve order in the afternoon for the rather poor entry of only 27 competitors.

In the small Mini class Brian Johns fell foul of the weather when he drowned in a puddle on the seventh test but still had a comfortable margin over David Everett. Larkin, who collected a 10s penalty for a pylon on the 16th test was hard pressed for part of the day by Mike Sones, fresh from a 260-mile overnight dash from the Welsh Rally which ended in Cardiff. Sones headed Larkin in their 1275 GT battle on five tests but threw it away on the 11th exercise.

Any chance Dick Squires (Sprite) had of challenging Stringer disappeared on the first test where he made a hash of things but he was far ahead of Richard Yapp (Midget). Equally impressive in winning his class was John Calton in his Mexico: in spite of two line faults he was still 45s quicker than Mike Herbert, also in a Mexico. It was suggested that he should know his way around as this *was* his 22nd visit to the event!

In a supporting clubmans event Marty Ahlman (Midget) won easily from Nevil Smith in a Mini.

BTD: S. Stringer (Lotus 7), 951.7s.
Class winners: B. Johns (Mini), 1093.6s; J. Larkin (1275 GT), 990.6s; C. Daisy (Chevette), 1151.4s; R. Squire (Sprite), 1008.1s; J. Calton (Mexico), 1083.0s; A. Aclman (Jimini Special), 1027.9s. **Novice:** J. Mantle (Cooper S), 1131.9s. **Clubmans:** M. Ahlman (Midget), 1219.4s.

Willy Ribbs stars at Croft

Formula Ford was in the ascendant at Croft on Sunday when four out of eight races at the BRSCC Northern Centre's particularly slickly-run and gorgeously sunny meeting were for this category. American Willy Ribbs consolidated his position in the BRSCC Dunlop 'Star of Tomorrow' series with his Scorpion Royale, and George Franchitti maintained his recent form to win the Tate Championship round in his Hawke-Minister DL15. Wayne Wainwright (BRMB/Opposite Lock) took a thrillingly close Debenhams Escort Challenge round but the race was sadly marred by a shocking accident to Pete King's Ronnie Scott car (in which he suffered severe arm injuries) and subsequent yellow flag incidents (see *Sports Extra*).

Some early fumblings just behind him allowed Terry Blanchet a fairly easy win in the first 'Star of Tomorrow' heat, Terry's Lotus 61M again reminding everyone that a new chassis is not essential in FF1600. A last lap moment dropped Graeme Peake's Scorpion Royale to fourth and allowed Colin Birkbeck's Cumbrian Surfacing Merlyn into second place after making up ground well. Despite nearly losing the lot at the chicane on one lap, Willy Ribbs's immaculate Scorpion entry won the faster second heat after a race-long struggle with Bill Shepherd's Winfield Crosslé and David Duffield's Old Court Whisky Dulon. Jeremy Plunkett's Winfield Crosslé dropped from contention with a very sick engine.

Ribbs and Shepherd fought long and hard in the final, sharing the lead, until Shepherd spun on lap seven. He pulled back to fourth by the finish but Ribbs was left with a secure lead ahead of Scorpion teammate Peake. Alas, the latter lost it at the chicane last time round and dropped to sixth, leaving the fiercely contested place to Blanchet from Birkbeck, Shepherd and Duffield. The existence of such a popular novices championship provides eloquent comment on the magnificent state of health of FF1600.

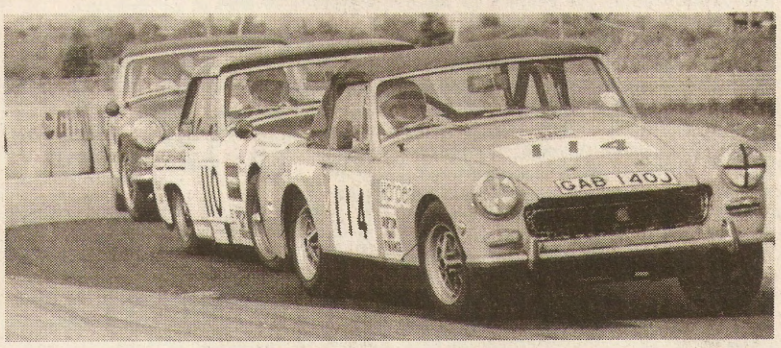
Wayne Wainwright lost a lot of ground at the chicane on the first lap of the Debenhams round but he soon forged through to second again. However, David Da Costa's Valprint car proved a greater problem, and these two led a five car train from which Barrie Williams exited with pulled wheel studs. Lap nine, and Wainwright was through and was all but followed by teammate Neil McGrath. Wainwright smashed the class record during his progress but in the meantime Pete King totally destroyed his car at Spa and, as the marshals struggled to free the severely injured driver, the leaders were reported for failing to observe the yellow flags. As a result Wainwright and McGrath are suspended for a month.

The unusually meagre field of Special Saloons was despatched ten seconds ahead of the Modsports cars, and an exceptional attrition rate reduced the runners to six by the end. Jimmy Robertson's Escort Turbo led until his gear selectors packed up, which left the race to Doug Emms's pursuing Camaro. Among the sports cars it looked as though Jimmy Adamson would hold his edge on Davrian-mate John Kirk, but the latter shot through when Adamson had the gears play up on the Century/Rock Engineering car, and then Adamson went out altogether with a buzzed engine.

The Tate Formula Ford 'experts' also put on a fine show with Franchitti, Cameron Binnie, John Simpson (Royale RP21) and Mick Starkey (ATS Merlyn) forming a tight foursome. Simpson led most of the time until a quick spin lost him his Championship advantage over Binnie, while Starkey retired when his oil pressure disappeared. At the flag it was Franchitti who held the advantage, and Simpson moved up a place when Duncan Hall's rough-sounding Laidlaw Hawke crossed the line at a reduced speed.

Only the long-awaited arrival of 'Valli's' new Triumph TR7 and a spot of gamesmanship from Chris Meek, which allowed 'Valli' to lead for a while, injected a bit of life into an unpromising ten car Skipton Finance Prodsports round. At least they all finished and the Spridgets fought among themselves with Howard Johnson breaking the class record in his new 1500 example. Dave Muter (Lotus 69) never looked like being beaten in the *Libre* finale but Andy Smith's well-driven Mallock U2-Swindon Mk17B held second for a bit before its misfire became serious, eventually sidelining it. This left Chris Landrum's carefully driven Motul well clear of Ted Dzierzek's spluttery Ensign.

CHRIS MASON



Close panel to panel racing for both the Escorts (led by David Da Costa, above) and prodsports Midgets (below) with David Dalton leading.

results

BRSCC Dunlop 'Star of Tomorrow' Formula Ford 1600 Championship round, heat one (10 laps): 1, Terry Blanchet (Lotus-Minister 61M), 13m 03.2s, 80.44mph; 2, Colin Birkbeck (Merlyn-Minister Mk24), 13m 11.0s; 3, Martin Longmore (Hawke-Rowland DL11), 13m 13.4s; 4, Graeme Peake (Royale-Scholar RP24), 13m 13.6s. **Fastest lap:** Peake and Birkbeck, 1m 16.8s, 82.25mph.

BRSCC Dunlop 'Star of Tomorrow' Formula Ford 1600 Championship round, heat two (10 laps): 1, Willy Ribbs (Royale-Scholar RP24), 12m 52.0s, 81.60mph; 2, Bill Shepherd (Crosslé-CES 30F), 12m 52.4s; 3, David Duffield (Dulon-Rowland MP17), 12m 54.2s; 4, Martin Flitman (Royale-Scholar RP24), 13m 12.2s. **Fastest lap:** Duffield, Ribbs and Shepherd, 1m 16.2s, 82.68mph.

BRSCC Debenhams Ford Escort Challenge round (10 laps): 1, Wayne Wainwright, 15m 08.0s, 69.38mph; 2, David Da Costa, 15m 08.6s; 3, Neil McGrath, 15m 09.0s; 4, Graham Hollis, 15m 09.8s; 5, John Morris, 15m 22.6s; 6, David Clarkson, 15m 22.8s **Fastest lap:** Wainwright, 1m 28.4s **(record).**

BRSCC Dunlop 'Star of Tomorrow' Formula Ford 1600 Championship round, final (15 laps): 1, Ribbs, 19m 21.2s, 81.38mph; 2, Blanchet, 19m 33.0s; 3, Birkbeck, 19m 33.8s; 4, Shepherd, 19m 34.0s; 5, Duffield, 19m 26.4s; 6, Peake, 19m 37.0s. **Fastest lap:** Shepherd, 1m 15.8s, 83.11mph.

