Autosport

A Haymarket publication

9th June 1977 3

Fords star on Acropolis Rally

Belgian GP: full report □ Scottish Rally news □ Foyt's Indy

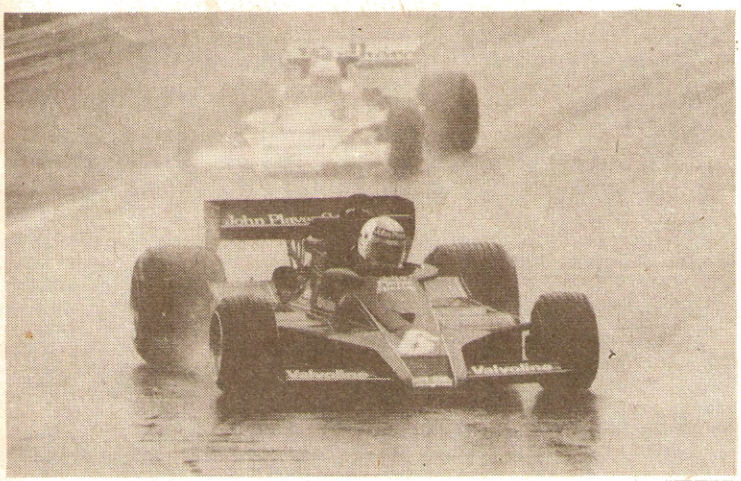
Autosport

June 9 1977 Vol 67 No 10

this week

2 Pit & Paddock
5 Racecard
6 Correspondence
8 Belgian GP: Gunnar plays it cool
16 Acropolis Rally: The Professionals
22 Special Stage
26 Indy 500: Four for Foyt—finally!
30 Silverstone: Brabham makes it stick
32 Interview: Stephen South
37 Road Test: Ferrari 512 BB
42 Le Mans: Three-cornered fight
44 Track Test: Alpine-Renault A442 Turbo
48 Thruxton: Trimmer hands it to Rouff
50 Brands Hatch: Chico's challenge
52 Sports Extra
56 Sportscard
58 Weekend Sport

Gunnar Nilsson was the surprise winner of last Sunday's Belgian Grand Prix at Zolder, a race which was turned into chaos by the weather and which had seven different leaders. Report: page 8.



Editor : Quentin Spurring. *Sports Editor :* Nigel Roebuck. *Technical Editor :* John Bolster. *Production Editor :* Robin Bradford. *Rallies Editor :* Peter Newton. *Assistant Rallies Editor:* Ann Bradshaw. *International Rallies Editor:* Henry Liddon. *Chief Photographer:* David Winter. *Editorial Assistant:* Linda McRae.

American Editor : Gordon Kirby. *European Editor :* Jeff Hutchinson. *Midlands Representative :* Derek Hill. *Correspondents : Scotland,* Bill Henderson; *Northern Ireland,* Esler Crawford; *Eire,* Brian Foley; *Canada,* Chris Waddell; *New Zealand,* Peter Greenslade.

Advertisement Manager : Mike Trew.
Group Advertisement Manager : Derek Redfern.

Publishing Director : Simon Taylor.

Published every Thursday by: Haymarket Publishing Ltd., 76 Dean St, London W1A 1BU. *Telephone :* Editorial, 01-734 4242; Advertising, 01-439 6016. *Telex:* 23918 Haymarket LDN. *Subscriptions and back numbers:* Craven House, 34 Foubert's Place, London, W1.

Annual subscriptions : Home, £22.50; *Overseas, surface mail,* £22.50; *Airmail, Europe,* £27.50; *Airmail, USA and Canada,* £40. Other airmail rates on application.

Printed in England by : David Brockdorff Ltd., Forest Road, London, E17. *Colour sections printed by :* B. R. Hubbard Ltd., Callywhite Lane, Dronfield, Sheffield. Registered at the PO as a newspaper.

ABC

Reprinting in whole or part of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers © AUTOSPORT 1977.

Le Mans

Since our last issue, we have yet again been reminded of the scope of Ford's motor sport involvement after two noteworthy victories in World Championship events. The works Ford Escort RS1800 rally cars scored a spectacular one-two in the Acropolis Rally in Greece. Three days later, without the merest pause for reflection on the first century of Grand Prix wins, the Ford-Cosworth DFV engine notched up the 101st in Belguim, unexpectedly in the back of Gunnar Nilsson's JPS Lotus 78. The news of these two remarkable triumphs causes one, by no means for the first time, to wonder what motor sport would be like without Ford. Both the Escort and the DFV made their competition debuts in 1967. . . .

At that time, Ford of America was heavily engaged with Ferrari in an all-out battle for the honour and prestige to be gained at Le Mans. Sadly, the days of Ford's big-money international sports car programme are long gone, of course, and indeed sports car racing as a whole does not carry the same promotional weight as it did a decade ago. However, the force of Ford's participation was directed towards victory at the Sarthe, where most of the kudos was to be had, and this is as true today.

The Le Mans organisers lost their World Championship status in 1975 when they decided to throw the race open almost to allcomers. As a result, the 24 Hours has established a degree of immunity from the ailments which plague the rest of the European sports car scene. Le Mans enjoys very much the same kind of status as it has in the past, and this year's event (preview, page 42) holds the promise of an absorbing three-way battle between the turbocharged sports cars of Porsche—the favourites to repeat the 936 success of last year—Alpine and Mirage, the last two marques using the Renault V6 engine.

Le Mans is alone in its capability to attract a really superlative entry of Group 5 and Group 6 cars. The mixed category format has frequently been put forward as a possible solution to the problems which presently reduce sports car racing to a shadow of its former glory, but it is generally thought to be unworkable in this purpose. As in other spheres of motor sport, outright victory is the name of the game in endurance racing as far as the big manufacturers are concerned, so the monied participation would inevitably come in whichever category proved to be the most competitive, and ultimately the mixed formula would be self-defeating. At the Sarthe, though, it works superbly well due to the unique aura which surrounds the event. This year, there will be seven Porsche 935 "silhouette" cars taking on two 936 Porsches, four Alpines, two Mirages, two Inalteras and two De Cadenet-Lolas among the prototypes. Strangely, Alfa Romeo have chosen not to take part, preferring to confine their sports car racing this year to a lacklustre triumph in the Group 6 championship, but nevertheless there remains an intriguing confrontation between three engine manufacturers, Porsche, Renault and—yes—Ford.

While its chances for an outright victory are not highly rated, the De Cadenet team has an enviable record of reliability at Le Mans, and recently it has carried British colours to the Sarthe almost alone. There is a chance that Chris Craft and Alain de Cadenet, third last year, could pull off a repeat of the 1975 success of the Cosworth, and we wish them luck in that endeavour.

cover picture

Pictured flying high on the Dhekalia classification test, Roger Clark and Jim Porter took their Ford Escort RS1800 to second place in the Acropolis Rally last week behind their team-mates Bjorn Waldegaard/Hans Thorszelius. Report: page 16. Photo: Hugh Bishop.

next week

Our report of the classic Le Mans 24 Hours endurance race—The complete story of the Lombard-Esso International Scottish Rally—James Hunt on racing the Marlboro-McLaren M26 at Zolder—The Citicorp CanAm Challenge opens at St Jovite—Formula 3 action from Donington Park and Enna—Private Ear*

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

edited by Nigel Roebuck

A return to Avgas for Formula 1?

Rumours at Zolder over the weekend suggested that changes in the F1 fuel regulations may be on the way. The subject is due to be discussed at the next CSI meeting, on June 15. It is thought that moves are afoot for a return to Avgas (aviation fuel) rather than regular pump gas.

Until the end of the 1957 season, of course, all Grand Prix cars ran on Avgas, the rules being changed for 1958, since when ordinary petrol has been used. All kinds of engine changes will be necessary, of course, should the rumours prove to be true. There was an absolute furore in Grand Prix racing when the rules were changed in the fifties, and presumably the same would be true now. The main reason for the change was that the fuel companies involved at the time wanted a closer product identity between racing and the filling station on the corner.

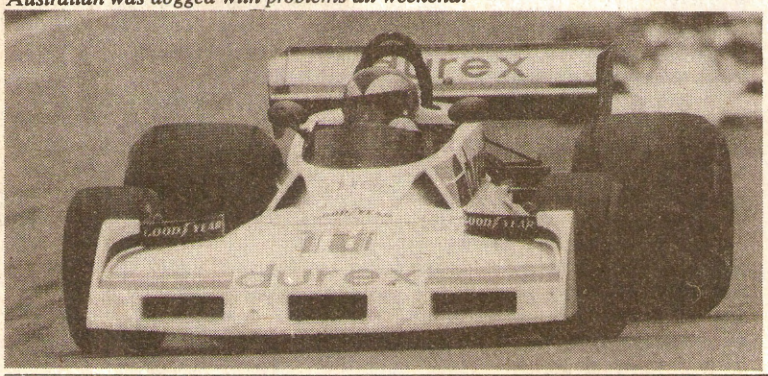
However, there are distinct advantages with Avgas, the primary one being safety. It is far less inflammable then ordinary petrol. And the connection between racing and road cars is a fairly tenuous one nowadays, the 5-star 100+ octane stuff being virtually unobtainable in most European countries.

● Immediately after the Belgian Grand Prix, the Ferrari team went off to Zandvoort for testing. The week before the Belgian Grand Prix, when most of the teams were at Zolder, Lauda and Reutemann were at Anderstorp, preparing for the Swedish Grand Prix, the next round of the World Championship.

● It seems that the venue for the French Grand Prix, only three weeks away, is still not settled. At Zolder, people were still saying that it may be run at Paul Ricard rather than Dijon.

● Rumours of an Alfa Romeo F1 car were strenuously denied by Alfa personnel at Zolder last weekend.

Larry Perkins made his first appearance in the Durex Surtees TS19 at Zolder, but the Australian was dogged with problems all weekend.



We have not reproduced our usual lap chart with the Belgian Grand Prix report (page 8) because the chaos was such that none can be considered accurate. The best we can do, therefore, is to print the rather scruffy official document issued by the organisers, but don't set too much store by it!

Tableau du classement par tour
Rangschikkingstabel per ronde

Place Plaats	Tour Ronde 10	Tour Ronde 20	Tour Ronde 30	Tour Ronde 40	Tour Ronde 50	Tour Ronde 60	Tour Ronde 70
1	20	19	11	11	6	6	6
2	6	26	2	6	11	11	11
3	12	31	20	3	19	3	3
4	2	20	17	19	3	19	19
5	19	2	6	17	17	17	17
6	26	11	19	20	1	1	8
7	11	25	3	2	4	4	1
8	16	17	26	4	8	8	4
9	3	3	4	1	25	25	25
10	22	37	1	25	20	20	27
11	17	27	25	8	34	27	34
12	31	22	22	34	27	34	18
13	24	4	34	27	18	18	31
14	37	1	27	37	31	31	20
15	25	18	8	18	37	37	33
16		34	37	38	44	33	
17		33	18				
18		8					
19							
20							

Pironi—Le Mans Renault drive.

Fourth Alpine

Following tests at Magny-Cours last week, Renault have decided to enter a fourth car at Le Mans. The car is, in fact, the team's *muletta,* and will be driven by the Martini F2 stars, Rene Arnoux and Didier Pironi. The latter was to have driven a Kremer Porsche 935 with Bob Wollek and Guy Edwards.

AJ's million

A. J. Foyt, very probably the fastest grandfather in the world, won a cool $259,791 for his fourth Indianapolis victory, bringing his total Brickyard earnings to over a million bucks. It was, of course, his 20th consecutive Indy 500, and he has now covered more than 7000 *racing* miles at the Speedway—an incredible record.

New ATS F1 car

The ATS PC4 (née Penske) which Jean-Pierre Jarier has been driving this season, will have entirely new bodywork for the German Grand Prix at Hockenheim next month. This team is very serious indeed about its F1 venture, and a new all-ATS car is expected to be ready at the end of the year. Indeed, in 1978 there is a distinct possibility that two cars will be run. Naturally enough, they are keen to run at least one German driver next year, and the names of both Mass and Stuck are currently being mentioned.

Edwards in Kremer 935

With the exception of the works/Martini Porsche 935-77 which is to be driven by Rolf Stommelen/Manfred Schurti, the Group 5 car with the best prospects for Le Mans is probably the Porsche Kremer Racing entry. This 935 will be driven by Bob Wollek and Guy Edwards, but as we went to press it was uncertain whether John Fitzpatrick or Nick Faure would take Didier Pironi's place as the third nominated driver, the Frenchman having been drafted into the Alpine-Renault team's "extra" entry.

Sponsorship for Le Mans comes from the Denim aftershave manufacturers, as well as from *Penthouse* and Rizla.

Sigma's turbo Toyota Le Mans car

Shin Kato, owner of the Japanese Sigma Automotive, will return to Le Mans this year with a much improved Sigma MC77, developed from the car raced there in 1975.

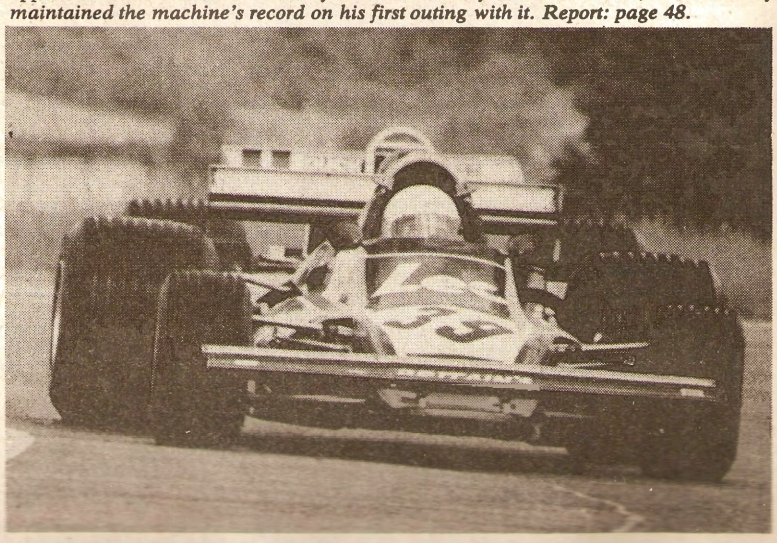
The new MC77 will be powered by the 2.3-litre Toyota Celica twin cam engine with a KKK turbocharger. Already this engine had given around 370bhp on the bench and the team hope for around 420bhp by Le Mans.

One prototype has been completed and raced in a sports car event at Fuji—driven by the youngster Masauki Kaneda—where it finished 12th.

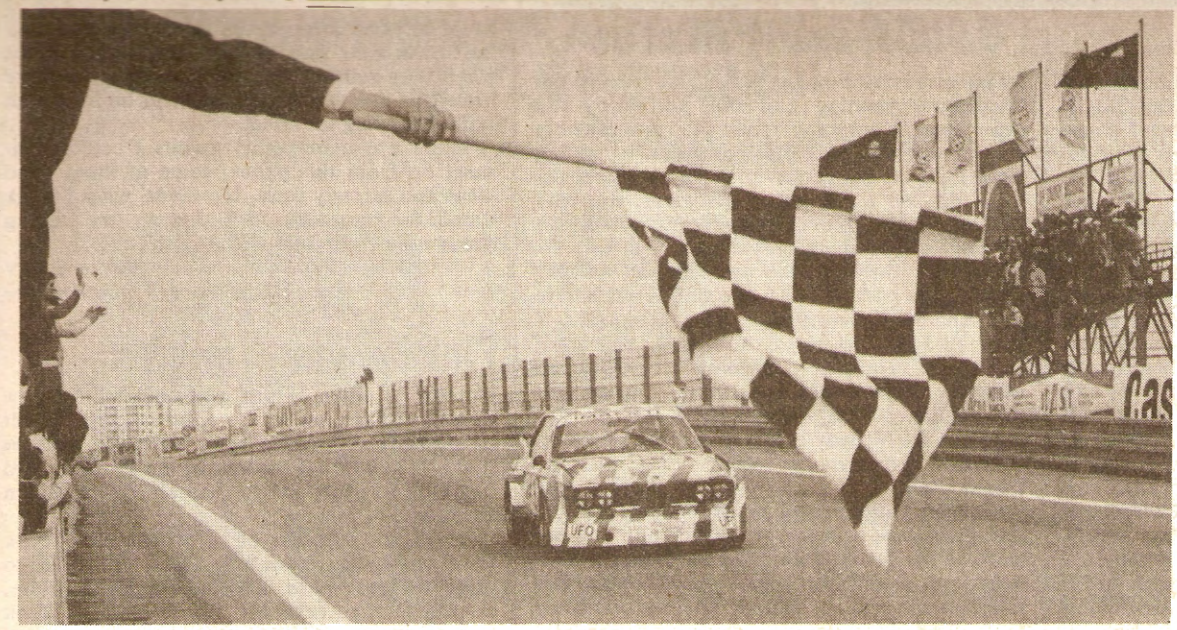
Sigma have tackled the French classic twice before, but have always been troubled with either engine or suspension problems, but with the new turbo engine working (and cooling) well, they hope for better results this time.

Nominated drivers are Motoharu Hurasowa, Yasuhiro Okamoto and Masayuki Kaneda.

David Purley's 1976 ShellSport 5000 Championship-winning Chevron B30 V6 appeared at Thruxton on Monday in the hands of Evan Clements, who scarcely maintained the machine's record on his first outing with it. Report: page 48.



edited by Quentin Spurring



The Finotto/Facetti CSL takes the flag at Brno, the fourth ETC victory of the season for the Italian pair.

Jaguars fast but frail again at Brno

Alas, the Leyland Cars entered Jaguars failed in the fifth round of the Group 2 European Touring Car Championship which was held (in front of 100,000 Czechs!) at Brno last Sunday. The three-hour event was won by the ex-Luigi BMW CSL of Martino Finotto/Carlo Facetti from the Luigi car of reigning champions Jean Xhenceval/Pierre Dieudonné.

Having missed Mugello and Enna while the infamous driveshafts problem was solved, the Jaguar team started off well at Brno when, yet again, one of the cars (the Derek Bell/Andy Rouse one) qualified on pole position. Things looked really good when the John Fitzpatrick/Tim Schenken XJ12C qualified second fastest—an all-Jaguar front row, with the Alpina BMW of Dieter Quester/Tom Walkinshaw and the Finotto/Facetti car behind ahead of the two Luigi cars.

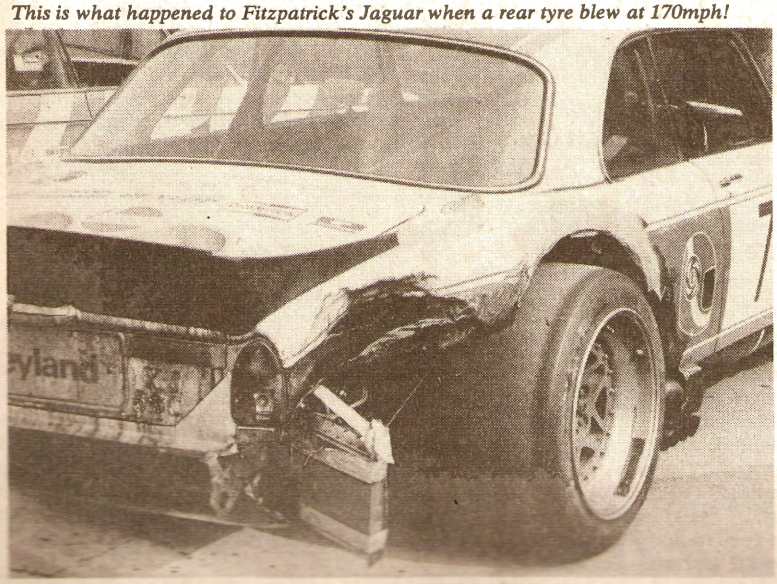
Fitzpatrick led the opening seven laps, but then he had a very nasty moment when a tyre exploded at around 170mph; by a miracle, Fitz kept the big car on the road, but rear end damage was extensive and the Jaguar did not get out again until the race was an hour old.