Troy Tyre and Auto Centre Special Saloon Championship round, up to 1000cc, 1001 to 1300cc and over 1300cc; and Richard Sutherland Trophy Modified Sports Car Championship round, up to 1150cc, 1151 to 1500cc, 1501 to 2000cc and over 2000cc (10 laps): 1, Doug Emms (6.1 Chevrolet Camaro Z28), 12m 40.0s, 82.89mph; 2, John Kirk (1.1 Davrian-Carter/Imp Mk5), 12m 53.4s; 3, Keith Bowmaker (4.7 Ford Escort V8), 13m 16.6s; 4, Fred Cliffe (4.4 Jaguar E), 13m 25.4s. **Special Saloons up to 1000cc:** 1, Alec Wheeler (1.0 Mini-Cooper S), 67.06mph; no other starters. **Fastest lap:** Wheeler, 1m 31.8s, 68.63mph. **1001 to 1300cc:** 1, Ian Rogerson (1.3 Ford Escort BDA), 77.83mph; no other finishers. **Fastest lap:** Rogerson, 1m 18.2s, 80.56mph. **Over 1300cc:** 1, Emms; 2, Bowmaker; no other finishers. **Fastest lap:** Jimmy Robertson (2.0 Ford Escort RS2000 Turbo), 1m 12.4s, 87.02mph. **Modified Sports up to 1150cc:** 1, Kirk, 82.63mph; no other finishers. **Fastest lap:** Kirk, 1m 14.2s, 84.91mph. **1151 to 1500cc:** no finishers. **Fastest lap:** Gary Wilson (1.5 Austin Healey Sprite), 1m 17.4s, 81.40mph. **1501 to 2000cc:** no finishers. **Fastest lap:** Derek Palmer (1.6 Lotus Elan), 1m 34.8s, 66.46mph. **Over 2000cc:** 1, Cliffe, 79.31mph; no other starters. **Fastest lap:** Cliffe, 1m 17.0s, 81.82mph.

Tate Trophy Formula Ford 1600 Championship round (12 laps): 1, George Franchitti (Hawke-Minister DL15), 15m 18.6s, 82.29mph; 2, Cameron Binnie (Royale-Minister RP21), 15m 18.8s; 3, John Simpson (Royale-Bartram RP21), 15m 25.8s; 4, Duncan Hall (Hawke-Smith DL17), 15m 34m.6s; 5, Rhett Parker (Van Diemen-Minister RF77), 15m 56.8s; 6, Mike McKenzie (Hawke-WRA DL11), 15m 58.6s. **Fastest lap:** Simpson and Binnie, 1m 15.0s, 84.00mph.

Skipton Finance BRSCC Northern Production Sports Car Championship round, classes 'A', 'B' and 'C' (10 laps): 1, Chris Meek (1.6 Lotus Europa Special), 14m 27.6s, 72.61mph; 2, 'Vₐ li' (2.0 Triumph TR7), 15m 25.6s; 3, Malcolm Wayne (1.5 MG Midget), 16m 00.4s; 4, David Dalton (1.3 MG Midget), 9 laps. **Class 'A':** 1, Meek; 2, Walter Warwick (3.8 Jaguar E); no other starters. **Fastest lap:** Meek, 1m 23.2s, 75.72mph. **Class 'B':** 1, 'Valli', 68.06mph; no other starters. **Fastest lap:** 'Valli', 1m 31.0s, 69.23mph **(record).** Class 'C': 1, Wayne, 65.60mph; 2, Dalton; 3, Bob Wheatley (1.3 MG Midget). **Fastest lap:** Howard Johnson (1.5 MG Midget), 1m 32.2s, 67.60mph **(record).**

BRSCC Northern Formule Libre Championship round (12 laps): 1, Dave Muter (1.6 Lotus-Barton/BDA 69), 13m 44.0s, 91.73mph; 2, Chris Landrum (2.0 Motul-BDG M1), 14m 09.8s; 3, Ted Dzierzek (2.0 Ensign-Racing Services/BDA FA), 14m 35.8s; 4, Peter McNaughton (1.9 Chevron-FVC B23), 14m 41.6s; 5, George McMillan (1.6 Hawke-Rowland DL11), 11 laps; 6, Eike Wellhausen (3.0 Brabham-Ford BT23B V6), 11 laps. **Fastest lap:** Muter, 1m 07.0s, 94.03mph.

BRSCC DUNLOP STAR OF TOMORROW	Mar 12 Mallory Park	Mar 26 Snetterton	Apr 10 Brands Hatch	May 22 Croft	June 06 Snetterton	July 08 Oulton Park	July 23 Mallory Park	Aug 28 Brands Hatch	Sept 18 Snetterton	Oct 1 Castle Combe etc	Total points
1 Willy Ribbs	12	20	15	20							67
2 Graeme Peake	22	12	—	6							40
3 Bill Shepherd	—	17	10	12							39
4 Terry Blanchet	15	6	—	15							36
5 Jeremy Plunkett	—	4	22	—							26
6 Mike McKenzie etc	8	10	6	—							24

Yorkshire Poachers

Yorkshire crews dominated the weekend's highly successful Uniband Trophy Stages Rally, run by Poachers MC mainly around the Grantham area. A full complement of 120 crews tackled the 19 stages on private farm tracks and disused airfields and some 40 miles of competitive motoring was provided.

Star of the day was undoubtedly Guy Lockwood, with Richard Amor in the co-drivers's seat, who set fastest time on several stages in their two litre Escort and went on to an unruffled victory by 44 secs on 36m 36s.

Their main opposition was expected to be Dick Rowland with new co-driver Eric Cowcill in an RS2000. This pair, who are doing the Scottish next month, punctured on the first stage which effectively ruined their chances while front runner 'Yuk' Hodgson punctured on the same stage and this cost him valuable seconds.

Only one of the stages had to be cancelled. This was in Ropsley quarry where the dust became so bad it stopped the watches though the strong wind kept visibility reasonable.

Rowland and Cowcill and Richard Walker and Simon Cross (RS 1600), then engaged in a clash for the runner-up spot. The former were third at the break but came back to clinch second by just 3 secs finishing on 37m 20s. Fourth crew were Richard Jackson and Stephen Lloyd in their Porsche Carrera on 37m 39s and Hodgson and David Curry managed fifth in their Escort 1700 on 37m 42s. Sixth were S. Johnston and J. Leadley (Escort 1800), on 38m 5s. The novice class was won by S. Bruty and M. Wakelin in an Escort 1800.

Proving that results can be produced quickly by an efficient team, the organisers posted provisional placings just 23 mins plus time allowance after the last car had finished.

Wells near Denbigh

Run on near classic trials lines with wide sections, stopping and restarting en route up a section and with the overall winner having the lowest score, Chester MC attracted 43 competitors to their Lady Mary Grosvenor Trial near Denbigh on Sunday.

Taking time off from the national championship Dennis Wells from the Midlands swooped on to the scene with his ancient Skoda saloon and, after overcoming strong competition from Dennis Greenslade in his Cartune VW, went on to win the event with the loss of only five marks on 32 sections.

Wells dropped marks on only two sections and was six marks ahead of Greenslade at the end of the day, the latter taking his class. In the first class, for standard fwd cars the Fiestas of I. Hughes and Roy White finished 11 marks apart while P. Dale's BMW 2002 collected Class II by 21 marks from D. Davies' Escort GT.

The rear wheel drive class saw a close scrap between J. Turner in his Imp and K. Green in a VW, Turner winning by two marks and, in the class for Minis with town and country tyres, Barry Parker had an easy win with his Cooper S.

Overall: D. Wells (Skoda) 5 marks lost.

Class winners: I. Hughes (Fiesta), 76 marks; P. Dale (BMW 2002), 52 marks; D. Richards (Sprite), 71 marks; J. Turner (Imp), 18 marks; K. Jones (Imp), 22 marks; B. Parker (Cooper S), 35 marks; J. Brimble (Mini), 67 marks; P. Bird (Dryad), 29 marks; D. Greenslade (VW), 11 marks.

Anniversary Cadwell

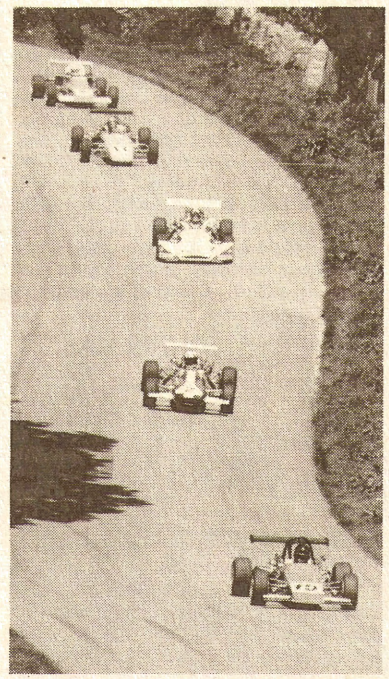
Super Vees were the feature attraction of the Lincoln MC & CC seven race programme at Cadwell Park. Bruce Venn, who invariably goes well at that demanding track, kept his Lola T326 on the island while his fellow front runners did not, to bask in both a Silver Cup qualifier win and the spring sunshine. Poleman Paul Webb (Mallock Delapena) won the opening race for F1300s, after early leader Graham Kay (Mallock U2 Mk 18) retired with a broken gearbox. Championship leader Charles Allen (Mallock U2 Mk 11B) revived the spectators waning interest, only six runners remaining, with a late challenge to Webb.

The Monopostos provided a tremendous spectacle with a seven car chain battling for the lead for the first half of the race. Peter Gillett (Genie) proved to be the strongest link and moved into the front at half distance and deservedly took the chequered flag. The strength of an elderly March 708 allowed David Dudley to walk away from a huge accident after he got two wheels on the grass on the fast approach to Coppice corner.

Paul Gayner and Phil Spurling were the only two in contention for Mini 1000 honours, their intense duel taking them a long way ahead of their rivals. The verdict went to Gayner although Spurling did manage to take a turn in front for a lap.

From pole position Tony Barley (Titan) headed the FF field away with Glenn Eagling (Van Diemen) following him into the first corner. The crunch moment came at the beginning of the third lap; Barley left just enough space for Eagling to squeeze through on the entrance to Coppice if he was prepared to put two wheels in the dirt. Glenn took the chance and was through to score a well deserved victory and break a long string of non-finishes. Barley spun away any possible chances of fighting back and finished a distant second. Brian Turner was a fine third, his Lola handling much better after a change of front springs.

The Volkspares cars of Keith Hollamby (Crosslé) and Ronnie Grant (Taurus) initially headed Bruce Venn in the FSV race. Hollamby spun away his lead at the top of the Mountain on lap four and Grant too was off by the completion of six tours leaving Venn in a secure, if somewhat smoky, lead from a dice between the recovered Hollamby and Mark Litchfield (Elden). Twelve laps is too much for FSV and at three-quarter distance one was crossing one's fingers hoping there would be some finishers as cars dived for the pits or the paddock. Fortunately the situation stabilised and over 50 per cent of the runners finished this one.



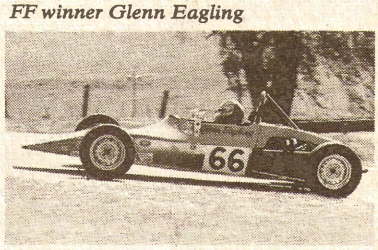
Pratt leads the Monoposto field.

A close special saloon thrash appeared to be on the cards after mike Newman (Firenza) had practised 0.2s faster then Tony Sugden (Escort) and, for four laps of the race, Newman did shadow Sugden until his engine blew. After that Sugden had little difficulty winning from Wally Robertson (Escort). Third place man, Geoff Byman (1.3 Mini) was a class winner as was Tom Shephard (Mini 1000) and the badly misfiring debutante Capri of Hugh Birley.

King of Cadwell this weekend was Martin Watson with his GRD B72 but he was almost dethroned by an inspired Richard De La Rue (Mallock). The Atlantic car slowed with worsening carburation problems as the race progressed whilst De La Rue sensed a possibility of victory and closed in fine style. At the close Watson's winning margin was a scant 0.2s.

ANDY LEEDER

FF winner Glenn Eagling



results

Rose Bearings Formula 1300 race, Atlas Photography championship round (8 laps): 1, Paul Webb (Mallock Delapena), 13m 47.8s, 78.27mph; 2, Charles Allen (Mallock U2 Mk 11B), 13m 49,6s; 3, Henry May (Mallock U2), 14m 45.4s; 4, Colin Campbell (Tasman Mk V), 14m 53.4s; 5, Cyril Lyford (Squegend), 14m 54.2; 6, Peter Coombs (Right Size Special). **Fastest lap:** Webb & Allen, 1m 40.2s, 80.83mph.

Esso Unifio race for Formula Monoposto cars, Varley Batteries Monoposto championship round (8 laps): 1, Peter Gillett (Genie Mk 13), 12m 55.6s, 83.54mph; 2, Julian Pratt (JPS 11A), 13m 04.2s; 3, Joe Applegarth (Brabham BT23C), 13m 04.8s; 4, The Streeker (Lotus Mk 35), 13m 13.6s; 5, Tony Ford (Emberton Mk 2C), 13m 14.4s; 6, Brian Uriwin (Titan Mk 6), 13m 36.6s. **Fastest lap:** Gillett, 1m 34.8s, 85.44mph.

SHS Mini 1000 formula race, Leyland Mini Challenge and Mini 1000 Championship round (8 laps): 1, Paul Gayner, 14m 46.2s, 73.12mph; 2, Phil Spurling, 14m 47.8s; 3, Derek May, 15m 02.4s; 4, Rick Cutting, 15m 21.0s; 5, Colin Bigmore, 15m 28.6s; 6, Andy Devine, 15m 30.4s. **Fastest lap:** Gayner and Spurling, 1m 49.2s, 74.17mph. **Hartford Motors Race for Formula Fords, BARC Northern Formula Ford Championship round (8 laps):** 1, Glenn Eagling (Van Diemen-CES RF76), 13m 37s, 79.31mph; 2, Tony Barley (Titan), 13m 47.6s, 78.29mph; 3, Brian Turner (Lola-Turner BT21C), 13m 55s; 4, Mike Littlewood (Van Diemen-Bectune RF76), 14m 00.8s; 5, Martin Wood (Lotus-Ford 61M), 14m 22.6s; 6, Robin Green (Van Diemen-Scholar RF72), 14m 23s. **Fastest lap:** Eagling, 1m 40s, 81.00mph.

S. L. Green race for Formula Supervee Cars, Volkswagen (GB) Ltd Silver Cup Championship round (12 laps): 1, Bruce Venn (Lola 326), 18m 46.4s, 86.27mph; 2, Keith Hollamby (Crosslé), 19m 00s; 3, Mark Litchfield (Elden PR4 19), 19m 01.0s; 4, Edward Jones (Royale RP14), 19m 23.2s; 5, Nick Anger (Lola T328), 19m 37.8s; 6, Reg Holland (Supernova BH3), 20m 17.8s. **Fastest lap:** Hollamby, Litchfield and Venn, 1m 32.4s, 87.66mph.

Chas. Warner race for special saloons, BARC Northern Special Saloon car Championship round (8 laps): Overall: 1, Tony Sugden (2.0 Ford Escort), 13m 45.8s, 78.46mph; 2, Walter Robertson (Escort RS2000), 13m 47.2s; 3, Geoff Byman (1.3 Mini), 14m 11s; 4, David Farrer (1.3 Ford Escort), 14m 12.2s. **Over 2500cc:** 1, Hugh Birley (Ford Capri 2), time not given. No other finishers. **Fastest lap:** Birley, 2m 10.4s, 62.11mph. **1301 to 2500cc:** 1, Sugden; 2, Robertson. No other finishers. **Fastest lap:** Sugden and Mike Newman (Vauxhall Firenza), 1m 39.2s, 81.65mph. **1001 to 1300cc:** 1, Byman, 76.14mph; 2, Farrer; 3, Bob Morey (Mini),14m 15.4s. **Fastest lap:** Byman, 1m 44.8s, 77.29mph. **Up to 1000cc:** 1, Tom Shephard (Maguire Mini), 15m 55.4s, 67.82mph. No other finishers. **Fastest lap:** Shephard, 1m 52.4s, 72.06mph.