When Fitz arrived at the pits, Bell was already there with the second car, with a split oil pipe which also caused considerable delay; later, Bell retired with a broken gearbox. Fitz and Schenken carried on to the end, but before the end of the second hour the cat's engine started smoking, and they finished at much reduced pace, classified 16th.

Quester and Walkinshaw took over the lead from the Jaguars, but the Alpina BMW broke its crank just into the final hour, and Finotto/Facetti inherited a winning lead, their fourth of the series. Xhenceval/Dieudonné were delayed with broken suspension and finished four laps down in their second place, on the same lap as the third-placed VW Scirocco driven by Anton Stocker/Jorg Siegrist.

Kurt Mirer/Armin Burschor (BMW 2002) were fourth just in front of Hans Nowad/Freddy Kottulinsky (Audi 80 GTE). John Markey/David Palmer in the Smiths Kendon Mazda RX5 were leading the 3-litre class when they retired with a broken plug electrode which fell into the engine, while—to the joy of the populace—the 1300cc class was won by a Skoda driven by local drivers Horsak Oldrich/Bobek Jarslav. Full report next week.

This is what happened to Fitzpatrick's Jaguar when a rear tyre blew at 170mph!



Jaguar's USA win

Brno might have been another disaster for the Jaguar team, but in the USA Bob Tullius of the Group 44 equipe continues to do good things for the marque. On May 30 he won the production car division of the Porsche-dominated opening round of the SCCA's TransAm Championship at Seattle, driving the team's Jaguar XJS.

The event, held in pouring rain on the 2½-mile Seattle circuit, was won by the Porsche 934 of Canadian driver Ludwig Heimrath from the similar car of George Follmer, after Follmer had initially led a close battle. Third was the 934 of Monte Shelton, and the XJS was fourth overall.

Race favourite Peter Gregg in yet another 934 was involved in a first-lap shunt with Gregg Pickett's Chevrolet Monza, which caused the race to be stopped; neither was able to continue. However, Gregg was able to repair his Porsche in time to win round 2 of the TransAm at Westwood, British Columbia, last Sunday.

CITICORP CUP USAC CHAMPIONSHIP

		Mar Ontario	Mar Phoenix	Apr College Station	Apr May Trenton	May Indianapolis	Jun Milwaukee		Total points
		06	27	03	01	29	12	etc	
1	A. J. Foyt	400	240	—	—	1000			1640
2	Al Unser	320	60	320	—	700			1400
3	Wally Dallenbach	—	45	280	400	600			1325
4	Tom Sneva	20	—	400	60	800			1280
5	Tom Bigelow	240	180	20	—	400			840
6	Gordon Johncock	200	15	80	320	100			715
7	Roger McCluskey	—	210	—	200	250			660
8	Johnny Rutherford	—	300	240	100	—			640
9	Mike Mosley	—	120	200	280	—			600
10	Johnny Parsons	—	—	—	—	500			500
etc									

EUROPEAN FORMULA 3 CHAMPIONSHIP

		Nat	Mar Paul Ricard	Mar Nürburgring	Apr Zandvoort	Apr Zolder	May Osterreichring	May Imola	Jun Enna	Jun Monza		Total points
			20	27	11	24	08	29	12	26	etc	
1	Piercarlo Ghinzani	I	4	9	4	9	6	9				41
2	Anders Olofsson	S	3	6	9	—	9	2				29
3	Piero Necchi	I	1	1	—	6	—	4				12
4	Beppe Gabbiani	I	9	—	1	—	—	—				10
5	John Nielsen	DK	2	—	6	—	—	—				8
6	Bertram Schafer	D	6	—	—	—	—	—				6
	Oscar Pedersoli	I	—	—	—	—	—	6				6
	Ulf Svensson	S	—	4	—	—	2	—				6
	Elio de Angelis	I	—	—	—	2	—	3				6
10	David Kennedy	IRL	—	—	3	2	—	3				5
etc												

WORLD CHAMPIONSHIP OF MAKES (G5)

		Nat	Feb Daytona	Mar Mugello	May Silverstone	May Nürburgring	Jun Osterreichring	Jul Watkins Glen		Total points
			05	20	15	29	26	09	etc	
1	Porsche	D	20	20	20	20				80
2	BMW	D	—	—	10	15				25
3	Ferrari	I	8	—	—	—				8
4	Chevrolet	US	6	—	—	—				6
5	Lancia	I	—	3	—	—				3
6	Ford	D	—	2	—	—				2

WORLD SPORTS CAR CHAMPIONSHIP (G6)

		Nat	Apr Dijon	Apr Monza	May Vallelunga	Jan Enna	Jul Jarama	Jul Estoril	Jul Paul Ricard	Sep Salzburgring		Total points
			17	24	29	19	03	10	24	18		
1	Alfa Romeo	I	20	20	20							60
2	Osella	I	15	15	12							42
3	Chevron	GB	8	2	10							20
4	Lola	GB	12	3	—							15
5	McLaren	GB	—	10	—							10
etc												

correspondence

the editor is not bound to agree with readers' opinions

Writers reply

In answer to Mr Brittan's silly and chauvinistic attack against IRPA and myself (May 26), I would like to make the following brief comment: Before Master Brittan unloads his bile against our organisation, he should be a lot more careful in order to avoid the embarrassment of a contradictory situation.

Indeed, it turns out that the Lemon Prize, which went to James Hunt, was heavily supported by English votes. The proportion of Lemon votes for Hunt was five English votes for three French and two Miscellaneous out of every 10 votes. Laffite received nearly as many English votes as French. I won't give any details on the Brands Hatch British GP as it was almost unanimous, giving them the Lemon Prize for last year's performance. It is interesting to add the IRPA has more English members than any other nationality, thus logically giving the British clan a vote advantage for our yearly trophies which are noted by all members.

I realise that Mr Brittan has to struggle to fill up his *Private Ear* column with any stories he can, slanderous, humorous or true; but he should at least verify his sources of information before trying to hurt the reputation of a respected international press association.

Mr Brittan is not funny at all, and reading his article makes me wonder if he has ever heard of the traditional English words of gentleman, honesty and fair play. It is really quite sad and I feel sorry for him.

GENEVA, SWITZERLAND BERNARD CAHIER,
President, IRPA

Well done, NSCC . . .

In case it passes without comment may I mention the tremendous effort put into organising the opening Donington meeting by Alan and Judy Bragg of the NSCC. Many may not appreciate the volume of work involved in being Secretary of the Meeting and this event in particular had more than its share of problems. In addition to the vast number of enquiries which continued right up to the week before the meeting, there was the administrative problem of reducing ten grids from 28 to 20 at the direction of the RAC and then the last minute panic when the track licence was revoked on Thursday night, only to be re-issued with amended conditions on Friday lunchtime. This left the Secretary the minimum of time to proceed with the meeting and to contact those who would not be permitted to race.

Alan and Judy cheerfully met and overcame these problems but not without the utmost commitment in time and effort with, of course, the support of the other NSCC office staff Marian, Anne and Ray.

On Friday morning when all looked lost, Tom Wheatcroft was determined to fight on to save the meeting and equally determined was sponsor Bob Else. Such determination was typical of all those involved in the last minute negotiations and, now the opening meeting has taken place, I would suggest that British motor racing has taken a great step forward.

WEST BRIDGFORD, NOTTINGHAM JOHN ATKINSON

. . . and Donington . . .

Congratulations and thanks to all concerned for bringing motor racing back to Donington Park.

In spite of 'pruning', yesterday's meeting was truly memorable and appeared, from the spectators' enclosures, to be remarkably free of 'teething troubles.' Viewing is excellent and the setting really beautiful.

If the loudspeakers had been turned away from the high enclosure walls it would have been near perfect.

I hope that the few local 'defenders of freedom' that nearly stopped the meeting, can be persuaded that some small sacrifices must be made in the interests of the majority.

STEVENAGE, HERTS KEN COOKE

. . . from nearly all of us

As an enthusiastic racing family, we were at the Donington opening and did *not* enjoy the experience. Your supplement map was the only man-made ray of sunshine there, shedding more light on the venue than the cloudless sky could do. As members of the press, you may not be fully aware of the frustrations which face Donington's ordinary spectators.

First is entering by the museum and walking towards the paddock. All you find is a concrete wall, and an endless walk around the outside. If your direction sense is OK you will find, eventually, Redgate Lodge—after seeing an entrance marked No Spectators. During this cross-country trek it suddenly dawns on you that you are already half a mile from your car, in which your day's refreshments still lie. Enough said!

Anyway you finally make Redgates (relieved that your pass-outs are still valid) and you are back at the track. Being rather the worse for wear, you search for a spot where the track is visible while you are seated. There is one (only one), the natural banking overlooking the 'Old Hairpin.'

Thanks to the AUTOSPORT map you are aware that there is an unimpeded path around the circuit back to where you started. But here's the rub! Where is the Start/Finish line, and how do you spectate at the 'Park' Chicane? Other than the bank at 'Old Hairpin' spectating at the track wall is difficult for adults and impossible for juniors.

My second complaint lies partially at AUTOSPORT'S door, and that is in printing misleading advertisements: we did *not* see a Dragster demonstration or a Lotus Concours competition. The Lotus F1 demonstration was expertly done, but in the outdated 77 which is nothing more than a *Libre* car now. Your ad shows the 78 model.

The racing was quite good (apart from the boring Frazer Nash affair). However, the removal from the programme of the FF1600s and the *Libre* race was just not on.

I would advise Mr Wheatcroft and the Press to leave Race Control and hospitality suites, take a flask and sandwiches, make like a real spectator and judge for themselves. John Webb can take heart for, though further to travel, my money it's Mallory Park, or Oulton's inside/outside track choices.

If, as Tom says, improvements will be made I wish him well. The circuit's construction is a credit to him and I don't doubt that drivers will like its surface and safety features. Well, after my complaints, some of which I hope are of constructive use, please allow me to say that the Historic Sports race was fantastic. The dog fight for first place between Willie Green and Richard Bond was breathtaking and put many a GP to shame.

Thank you for AUTOSPORT.

LEEDS, W. YORKSHIRE B. A. HALLAM

Be fair, RAC

After reading the RAC Safety Code of Rally Special Stages in AUTOSPORT, I am prompted to ask myself what next—armco? All organisers appreciate the hazards of forest rallying and the injuries which may occur to competitors, but I am extremely annoyed at the inference by the RAC that events are organised to trick the competitor.

Tulip diagrams were used on the first Lindisfarne and, in the Stewards reports, from Chris Belton, we were criticised on two accounts: 1, Tulip diagrams by the organisers are inaccurate; 2, rallying takes place over unpractised roads and little known territory, therefore these diagrams should not be used. Are the tulips and organisers' information on the route no longer inaccurate? Is it not the case in many areas, that rally routes are now well known? Perhaps it could be that competitors *think* they know all the roads now and are too often caught out when they rally in unknown territory; and are forced to use the old and soon to be forgotten skill of reading the road.

There are many other points I could comment on from this paper, some of them good ideas and already used. However, what I think should be remembered is that we are talking about rallying and not circuit racing.

KEITH GRAY
Rally Secretary, Lindisfarne

Pink Panther's return

Not before time, it has been noted that a new trend has been set in the editorial department of AUTOSPORT. More specifically, it appears that a true wit and student of the printed word has joined the staff, namely, Mr Robin Bradford.

To those mourners of the "Deceased" Pink Panther (*Sports Extra,* May 26), I would like to offer an assurance and at the same time, respectfully correct Mr Bradford. The Pink Panther lives, and although a little dishevelled at present, will return to the circuits in a few weeks once more to entertain his followers.

Perhaps Mr Nick Brittan, in his *Private Ear* column, will take a lesson from Mr Bradford, and remember that a true wit displays taste and style and finds it unnecessary to deride and scorn his subject.

LONDON SW6 STUART GLASS

Encourage Vee

As an enthusiast of circuit racing for some years and an avid reader of your excellent magazine I would like to make one or two observations about the club scene.

Whenever comments are made by other correspondents they usually suggest eradicating or streamlining formulae to aid future F1 stars. Instead of this we should be aiming to strengthen the formulae that exist for the benefit of both the competitor and spectator.

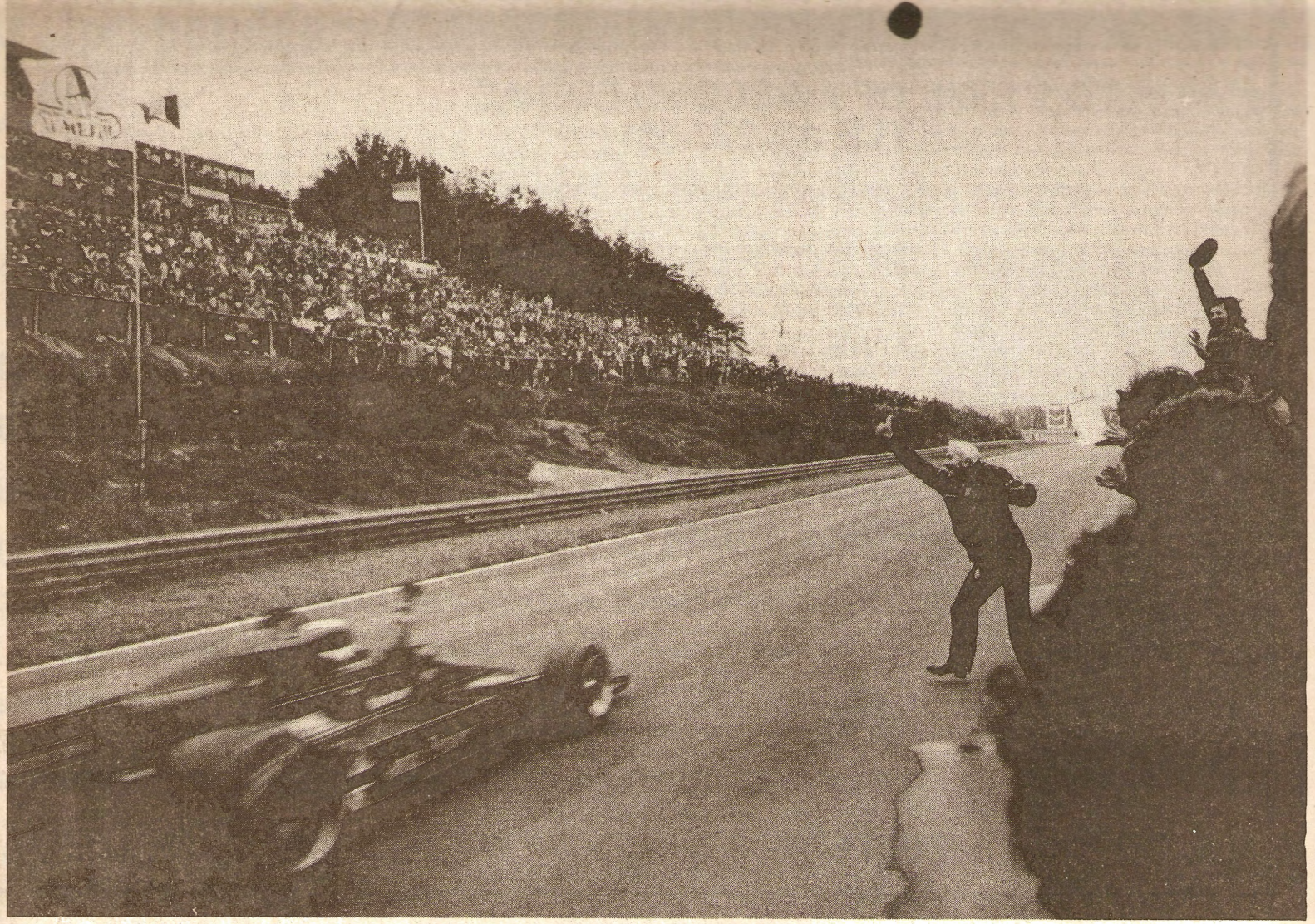
There is, for instance, a glut of competitors in Formula Ford many of whom have no ambition other than to race, and no money to race anything other than uncompetitive machinery. I don't believe it would in any way harm the formula if competitors were attracted to others such as Vee or SuperVee, which thrive alongside Formula Ford in other countries, and provide just as competitive and exciting racing as the Fordsters, and possibly at less expense. In this country both these formulae are neglected by the major circuits, and the media such as your magazine, and little promotion seems to be done by the Formula Vee Association. Little wonder they limp on from season to season with the aid of a few enthusiasts, instead of thriving as they could if promoted.

If Brands Hatch and Silverstone found a few spaces in their calendar to put on Vee races and your magazine mentioned the races a little, interest would rise I am sure, and it wouldn't be too long before more competitors were attracted and manufacturers started producing some up-to-date machinery in this country.

LUTON, BEDS STEVE VINCE

Then as now?

The BRDC's International British Empire Trophy was held on the Isle of Man in 1952 and AUTOSPORT (June 6) reported a grid of 27 sports cars—all of them of British manufacture—with pole position held by Duncan Hamilton's new XK120C Jaguar. Pat Griffith (Lester-MG) won the event, having started from the fourth row, and avenged his defeat of the previous year when his car had run out of oil only two laps from the end.



Colin Chapman hurls his cap into the air as Gunnar Nilsson saves the day for John Player Team Lotus.

Gunnar plays it cool

Nilsson wins superbly for JPS—Lauda second for Ferrari—Peterson's first points for Tyrrell—Poleman Andretti and Watson collide on first lap—Report: NIGEL ROEBUCK—Photography: DAVID WINTER

Gunnar Nilsson enjoyed the Belgian Grand Prix at Zolder last weekend and he may have been the only one. On a day when the dingy circuit was made even more gloomy by appalling weather, the Swedish JPS Lotus driver scored a magnificent, if somewhat unexpected, victory after taking the lead from Niki Lauda's Ferrari with 20 laps to go. It was one of those wet-dry-wet races where fortunes fluctuate constantly and lap-charts are a joke, but Nilsson made no mistakes all afternoon and thoroughly deserved his first Grand Prix win.

Lauda, after leading for 30 laps, had to be content with second place, being followed in by Ronnie Peterson's Tyrrell P34, the best finish Ronnie has so far achieved for Ken. A good drive by Vittorio Brambilla brought Team Surtees their first points this year, the Italian taking fourth place, ahead of Alan Jones's Shadow and Hans Stuck's Brabham-Alfa.

James Hunt, after showing in practice that the McLaren M26 is getting to be very good indeed, opted to start the race on slicks, the only man to do so. In hindsight, it was a bad decision, for the track took some time to dry out and by that time James was completely out of contention, lapped by the leaders after quarter of an hour. But it was a gamble and, had the track dried out quickly, Hunt would have been in good shape. As it was, he finished 7th, out of the points yet again.