Formula Libre King of Cadwell Championship round (12 laps): 1, Martin Watson (GRD B72), 18m 22.4s, 88.17mph; 2, Richard De La Rue (Mallock U2 Mk 16), 18m 22.6s; 3, Joe Applegarth (Brabham BT23C), 19m 29.2s; 4, Rob Moores (Modus M2), 19m 54.2s; 5, Bob Morey (Mallock Mk 16B); 6, Dave Allen (Unioyale RP 16), no time given. **Fastest lap:** De La Rue, 1m 29.2s, 90.80mph.

Grasshopper for Garden Centre

Driving the Brookside Garden Centre Escort RS1800 Geoff Jackson and Richard Harris from Sevenoaks won the Uniflo Grasshopper Stages Rally in Kent last Sunday for the second year in succession.

They completed the 14 stage event, all in Kent, on 1715 secs, more than a minute ahead of hot rod man George Polley and M. Tulley who turned up in a Mk I Cortina and notched their runner-up position by just 2 secs after a day long scrap with Chris Spree and Miss Margaret Watts in an RS1600

With a full entry of 120 crews for the 27 miles of stages and a rather long road route of 120 miles, three lady co-drivers were in the first half dozen for Malcolm Smith had Miss Anthea Larner with him in his Escort for fourth spot only 7 secs down on Spree. Another Escort 2-litre in the hands of John Payne-Benstead and Terry Jordan was fifth and Richard Chambers and his wife Vera were sixth in their Escort.

1, G. Jackson/R. Harris (RS1800), 1715s; 2, G. Polley/M. Tulley (Cortina), 1777s; 3, C. Spree/Miss M. Watts (RS1600), 1779s; 4, M. Smith/Miss A. Larner (Escort), 1786s; 5, J. Payne-Benstead/T. Jordan (Escort), 1812s; 6, R. Chambers/Mrs V. Chambers (Escort), 1830s.

Falcon fly to RAF Upwood

Visiting RAF Upwood, near Huntingdon, for the first time Falcon MC attracted 51 competitors for their sprint on Sunday and David Render turned up with his Brabham BT29 to set fastest time of day in 47.6s on his third run.

Most of the class winners had clear-cut victories, an exception being Dick Jest in his Escort TC who was closely challenged by Bert Wood BMW 2002, winning by 0.7s.

BTD: D. Render (Brabham BT29), 47.6s.
Class winners: P. Moore (Cooper), 65.3s; M Henderson (Mini), 67.0s; D. Jest (Escort TC), 59.4s; R. Glass (Lotus 7), 56.0s; P. Faux (Mini), 60.9s; D. Lee (Imp), 57.5s; N. Rowlerson (Midget), 65.1s; R. Croker (Davrian), 57.6s; T. Brown (Lenham Le Mans), 54.3s; A. Hinds (Mallock U2), 51.2s; P. Fisk (March 702), 52.0s. **Best Falcon:** J. Chilton (Weeford Clubman), 54.1s.

Chairmans increases lead

By winning the Hawick & Border CC's Chairmans Rally on May 7, Scott Dalgleish/Roger MacFarlane (Datsun Violet SSS) have increased their lead in the 1977 "Croall Bryson" Border Rally Championship to eleven points.

The rally was virtually decided on sections five and six, where most crews lost time, while others missed out on control five altogether.

On the way to card collection point one, near Denholm, Steve Donoghue/Alan Moore decided to explore a farm track, the outcome of which was a mud covered Mr Moore and 20m lost.

At half-way the positions were 1, Dalgleish/MacFarlane (0 penalties), 2, Mrs L. Ainslie/A. Ainslie (50 penalties), 3, J. Straughan/P. Spencer (70 penalties).

Other crews who were showing well, were Alan Ross/Roy Murray in a Rover 3500 and the unlikely combination of John Peacock with local TR7 exponent Ken Wood on the maps. Ian McGregor/George Blackie were in their customary position as first novices.

On section eleven, John Peacock and Ken Wood were seen heading down the main road to the Carter Bar. Eventually they realised their mistake and lost 13m and a certain third overall.

John Lindores rolled his Escort at Mossburnford when the first of the 90° bends was called as a "Y" right. John reckons that the car will be repaired in time for the Hadrian Car Club's Centurion Rally. On the final run over the moors, Les Turnbull put his Escort T.C. through a wall and down a steep banking. Fellow novice crew Ian McGregor and George Blackie stopped to give assistance and lost 10m in the process. However, "four up", they went on to win the novice section.

1, Scott Dalgleish/Rodger McFarlane (Datsun Violet), 0 Penalties; 2, John Straughan/Peter Spencer (Mexico), 90 Penalties; 3, G. Ramage/B. Russell (Mini), 150 Penalties; Novice, I. McGregor/G. Blackie (Cortina Mk. 3).

● Nick Pollitt had 41 secs in hand over runner-up Ivan Gilmour in an entry of 20 at last Sunday's Owen Motoring Club grass autotest at Aldridge, near Walsall. His time was 550.0s for a dozen tests and Gilmour (Stiletto) on 591.8s, Phil Shaw (Mexico) on 650.9s and Andy Lees (Sprite), on 621.5s were all class winners.

SPECIAL SALOON CAR CHAMPIONSHIP

		Class/pos	Mar 20 Silverstone	Apr 11 Silverstone	May 01 Brands Hatch	May 08 Thruxton	May 21 Oulton Park	Aug 07 Donington	Aug 21 Mallory Park	Aug 29 Silverstone	Sept 11 Donington	Oct 01 Silverstone	Total points
1	Tony Sugden	B1	4	5	3	4	3						19
	Peter Baldwin	C1	5	5	4	—	5						19
3	Richard Long	D1	4	5	—	2	4						15
4	Gerry Gough	C2	—	3	3	5	3						14
5	Colin Hawkes	A2	—	5	—	5	2						12
6	David Enderby	E1	4	—	4	3	—						11
	etc												

RENAULT 5 ELF 1300 CHALLENGE

		Mar 06 Croft	Apr 24 Silverstone	May 8 Brande Hatch	May 22 Brands Hatch	June 06 Snetterton	June 12 Mallory Park	June 26 Snetterton	July 03 Brands Hatch	July 09 Castle Combe	July 24 Cadwell Park etc	Total points
1	Doug Bassett	8	15	17	22							62
2	Neil McGrath	15	22	10	—							47
3	David Benton	6	3	14	15							38
4	John Bell	22	8	3	—							33
5	Wayne Wainwright	—	12	20	—							32
6	John Ridehalgh	10	10	—	—							20
	John Trevelyan	—	6	10	4							20
	etc											

Five record Gurston

Five new class records and another win for Alister Douglas-Osborn were the highlights of a wonderful day's sport at Gurston Down last Sunday, when BARC (South West) entertained 120 competitors in the latest round of the Guyson/BARC Hill Climb Championship.

Slightly surprisingly the hill record of 30.30 secs was not broken, ADO getting the Pilbeam up the course in only 30.66s on his last championship run to pip a very much on form (at last) Chris Cramer by a very narrow margin. Roy Lane was again some way off the pace and Martyn Griffiths' successful run of recent weeks was halted. Cramer was running on M & S Tyres.

The first record to go was in Class 4 where the Charles Barter Imp sliced more than a second off the previous best with 37.21s to leave his brother behind with a margin of almost 2 secs. John Meredith was the next to get his name into the record books with his Cooper S which carved even more off the Class 5 record. The previous best was 38.49s and Meredith made mincemeat of this with 36.79s and Robin Yeomans also got inside the previous best with a neat 38.17s.

Josh Sadler was next in line for a record with his Porsche clipping 0.4 secs off the Class 8 record but the battle of the day was between Stuart Watts and Russ Ward, Elan and Arkley mounted respectively. Ward led the first runs by three tenths, both being outside the class record of 37.25s but on their second runs Watts flew up the course in 37.13s to take the class by the smallest possible margin for Ward did 37.14s.