In many ways, a remarkable race, this. Seven different drivers led it, for example: Watson, Scheckter, Mass, Brambilla, Purley (!), Lauda and Nilsson. Watson started from the front row with Mario Andretti, and took the lead at the start. But both men were out before the end of the first lap, Watson spinning after being tapped by Andretti, who also went off the road. Scheckter then led for 15 laps until he, too, spun off, whereupon Mass, Brambilla and Purley had brief spells at the front as the pitstops for dry tyres began. Once everyone was on slicks, Lauda established a good lead but the Austrian lost time with a spin when lapping Purley, and Nilsson caught and passed him at two-thirds distance.

Inevitably, there were a great many spins and incidents during the 70 laps, but no one was hurt, mercifully, the one happy aspect—apart from Nilsson's great drive—of a thoroughly miserable weekend.

A cheerless place, Zolder. Over the years, "new" Grand Prix circuits acquire some sense of history—or, at least, some of them do. The Osterreichring is a good example of that. Only seven years the stage for a round of the World Championship, the place has nonetheless acquired a certain "feel"; when you're there, it seems like an important place, the race an event of some consequence. But Zolder, like Jarama and Paul Ricard, lacks atmosphere. At Jarama, there is always the sentiment that one would infinitely prefer to be up the road at Barcelona; at Paul Ricard, thoughts of Clermont-Ferrand and Rouen are never far from the mind. And at Zolder, as you drive to the circuit, you pass road signs to Spa and it takes a conscious effort not to follow them. There it sits, in virtual disuse save for annual visits by Barry Sheene's brigade (that's right, they still ride *bikes* there) and the 24-hour saloon car race. . . .

But back to Zolder. Despite its forest setting, which is very pleasant, it always seems very much like a "bargain-basement" circuit. There is something rather tawdry about it. And the paddock defies description, an uneasy blend of fairground and prisoner-of-war camp. If that sounds harsh, well, that's the way it is. There is constant banal pop music (of the type which always scores heavily in the Eurovision Song Contest) over the PA system, there are stalls selling chips and chewing gum and ice cream, and the whole lot is wrapped up in high fencing. *Everything* seems to be fenced off, and the whole atmosphere is rather unpleasant and claustrophobic. To that lot, add a liberal sprinkling of Belgian police—everyone auditioning for the Riot squad—and you will begin to gain some insight into the Zolder paddock.

On Friday morning, it was even more daunting than usual, for the sky was black and there was constant drizzle. The place even denied us the drama

Top: At the first corner, Watson's Brabham edges out Andretti's JPS. A minute later, both cars were out. Above: As the cars leave the first turn, only John Watson has a clear view of the road ahead. Those behind are driving virtually blind.

and majesty of a thunderstorm. Virtually throughout the day, there was merely this incessant light rain which soaked us to our bones.

However, for the first few minutes of the opening qualifying session, the track was almost completely dry. Most of the drivers, therefore, dashed out immediately in the hope of putting in a reasonably quick one before the rains came down. As at Monte Carlo, the first man really to get moving was Hans Stuck's Brabham-Alfa, but after twenty minutes or so, most people were trying really hard and it seemed like the end of the final hour rather than the start of the first session. Into the chicane behind the pits, Niki Lauda's Ferrari arrived a couple of times, smoke pouring from the front tyres, locked up for twenty yards or so. The Austrian looked to be on splendid form as usual, the Ferrari apparently the quickest car on the circuit. But while the sight and sound of the Italian cars can fool the senses of the most sanguine and experienced observer, the stopwatch tells a different tale. When the first session—90 minutes, most of them damp—was over, the names of Mario Andretti and John Player Team Lotus were atop the lists, almost half a second clear of anyone else. . . . Here we go again. Four weeks after Jarama, with the same apparent lack of effort as he exhibited there, Andretti was psyching everyone once more. But no one—surely not even Colin Chapman or Andrew Ferguson—can have been ready for the margin of superiority which Mario showed in the last session.

No one needs to be told how competitive modern Grand Prix racing is; usually pole position is won by hundredths of a second, sometimes a tenth, rarely a fifth. On Saturday afternoon, working quietly and efficiently, with no show of opposite locking or tyre-smoking, Mario began to set times which made one doubt one's stopwatch. While most of the other front runners were struggling to get below 1m 27s, the American calmly drove Chapman's latest miracle round in 1m 24.64s. . . . It was fantastic and almost unbelievable. Jody, Niki, John, Carlos, Jacques, all *looked* quicker than the Lotus, but they weren't even close. Finally, Watson put in a 1m 26.18s; more than a second and a half from Andretti, it nonetheless meant a place on the front row.

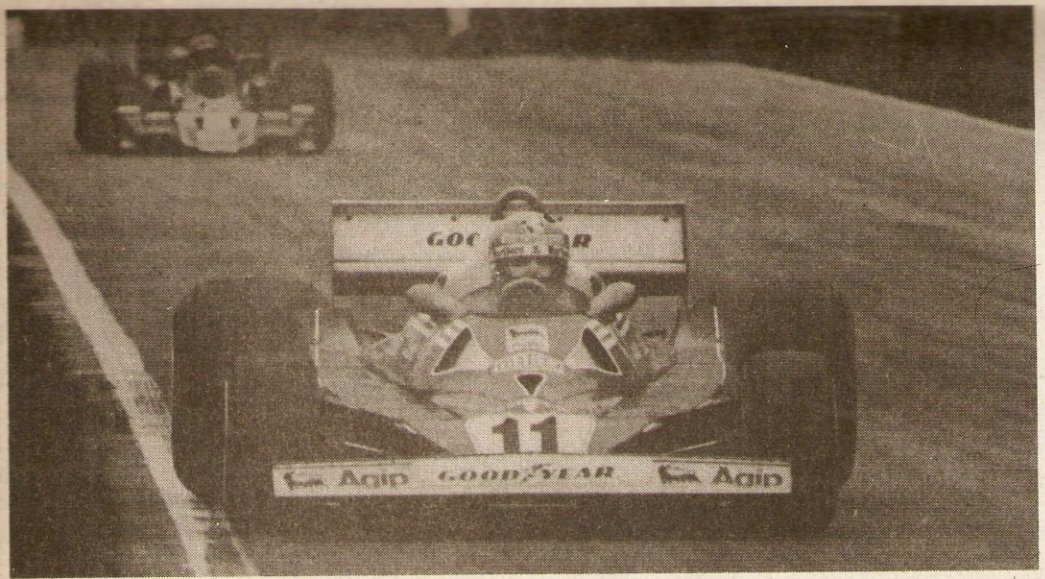
After a great deal of recent speculation about Andretti's domination of the Spanish Grand Prix, that it was achieved because his car was running with a "locked" differential, Mario would not be drawn on questions of that kind. "Diffs" were the talk of the paddock all weekend. "Oh, well, he's running his locked diff again", people were blithely saying in answer to incredulous faces as the practice times went up. "Locked diff" is, in fact, a misnomer, for "very limited slip diff" is nearer the truth. What Lotus have done is to reduce considerably the amount of slip in the differential so that, with any opening of the throttle, virtually the same amount of drive goes to each rear wheel. Conventionally, of course, a limited slip diff favours the wheel with the most grip at any time—in other words, the outside wheel in any corner. The majority of the 490-odd horsepower favours that outside wheel, which, naturally enough, has a tendency to spin uselessly, thereby wasting a lot of the power, right?

So, you say, reducing the amount of slip in the diff—as Andretti and Lotus have done—is only logical. If the power is evenly distributed between both the driven wheels, there will be far less wheel-spin, infinitely better traction. That much, quite obviously, is true. But every silver lining has a cloud, and here the problem is that a completely different driving technique is called for. With the diff set up thus, driving "on rails" becomes an absolute necessity because every time you press the throttle, the car wants to go straight. You cannot come barrelling into a turn, set the thing up and take it through the corner in an opposite-lock power slide. The technique, it seems, is to go through the turn very smoothly, keeping an almost constant throttle all the way through until you are pointing the way you want to go. Then you hit the throttle, *both* wheels bite hard into the road, and you're gone.

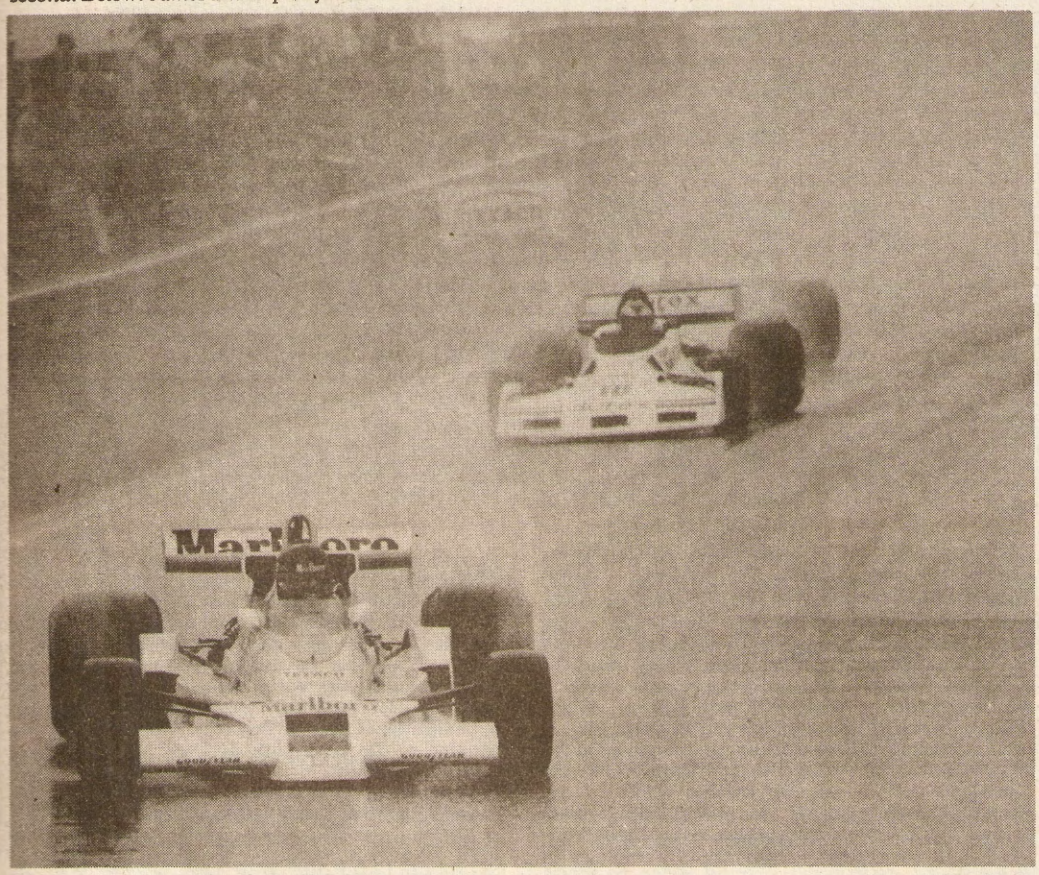
So it does dictate a style of driving somewhat alien to the Grand Prix driver, and, just as many people found during the four-wheel-drive fad back in 1969, it is no easy matter to slap down your basic instincts and persuade yourself to drive to a whole new set of rules. People driving a turbocharged car for the first time say the same thing; to unlearn deeply entrenched habits—in the frenetic confines of a F1 cockpit—can be distinctly unnerving at first. Gunnar Nilsson, for example, has tried his car with very little slip in the diff, and so far cannot get along with it. Andretti, however, has become accustomed to the necessary technique over a number of years, for it is common practice in USAC racing, where smoothness round the oval tracks and good traction out of the turns are everything. You don't see people hanging the tail out at Indianapolis; when that happens, the driver is in trouble. Possibly, Andretti is at a distinct advantage over all his rivals here. Not only does he have experience of driving with very little slip in the diff; it may well be that he has fewer instinctive driving habits to eliminate when doing so. Mario has not spent the past few years concentrating only on driving a conventional Grand Prix car. No, he has been winning at Daytona with a NASCAR stocker, at Indianapolis with a turbocharged USAC car, at Indiana States Fairgrounds with a front-engined sprinter, at Terre Haute with a championship dirt car, at Kyalami with a F1 Ferrari, at Sebring with a 7-litre Ford or Ferrari 512S. . . . In short, he has raced pretty well every type of car, all calling for different techniques, constant changes of approach, and, to some extent, he continues the practice now. Therefore, it may well be that he acclimatises himself to something new rather more easily than would his F1-only colleagues.

Questions about the diff brought a grin to the American's face over the weekend. "Well, we're playin' around with different things, you know. . . . " And what were his feelings about Zolder? "Same as Jarama, I guess. The car likes it, so I like it." For Belgium, his JPS 78 was once more fitted with its familiar Nicholson engine, victorious at Long Beach and Jarama. Andretti said that he had been impressed with the "development" Cosworth engine he had used at Monaco, but there were none of these units in Belgium.

Almost as happy as Andretti, Gunnar Nilsson qualified third in the other 78. Like his team-mate, Gunnar was reluctant to discuss the subject of differentials, but did allow that his car's diff had a deal more slip than Mario's. "I prefer mine like this. Mario and I have different styles of driving, you know." Watching the two of them, out on the circuit, the difference was marked, Gunnar opposite-locking in spectacular style, Mario smooth as you like. At the very end of Saturday morning's unofficial session, Gunnar blew a £7500 hole in the side of his engine. Stopwatches had had him second quickest to Andretti in the session, so he was a little apprehensive about repeating the performance with the spare, long-wheelbase, car during the final hour. As it transpired,



Niki Lauda started the race from the sixth row but did his usual smooth, professional job to bring the Ferrari in second. Below: James Hunt opted for slicks at the start and is about to be engulfed by wet-shod backmarkers here.



F1 WORLD CHAMPIONSHIP **7**

BELGIAN GP

he did himself and the team proud, only John Watson's Brabham-Alfa preventing an all-JPS front row.

John was fresh back from a visit to Indianapolis ("I can't say I was that impressed . . ."), and was distinctly unwell all weekend, suffering from some kind of virus. With the glands in his neck very swollen, he was far from comfortable but nonetheless drove the BT45B as forcefully as ever. The cars themselves were largely unchanged although both were fitted with very long side-plates on the rear wings, similar to those tried on a Brambilla March some time ago. Hans Stuck, in the other car, was back on the ninth row of the grid, a long way from his starting position at Monaco, but his efforts during the final session were hampered by a broken rev-counter.

Next to Nilsson's JPS, on the second row, was the inevitable Jody Scheckter with the Wolf. During testing the week before the race, the South African had been one of the very quickest but, of course, all those times were made obsolete by Andretti. Jody is rarely entirely happy with his car—which probably makes him the driver he is—but was not too unhappy after practice. At the left-hander after the pits, he was immensely spectacular, flicking the Wolf sideways, applying a large measure of right-hand lock and steering the car round on the throttle. Every time he did that, onlookers, complete strangers, looked at each other and grinned.

Friday night must have been an apprehensive one for Patrick Depailler. If Saturday turned out wet, he wasn't going to get a race. For Zolder, his regular race car was fitted with new rear suspension, the most striking feature being extremely short top links. At the beginning of the first session on Friday, however, the Frenchman went out in the spare car, putting in only a very few laps, and by the time he got out in the race car, it was drizzling hard. At the end of Friday qualifying, the name of Patrick Depailler was, unbelievably, at the bottom of the charts.

However, his few laps in the race car (with the new suspension) were sufficient to convince him that there was a definite improvement in handling. Immediately, therefore, Ken Tyrrell contacted the workshops in Ripley, and similar bits were made up for Ronnie Peterson's car and flown out the same day! "Let's face it, we're right in it," said Ken before the last session, "Patrick says there's a slight improvement with the new bits, so we've got to use them. I can't say that official practice is a good time to try new things—that should be done during testing—but we're nearly three seconds off Andretti's pace. We've just got to try anything we can."

At the start of the last hour, it seemed for a few minutes that Depailler might even finish up on the pole. As the cars were waved out of the pits, one of the first was Tyrrell number 4 and Patrick was soon driving as if his life depended on it. There was good reason for this: the sky was black and threatening, and he simply had to set a time to get him into the race. That was the first essential, but he did more than that, finally qualifying fifth after a really great effort.

Ronnie Peterson also found the new suspension markedly better, taking more than 2½ seconds off his Friday time, and finishing up eighth fastest. During Friday afternoon's totally wet session—in which conditions Ronnie always shows well—his wonderful car control was much in evidence all the way round the circuit as he hurled the Tyrrell round, second fastest (to Scheckter) of the afternoon.

A couple of weeks ago, it was thought that both James Hunt and Jochen Mass would be running McLaren M26s in the Belgian Grand Prix, but only one car was rolled out of the transporter. Jochen's is not yet ready, and he is unlikely to be seen in it before the French GP. Not that it seemed to bother him overly; in his usual M23, the German was on great form in practice, finally qualifying sixth.

Behind him on the grid, for only the second time since he joined McLaren, was James Hunt, who qualified the M26 ninth. There were several changes to the car since its last appearance, in Spain, the most outwardly obvious being the adoption of a large oil cooler in the nose of the car, in place of the two smaller units previously mounted above the water radiators under the rear wing. This has also enabled the team to tidy up the plumbing. As well as this, there are minor changes to the front suspension geometry, and the twin caliper brake system has been replaced temporarily by single four-pot calipers.

In the first session, Hunt was third fastest, and indeed there was the promise of more to come for the M26 had proved fastest of all during testing. But the second session was a wash-out, of course, and James was unfortunate enough to blow his engine on the very first lap of the last, dry hour. Abandoning the car out on the circuit, he ran back to the pits and was soon out in his M23, but was unable to equal Mass's time. No matter: he was well pleased with the new car and confident of its potential.

So where were the Ferraris? Carlos Reutemann qualified 7th and Niki Lauda—yes, *Niki Lauda*—11th! Their times were hard to believe, the two of them looking for all the world like front row candidates, whirling round the circuit with great dabs of power through the slow corners and opposite-locking everywhere. And there was the rub: opposite-locking. The cars were still beset with the oversteer problems which have plagued them all year long. Throughout practice, Lauda was giving monosyllabic answers to questions about his car; the French word for it is *merde*. Was the handling consistent, at least? "Yes, consitently *merde*. . . ." After practice was over, the scene was just like that at Jarama a month ago, Lauda stalking round with a tense grin on his face, inwardly seething. To a man of Niki's temperament, the sixth row was more than flesh and blood could stand. And, just as in Spain, Carlos Reutemann was relatively happy. The cars were not handling properly, but he had driven the thing as hard as he knew how. He could do no more than that. Both Ferraris were running huge amounts of rear wing in an effort to get the back to stick down, sacrificing some of their horsepower for grip. But the manner in which the tails would flick out of line at the slightest provocation indicated that the sacrifice was in vain. At the end of practice, Lauda was fined 1000 Swiss francs for thrice ignoring the man with the stop-go sign at the end of the pit lane, and Reutemann, who had sinned only once, was warned.

After his depressing time in qualifying at Monaco, Jacques Laffite was much more his usual smiling self at Zolder. "Yes, I am very happy with the car here. You know, after Monaco we found that the car had a faulty shock-absorber and that is why we had such problems with oversteer and traction there. Here, it's much better." Last year, of course, Jacques drove a fabulous race with the Ligier JS5, finishing third and winning the non-Ferrari race. With the JS7, he said he thought he could do well in the race. The race car, incidentally, is still fitted with a 73-type Matra V12, the team keeping the 76-type in the spare.

Through the Heuer speed trap, set up on the straight behind the pits, both the Surtees TS19s were tremendously quick, recording the second and sixth fastest speeds, and team-leader Vittorio Brambilla finished up 12th fastest in practice, slotting the Beta car on to row 6, alongside Lauda's Ferrari. Vittorio was delighted with his car ("Yes, handling *bene, bene* . . .") but less pleased with his engine, which he thought a little down on power. The fact that, even so, the car was so quick through the trap indicates how slippery the little car is. Surtees F1 cars have always been among the quickest in a straight line.

Joining him for Zolder (and maybe a little longer?) was Larry Perkins, having his first ride since the Kyalami debacle with the BRM P201. "It feels a little unstable at very high speeds, and it's a little twitchy under braking. The car I drove at Goodwood felt more stable. I like it a lot basically, mind you. It's nice to drive a proper car again. I've just got to get my boot in it this afternoon and make sure I qualify." This he managed, finishing up 23rd on the 26-car grid.

Back from Indianapolis to resume his seat in the Ensign was Clay Regazzoni, full of enthusiasm for his American jaunt: "I don't understand. At the start, pace car go in, green light go on, into first turn and

ever, to the Belgian Grand Prix, the business of the weekend. It began badly, for Clay blew an engine on the very first lap of the first session. But he went out immediately in the spare car and, without making any adjustments, put in the 11th best time of the morning. On Saturday, the team had the misfortune to lose yet another engine. Despite improving his time, Clay nonetheless dropped to 13th on the grid.

Next to him was one of the revelations of practice: Arturo Merzario and his privately entered March 761B, more than a second clear of anything else from Bicester. After only a handful of laps in the last session, Art lost fourth gear "otherwise I do mid-26, no problem". Quite why Merzario was so much quicker than the other Marches, no one—least of all the other drivers—could explain. But certainly it was apparent that he was having a real old go, charging into the turns, sawing away at the wheel and thoroughly enjoying himself.

The other revelation was next. Riccardo Patrese has the makings of a great Grand Prix driver, of that there is no doubt. On only his second appearance for the Shadow team, the young Italian proved quicker than team leader Alan Jones, and his confidence in the cockpit is utterly remarkable for one of so little experience. At the left-hander after the pits, approached at around 150mph, plumes of smoke came off his front tyres lap after lap, as he left his braking to the very latest. Every time around, his right hand would appear at the top of the wheel as he turned into the corner, and there it would stay until he was out of it, never moving at all. There was no juggling with the wheel, simply a single confident movement which was enough to hit the apex perfectly every lap.

Just a fifth slower was Alan Jones, who had no complaints at all about his car: "No, really I'm entirely happy with it, handling, traction, everything". Both Shadows had slightly revised suspension geometry for Zolder.

Between them, 16th in line, was Emerson Fittipaldi with the new Copersucar. Was it to be known as the FDO5, I enquired of Wilson? "No, just F5"! was the short, sharp answer. The "D" for Divilla was gone, so where was the "B" for Baldwin? No answer to that one. Although the car looked very twitchy through the back chicane, Emerson's overall impressions were good and he anticipates the next few races with pleasure. The car, of course, bears a striking resemblance to the Ensign (for which Dave Baldwin was also responsible), and, interestingly, the two cars recorded almost identical speeds through the speed trap, both being some way down the list.

Rupert Keegan was most unhappy with the handling of his Hesketh. "I go into a corner with bad understeer and then suddenly it changes to violent oversteer". After Friday's qualifying sessions, Rupert hadn't qualified, and people were saying that he, rather than the car, was at fault. It was, after all, a mere five days since that miraculous escape from the aeroplane accident at Le Touquet. And Keegan made no bones about it: it had frightened the hell out of him. "I was all right soon afterwards, but then, when I was playing tennis the day after, it suddenly hit me". On Saturday, though, he was able to qualify easily. Harald Ertl's efforts just got him into the race, but he looked likely to go off the road at any time, his lines through the corners varying considerably from lap to lap. And Hector Rebaque's brand new Marlboro-sponsored 308E put in a goodly number of laps, without ever looking likely to make the race.

Lining up alongside Keegan was David Purley's Lec, taking part in its first Grand Prix. "Pearls" looked certain to qualify right from the start of practice, and reckoned he should have been higher up the grid, his own team's timing getting him a full second better than the 1m 28.1s with which he was officially credited. Moreover, he was hampered in the last session by the weight penalty of 20 gallons of fuel. "We couldn't get any fuel pressure with less than that in the tank, so we had no choice. Apparently, there was air in the fuel system, nothing more serious than that. I think we might go quite well tomorrow". The team's biggest worry at present is lack of money. "We've used up all the Lec sponsorship", said David, "and now we're running entirely on my own money. I don't know how long we can carry on without another sponsor".

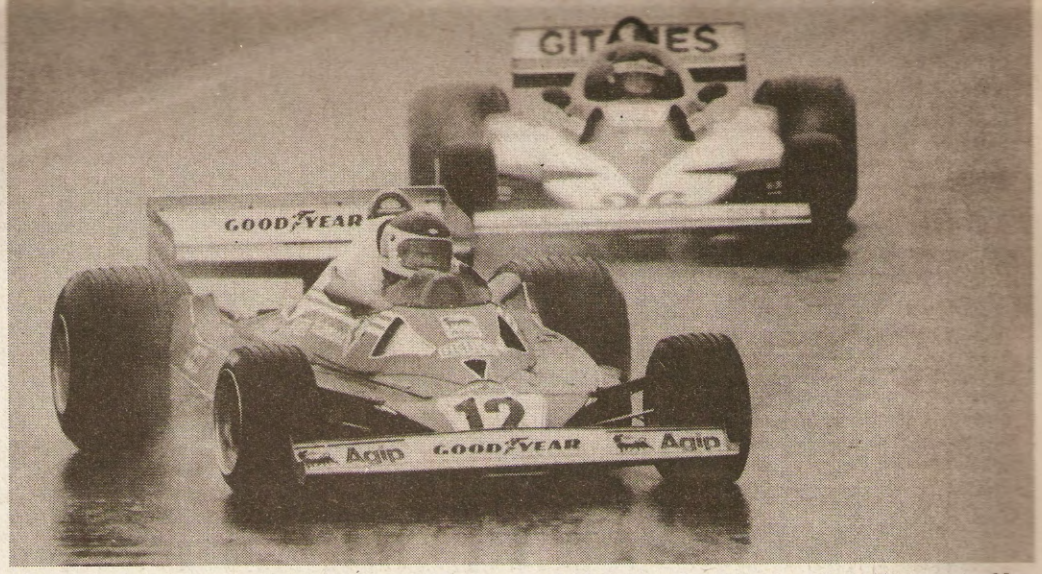
Ian Scheckter concentrated on the new March 771 on Friday, but switched to his old 761B halfway through Saturday morning's unofficial session. "I know the new one's basically a lot better, but we don't have the time to sort it properly here. For the sake of setting a time, I'm going to stick with the 761 for this race".

Out for the first time in his new McLaren M23 (the thirteenth to be built!), Brett Lunger was in good spirits: "This is a *real* race car"! Frank Williams had a new March at Zolder for Patrick Neve, the young Belgian having written off the original car during testing the week before. The car ran for the first time when practice got underway but Patrick managed to qualify all right, despite complaining of diabolical roll oversteer.

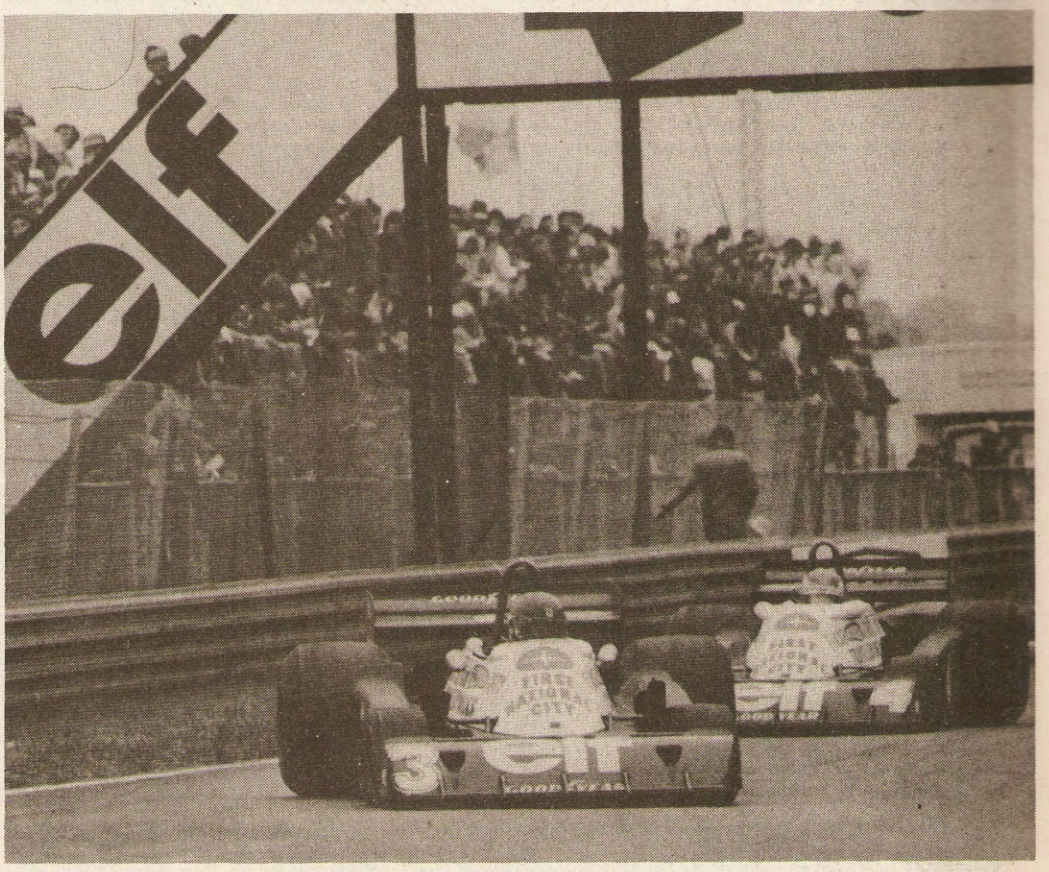
All things being equal, Jean-Pierre Jarier should have been much higher up the grid with the ATS PC4. Early in the first session, the Frenchman was running in a new gearbox and when he was ready to get moving, the rain started. Nonetheless, he was impressed with the handling in the rain and was 8th quickest in the really wet second session. But fuel-metering problems on Saturday afternoon meant that he only just scraped in, 26th and last.

Those who didn't were Boy Hayje with the F & S March, Emilio Villota, who looked much less confident in his M23 than at downtown Jarama, Conny Andersson, whose BRM put in a lot of laps and seemed marginally less uncompetitive (as opposed to "more competitive") then before, Alex Ribeiro, who crashed his March yet again on Saturday morning and Hector Rebaque. And there was Bernard de Dryver, the unremarkable Belgian F2 person, hiring Brian Henton's March for this race. As he regularly fails to qualify for F2 races, his performance at Zolder was not unexpected. Mikko Kosarowitsky, who should have made his F1 debut with a March, withdrew because of a shortage of engines—he had blown two at Silverstone the week before.

When practice was all done with and the times became known, there was general disbelief at the margin of Mario Andretti's superiority, but there was no reason to doubt it. In the last hour, he had circulated consistently in the low '25s while the other front-runners were looking wistfully at 1m 26s. One and a half seconds. . . . What was happening here? If the rain held off, it was going to be a massacre, nothing less. The only other crumb of hope for others was the thought that Zolder is notoriously vicious with racing cars, wearing down transmissions and, particularly, brakes. Huge brake ducts were much in evidence. As well as this, it is not easy to gear for Zolder, as was apparent throughout practice, for regularly one heard the machine-gun chatter of rev-limiters letting the drivers know that enough was enough. And there had been an unusually high number of blow-ups. What was depressing for all but the JPS team, however, was the thought that Andretti would have no cause to hammer his brakes or stretch his engine. Why, the car had even recorded the third quickest speed through the traps. Once a problem with the JPS 78, now even its straightline performance was good.



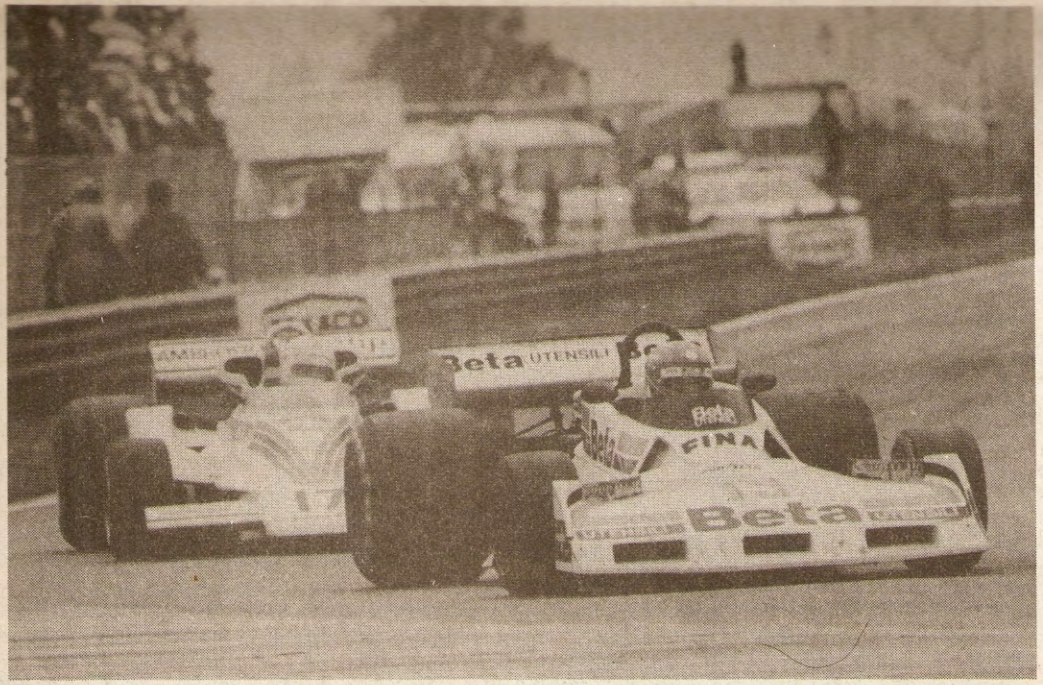
Reutemann drove superbly in the early stages but spun out of third place after 15 laps, while Laffite's engine blew soon after half-distance. Below: Late in the race, the Tyrrells circulated together, Peterson a lap ahead of Depailler.



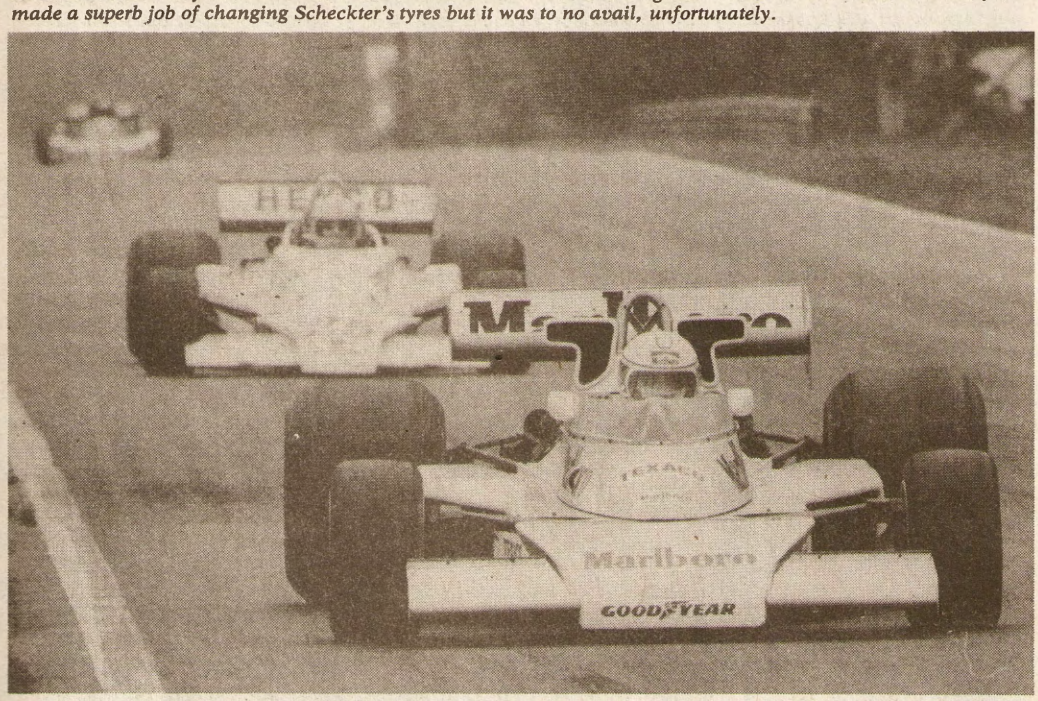
RACE

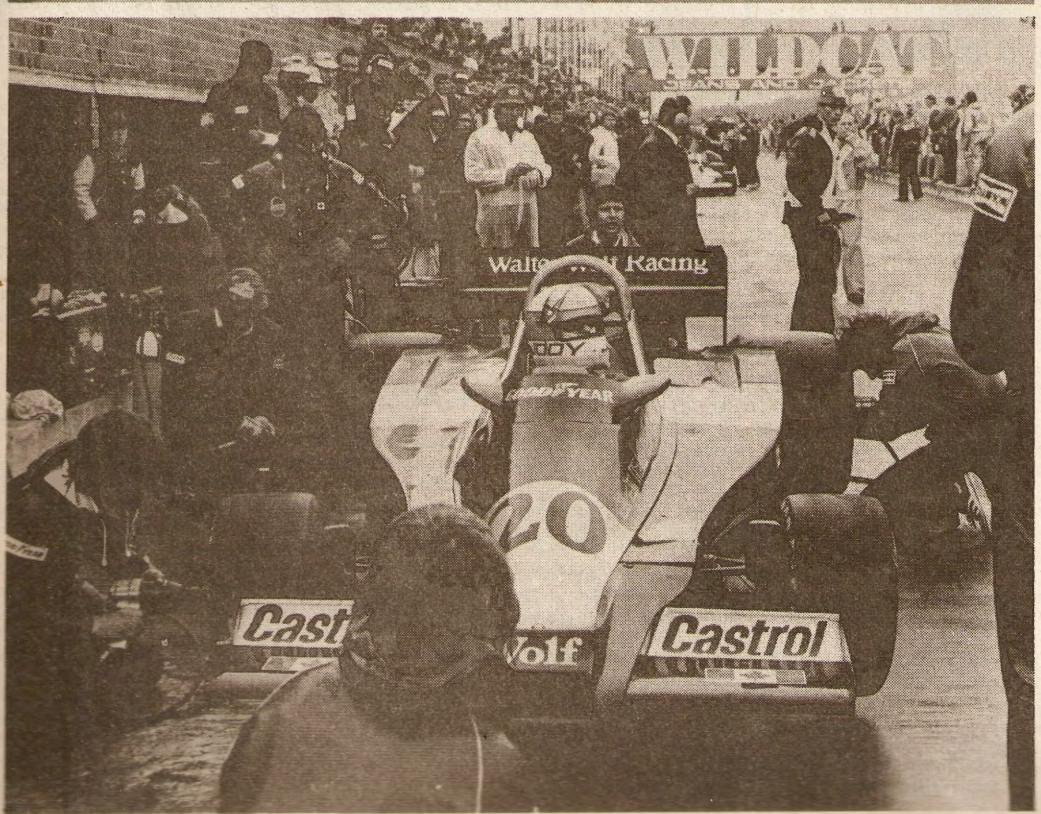
"God's in His Heaven—all's right with the world". I know not where Robert Browning was when he wrote those words but, sure as hell, it wasn't Zolder. Conversely, he may well have been there when he wrote "Oh, to be in England now that April's there". Hell, forget April, any old month will do. . . .