Fifth and last record came in the clubmans sports where Anthony Boshier-Jones and Brian Moyse (Mallock U2s), both got below the existing class best of 35.12s. Boshier-Jones was in great form to reduce this to 34.64s while Moyse did 35.08s.

Besides the record breakers there were several other good scraps. In the bigger engined clubmans class Stephen Madge only just had the edge over Jeremy Lord's Dextra and Simon Dominey (Martin BM8) had under two tenths in hand over Richard Frys U2. Chevron exponent Tom Hart took Class 15 ahead of the Brabham BT28 of Paul Squires, the margin less than three tenths while Peter Kaye (Brabham BT35), had 0.29 secs in hand over David Morris in his Mosign in the up to 1600cc single seater class.

Cramer was on form with his March right from the start and deservedly took the class in 31.37s with Lane a whisker behind in the McRae while Griffiths although third, was not in the same league.

In the championship run off Cramer looked set for his first win of the year when he got down to 30.71s, almost a whole second in front of Lane but ADO stopped the watches 0.05s ahead of the Stroud architect.

BTD: A. Douglas-Osborn (Pilbeam), 30.66s.
Class winners: T. Tatham (Mini), 40.37s; C. Barter (Imp), 37.21s **(record)**; J. Milford (Cooper S), 38.13s; J. Meredith (Cooper), 36.79s **(record)**; Mrs C. Lloyd (Midget), 45.01s; J. Sadler (Porsche) 36.91s **(record)**; S. Watts (Lotus Elan), 37.13s **(record)**; A. Boshier-Jones (Mallock U2), 34.64s **(record)**; B. Wilson (Mallock U2), 35.90s; S. Madge (Mallock U2), 35.20s; S. Dominey (Martin BM8), 36.35s; B. Saull (Cooper-Jap), 42.32s; T. Hart (Chevron), 36.26s; P. Kaye (Brabham BT35), 33.86s; C. Cramer (March 76A), 31.37s.

Cars fly at Biggin

Last weekend the flying cars at the 750 MC Autotest at Biggin Hill Air Fair provided a contrast to the equally breathtaking aerial displays. Six local clubs produced teams of three to compete in five tight tests, each entrant complying with a separate wheelbase category.

Blackpalfrey allowed Maidstone and Mid-Kent to take a small lead after the first test due only to Andy Gibson hitting a marker. Tunbridge Wells MC then capitalised on this situation after a wrong slotting by Chris Daisy. A superb display of driving, however, by Steve Stringer (Lotus Super Seven) regained the lead for his team, and fortified by lunch, he extended this to the finish. The dog fight for second place was contested to the last round, being given away to TWMC by Bill Cook knocking over a marker.

The 750 MC team made the honourable gesture of organisers by allowing all the other teams to beat them in true "Biggles" tradition.

F&S FF again

F & S Properties continued their dominance of Benelux Formula Ford Racing with yet another dual win at Luxembourg's Colmar Berg on Sunday. Desiré Wilson, Crossle-Titan 33F, the newest recruit to the F & S Properties team scored her first European win in the Super Ford event beating the two Oldbarber Crossles of Rick Van Kempen and Ross di Giaxa da Silva across the line in the closest Super Ford race yet held in Europe.

The Oldbarber team mates were justifiably upset at Desiré's deliberate holding tactics on the twisty back section, her car suffering chassis and engine mount damage after practice incidents and they were unable to pass her down the straight.

Fourth was Jim Vermeulen and fifth Martin Henermann. Henermann also won the FF1600 race in his F & S Properties Crossle 31F from the 31F of Ed Brouwer and Taels Alsons with Michel Bleekemolen.

● With 73pts from eight events, Steve Stringer leads the BTRDA Autotest Championship in his Lotus 7 from John Larkin (Clubman GT) on 69pts (seven events). Trevor Smith (Midget), is third (59pts from six events) and fourth equal are Dick Squire (Sprite) and Mike Sones (Clubman GT), on 52pts. In the RAC series Stringer has 72pts from eight, Smith and Squire are equal second with 56pts from six and Larkin is fourth with 53pts from six.

Jordan at Mondello

Eddie Jordan is a very determined man. At the beginning of the season, he swore he would beat the Mondello Atlantic maestro Patsy McGarrity. Twice he finished second to the champion, then fell back to fourth when gear trouble intervened at the last meeting. But on Sunday May 15, he achieved his goal, only to find on his return to the pits that he had been penalised 30secs for an alleged jump start.

His ecstatic joy turned to abject disappointment, but everyone agreed, even Patsy, that Jordan was a worthy winner. A protest at the penalty, and at the manner it was notified to the Marlboro team, was submitted straight away. The race stewards threw it out but the matter is not settled yet. An appeal has been lodged with the RIAC.

It all happened at the MEC—Mercantile Credit Trophy races at Mondello Park. It was the ninth anniversary of the opening of the track and with good weather and a good crowd, it turned out to be the best meeting yet this year.

The programme opened with the modsaloons race. David Hall, starting from the back of the grid after a troublesome practice in the Team PR Reilly Hallspeed Imp, was through to the front by lap 3 and was never headed after that. Early leader Fintan Cunningham tagged along behind, but could do nothing about the very fleet Imp.

Frank O'Rourke was lucky in the Prod saloon race that followed. He got boxed in at the start and, by the time he got by the slower cars, his Opel Commodore had fallen way behind the similar car of Belfastman Ray Moore, who ran out an easy winner. A dogfight for third place involved the 3-litre Capris of Russell Connel and Dave McCullough and the indecently quick 1.6 Audi 80GT of Larry Mooney. Larry drove the Grange Motors car with great verve but the power of Connel's Capri gave him the edge at the flag. Mooney won the up to 1600cc class by the wide margin of 2½ minutes from Ken Fildes Citroen GSXE.

Modsports, as usual giving full value for money, looked like producing an upset when Johnny Butler got a flier at the start. But the gear lever broke off on Butler's MG and he dropped back steadily as Morgan Dempsey stormed to another win in another MG. Ex-saloon champion, Steve Griffin was 8½ seconds behind at the end. Denis McCarthy, second last time out, was unfortunate to break a halfshaft as he mounted an early challenge.

With Trevor Templeton and Kenny Acheson away at Silverstone, the FF races lost two potential winners, but the entry still contained northerners Gary Gibson and Joey Greenan and local men Vivian Candy and P. J. Fallon. Greenan won heat one, and Gibson heat two. Before the final there was a moment of drama as Greenan's Donnelly Royale RP24 rushed into the pits, a plug lead having worked loose. The car barely made the grid but the trouble repeated on lap 12 and Greenan lost a certain second place. The winner was Gibson, giving the new Protectacar Crossle 32F a fine debut. Fallon's three-year-old International Transport Magazine 25C was second while Candy's Marlboro Crossle 30F was a disappointing ninth after an early spin.

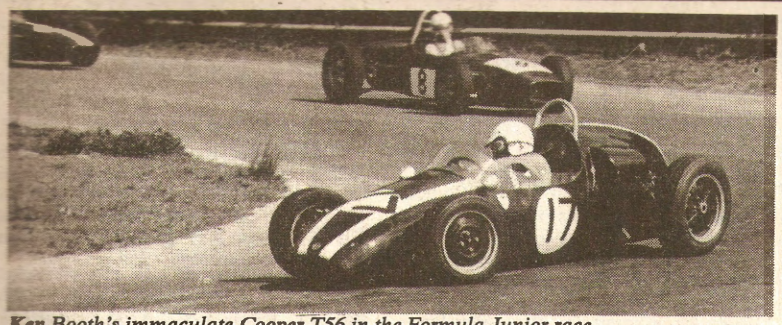
As the cars lined up for the 15 lap Atlantic race, there was a feeling of excitement among the crowd. Derek Shortall continued his recent good form by putting the Vista Blinds Chevron on pole. He, Des Donnelly (Modus 173), John Eastwood (Chevron B29), Eddie Jordan (Marlboro March 74B) and the acknowledged 'King of Mondello', Patsy McGarrity (Chevron B39) all stood a chance of winning. Jordan anticipated the starter's intentions, checked himself and got boxed in as the pack blasted down to Shell. Shortall made the most of his grid position to lead lap one with Eastwood, O'Leary (Crane Hire Chevron), McGarrity and Jordan in line astern. O'Leary lost touch after a couple of laps. Des Donnelly was also in trouble. He failed to complete a full lap.