If the atmosphere had been murky during the two days of qualifying, it was downright unpleasant on race day. It was dark, damp, cold, miserable, just as before. But there additional factors to compound the gloom. The Riot Squad was out in force, the traffic was heavy and the whole affair was garnished with the fragrant aroma of good old open Flemish sewers. The POW camp picture was complete. Spectators wishing to experience the joys of the paddock for themselves



Above: Brambilla drove a forceful race in the Surtees, leading briefly and finally finishing fourth. Below: Jochen Mass looked a likely winner in his McLaren M23 but his race ended against the barriers. Bottom: The Wolf crew made a superb job of changing Scheckter's tyres but it was to no avail, unfortunately.





continued

were first requested to part with £25 for the privilege! Many of those already in there were giving serious thought to tunnelling out. It must be the only Grand Prix in the world with an Escape Committee. . . .

A consolation, however, the *only* consolation was the thought that we might, after all, have a race rather than a foregone conclusion. From the sky, it was obvious that rain, great Flemish drops of it, was inevitable at some stage during the day. In the Lotus pit, Mario Andretti glanced apprehensively at the sky. For once, however, pretty well every other driver and team manager *wanted* rain, and plenty of it.

The will of the majority won the day. Towards the end of the Super Renault race, the rain started to come down, heavily at first, and as 3 o'clock approached, conditions were bad. The road was thoroughly soaked and, although the rain had stopped temporarily, a tremendous gale was blowing up, battering the hoardings and blowing great quantities of sand all over the track. Indeed, from the first corner, the squall was such that the pits seemed to be almost hidden in a sandstorm. Nonetheless, round they came on their warm-up lap, every last one of them on slicks. No, surely not. . . . At the end of the lap, however, engines were cut, the PA system announced that it was officially a "wet race" and the entire procedure had to be gone through again. What to use: slicks or wets? The old, old story, the team manager's dilemma.

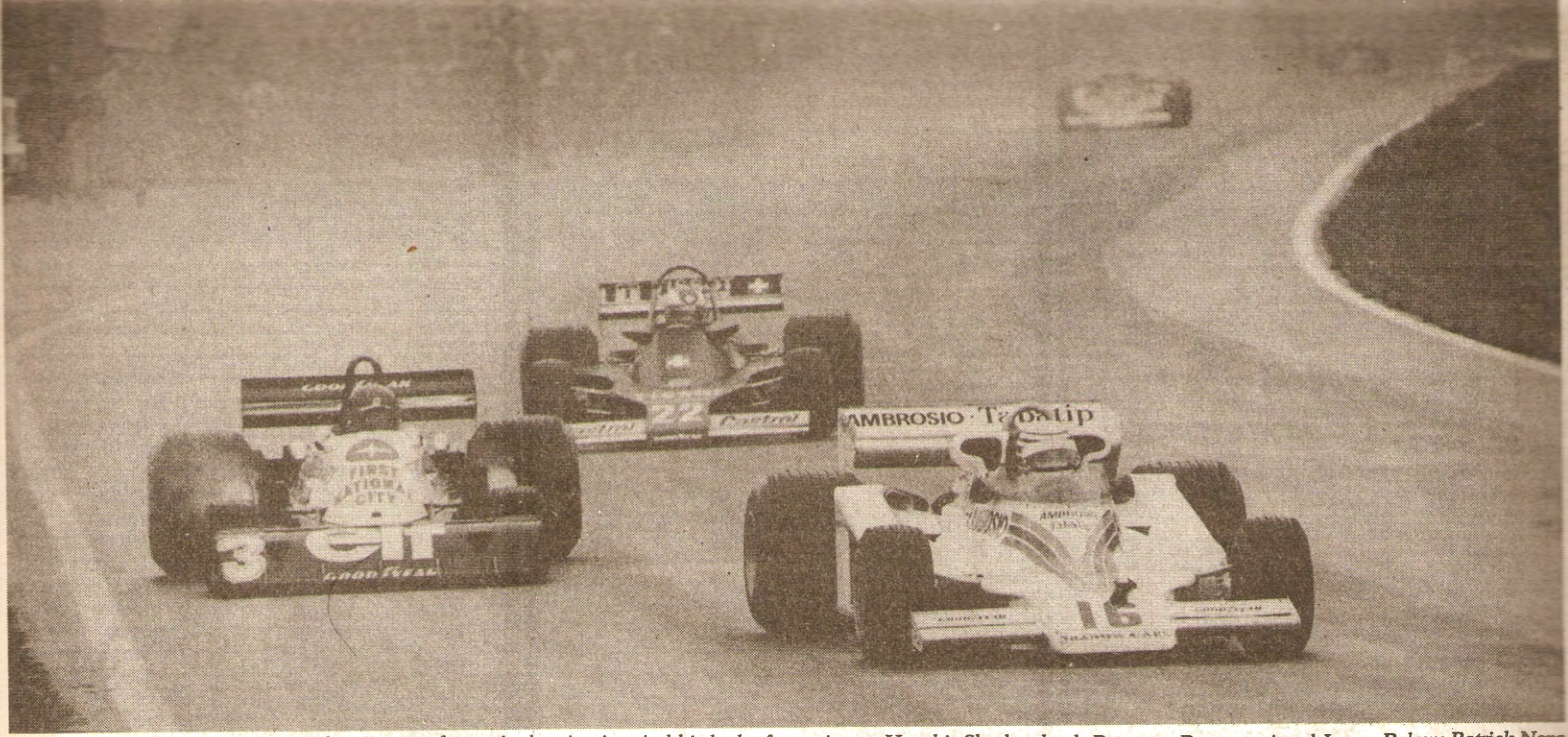
By now, the drizzle had started once more, and that seemed to answer the question. Wets it had to be. But then, to everyone's absolute astonishment, James Hunt's McLaren M26 rolled up to the dummy grid, still shod with slicks. Brave gamble it certainly was, but still it seemed like a curious decision. Of course, if the track dried out quickly, James was going to be in clover, but really it didn't look very likely.

After taking the pole at Monte Carlo and then getting beaten to the draw by Scheckter, John Watson was determined not to let the same thing happen again and he made a superb getaway to lead Andretti and the rest into the first turn where, amazingly, there were only a couple of spins, by Ertl and Ian Scheckter, both of whom continued. Out on to the back straight, Watson still led, followed closely by Andretti, Nilsson and Scheckter. The spray on that first lap was terrible, only Watson having a clear view of what was happening, the rest driving into nothing. Then, as so often happens on these occasions, there was disaster for the two leaders at one of those damnable chicanes, just before the pits. As Watson braked, the Brabham-Alfa's gearbox was nudged by the nose of Andretti's JPS; in an instant, both cars were spinning off the road. After only two miles, the front row was out for the day.There was virtually no damage to the Brabham—the exhaust pipes had been closed up somewhat—but it came to rest with a dead engine, and John's repeated efforts to start the thing proved fruitless. After the race, the mechanics went down to collect the car and the engine fired up on the button. . . . Back in the paddock, Watson was understandably upset: "Oh yes, Mario apologised but . . . I mean, both cars were out of the race . . . I don't know, what have you got to do . . .?" His voice tails off, he purses his lips, shrugs, looks at the sky. One solitary point he has. Currently unquestionably the leading British driver, right up there in nearly every race, he had one sixth place to show for it.

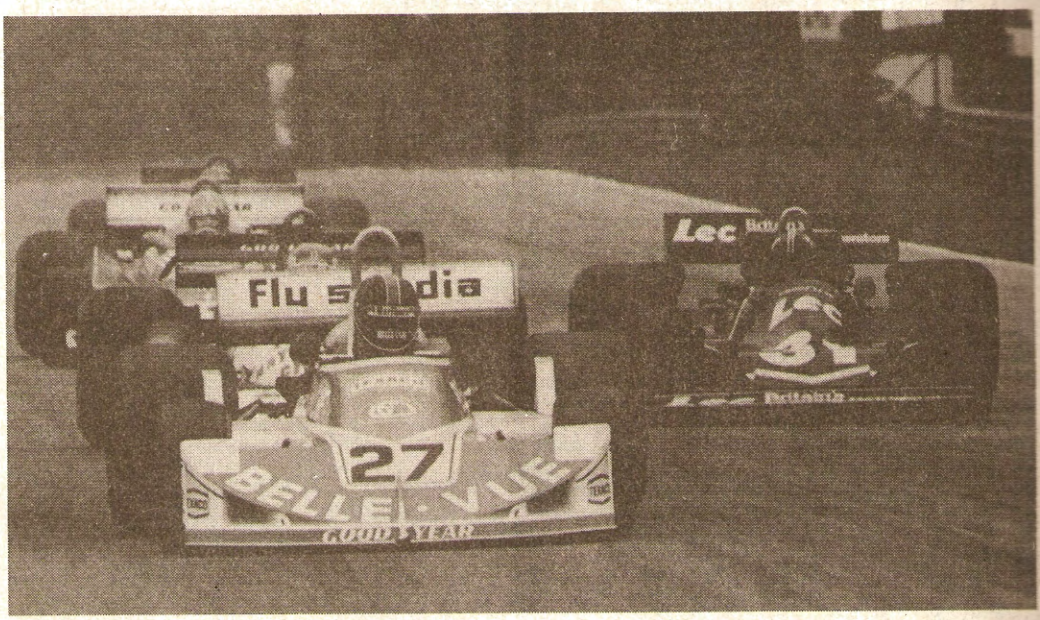
Andretti's team-mate, Gunnar Nilsson, also went off briefly at the chicane but was able to get back on the road without losing too much time. As he did so, however, Jody Scheckter sneaked the Wolf through and past, and as they came by at the end of the first, eventful lap, the South African led from Nilsson, Mass, Reutemann, Laffite, Depailler, Lauda and Peterson.

Once in the lead, Scheckter started to go away, little by little, with Nilsson and Mass close together in second and third places, then a gap to Reutemann and the rest. Behind this bunch was a fast closing Vittorio Brambilla, revelling in the rain as always, really charging along to overtake Peterson on the fourth lap and Depailler on the fifth. The first retirement of the race was that of Emerson Fittipaldi, who brought his new car to a stop behind the pits, its electrics completely soaked.

After only a very few laps, it was obvious that Hunt's gamble was not about to pay off, the World Champion tiptoeing round at the tail of the field, his slicks giving no grip at all in the atrocious conditions. At the *Sterrewachbocht* (whatever that may mean), the left-hander after the pits, the M26 seemed to be going through almost at walking pace, and it is to Hunt's great credit that he kept the car on the road at all. Only eight laps into the race, however, the Wolf had lapped the McLaren. It was starting to dry out now, but a minute and half—even allowing for the



Until his spin, Riccardo Patrese's showing was fantastic, bearing in mind his lack of experience. Here his Shadow leads Peterson, Regazzoni and Jones. Below: Patrick Neve drove a very sensible race in the Williams March and came in 10th: on the Belgian's left is David Purley, whose Lec was a sensational, if brief, leader at one point.



others to stop for slicks—is a massive deficit to make up.

The first to stop for dry tyres were Stuck and Depailler, on laps 7 and 8 respectively, and this did seem a mite too soon for the track was still mainly wet rather than dry. Out at the front, Jody Scheckter looked untouchable, but behind him there were changes. On the 9th lap, Jochen Mass's M23 spun off, the German losing his third place to Reutemann's Ferrari in the process. The Argentine driver was looking really strong at this point, reeling in Gunnar Nilsson all the time. Time after time, the Ferrari swept out of the *Sterrewachbocht* in beautifully-held power slides, right up to the verge and no more.

After ten laps, seven cars had detached themselves from the rest. Scheckter held an ever-increasing lead from Nilsson, Reutemann, Mass (catching up again after his spin), Brambilla, Laffite and Lauda. Behind Niki, there was a gap to the next bunch which was led, incredibly, by young Patrese who was coping brilliantly with the conditions and leading Peterson, Regazzoni (who had had a spin), Jones, Purley, Keegan, Ertl, Merzario (troubled by a recalcitrant fuel pump), Jarier and Neve. Sadly, Patrese's race came to an abrupt end on the 13th lap when he lost control of the Shadow at the right-hander on to the straight behind the pits, the car coming to rest against the guardrail.

And now started the rush to pit lane. Between laps 13 and 20, lap charts went to pieces. In they all came, Peterson, Lauda, Nilsson, Regazzoni and the rest. And amidst the confusion in the pits, there was further drama out on the circuit. On the 15th lap, it was Carlos Reutemann's turn to spin, tearing the bodywork of the Ferrari and crumpling the rear wing. And a lap later, a stampede of photographers and a burst of harsh, guttural Flemish over the PA meant that something important had happened. And, sure enough, it had. Very close to Patrese's abandoned Shadow was another car, off the road. Scheckter! With a lead of more than a quarter of a minute, Jody had made a rare mistake and spun. Finally, he was able to restart, now far back in 8th place.

For a couple of laps, Mass took over the lead before stopping for slicks, whereupon Brambilla took the Surtees to the front until he, too, stopped for rubber. So who led now? Remarkably, it was David Purley and the Lec. Lordy, a privately entered car was leading a World Championship Grand Prix! What was coming down here? It couldn't last, of course, and didn't, for Purley had to come in for tyres like everyone else, but still it was nice to see.

So now we all had a real problem. Who was leading this race? Finally, it became clear that Niki Lauda, after a truly fantastic tyre change which occupied only 18 seconds, was in front, followed by Mass, Regazzoni, Jones, Brambilla, Scheckter, Nilsson and Laffite. Soon after his tyre change, poor David Purley had to stop again for another front tyre.

While those on the track sorted themselves out, an angry Rupert Keegan was back in the paddock, changing into "civvies". Altogether, it had been a trying day for him. Before the race, a variety of things—including a steering arm which was flexing—suggested that it would not be prudent to race his regular car, so Hector Rebaque's Hesketh, which had not qualified, was hastily fitted with Rupert's seat and *Penthouse* bodywork for Keegan to use in the race. "I was lapping Boy Hayje", said Rupert later, "and he just turned straight into the side of me". The Dutchman, in fact, was in the race only because Brett Lunger's McLaren refused to run properly after a late engine change just before the start.

And now the rain started again, a persistent drizzle rather than a deluge but enough to make a lethal surface for slicks. Clay Regazzoni was really flying along now, the Ensign catching Mass's McLaren, but a great effort by the Swiss came to an end on lap 31 when his DFV let go in a big way—the Ensign team's third blow-up of the weekend.

Two laps later, Laffite was missing from eighth spot, the Matra V12 blowing up on the straight behind the pits and letting its oil out all over the road, right in the braking area for the chicane! There were several anxious, twitchy moments as a result, but somehow no one went off the road there.

While Mass closed up on Lauda, Scheckter pitted once more, coming out again on wet tyres! And into third place, driving very calmly, came Gunnar Nilsson, who had passed Jones and Brambilla.

The Swede's third place became second on lap 40, for Mass's superb showing had come to an end with another spin, the front of the McLaren quite badly damaged.

Now Lauda's lead was starting to look distinctly tenuous, for Nilsson was really pressing on, hoping that the surface would dry out, confident that his Lotus would then have the legs of the Ferrari. Indeed, he had no need of a dry track for, even in the drizzle, the leading Ferrari was getting bigger all the time. By the end of 49 laps, Gunnar was right on Niki's tail, and the next time around, he was past and going away. Behind them, Brambilla's Surtees was starting to come under pressure from Ronnie Peterson, the Tyrrell driver moving past with 15 laps left.

In fifth place, Alan Jones soldiered on with seven cylinders and, in sixth spot, a lap behind, Hans Stuck was really storming round in his Brabham-Alfa.

Once in the lead, Nilsson pulled swiftly away, building up an advantage of 20 seconds over Lauda. During the last few laps, he was content to cruise round behind Harald Ertl, his lead at the finish being 14 seconds. As he took the flag, Gunnar raised both arms aloft, just as François Cevert use to do, waving enthusiastically to the spectators all round the circuit. Victory in a Grande Epreuve! In only his second F1 season, he had done it, and a superb drive it was, too, in conditions which had caught out the likes of Andretti, Reutemann and Scheckter. The latter, incidentally, after looking a runaway winner in the early stages, finally retired a few laps from the end with engine trouble.

Niki Lauda was quite happy afterwards, although somewhat upset with David Purley who, he said, had blocked him three times while being lapped, finally causing him to spin. There was no Zolder hat-trick for him, but six points brought him right back on Scheckter's tail in the World Championship table. For Ronnie Peterson, Vittorio Brambilla and Hans Stuck, there were the first championship points this year, and Alan Jones finished in the money for the second time in a fortnight. Other good, competent drives came from Ertl and Neve, 9th and 10th.

Right after the race, the rain started once more, heavily this time, and everyone packed up quickly, eager to get out of this benighted place for another year. Over the PA system came a scratchy rendering of the Swedish National Anthem in Gunnar's honour and, wouldn't you know it, the damn thing kept sticking until someone—suitably embarrassed, one hopes—pulled the needle off and put it out of its misery. Perhaps that best summed up the whole meeting.

Looking like a winner from the moment he arrived in Greece, Waldegaard scored another highly successful result despite three punctures. Roger Clark suffered four altogether (including two slow punctures in the northern loops) as well as Bjorn's dust, on his way to second place.

The Professionals

Works Fords cruise to a memorable 1, 2 triumph in Greece and now lead WCR—Fiat and Toyota suffer major transmission catastrophes—Vatanen has serious accident before rally begins—Impressive performance from Datsun and another formidable drive from Mikkola—Relentlessly tough endurance rally remains one of the sport's great classics—Report: PETER NEWTON—Photography: HUGH BISHOP.

On the dockyard at Ancona, overlooking Northern Italy's Adriatic coast, Peter Ashcroft and his men from Boreham caught sight of their familiar blue and yellow opposition once more. The team had brought their three rally cars and two Transit vans across Europe from Essex; and now, with the sea crossing before them, the full physical and psychological might of the Italian entourage was unleashed. Fiats, Fiat men and Fiat parasites seemed to be everywhere, filling the decks of the waiting ferry, hanging over the railings in droves, their cars seemingly spilling out of the hold in their profusion. . . . "OlioFiat," "Magneti Marelli," "Pirelli"—*Sapristi*! There seemed no end to their number. At first it appeared as though the British, almost lost to sight amid the hubbub of Latin crosstalk, the control cars, the service vans, the estates, might not even find space on the ship; but they did, in one seemingly impossibly cramped corner of the hold, where the dark blue and yellow hordes dwarfed their presence with almost physical power.

Under such circumstances, it is hardly surprising that Peter Ashcroft finds criticism of the Ford "steamroller" a little wide of the mark; "compared with the resources of some people, it's just a little *lawnmower*" he remarked with feeling.

Whatever the relative budgets of the teams concerned, their presence on WCR events this year, and the intense battle they are waging in the championship, has revitalised the international rally scene on a scale which six months ago would have seemed incredible.

WCR WORLD CHAMPIONSHIP **ACROPOLIS RALLY** **6**

This was a most memorable victory for Boreham who of course know all about the sort of disaster which afflicted the massed ranks of the Italian task force last week (remember the '70 RAC?). Since the days of Roger Clark's '68 win here there have of course been some magnificent successes; but for the past three years the Escort has effectively stood still in developmental terms. Last year's tentative forays into Europe proved two vital suppositions, one that the team were out of touch with modern service techniques and schedules on European events, and secondly that the Escort as built for forest rallies was not ultimately competitive under a differing set of conditions.

The arrival of Alan Wilkinson as development engineer at Boreham (this is only his second event) has coincided with a mechanical harmony which had somehow been lost along the way. In Bjorn Waldegaard they also have a true professional rally driver, a man who devotes all his working time to training, testing, and development. On each occasion of his appearance for Ford this year, he has looked like a winner from the moment of his arrival and Boreham allow him the freedom of choice and decision-making which would most probably be denied him in a team such as Fiat or Lancia. No one works harder and exploits these opportunities more readily than Bjorn. His judgement of the pace of a rally, like that of Roger himself, is almost second to none. Together Ford, Dunlop and the team have made astonishing progress in international terms this year. Their car is now mechanically "right," it is strong and fast and has a definite edge over the Fiats. When these assets are added to Waldegaard's painstaking and methodical approach to the business of winning rallies, the combination becomes formidable.

Encouraged by their excellent results this year in the "programme," Ford may well go on to contest the remaining rounds of the WCR, and although officially they still talk about those five planned loose-surfaced events, one may assume that we shall witness their presence elsewhere if high level talks resolve themselves successfully. The prospects are thus truly exciting—Waldegaard on the San Remo for instance, amid the might of the Italians, playing their own game in their own backyard . . . . not possible? We shall have to wait and see, but Zakspeed's experience must be invaluable with such a project in mind. Besides, Bjorn *really* wants to win the San Remo again! There are further possibilities also.

Rallying in Greece is an experience which should not be missed. The Acropolis remains the last European bastion of the barely disguised "road race," and few teams who attempt the challenge, even the professionals themselves, fully realise its implications until the rally is actually in progress. At no point on the route of this classic endurance rally is there ever more than a handful of hastily grabbed minutes available for rest or servicing. Frequently one comes across a team's service schedules with their cryptic pencilled notes—"no time!" or "plus 1 minute only"—bare testimony to the toughest rally in Europe.

The Acropolis tests a car and a team perhaps more searchingly than anywhere else besides perhaps Morocco. The Safari always seems to remain something of a lottery, but the Acropolis demands the very best, and only that standard is good enough to win. Many of the road sections are loose-surfaced in addition to the stages, and there is never a moment to relax—a four minute service halt is a rare luxury and a combination of rapidly succeeding tests plus the occasional "impossible" road section leads to a problem of servicing which is often insuperable, even for the works teams, let alone the privateers. Paradoxically enough (or perhaps *because* the challenge is there) private entrants flock to this rally in surprising numbers. The Acropolis poses special problems for the professionals, and tyre wear rates assume vital importance. Modern tyre technology strives to keep pace with rally car development, but inevitably there are gaps in the armour. At present, it is often inevitable that one must exchange advantages in grip and traction for longer tread life.

Pirelli had developed a much softer A2-type compound for their ubiquitous long-life P7 especially for this rally. The results were encouraging. Yet the tyre could only manage about 50kms of flat-out loose-surface work in Greece. Dunlop were experiencing similar, though marginally decreased, wear rates with the A2. Nevertheless it was the latter which played a greater part than the newly buttressed M&S in the Acropolis this year, simply because they had the longer endurance. Two successive 20 kilometre gravel tests separated by an "impossible" 30km road section, also on gravel, are commonplace—so were the headaches for the tyre men.

There existed therefore a "swings and roundabouts" situation for Ford and Dunlop. The new Safari-developed steel braced M&S provided better puncture resistance than the specially strengthened A2—but the operating range of the former was inferior. Pirelli were in a similar quandary with their new compound, but Dunlop scored heavily with the manufacture of a special "qualifying" tyre developed specifically for the Dhekelia test and consisting of a very soft (grooved) racing compound tread built into an A2 construction tyre. There were just two sets of these tyres available per car.

Their significance was great in that they were partly responsible for Waldegaard's astonishing time here and his subsequent annexing of the number one starting position. He scarcely ever ran in the thick dust endured by following competitors, and even on the final leg, when cars received two minute intervals as a matter of course, Roger Clark must have cursed as he tried to stay with the leader while driving under such a handicap. Although both drivers experienced punctures (seven between them while Lampinen in the sole surviving Fiat experienced none!) it was clear that Dunlop had wrested the advantage away from Pirelli whose P7 has always scored on long life and durability rather than pure grip. Even the latter's new soft compound tyres were still somewhat off the pace as Markku Alen explained along with violent jinking motions of his arms to illustrate the gyrations of his car as he attempted to follow Bjorn's lines on that first test. Dunlop are nearly there, and tyre "war" which has been waged between Pirelli and themselves is a fascinating by-product of the marque struggle between Ford and Fiat.

Special stages in Greece tend in general to be rougher than in Portugal—and that means very rough in places. The surface is also highly abrasive and large flints and rocks abound. Such tarmac as was used was highly polished and very slippery, even in the scorching heat of this year. In the wet, the surface is akin to ice. Dunlop again scored here using pure racers with their second softest available compound-"534," which left long black slicks behind the charging RS1800s yet lasted just long enough without 'going off' or chunking to accomplish the job in hand. Meanwhile Toyota were forced to use a P7 racer for Ritsona which apparently gave both drivers some exciting moments. Rallying becomes more like Formula One every day!

Rally route has remained basically unchanged since the Henry Liddon-inspired model was presented over three years ago. Henry himself took the view that some cracks were beginning to appear, as road building, particularly in the north rather than the rougher areas in the Peloponnese, encroaches on hitherto virgin territory. He expects to present a revised route to the organisers this autumn and he certainly does not intend it to be any easier. The possibilities in Greece are enormous and 1000kms of stages is easily possible for the 25th year of the Acropolis in '78. The essence of rallying in Greece is a little different from our own in that the organisers tend to choose the best roads in each area rather than the worst as in most European countries, and this is why so much of the route is inaccessible and why access roads are so few. A breakdown almost inevitably means a long hike back to civilisation, as Henry himself discovered this year!

Tribute to steel bracing . . . the tread has worn down to the casing, yet this Dunlop tyre remained inflated to the end of the test.

Briefly, the route was divided into five sections: From Athens northwest to the little town of Kalambaka in central Greece (14 stages—186kms); the night time Kalambaka loop which took competitors north towards the Jugoslavian border (seven stages—158kms, exclusively on loose); and the return to Athens (12 stages—178kms). There then followed a day's rest halt of some 20 hours before cars restarted the final two sections in the south, the Peloponnese. Athens to Olympia comprised seven stages (90kms) overnight and Thursday morning was reserved for the final run in towards Korinth and Epidavros (12 stages—150kms).

High target averages are, as previously explained, the norm on this event, and in remote areas, of which there are many, 80kph required averages are nothing unusual. To avoid road penalties on this rally is itself a major achievement. The organisation, as usual in recent years, was to exceptionally high standard for which ELPA and Alexander Dardoufas deserve great credit, and as in Portugal earlier this year, one could set one's watch by the timing of the rally.

This year the Acropolis qualified for the Austrian championship as well as the local series which "Siroco" leads handsomely. There were also a large group of private entrants who took advantage of the concessions offered, and combined their rallying with a holiday. Two hundred and three entrants resolved themselves into 167 starters after scrutineering. The character of the Acropolis changes only gradually with the encroachment of so-called "civilisation" and there are probably less of the long exciting mountain passes, and more of the thrashes through isolated villages on rough narrow lanes than there were 10 years ago. Nevertheless the Acropolis boasts some real classics and the remainder of this report could easily be spent merely in describing their many differing characteristics. The problem with watching a rally such as the Acropolis and then describing it is the question of what to omit. There is so much to say, and as usual so little space to devote to it. Greece is a proud, imperious country, its seemingly infinite ranges of mountain ridges are not high by European standards, yet there is a commanding, brooding timelessness about them which constantly evokes their historical past. Time has reluctantly dragged by in the fertile valleys and the lowlands, but up there in the heat haze, among the soaring buzzards and the half-imagined images of peaks and chiselled, eroded cliffs, time has stood still. Ruined mountain fortresses bear witness to generations of despotism and it is a simple matter to imagine the heroes of Sparta in this silent, yet vibrant land.

In the quiet remote villages, the midday heat bears down upon the inhabitants, their faces are deeply lined, tanned like leather. Dark eyes glitter under old caps and shawls, the smell of charcoal fires and kebabs lures hot and dusty travellers into the shade of the Tabernas. It's a life style which has perpetuated for hundreds of years and like the Greeks themselves, it has quality of endurance and hospitality which makes a return to 'civilisation' something of a wrench.

ENTRY

Notes on the competing cars appear elsewhere in this report, but one or two interesting features emerged before the Monday morning start, while most crews rested at Glyfada under a blazing sun. The six competitive Fiat 131 Abarths were in varying specifications. The three "chargers" in the works team—Alen, Bacchelli and Verini—had at their disposal a new gearbox just homologated with 1:1 ratios and an overdrive fifth, like Ford and Toyota have been using for years. They also came equipped with newly designed and supposedly strengthened driveshafts which were however not interchangeable with the older and largely reliable type as used in New Zealand. As in NZ, the engines were again fitted with air filters as a dust precaution which, so the drivers said, affected the response of the engine above 7000rpm and lost about 10bhp at the top end. Andruet's Fiat (France) car and Guiseppe Bertolo's DAT-prepared 131 also had these new driveshafts, but not the new gearboxes.

Only Simo Lampinen's car remained unchanged and appeared with hitherto proven parts. In view of Fiat tactics this year, where Simo has been assigned the role of "anchor man" while the heroes go out to do battle, it might be assumed that this was once more a matter of policy—of hedging the bets. One suspects however that it was more likely to be a matter of avarice on the part of the drivers, each jealous of the other's potential advantage. Simo was quite content with his car the way it was, and on a rally such as this one, the tested formula seemed a most sensible prerequisite. All the cars had progressive rate springs and revised damper settings, being set-up with longer travel, similar to their Morocco '76 specification, which all the drivers agreed, improved the loose-surface handling immensely. The team appeared to radiate their usual confidence although they were clearly impressed with Boreham's preparations, Dunlop's latest wares and Waldegaard's determination. They had also only recently recovered from the wrath of Vatanen unleashed at close range on the other side of the World, and knew that the RS1800 was every bit as competitive as it had been in Portugal.

Boreham themselves were not unnaturally a little disheartened by *another* Vatanen accident—this one before the rally had even started! They were also concerned that Atso Aho had to be taken into hospital for a night with a cracked sternum and two broken ribs. He had difficulty breathing after the heavy impact, and having discharged himself initially, collapsed on the pavement outside, and was hurriedly 'repossessed'! He is once more out of hospital, but must take life gently for a while. It is quite possible that the gravity of his injuries were caused by an ill-fitting seat belt which the mechanics simply had no time to deal with before the classification test. It was planned to cut holes into the deep-sided seat to give Atso a more secure fitting after the test, and before the rally started.

The exact circumstances of the accident do not point the finger of blame exclusively at Ari. A yellow flag was hung out to warn competitors of an extensive oil slick left by Mikkola's engine after an oil pipe broke away, but arguably the flag might have been positioned too far from the site of the worst of the oil slick. Vatanen slowed on seeing the flag, but having discovered no danger round the next corner, had once more accelerated to rally speeds and was turning into a fast righthand bend when the RS1800 simply understeered into a stout tree, still travelling at about 60mph. Vatanen cut his eyebrow when his head hit the steering wheel and the force of the impact was obviously very considerable. Ari was philosophical about it afterwards commenting that "I should have gone a little slower for longer. I have now experienced all possible ways of going off—now I'm going to stay on the road." Ford's sole recce car (actually Bjorn's old RAC car from last year) served Waldegaard extensively, then Vatanen, and briefly Roger before the back axle expired. Clark thus completed some later parts of his recce in his rally car, which may possibly explain his 11th hour partial clutch failure which necessitated a change on the fortunately very relaxed road section between the final control at Epidavros and Athens itself.

continued

Team Toyota Europe sported two familiar and similar cars for Hannu and Ove, the former arriving via a tortuous route from Nice where he had been watching Formula One at Monaco. He flew to Paris before making the 5.00am connection with Athens. Hannu sat with two Greeks, the only three passengers aboard a 280 seater A300B Airbus! "But they still lost my luggage" he remarked with a characteristic grin!

Warmbold, entered by Toyota (Germany) in the 1600 Corolla, tried to change his entry to another car (believed to be a 2-litre Liftback) at the last moment, following an engine malady in the 1600 car. His proposition was refused by the organisers. Hannu is driving as well, if not better, than he has ever done this year, and he feels that the British championship has sharpened him up considerably ("it is no longer a big effort for me to go really quick"). Possibly his recent retreat from the occasional glass of the demon drink may have something to do with it as well—he has certainly never looked so fit. Hannu was to drive brilliantly on the first leg, hustling the Celica past Waldegaard and into the lead before becoming the second victim of a distressing crown wheel failure which must have worried Ove considerably—as there was nothing different or 'strengthened' about them. They are specially made in Germany and have proved highly satisfactory since their introduction on the RAC last year. The team had just 16 tubed A2s left over from the Welsh and could have been in serious tyre trouble had they continued.

Walter Rohrl's EuroHandler-entered G2 Kadett was powered by a Racing Services non-crossflow motor similar to that which finished the Mintex. Since then however seven more bhp has been found (now 167bhp) although the car was pinking badly up to 5500rpm on the classification test due to poor quality petrol in the tank—all of which made his stage time that much more impressive. When the front shock absorbers were not breaking, nor the steering rack detaching itself from the body (Tony Fall: "*You* try riding a bicycle with your arms crossed") which lost him nearly 20 minutes, Walter set surprising times in the underpowered car and lay fifth, then eighth, before the headgasket suddenly blew just one stage away from Athens on the third leg.

Klaus Russling had been loaned a Fiat 131 Abarth (an ex-Bacchelli training car) with which to do battle with Franz Wittmann's Annessi-prepared crossflow Kadett. However the former was refused a start having tried to change the entry from a previous car at too short a notice.

Most of the leading local drivers (of which there were 67 entered on this rally) are mentioned in notes on the cars elsewhere in this report, but two impressive Datsun 160J Violets appeared once more for Harry Kallstrom (a brand new car from Japan) and for local driver, Siroco (Harry's RAC Rally car) who has been driving the Violet in Greek championship rounds with great success this year, having finally forsaken the Alpine in which he finished second on the Acropolis last year. Works-prepared Datsuns are superbly strong rally cars—just the equipment required for this event, and Harry was out to prove that last year's victory here was not the fluke that some of the less charitable Scandinavians thought it might have been! Harry gave up smoking about two months ago and some volunteered that this might have accounted for his grim face and tight-lipped determination!

Finally mention should be made of a man who must be one of the founding fathers of modern Greek special stage rallying, the amazing 63-year-old John Pesmazoglou, Siroco's father-in-law. When most men of his age are putting on their bedroom slippers and contemplating retirement, John is still rallying (with respectable speed) in the ex-Walter Rohrl works Ascona which won this rally two years ago! (He actually has two of these cars, one of which was purchased from Steinmetz). How does he cope with the rough and tumble of stage rallying? "It's no problem for me, you see, I'm sitting down!" He has an ingenious cassette system installed in the car on which he has recorded pace notes of all the stages. During the rally his co-driver merely plays them back to him. Once again this arrangement worked perfectly!

Toyota's problem with Mikkola's engine on the classification test resolved itself overnight, following Ove's unsuccessful attempts to persuade the organisers to let them change the entire unit. Before morning, all but the block was stripped and rebuilt by the mechanics using parts from the (new) spare engine; it remained to be seen whether the block itself was damaged by the sudden oil loss. Neither Andruet nor Bacchelli attempted the classification test (not compulsory) and Hannu started behind them, these being the last of the graded drivers.

RALLY

Silence across the valley, bar the sounds of insects in the rough grass nearby. 3.30pm on Monday and we wait for the cars at the end of Karroutes special stage.

A blazing sun hanging seemingly overhead, sears our faces and the hot, dry air is still. Twenty kilometres away, across two mountain ranges and not as yet visible, the first cars are about to begin the test. Soon a faint dust cloud is visible, although no sound reaches us—a silent movie in slow motion. The dust storm crawls along the cliff face and once more hides behind a mountain peak half-hidden in the haze. Six miles away across the valley the completed work of Cosworth and Abarth engineering was hard at work; crews choking and swearing in the dust and the heat—each seething vortex of dust obscuring a self-contained mechanical world, a cacophony of mechanical noise and fury which was for us as yet merely a trail of silence on the horizon.

The first two sections of this year's Acropolis were definitive and set a precedent for the remainder of the event which witnessed a gradual run-down from high speed sprint to endurance marathon. Any mechanical failure on this event means almost certain exclusion, and when both Verini and Bacchelli suffered driveshaft failures after just three tests, the faces in the Fiat camp were bleak. Their rally of woe had scarcely begun however.

While others played themselves in and Ove Andersson retired high in the mountains of Elikon with the first Toyota crown wheel failure, Hannu was locked in a fierce struggle with Waldegaard. After four stages Mikkola had caught the Swede and taken the lead, but on the very test in which Ove retired Hannu had a throttle spring break which jammed the fuel injection slides wide open. He drove 14kms on the key, losing nearly a minute to Waldegaard, yet still managing to catch Harry Kallstrom! Bjorn thus retook the lead, only to lose it once more with a puncture which cost *him* nearly a minute on SS11, Kaloscopi.

Ford were still uncertain about the merits of running A2s tubeless, and the 'pros' and 'cons' were never to be finally settled although Roger resolved to run tubeless, while Bjorn rallied with tubed tyres on most occasions.

As the afternoon wore on into evening, so the retirements continued. Cypriot Michael Koumas, broke the front suspension on his curious winged Fiat 131, while Josef Haider retired his quick Carenninni-prepared G1 Kadett after an argument with a bridge on a road section before Elikon. "Iaveris," the Greek Group One exponent, retired his RS2000 after holing the differential casing on a rock in Distomon, and only Ford and Datsun seemed to be progressing smoothly. It had now become quite obvious that Boreham's suspected superiority over the Fiats was real, and Markku Alen could make no real impression. The balance of power, particularly with regard to tyres, seemed to be swinging towards Ford and Dunlop.

Tomasz Ciecierzynski retired his brand new 1600 Abarth-engined Polski in Loukissia when a connecting rod let go, but Mikkola entered Kalambaka, the first halt, at 7.30pm that evening with a 15s lead over Bjorn. Unfortunately his lead did not allow him the privilege of restarting as first car, and a combination of dust and darkness is not a pleasant one, the former on its own is sufficient handicap. The order to Kalambaka was as follows: Mikkola 2hrs 15m 05s; Waldegaard 15.20; Clark 18.50; Kallstrom 19.19; Alen 19.52; Rohrl 22.07; Lampinen 23.07; Siroco 24.21; Andruet 24.32; Wittmann 30.43. The gaps between competitors even at this point bear interesting comparison with British events!