The action was all at the front, with no quarter asked or given. This was Atlantic at its best. Then on lap 6, Eastwood used Shortall as a brake at Dunlop and Jordan emerged from the ensuing mêlée in the lead with McGarrity on his tail. He piled on the pressure to the end, holding off the consistent attacks of the wily champion. It was the Marlboro driver's day and he was overjoyed as he crossed the line. Then came news of the penalty, the protest and the appeal to sour what had been a great day's sport.

The meeting finished with a consolation race for Formula Ford non-qualifiers. A couple of Supersports cars and four Formula Vees made up the grid. Jim Percell in a Crossle 25F was an easy winner from Tony Skinner (Lotus 61MX). Third place went to Dan Daly in Michael Clifford's Irish Nationwide Crossle 32F despite starting from the back of the grid and spinning on lap 4. Fastest Supersports was Ritchie Conroy (Gryphon) and Matt Merrigan won the VW class with a Sheane Vee.

KEN RYAN

The 1977 2CV Cross season opened at Longridge on May 15 with a win for Sandy, Bedfordshire, driver David O'Keefe from Blackburn's Dave Holt. Only foreign entry who was third overall was Georges van Eslande from Halluiz in France. The action pictured was typical of the day's sport, this dicing group including Brits Brian Dalkin (18) and Tony Curtis (26).



Ken Booth's immaculate Cooper T56 in the Formula Junior race.

Stringer Longridge

Alan Stringer strengthened his hold on the Longridge Formula Ford Championship on Sunday when he took the Greenham Heavy Cranes Crosslé 30F to comfortable wins in both his heat and the final. The greatest excitement of the day, however, came in the two special saloon races which featured tremendous battles between Roy Greenwood's Rally Equipe Mini and Peter Jurgens' Austin A40-Ford, both races being fought out keenly but with great sportsmanship by these two drivers, while James Jack's Imp made sure they did not have things all their own way.

Lancs and Cheshire CC had gathered a good entry for their first Longridge outing this year and the meeting opened with two 20-lap heats for FF 1600. The first of these was led off by Ernie Blane's Crosslé but, by the end of lap one, pole man Alan Stringer was in command and opening up a gap over Blane. Heat Two was led throughout by Stephen Waudby but behind the Lotus there was a display of rather wild driving by Carlton Tingling (Hawke) who, in working his way up to second place, disposed of Terry Turner's Alexis somewhat forcibly before being outdriven by Paul Duerden in his "Royale" (he's not too sure what make the chassis is!). The final again saw Stringer easily in charge especially after Blane had retired from a safe second spot due to gearchange problems. Tony Morris thus moved up to second ahead of the dicing pair of Tingling and Waudby.

Roy Greenwood led the special saloons away in his 1.3 Rally Equipe Mini followed closely by James Jack's Imp. Peter Jurgens soon brought the Austin A40 up from the second row and then it was Greenwood and Jurgens pulling away from Jack. Lap after lap these two went round as if tied together until, on lap 23 as they came out of Quarry, the A40 nudged the Mini and Greenwood spun to a halt. Jurgens went on to a deserved win only to be disqualified for passing a backmarker under a yellow flag. Some more seasoned drivers could have learned something by watching the way Greenwood walked the length of the track to greet Jurgens as he finished, the two then walking back to the paddock happily talking the race over rather than indulging in the more usual shouting match which may have followed such a race. Jack was thus promoted to first overall while Dave Stevenson's Mini Cooper took the other class honours.

The Reliant 750 Championship round produced few fireworks and was most notable for the very smooth drive put in by Mike Kenny who led throughout and the similar performance by Trevor Hegarty who tried hard but could not quite get on terms with Kenny until the latter made his one error and almost spun at Weighbridge on the penultimate lap. He held on, however, to lead Hegarty across the line by a mere 0.2s. Alan Baillie showed a similar command of the Chandler Hargreaves Formula Junior qualifier, his immaculate Lotus 20 setting a new lap record on its way to an untroubled victory. Arthur Curnow (Lotus 22) was next home ahead of the Lotuses of Frank Tiedeman and Godfrey Riggs who contrived to finish exactly together in a joint third place.

The special saloons were invited back out for another 25 laps with Jurgens on pole and Greenwood at the back of the grid. Jack's Imp led away from Jurgens with the Rally Equipe car coming through to third on the first lap. These three proceeded to pull away from the rest with Greenwood taking the lead on lap 11 when Jurgens had problems getting the gears coming out of Quarry. The Imp fell back slightly and the race was between Greenwood and Jurgens again until lap 21 when the A40 went off at Weighbridge and retired on the spot, leaving Greenwood ahead of Jack and Terry Carthy who was having his second race in a car more familiar with sprints and settling into the job very well.

Finally, the *Formule Libre* event was not quite as easy as usual for Warren Booth as Charles Munro made a demon start from the second row in his Chevron B25 to lead Booth's Lotus 69 and Chris Hart's Mallock Mk 17B. Booth passed the Chevron but when they came to lap the tailenders, Munro seized his opportunity to retake the lead, albeit temporarily for he was soon back to second place.

PETER McFADYEN

results

Longridge Formula Ford Championship, Heat One (20 laps): 1, Alan Stringer (Crosslé-Cheshire 30F), 8m 57.2s, 57.98 mph; 2, Ernie Blane (Crosslé-Minister 30F), 9m 1.8s; 3, Tony Morris (Royale-Minister RP21), 9m 9.3s. **Fastest lap:** Stringer, 26.2s, 59.33s.

Longridge Formula Ford Championship, Heat Two (20 laps): 1, Stephen Waudby (Lotus-Scholar 61), 9m 7.0s, 56.84 mph; 2, Paul Duerden (Royale-Minister), 9m 16.8s; 3, Carlton Tingling (Hawke-Scholar DL17), 9m 21.4s. **Fastest lap:** Duerden, 26.6s, 58.44 mph.

Longridge Formula Ford Championship, Final (25 laps): 1, Stringer, 11m 32.2s, 57.73 mph; 2, Morris, 11m 20.0s; 3, Tingling, 11m 20.6s; 4, Waudby, 11m 21.8s; 5, Duerden, 11m 25.8s; 6, Terry Turner (Alexis-Turner), 11m 16.2s (24 laps). **Fastest lap:** Morris, Stringer and Tingling, 26.2s, 59.33 mph.

Special Saloons up to 1000cc and 1001-1300cc (25 laps): 1, James Jack (1.0 Hillman Imp), 12m 1.8s; 2, Dave Stevenson (1.3 Mini Cooper), 11m 47.2s (24 laps); 3, Colin Flynn (1.0 Mini), 11m 59.4s; 4. Terry Carthy (1.0 Mini), 12m 2.8s. **Up to 1000cc:** 1, Jack; 2, Flynn; 3, Carthy. **Fastest lap:** Jack, 27.0s, 57.57 mph. **1001-1300cc:** 1, Stevenson; 2, A. F. Beenham (1.3 Mini Cooper), 11m 49.0s (23 laps); no other finishers. **Fastest lap:** Roy Greenwood (1.3 Rally Equipe), 27.2s, 57.15 mph.

Reliant 750 Championship Round (25 laps): 1, Mike Kenny (M.P.K.), 12m 31.8s, 51.69 mph; 2, Trevor Hegarty (Centaur Mk XVI), 12m 32.0s; 3, Tony Marsden (Time 3A), 13m 0.4s; 4, Rod Law (D.C. Plus), 23 laps; 5, Graham Morris (Time), 15 laps. **Fastest lap:** Hegarty and Kenny, 29.0s, 53.60 mph.