As the cars headed away north for a night of choking all-pervasive dust and some tortuous road sections, Fiat concern over their team's well-being turned to alarm. First Alen disappeared having completed only two of the evening's tests, and then three stages later Andruet was out too. Those demon driveshafts were breaking cleanly at 90° across the splines at the outer end of the shaft, and frantic work was now concentrated on young Guiseppe Bertolo who now received the full weight of Fiat's armada of service vehicles. Any time that could be found was spent changing his driveshafts (though not unfortunately back to the older type being used by Lampinen). Guiseppe was ministered to by the Fiat doctor, discussed tactics with Audetto, and began driving very well, especially in view of his limited experience (only two years rallying).

As for Simo, the full responsibility of the works effort now rested on his shoulders. Daniele's policy could only take one course—"How can I attack when we have but one car?" Already this amazing event was becoming a finishers' rally. The pace, the relentless pressure bestowed by the timing targets, the heat and the rough nature of the terrain were all taking their toll. Added to dust, darkness and fatigue, it is easy to understand why so few ever finish.

Mikkola's lead was shortlived, for on the very first test after Kalambaka he lost five minutes in the stage with a lighting failure, similar to his problem on the Mintex. Fuses, which are installed between the alternator and the lights themselves in order to protect the electrical system in case of frontal damage, simply vibrated loose. "That made me so mad, that electrical thing again—you sit in the dust and watch all those Ladas coming past!" The Toyota restarted with a vengeance but immediately stripped its crown wheel in SS17 (which with the cancellation of Elati was the very next test), bringing to an end a brilliant drive in a very tough car which could well have troubled the RS1800s on this sort of rally. Hannu would have been

Walter Rohrl drove his G2 Euro Handler Kadett with great determination, but experienced persistent troubles before retirement.

Back at Kalambaka at 08.30 the decimated field was even more widely strung-out. Waldegaard, now relaxed in the lead, held a four minute advantage over Clark, while Roger was a safe six minutes ahead of Harry Kallstrom. Lampinen was a further two minutes in arrears while Siroco lay fifth and Bertolo, sixth. The battered ex-Autodelta Alfetta GT of Moschous lay seventh and Rohrl, thanks to his steering rack dramas, had dropped back to eighth. He had lost about 20 minutes altogether yet had only conceded three places! Wittmann, the steady Austrian driver from Vienna, lay ninth back at Kalambaka but soon after midday, on the first test after the restart, the crossflow motor broke a rocker and the engine digested the contents.

A 12-hour run back to Athens lay ahead from Kalambaka, and Bertolo regrettably did not make it. Fiat's battle with his driveshafts failed on the 27kms Old Mines stage, and the new young hero, who had driven so sensibly, succumbed like the rest. Daniele's countenance was glacial.

Lampinen at least was driving like an automaton, his car reeling-off the stages with the reliability we have come to expect of the Fiats. Similarly the Datsuns on their Japanese Dunlops continued to impress. It had now become obvious to Harry that he could not ever press the Fords so there was little to do save to wait. Siroco did likewise—they were to wait for the remainder of the event. Neither Violet gave a moment's cause for concern and the cars sustained one puncture between them during the entire rally, when Harry drove four kilometres on a flat in SS10, Karroutes. Wherever it was especially rough the cars always scored and Harry's three fastest times all came from the most brutal car-wrecking stages.

The return to Athens brought more pain for Walter Rohrl as the front shock absorbers were now exploding at the top mounts with virtually every passing stage. The entire top of the unit would blow off, and no one seemed to know exactly why. A maximum of 15kms was all that a pair of front shock absorbers could manage and the supply rapidly dwindled. Walter had managed to cram 15in P7s under the arches of the Kadett for the longer, rougher stages; but it now appeared as though the shock absorber problem was insurmountable.

By Tuesday evening a rare sight could be seen. Genuinely exhausted rally drivers arrived in the dusk at their time controls, eyes red-rimmed with the cloying dust, ringed with fatigue. The non-stop pressure and heat were taking their toll. There were six competitive cars left in the running and of these only three were really trying. Roger Clark, who wanted very much to win this rally again, and driving immaculately, was one of these. George Fischer's ex-works Datsun 260Z (280 engine) had broken a shock absorber bracket which canted the rear wheel round at a crazy angle, the old car growling up the stages at a snail's pace, dragging its damaged suspension like a broken wing as it staggered crab-like through the tests. George's service crew eventually found another bracket from a wreck and straightened the geometry a little.

The sole survivor of an armada of Fiats was Simo Lampinen—his car fitted with old-type driveshafts!

Rohrl's Opel expired at the start of what turned out to be the final stage before Glyfada (one was cancelled here owing to vast hordes of spectators) and the order that night was Waldegaard, having sustained another puncture, 6hrs 13m 39s; Clark 17.03; Kallstrom 25.04; Lampinen 30.07; Siroco 39.33. Jean-Paul Luc was now up to eighth in the G2 Citroen CX2400, this despite losing 20 road minutes changing the transmission; and Russian Stasis Brundza was seventh in the works 1600 Lada.

In the Fiat camp there were dark mutterings about German products following the driveshaft failures (the units apparently being specially made in Germany, as are Toyota's crown wheels!) and Ford completed a routine service on both cars, changing only the struts in the hour allowed for servicing before parc fermé.

The route in the Peloponnese was identical to that of last year. It involved an anti-clockwise loop with a halt at Olympia 02.12 on Thursday and a regrouping at Epidavros prior to a road section (at relaxed pace for once) back to Athens. For the most part it was a loop for the walking wounded—most crews who remained were concerned merely to finish. Waldegaard managed to acquire a further puncture during the night and lost a minute to Roger which was of little consequence, while Jeremy Ferguson also sustained a puncture on the Escort estate he was sharing with Alan Wilkinson, which led to an offer of a bit of

Datsuns were impressively reliable in Greece. "Siroco's" Bic-sponsored car finished fifth without drama.

The Professionals

continued

impromptu local hospitality while a footpump was summoned!

By morning Roger's rear wheel bearings were giving cause for concern— there was time only for rapid tightening and nothing more. Even the Escort, it seemed, might be showing signs of wear. Quite suddenly on the final test, the clutch (a normal triple plate assembly as the cars were fitted with five-speed 'boxes) began to slip as the plates wore out. Fortunately it was not asked to manage further work, and Roger completed the test without drama. The unit was changed at the roadside as the crew felt that it might not last the road section back to Athens.

The unfortunate retirement of Brundza, apparently with back axle failure with just three tests remaining, moved everyone up a place, including John Pesmazoglou who finished ninth, an outstanding achievement. He actually won the first Acropolis Rally in a Chevrolet back in 1952. The yump on the classification test (on which he was reliably reported to be the most spectacular performer!) had cracked a front brake pipe which however only leaked fluid on particularly bad corrugations. It was after the Kalambaka halt before John's service crew discovered where the leak came from, after they had changed almost the entire system. What was it like to drive this Opel without brakes on occasions—"I speed-up the tape recording of course!"

For John this was his toughest Acropolis ever—but then so too was it for strapping young 'teenagers' like Harry Kallstrom, and others with vast experience of this rally. Bjorn himself had never finished the Acropolis in eight attempts, so the win was a little overdue.

Everyone earns their keep on the Acropolis; organisers, manager, drivers, co-drivers and mechanics. The sense of achievement is profound for those who finish— there were just 29 altogether.

Ford deserve all their accolades for a thoroughly convincing display of professionalism that has now taken them to a four point lead in the World title— some lawn mower!

FORD entered three RS1800s, for Waldegaard (STW 130R), Clark (POO 505R) and Vatanen (POO 504R), all identical specification (except Clark's was right hand drive), with five leaf springs and no compression struts. A lot of work had been done on spring rates, dampers and tyres, much of this at Dhekalia, where the classification test was held and where Waldegaard was quickest by a surprising margin. Axle braces were fitted at the drivers' request. Otherwise the cars were in the same form as at Portugal. Dunlop were much more puncture-proof, however, Waldegaard still had three and Clark four. Racing tyres with some treads cut into them were chosen for Dhekalia, although almost half of the test was gravel (Verini even used slicks for this stage!), whilst strengthened A2s and M&S were used for most of the rest of the event.

FIAT entered four main team cars, for Alen (TOP 14398), Bacchelli (TOP 35973), Verini (TOP 35974), Lampinen (TON29970), with additional support for Andruet (TON 92971) and Bacchelli's training car for the use of the Austrian Klaus Russling (TOP 35976). What was also important was a private car (NO 333026) for the young Italian, Guiseppe Bertolo. Alen, Verini and Bacchelli had a newly homologated gearbox in which fourth gear was direct, whilst Alen, Verini and Bacchelli, and also Andruet and Bertolo had a new design of driveshaft which was supposed to be stronger than the old one. Unfortunately this design, which was made in Germany, was not stronger and furthermore the old type of shaft was not interchangeable with the new. Only Lampinen and Russling had the old type. Russling did not start, having fallen foul of the organisers by trying to work a devious arrangement about which type of car, and in which group he would drive, which the organisers refused to accept. Copper radiators were also refitted, instead of the aluminium type which saves a little weight but which does not disperse the heat so well, and the engines had air filters, whilst the springs were of the progressive rate (Morocco) type. Bertolo was a young man chosen by the CSAI (the Italian sporting body) as a suitable driver for help on a big event, and it is intended also to enter him in the Tour de Corse. Livio Lorenzelli who last year finished sixth on the San Remo with a 124 Abarth, would also have driven but his arm was broken in a training accident before Elba. Bertolo's car was modified to full factory specification by DAT, a new specialised department at Fiat, and Fiat also helped him with service and the supply of spares. He went well on the event, and retired when lying sixth. Another Abarth 131 was driven by the local driver "Gear" but this was a production car with some performance modifications.

Champagne under the Acropolis. . . . Bjorn has two WCR wins plus a second place behind him already this year.

TOYOTA had two Celicas, a new car for Hannu Mikkola which carried the old number ACM 55 RO1861 and the old Circuit of Ireland and Portugal car for Andersson (BYC 884). They were fitted with the 5.38 axle (4th gear, like on the new Fiats, is direct), and they were fitted with the same differentials that have been used many times, with crown wheels and pinions specially made in Germany. The engines came as usual from Schnitzer.

OPEL as part of their current policy of using cars that will finish rallies rather than necessarily to win them, Opel had one car for Rohrl. This was a Group 2, non-crossflow version prepared by Racing Services in England, similar to the engine used when Rohrl won Group 2 on the Mintex but with another 7bhp, giving about 165. The body was ex-Group 4. Johnny Pesmazoglou, the 63-year-old Greek, had the same car which Rohrl used to win in 1965, still going strong. The traditional spare entry made by Pesmazoglou's co-driver, was not (as usual) taken up.

DATSUN had a new car for Kallstrom (TKS56NI8638) whilst the Greek driver "Siroco", who has now forsaken his old Alpine A110, used the ex-Kallstrom RAC car he has been driving to victory on the past three Greek championship events, TKS56NI8634. Both had twincams with Solex carburettors. Jose Megre, the old manager of Entreposto, the Datsun importers in Portugal and the agent for many good drives by these cars in that country, entered a private 240Z with rear discs, whilst the Austrian George Fischer has now acquired a famous old 260Z (now numbered 0-114158, formerly 6466). This was the car Kallstrom used to come fifth on the TAP. It then went to Chris Sclater in Britain and afterwards competed at the Le Mans 24 Hours. It still has a 2.8 engine, but with drum rear brakes and carburettors.

OTHERS George Moschous appeared with an ex-Autodelta Alfetta GT, but which could not positively be identified with the old team cars from 1975 although clearly it is one of them. Polski Fiat entered two new cars for Stawowiak and Cieciezynski. After many early troubles, Stawowiak finished 14th although the other car stopped very early. Both were 1600cc, straight-cut five speed gearboxes with carburettors. Lada entered three cars, two of which started. Brundza's sported a new air dam at the front, in Group 2, together with a close ratio gearbox which the other cars did not have. Giraudskas stopped on the classification test with engine trouble, and Brundza had some problem with a water leak in the engine towards the end, although it is believed that rear axle failure caused retirement. Other team cars were entered by Wartburg and Trabant from East Germany.

results

24th Acropolis Rally
WCR Round 6
28 May-3 June 1977

1, B. Waldegaard/H. Thorszelius (RS1800), 9h 31m 57s;
2, R. Clark/J. Porter (RS1800), 9h 37m 44s;
3, H. Kallstrom/C. Billstam (Datsun Violet), 9h 44m 19s;
4, S. Lampinen/S. Andreasson (Fiat Abarth 131 Rallye), 9h 54m 42s;
5, "Siroco"/M. Makrinos (Datsun Violet), 10h 10m 27s;
6, J.-P. Luc/M. Prud'homme (Citroen CX2400), 11h 27m 41s (G2);
7, A. Oger/J.-P. Dupuis(Renault 12 Gordini), 11h 28m 32s; 8, K. Kyprianou/A. Loggines (Chrysler Avenger 1800), 11h 48m 57s (G2); 9, J. Pesmazoglou/C. Kaltsounis (Opel Ascona), 11h 49m 11s; 10 R. de Libran/J.-L. Vial (Renault 17), 12h 06m 11s; 13, P. Myriallis/J. Mamalingas (Toyota Celica GT), 12h 36m 23s (G1).

167 starters, 49 half-distance, 29 finishers. No group 3 or ladies crews to finish.

Rally leaders: 1 Verini and Waldegaard, 2-3 Waldegaard, 4-5 Mikkola, 6-10 Waldegaard, 11-14 Mikkola, 15-end Waldegaard.

Leading retirements:
Walter Rohrl/Willi Peter Pitz (Opel Kadett GT/E) (Group 2) head gasket 31 stages;
Ove Andersson/Henry Liddon (Toyota Celica) differential 5 stages;
Jean Claude Andruet/Christian Delferrier (Fiat Abarth 131 Rallye) driveshaft 19 stages;
Hannu Mikkola/Arne Hertz (Toyota Celica) differential 15 stages;
Markku Alen/Ilkka Kivimaki (Fiat Abarth 131 Rallye) driveshaft 17 stages;
Fulvio Bacchelli/Francesco Rossetti (Fiat Abarth 131 Rallye) driveshaft 3 stages;
Michael Koumas/G. Nikolau (Fiat 131) front suspension 7 stages;
Maurizio Verini/Ninni Russo (Fiat Abarth 131 Rallye) driveshaft 3 stages;
Ari Vatanen/Atso Aho (RS1800) accident classification test before rally;
Jose Megre/Teixeira Gomes (Datsun 240Z) front strut 3 stages;
Guiseppe Bertolo/Roberto Colucci (Fiat Abarth 131 Rallye) driveshaft 27 stages;
George Moschous/N. Kelosakos (Alfetta GT) engine 24 stages;
Franz Wittman/Kurt Nestinger (Opel Kadett GT/E) rocker 21 stages;
Josef Haider/Jorge Pattermann (Opel Kadett GT/E) accident on road section 5 stages;
Tomasz Ciecierzynski/Jacek Rozanski (Polski Fiat 125P) engine 2 stages;
Stasis Brundza/A. Brum (Lada 1600) rear axle 47 stages;
A. Kozurchikov/G. Kozyrchikova (Lada 1600) clutch 10 stages;
K. Giraudskas/V. Rozhukas (Lada 1600) engine during classification test;
"Le Onidas"/C. Fertakis (Renault 5 Alpine) front suspension 27 stages;
"Iaveris"/C. Stefanis (RS2000) differential casing 6 stages.

Special Stage times	1	2	3	4	5	6		
Waldegaard	23	17	4	1	—	—	3	punctures
Clark	14	19	9	1	4	1	4	"
Mikkola	10	—	2	—	—	—	—	"
Kallstrom	3	5	14	14	5	1	1	"
Alen	—	3	1	1	3	4	—	"
Rohrl	—	1	5	6	2	3	—	"
Lampinen	2	8	12	9	2	—	—	"
Bertolo	—	—	—	2	1	4	—	"

World Championship points: Ford 82, Fiat 78, Opel 43, Toyota 33, Lancia 32, Datsun 30, Saab & Porsche 16, Mitsubishi & Seat 14, Citroen 13, Mazda, Renault-Alpine & Chrysler 10, Volvo 8, Renault 7, Peugeot 6, Lada 4. Next round 1000 Lakes (SF).
Special Stages: 52 but nos 1, 16 & 33 cancelled. Total distance 2759kms, of which 763kms special stages. Of these 108 asphalt, the rest gravel. 10 stages all asphalt, the two-part asphalt, part gravel stages cancelled. 15 in dark, the rest day. All dry, but dusty. Start, halfway & finish Athens. 37 hours first loop, 22 hours second.
Technical innovations: new gearbox and new specification driveshafts for Fiat Abarth 131. Close ratio gearbox for Brundza's Lada.

Organiser: Alexander Dardoufas, club ELPA, Athens.

was Waldegaard's ninth Acropolis, and the first he has finished.