Chandler Hargreaves Formula Junior Championship Round (25 laps): 1, Alan Baillie (1.0 Lotus 20), 12m 3.2s, 55.52 mph; 2, Arthur Curnow (1.0 Lotus 22), 12m 24.8s; 3, Frank Tiedeman (1.1 Lotus 22) and Godfrey Riggs (1.1 Lotus 20), 24 laps; 5, John Longhurst (1.0 Lotus 18) 22 laps; 6, Roger Baker (1.0 Lotus 20), 21 laps. **Fastest lap:** Baillie, 28.0s, 55.52 mph **(Record).**

Special Saloons Invitation Race (25 laps): 1, Roy Greenwood (1.3 Rally Equipe), 11m 47.2s, 54.95 mph; 2, James Jack (1.0 Hillman Imp), 11m 52.6s; 3, Terry Carthy (1.0 Mini Carthy), 12m 11.4s (24 laps). **Up to 1000cc:** 1, Jack; 2, Carthy; 3, Keith Wilkinson (850 Cooper S), 22 laps; **Fastest lap:** Jack and Peter Jurgens (1.0 Austin A40 Ford), 26.8s, 58.0 mph. **1001-1300cc:** 1, Greenwood; 2, A. F. Beenham (1.3 Mini Cooper), 11m 48.6s. **Fastest lap:** Not given.

Formule Libre (25 laps): 1, Warren Booth (2.0 Lotus 69 Richardson), 10m 29.6s, 61.72 mph; 2, Charles Munro (2.0 Chevron B25-BDX), 10m 38.2s; 3, Chris Hart (1.8 Mallock Mk 17B-Holbay), 10m 41.8s. **Fastest lap:** Booth, 24.0s, 64.77 mph.

Loughborough to Smith

Four drivers are providing this year's BTRDA/RAC Autotest Championship with the sort of close competition normally reserved for the occasional event, and last Sunday's Loughborough Car Club round at Rolls-Royce, Derby, was no exception.

Messrs Smith and Stringer are the front runners in the battle for overall honours, having won all but one round between them and the battle for the big Mini class is now developing apace with Messrs Larkin and Sones joined in fierce competition.

Up front there was only 1.3 secs between Smith and Stringer in their Midget v Lotus 7 struggle at lunch, but Stringer became a little too enthusiastic in the afternoon and threw it away with a pylon on the 14th test and then wasted time with an overshoot a little later. This gave Smith, unblemished yet again, victory by around 19 secs in a time of 792.7s.

For Sones, in his Clubman GT, the day started badly. He clobbered a pylon on the fourth test and stalled on the sixth losing another few vital secs and went to lunch about 7 secs down on Larkin. In the afternoon Sones whittled away the deficit and into the last two tests they were seperated by 0.1 secs. With his tail high the Walsall driver came through to score his first win over his arch rival by 2.6 secs.

In the small capacity Mini class Stua Simons threw away an almost certai class win with a wrong test and a pylo and this presented the class to Brya Johns by 8 secs. In the saloon class Joh Calton, inevitably, scored another wi in his Mexico leaving Mike Herbert' Escort Sport behind to the extent of 2 secs.

Third in the sports car class, and h could so easily have been second, wa Dick Squire in his Sprite but he blotte his copybook with a pylon on the 14t test.

BTD: T. Smith (Midget), 792.7s
Class winners: B. Johns (Mini), 913.8s; M. Sones (Clubma GT), 849.1s; A. Actman (Jimini), 914.4s; J. Calton (Mexico 901.7s.

● With seven out of the top ten crew stopped and booked by the South Yorkshire police for failing to go the right way round an island not far from the start and several others booked for speeding almost immediately afterwards, May 15's Kirkby Central Rally (the first co-promoted rally run by Rotherham MC) had a bad time.

With those crews who were booked for the traffic island offence all deciding to go home because of the time lost, the rally was won by the Mexico of Dave Sleath and B. Jeffery of the Mid Derbyshire club.

BRSCC Rescue Unit driver George Skinner won't need a broom for sweeping debris off the Brands Hatch circuit in future—he can use his new Hitachi vacuum cleaner, his reward for winning Sunday's ShellSport Escort Marshals' race at the Kent circuit. Twenty-three-year-old George, who drives the "Rescue 1" Transit—and is often called upon to transport the Escorts from Brands to "away" matches—combined these two skills to win the ten-lapper after quite a battle with Robert Budd. His lap of honour was spent on the Transit's roof.

DEBENHAM FORD ESCORT CHALLENGE	Mar 06 Croft	Mar 13 Mallory Park	Apr 24 Silverstone	May 08 Brands Hatch	May 22 Croft	Jun 06 Castle Combe	Jun 12 Brands Hatch	July 03 Brands Hatch	July 09 Oulton Park	July 24 Cadwell Park etc	Total points
1 Wayne Wainwright	20	20	22	22							84
2 Neil McGrath	10	14	12	12							48
3 Graham Hollis	—	8	10	10							28
4 John Morris	6	10	1	8							25
5 Basil Wainwright	17	—	2	2							21
6 Geoff Evans	4	3	6	3							16
etc											

MINI 1275GT CHALLENGE	April 10 Snetterton	April 24 Silverstone	May 08 Thruxton	May 22 Brands Hatch	May 29 Silverstone	June 06 Mallory Park	June 26 Snetterton	July 09 Castle Combe	July 31 Brands Hatch	Aug 20 Oulton Park	Aug 29 Thruxton etc	Total points
1 Roger Saunders	10	9	7									26
2 Steve Soper	1	10	10									21
3 Paul Taft	1	8	9									18
4 Rob Lodge	6	5	6									17
5 Malcolm Leggate	9	6	—									15
Steve Harris	—	7	8									15
etc												

DONINGTON

The long awaited first car race meeting at Donington will be happening on Saturday with the Nottingham Sports Car Club in charge of the ten race programme. As might be expected, everyone wants to compete at this first meeting and the club received over 300 entries.

Offered to the public for their entertainment must be one of the most varied programmes ever put together. The nostalgia of the occasion is being captured with Frazer Nash, Historic Lotus, Historic Sports Car and MGA races while all the present day formulae such as FF1600, clubmans, special saloons, Formula 1300s and a *Formule Libre* complete the programme.

Two of the most exciting races will certainly be the *Formule Libre* and "super saloon" events. In the *Libre* event Group 8 regulars Val Musetti and Tony Trimmer will be there with John Morrison in his Formula 2 Lola and Derek Daly in a yet to be announced two litre car. The "super saloon" race has all that is good in this formula with Gerry Marshall in Baby Bertha, Nick Whiting in his Escort, Colin Hawker in his DFVW, Mick Hill in his Beetle and Tony Strawson in his Capri—the list is endless.

This meeting is a must for all motor sport enthusiasts with the first race at 1.45pm.

AINTREE

Competing for limelight on Saturday will be the Aintree Circuit Club who are putting on a race meeting at Aintree. The meeting is being sponsored by John Barry (Tailors for Gentlemen) and Alan Edmondson, a Liverpool businessman.

Included in the programme will be events for Formula Ford (two heats and a final), special saloon, modsports, Vintage Cars, *Formule Libre*, Clubmans and a race put on by the 500 Owners Association.

BARBON

The 26th Annual Barbon National Hillclimb has once again attracted the cream of British Hillclimbing. Entries have been massively over-subscribed this year and the full entry list includes 22 entries in the RAC Hillclimb Championship and a further 22 entries in the Woking Motors/RAC Leaders Championship. There is a special Class for Reliant GT models following on from the successful trial of this Class at Barbon in 1975. The course is near Kirkby Lonsdale in Cumbria. Practice starts at 9.30am with the event proper starting at 2pm.

BRANDS HATCH

Such is the popularity of Formula 3 with both competitors and spectators that there will be three races for the formula at the BARC's Brands Hatch meeting on Sunday. The entry list boasts all the top names and the two heats and a final for this round of the BP championship should provide some excellent racing. When the cars were last at Brands, Stephen South came out as victor, but on Sunday he will have to watch out for Derek Daly who must soon score that so far elusive win.

Also on the nine race programme will be a round of the Britax Production Saloon Car Championship, boasting a very healthy full grid and six reserves. Another race that, as always, is heavily oversubscribed is the Formula Ford 1600 round of the BARC's own championship. All the usual Brands regulars will be there, the fastest 20 in practice going into a championship race and the next fastest 20 into a consolation race.

The Steel Tube Services modsports race has also been split in two due to so many entries, while the over 1000cc Forward Trust Special Saloon race also has reserves. Altogether an excellent day's racing is promised at Brands with racing starting at 2.30pm.

SILVERSTONE

The best way to describe Sunday's Silverstone meeting is as a Mini day, for on the BARC's seven race programme are rounds of the Mini 1275, 1000 and 850 championships. Also providing saloon car entertainment will be the contenders for the Hitachi up to 1000 championship.

The main single-seater race of the day will be a round of the BAF Formula Ford 2000 championship, which is currently led by Frank Sytner. Sytner is bound to have strong opposition from Rad Dougall who has five wins in the formula to his credit this year.

Completing the programme is a round of the Oceanair Clubmans Sports Car championship with all the usual contenders. The first race is at 3pm.

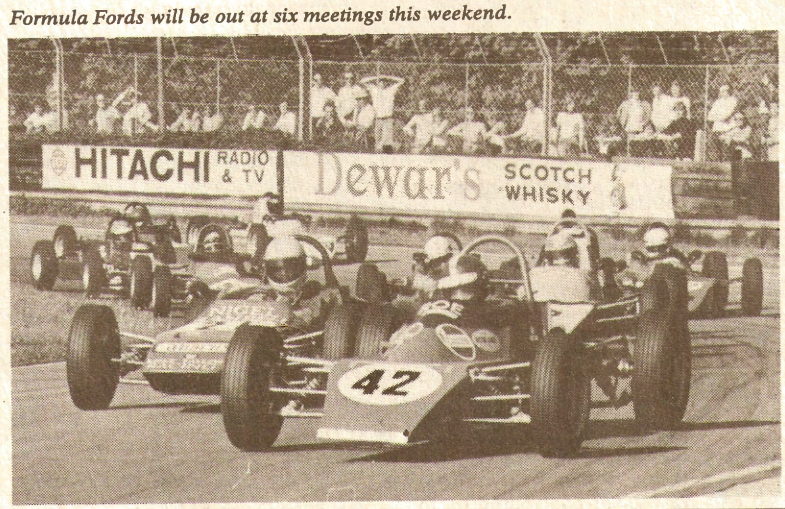
MALLORY PARK

For the second time in two weeks the 750 Motor Club will be organising a meeting at Mallory Park on Sunday and, as well as their own championship races, will be staging three races for Classic Cars. Two of these will be for saloons and one for sports and the thought of such machines as Ford Zephyrs, Austin A35s and Morris Minor 1000s rushing round the Lake Esses is quite interesting.

Also on the eight race programme, which should be one of the most entertaining club meetings so far this season, are the club's own 750 Formula and Formula 4 championship races.

No race meeting is ever complete without a Formula Ford 1600 race and the club have combined this Formula with *Libre* cars for one race. Completing the programme will be a race for MG sports car. Racing starts at 2.10pm.

Formula Fords will be out at six meetings this weekend.



SNETTERTON

The TEAC will be in charge of Snetterton on Sunday and will be presenting a varied five race programme with Formula Vees, Formula Fords, Mini 7s, special saloons and *Formule Libre* putting on the entertainment.

Although some of the races have a disappointingly small entry, it can only be hoped that, at the meeting, it will be quality and not quantity that provides the excitement. The healthiest looking races are those for the Formula Fords and Formula Vees who after their individual races will join forces for the *Libre* event. Racing starts at 2pm with the Mini 7 event.

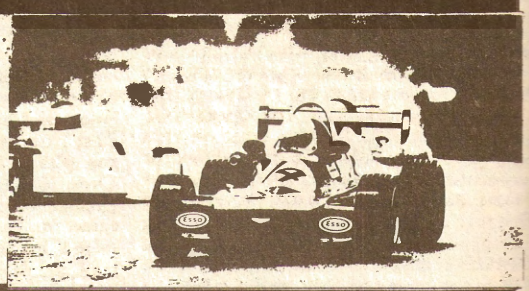
SCAMMONDEN

Competitors in the Guyson/BARC Hill Clumb Championship are currently in a very busy schedule with three events, in Wiltshire, Yorkshire and Lincolnshire, in seventeen days. The Huddersfield Motor Club hold the sixth round of the Championship at Scammonden on Sunday, 29 May.

Many competitors will be coming straight from the previous day's RAC Championship round at Barbon, with Roy Lane's existing hill record of 21.97s the target for the faster competitors. Scammonden is 5 miles West of Huddersfield, off the A640, adjacent to the M62 and first official climbs start at 1.45pm after morning practice.

International events

Date	Venue	Event
May 27/30	Sweden	South Sweden Rally—European Rally Championship for Drivers
May 28	Vallelunga, Italy	World Sports Car Championship (G6)
May 28/30	Greece	Acropolis Rally—World Rally Championship for Makes
May 29	Nurburgring, Germany	Nurburgring 1000kms—World Championship of Makes (G5), F Super Vee
May 29	Imola, Italy	European F3 Championship
May 29	Indianapolis, USA	Indianapolis 500 (USAC)
May 29	Osterreichring, Austria	GI-5, FSV, FF, FV, FL
May 29	Charlotte, USA	World 600 (NASCAR)
May 29	Serra da Estrela, Portugal	European Hill Climb Championship
May 29	Keimola, Finland	European Rallycross Championship
May 30	Pau, France	European F2 Championship, FSR, FR, G1-6
May 30	Zandvoort, Holland	G1-5, FF, FSV, FV



British events

Date	Venue	Event	Status	Club	Start	Details
May 28	Donington Park, nr Castle Donington, Derby	Race Meeting	R	NSCC	13.45	FF1600, Special Saloon, Historic Sports, Clubmans, Super Saloons, Frazer Nash Handicap Race, Historic Lotus Race, F1300, F Libre, MG and Modsports
May 28	Aintree, nr Liverpool, Lancs	Race Meeting	R	ACC	14.00	Special Saloons, Modsports, FF, Vintage, F Libre/Clubmans, 500cc F3
May 28	Barbon Manor, nr Kirkby Lonsdale, Cumbria	Hillclimb	N	Westmorland MC	14.00	RAC National Hillclimb Championship
May 28	Newcastle Airport Hotel (MR88/184715½)	Rally	R	Hadrian MC	09.01	Hadrian Centurion Rally—Castrol/Autosport Rally Championship
May 28/29	Motor Lodge, Pear Tree Roundabout, Oxford (MR164/493108)	Rally	CP	Green Belt MC	22.31	Marshall-Wingfield Cotswold Caper Rally
May 28/29	Hanger Motors, Welford Road, Leicester	Rally	CP	Soar Valley MC	23.45	St Christopher Rally
May 28/29	Alan Pond Garage, nr St Albans, Herts (MR166/189½057½)	Trial	C	Herts County A&AC	—	Novices Night Trial
May 29	—	Rally	R	Shenstone & DCC	—	Three Counties Rally—EMAMC
May 29	Heron/Newbury Motors, Halesowen (MR139/977832)	Rally	R	Quinton MC	09.30	Jubilee Stages Rally
May 29	Silverstone, nr Towcester, Northants	Race Meeting	R	BARC	15.00	Leyland Minis (850cc, 1000cc, 1275cc, GT Minis), Special Saloons, BAF FF2000, Clubmans, FF1600
May 29	Mallory Park, nr Kirkby Mallory, Leics	Race Meeting	R	750MC	14.10	Reliant 750, Classic Saloons, F4, FF1600/F Libre, MG Sports Cars, Classic Sports Cars
May 29	Brands Hatch, nr Dartford, Kent	Race Meeting	R	BARC	14.00	BPF3, FF1600, F Libre, Special Saloons, Production Saloons, Modsports
May 29	Snetterton, nr Thetford, Norfolk	Race Meeting	R	TEAC	14.00	FF1600, FV, Special Saloons, Mini 7
May 29	Scammonden, nr Huddersfield, Yorks	Hillclimb,	R	Huddersfield MC	13.45	Guyson/BARC Hillclimb Championship
May 29	Rumster, Lybster, Caithness	Hillclimb	R	Caithness CC	14.30	Grampian TV Scottish Hillclimb Championship
May 29	Goodwood, nr Chichester, Sussex	Sprint	R	Farnborough & ADMC	—	Sprint Jubilee
May 29	Curborough, nr Lichfield	Sprint	R	AMOC	—	—
May 29	RAF Chivenor, Devon	Sprint	R	N. Devon MC	—	—
May 29	Truro, Cornwall	Autocross	C	Truro & DMC	—	—
May 29	Kinnell Aerodrome, Friockheim, Arbroath (MR54/609508)	Autotest	R	55 CC	14.00	ESACC Autotest Championship

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

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