Stage times (SS1 cancelled)
SS2 Ritsona 1 8.40kms asphalt
1=Waldegaard and Verini 4.35; 3, Bacchelli 4.38; 4, Mikkola 4.41; 5, Andruet 4.43.
SS3 Loukissia 1 17.77kms gravel
1, Mikkola 12.11; 2, Waldegaard 12.15; 3, Bacchelli 12.44; 4, Andersson 12.45; 5, Haider 12.49.
SS4 Xyronomi 1 4.74kms gravel
1, Mikkola 3.19; 2, Waldegaard and Clark 3.27; 4, Kallstrom and Alen 3.31.
SS5 Aliki 1 12.86kms gravel
1, Mikkola 9.49; 2, Waldegaard 10.16; 3, Clark 10.17; 4, Kallstrom 10.24; 5, Andersson 10.34.
SS6 Elikon 24.10kms gravel
1, Waldegaard 20.49; 2, Alen 21.20; 3, Mikkola 21.30; 4, Kallstrom 21.32; 5, Clark 22.05.
SS7 Distomon 12.82kms gravel
1, Mikkola 9.54; 2, Waldegaard 9.56; 3, Kallstrom 10.13; 4, Rohrl 10.29; 5, Clark 10.30.
SS8 Eratini 11.40kms asphalt
1, Mikkola 7.16; 2, Clark 7.30; 3, Siroco 7.36; 4, Andruet 7.37; 5, Kallstrom 7.40.
SS9 Malandrinon 4.07 gravel
1, Mikkola 2.46; 2, Waldegaard 2.47; 3, Alen 2.50; 4, Rohrl 2.53; 5, Clark 2.55.
SS10 Karroutes 1 19.80kms gravel
1, Waldegaard 16.09; 2, Alen 16.28; 3, Mikkola 16.32; 4, Rohrl 16.36; 5, Clark 16.44.
SS11 Kaloskopi 22.38kms gravel
1, Mikkola 18.43; 2, Clark 18.48; 3, Kallstrom 18.50; 4, Rohrl 19.07; 5, Alen 19.08.
SS12 Inohorion 9.16kms gravel
1, Mikkola 7.45; 2, Rohrl 7.48; 3, Waldegaard 7.52; 4= Kallstrom and Clark 7.55.
SS13 Moschokaria 10.06kms gravel
1, Mikkola 8.56; 2, Clark 9.01; 3, Moschous 9.06; 4, Waldegaard 9.07; 5, Kallstrom 9.16.
SS14 Makrirahi 15.90kms gravel
1, Mikkola 11.43; 2, Waldegaard 11.57; 3, Clark 11.58; 4, Alen 12.03; 5, Rohrl 12.04.
SS15 Asprokisia 28.01kms gravel
1, Waldegaard 19.12; 2, Alen 20.31; 3, Clark 20.33; 4, Lampinen 20.38; 5, Rohrl 20.54.
SS16 cancelled
SS17 Aliakmon Lake 15.74kms gravel
1, Waldegaard 13.10; 2, Clark 13.22; 3, Rohrl 13.47; 4, Lampinen 13.51; 5, Kallstrom 14.00.
SS18 Kato Vermion 37.49kms gravel
1, Clark 29.36; 2, Waldegaard 29.44; 3, Rohrl 30.44; 4, Lampinen 30.18; 5, Andruet 30.99.
SS19 Polydendri 14.54kms gravel
1, Waldegaard 12.05; 2, Clark 12.08; 3, Andruet 12.14; 4, Rohrl 12.16; 5, Lampinen 12.24.
SS20 Sikaminea 13.77kms gravel
1, Clark 11.34; 2, Waldegaard 11.41; 3, Kallstrom 11.56; 4, Fischer 12.12; 5, Lampinen 12.13.
SS21 Deskati 21.74kms gravel
1, Waldegaard 15.08; 2, Clark 15.12; 3, Lampinen 15.30; 4, Kallstrom 15.31; 5, Fischer 16.02.
SS22 Smokovon 6.80kms gravel
1, Clark 5.20; 2, Waldegaard 5.21; 3, Kallstrom 5.28; 4, Lampinen 5.33; 5, Siroco 5.34.
SS23 Fourna 30.23kms gravel
1=Waldegaard and Kallstrom 30.04; 3, Clark 30.11; 4, Lampinen 30.55; 5, Siroco 30.57.
SS24 Tsouka 6.51kms gravel
1, Waldegaard 5.10; 2, Clark 5.11; 3, Lampinen 5.18; 4, Siroco 5.22; 5, Moschous 5.24.
SS25 Paviani 21.74kms gravel
1, Waldegaard 16.17; 2, Kallstrom 16.37; 3, Clark 16.45; 4, Rohrl 16.51; 5, Lampinen 16.58.
SS26 Karroutes 2 20.05kms gravel
1, Clark 16.03; 2, Rohrl 16.29; 3, Kallstrom 16.31; 4, Fischer 16.36; 5, Lampinen 16.48.
SS27 Desfina 5.05kms asphalt
1, Waldegaard 6.39; 2, Clark 6.41; 3, Bertola 6.57; 4= Kallstrom and Rohrl 6.58.
SS28 Old Mines 27.88kms gravel
1, Clark 22.56; 2, Waldegaard 23.08; 3, Kallstrom 23.27; 4, Lampinen 24.08; 5, Rohrl 24.21.
SS29 Xyronomi 2 4.74kms gravel
1, Clark 3.23; 2, Waldegaard 3.25; 3, Kallstrom 3.29; 4, Rohrl 3.35; 5, Lampinen 3.37.
SS30 Aliki 2 12.86kms gravel
1, Waldegaard 10.26; 2, Clark 10.31; 3, Kallstrom 10.43; 4, Lampinen 11.13; 5, Siroco 11.43.
SS31 Loukissia 2 18.02kms gravel
1, Clark 12.44; 2, Waldegaard 12.51; 3, Kallstrom 13.15; 4, Siroco 13.44; 5, Lampinen 13.45.
SS32 Ritsona 2 7.86kms asphalt
1, Waldegaard 4.31; 2, Clark 4.33; 3, Lampinen 4.45; 4, Kallstrom 4.46; 5, Siroco 4.51.
SS33 cancelled
SS34 Ano Alepohorion 5.27kms asphalt
1, Waldegaard 4.05; 2, Clark 4.06; 3, Lampinen 4.15; 4, Kallstrom 4.17; 5, Siroco 4.21.
SS35 Shinos 12.49kms gravel
1, Waldegaard 10.34; 2, Clark 11.00; 3, Kallstrom 11.04; 4, Lampinen 11.09; 5, Siroco 11.18.
SS36 Souli 9.03kms asphalt
1=Clark and Waldegaard 6.45; 3, Kallstrom 6.59; 4, Lampinen 6.56; 5, Siroco 6.57.
SS37 Zemenon 7.96kms asphalt
1, Clark 6.32; 2=Waldegaard and Lampinen 6.41; 4, Kallstrom 7.00; 5, Siroco 7.13.
SS38 Evrostina 35.96kms gravel
1, Clark 30.07; 2, Lampinen 30.12; 3, Kallstrom 30.22; 4, Waldegaard 31.15; 5, Siroco 31.42.
SS39 Laias 11.77kms gravel
1, Waldegaard 10.59; 2, Clark 11.32; 3, Lampinen 11.49; 4, Kallstrom 11.51; 5, Siroco 12.10.
SS40 Helidonion 7.43kms gravel
1, Waldegaard 6.41; 2, Clark 6.58; 3, Kallstrom 7.10; 4, Lampinen 7.12; 5, Siroco 7.13.
SS41 Ladon 23.10kms asphalt
1, Waldegaard 16.21; 2, Clark 16.38; 3, Kallstrom 17.09; 4, Lampinen 17.15; 5, Siroco 17.58.
SS42 Elati 26.05kms gravel
1, Waldegaard 17.32; 2, Clark 17.44; 3, Kallstrom 17.44; 4, Lampinen 18.16; 5, Siroco 19.00.
SS43 Ellinikon 6.40kms gravel
1, Kallstrom 4.29; 2, Clark 4.36; 3, Waldegaard 4.44; 4=Lampinen and Siroco 4.53.
SS44 Leontarion 7.20kms gravel
1, Waldegaard 5.43; 2, Kallstrom 5.50; 3, Clark 5.52; 4, Siroco 6.00; 5, Lampinen 6.08.
SS45 Georgitsion 6.40kms asphalt
1, Waldegaard 4.57, 2, Clark 5.05; 3, Lampinen 5.12; 4, Kallstrom 5.14; 5, Siroco 5.22.
SS46 Koniditsa 6.00kms gravel
1, Clark 7.04; 2, Kallstrom 7.08; 3, Waldegaard 7.10; 4, Lampinen 7.20; 5, Siroco 7.28.
SS47 Vrestena 1 5.30kms asphalt
1, Clark 4.47; 2, Waldegaard 4.49; 3, Lampinen 5.00; 4, Kallstrom 5.01; 5, Siroco 5.12.
SS48 Vrestena 2 10.05kms gravel
1, Clark 10.22; 2, Waldegaard 10.23; 3, Kallstrom 10.38; 4, Lampinen 10.50; 5, Siroco 11.04.
SS49 Vamvakou 12.75kms gravel
1, Waldegaard 11.32; 2, Clark 11.42; 3, Kallstrom 11.53; 4, Lampinen 12.16; 5, Siroco 12.36.
SS50 Vourvoura 19.32kms gravel
1, Waldegaard 15.13; 2, Clark 15.18; 3, Kallstrom 15.23; 4, Lampinen 15.54; 5, Siroco 16.29.
SS51 Astros 13.10kms gravel
1, Clark 11.00; 2, Waldegaard 11.10; 3, Kallstrom 11.30; 4, Lampinen 11.40; 5, Siroco 11.45.
SS52 Karnessika 14.50kms gravel
1, Kallstrom 10.53; 2, Clark 11.02; 3, Waldegaard 11.14; 4, Siroco 11.19; 5, Lampinen 11.29.

Ari's Scots success

Vatanen wins at leisure—Cool drive from Tony Pond takes second for Leyland—Brookes' meteoric return ends in accident, but he still takes third

As we went to press on Tuesday morning, the Lombard Esso Scottish Rally was reaching its final stages on the run back from the lunch halt at Keith to the final control at Aviemore.

The top ten positions as the cars left Aviemore following the Monday night halt were as follows: 1, Ari Vatanen-/Peter Bryant (RS1800) 199.62; 2, Stig Blomqvist/Hans Sylvan (Saab 99EMS) 203.47; 3, Tony Pond/Fred Gallagher (Triumph TR7) 205.09; 4, Paul Faulkner/Monty Peters (RS1800) 206.17; 5, Russell Brookes/John Brown (RS1800) 206.31; 6, Billy Coleman/Dave Richards (Fiat 131 Abarth) 206.32; 7, Andy Dawson/Stuart Pegg 209.00; 8, Malcolm Wilson/John Davies (RS2000) 211.04-first Group One; 9, Jim Howden/Ian Marwick (RS1800) 211.44; 10, Will Sparrow/Ron Crellin (Chrysler Avenger) 213.15-2nd Group One.

Only 62 cars arrived back at this overnight halt following nearly two days of intense competition on the long anti-clockwise loop south around Scotland. The stages have been as notoriously rough as those familiar with the Scottish know they can be, and the remaining cars are in general severely battered by the continual assault by large rocks and boulders against wheel arches, crossmembers and floor pans. Sunday dawned overcast but dry, and the result was also familiar—a severe dust problem which made the number one position on the road a most advantageous one. However, during the first night, the heavens opened and remained that way throughout Monday—in fact it was actually snowing up in the mountains at Dalmallie. Conditions were scarcely better for the final morning (Tuesday) as the cars headed out of Aviemore for the northerly loop.

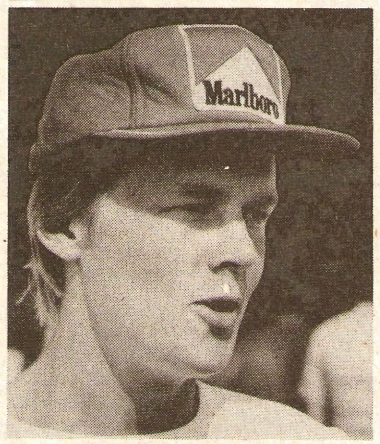
Sensation of the event has been Russell Brookes. Last year's winner took a maximum on the 14th stage after the Andrews car came to a halt in the test and had to be pushed two miles to the finish. After a change of first the ignition pack and then the distributor, the RS1800 roared into life again, allowing Russell to begin one of the drives of his life. He has astounded everyone by his stage times since then, even drawing a comment from Vatanen which raised a few eyebrows—"he's crazy!" said the Finn. Coming from Ari, that must surely be high praise indeed! Russell has now almost caught Paul Faulkner and, it seems, may well annex second overall behind the Finn (and maximum RAC championships points), unless his frenetic speed gets the better of him first.

Retirements have been many and varied this year and leading contenders now out of the hunt are as follows:

Hannu Mikkola—the only man able to stay with Vatanen in the opening hours, Hannu once again drove brilliantly in the Celica. The main electrical lead from the coil to the distributor shorted out before the breakfast halt at Dalmallie on Monday morning. Having sorted out this problem, Arne Hertz, who was driving the car to the breakfast control, suddenly discovered as he changed up from third that he could not find any gears. The service crew were hurriedly summoned with a spare gearbox but the faulty unit refused to budge, becoming stuck on the mainshaft spline as they attempted to remove it. Saab service mechanics joined in the fight and eventually the 'box was changed, by which time however the Finn, who has been cruelly unlucky (again) this year, was forced to retire. After 34 stages he lay just 40 seconds behind Vatanen—a startling achievement in such a car—and a sad way to end such a fine drive.

Unofficial top ten at end of SS60 (final stage): *1, Vatanen (RS1800) 286.16; 2, Pond (Triumph TR7) 273.00; 3, Brookes (RS1800) 274.43, 4, Coleman (Fiat Abarth 131) 276.19; 5, Dawson (RS1800) 277.02; 6, Howden (RS1800) 280.56; 7, Wilson (RS2000) 282.25; 8, Sparrow (Chrysler Avenger GT) 285.27; 9, Culcheth (Triumph TR7) 286.10; 10, Samson (RS1800) 286.47.*

Below: central figures in the Scottish drama. Ari Vatanen, below; Tony Pond, centre; and Russell Brookes, bottom. Russell got within 25 seconds of Pond on Tuesday before hitting a large rock 100 yards from the finish of Bin 2 (SS57) which rolled the car over, breaking the screen, jamming both doors and losing Russell 1m 30s and second overall. The pace has indeed been red hot.



Per Eklund—retired on Sunday night in Devila (SS20) with gearbox maladies.

Pentti Airikkala—was at the centre of a disastrous Scottish Rally for DTV. After the glories of the Welsh, the team must now have also experienced the nadir. Pentti began by receiving a maximum on SS7, Mulloch Hill, when a nut came loose on the distributor just before midday Sunday. Trying to climb back up the field, Pentii ran out of brakes in Ladywell ten stages later, and went off at 7.00 that evening. The hot exhaust, or perhaps the brake discs, ignited the surrounding brushwood, and rapidly the entire area became a seething inferno, consuming the car mercilessly. The crew leapt to safety, the driver singeing his eyebrows as he attempted to put out the fire. With no removable extinguishers (the car has a piped system) there was little that they could do save watch the car being totally burnt-out, and taking with it all the driver's and co-driver's personal effects. By the time a fire engine had arrived, the Vauxhall was nothing more than a blackened smouldering hulk.

Chris Sclater—the second of DTV's Chevettes fared little better. Chris had been going very well and lay third on Monday morning despite driving eight miles on a flat tyre in Loch Ard 1(SS23) around midnight on Sunday, and thereafter changing the back axle as a precaution since the rear wheel had broken-up under the strain. The axle was changed at Crianlarich and he continued at unabated pace; However on SS38, Leanachan, the crew retired with engine maladies, believed to be a dropped valve.

Jim McRae—while lying second in Group One, the SMT/DTV Magnum driver went off on SS37, so far into the trees that he had to be winched out. The car suffered a bent back axle and damaged front suspension. He was 13th overall at the time.

Andrew Cowan—after a careful drive in Brookes' second car, Andrew's first sign of trouble came on SS36, Glen Righ, the second test after Monday morning breakfast, when the alternator belt broke, thrashing around under the bonnet and putting the timing out by 20 degrees. Andrew radioed Mick Jones for advice and as a result managed to creep out of the stage, albeit with a maximum. However, three stages later, in Glenloy, he bent the axle and retired. After his maximum, Andrew lay 18th.

Walter Rohrl—was the victim of a questionably arrowed firebreak corner on SS4, Gartley. Eklund, Taylor and Mikkola actually went up firebreak, but Walter managed to teeter round before the Kadett toppled over for the driver's first-ever roll. The accident was very damaging, bending both front and back axles, which made the car very difficult to drive around right hand corners. In SS10, Fettoresso, the differential failed, and Walter was on his way to the service halt at Edzell—there to retire, when near the town of Huntly he was in collision with a police car. The police have charged him with, according to *The Scotsman*, who unfortunately ran the story on the front page, "careless driving". Eye witness reports suggest that the onus of blame hardly lies with Walter who has always been noted for his care and courtesy on the road; however we shall have to wait and see.

Bror Danielsson—The second of the two crossflow G4 Kadetts also retired when the diminutive Swede had the propshaft break in Fettoresso (SS10) and could not continue.

Drew Gallacher—Retired with a blown differential between SS30 and 31 (Ben Laggan and Island) at 04.00 on Monday whilst lying in the top ten. After 16 stages he was up to sixth overall and at Craigvinean, Dunlop, whose A2s have been giving many teams some puncture problems, donated Drew a set of A2s—his first ever! The crew got 400 yards into the stage before their first punture! Drew has also been visited by a large rock which smashed its way through the floor, broke the drivers seat mountings and gashed his ankle!

Pat Ryan—Was lying 14th overall and fourth in G1 on Tuesday morning after running for eight stages without a front brake caliper. He is said to be catching his peers rapidly.

Nigel Rockey—Was reported to be hanging over the edge of a drop in SS37 and has not been seen since, or classified back at Aviemore. (He was OK!)

Tony Drummond—Went off in Glen Shellish 2 (SS34) just before the breakfast halt, while well into the top ten.

John Taylor—Has had one of *those* Events. He rolled the car on two separate occasions, the second time in SS26 Strathyre, just after midnight on Sunday. Having continued, he managed three more tests before going off damagingly in Glen Crow at about 04.00 after a yump. There is apparently not a straight panel on the car!

Graham Elsmore—Rolled in SS14, Errochty, but continued, changing the cylinder head at the Sunday supper halt at Perth, when the lobes of the camshaft were found to be worn. The Errochty incident cost him a maximum so he was not in contention when a halfshaft pulled out of the axle after the studs sheared in Inchnacardoch (SS43).

Brian Culcheth—Was lying 11th on Tuesday morning having suffered, like the entire Leyland team in particular, from a series of damaging punctures. Culcheth has once more suffered niggling failures and had an axle change at Edzell following two punctures on the left and right rear wheels which broke the Panhard rod brackets.

Drew to retire?

Drew Gallacher is apparently to retire from rallying. Following his sad retirement from the Scottish, Drew has reluctantly decided to give up the unequal financial struggle after a tremendous season in an outdated car, which he has driven (and sometimes seemingly *carried*) to great performances in *Scotsman* rounds. The car, which Drew first acquired in '75 (when he finished second to Makinen on the Border) will be up for sale next week.

Stop press!

There were just 12 stages remaining to be completed by the Scottish Rally competitors on Tuesday and Vatanen once more dominated the opening three, SS49,50 and 51 (Culbin, Newtyle and Monaughty 1) and despite hitting a bank on the inside of a corner in Newtyle, he only dropped four seconds to Blomqvist who was apparently fastest on the stage. Stig however seemed to have suffered grave trouble, for both Ari himself and Andy Dawson reported seeing the Saab stationary in Monaughty 1, after an oil leak from the transmission had been reported two tests previously at Culbin.

Penalties (unofficial) up to SS52 (eight stages still remaining) were as follows: Vatanen 223.48; Pond 229.50; Brookes 231.10; Coleman 232.40; Dawson 233.36; Wilson 236.23; Howden 236.43; Sparrow 239.27; Samson 241.14; Robin Eyre Maunsell 243.58.

These results were taken from the Keith lunch halt on Tuesday and were obtained before all the leaving competitors' time cards had been assembled. Paul Faulkner had apparently been delayed by brake trouble but was not yet believed to have retired. Brookes meanwhile had apparently 'cleaned' at least four stages that morning, about which he was was understandably irritated.

Blomqvist had definitely retired with transmission trouble and Malcolm Wilson's engine was resting on the front crossmember with two broken rear shock absorbers as well. Dawson was delayed when a plug lead fell off, but it seemed that Vatanen, with a six minute lead, merely had to cruise home. The question remained whether Brookes could catch Tony Pond for second place. Our headline and caption (opposite) will have been set at a later hour and will contain more up-to-date information than appears in this story.

Hannu in action on the Distomon test during the first day of the Acropolis. He has a busy schedule ahead for Team Toyota Europe.

Hannu for Ypres

While Ove Andersson rushed off to the Far East after the Acropolis, first of all to compete in Indonesia on the Dama Putra Rally, and thence to Japan for a meeting with Toyota chiefs (presumably concerning future homologation possibilities) Hannu tells us that he is planning to contest the 24-hours of Ypres on the weekend of the 24/25th June with the Celica. Prior to this date he will be spending a few days at the nearby Nivelles circuit sorting the G5 Corolla coupé in readiness for the Jim Clark. Apparently, while the car's handling is superb on loose surfaces, the tarmac behaviour still leaves a lot to be desired.

After Nivelles, Hannu also hopes to throw the Corolla around the Ypres loop itself, taking advantage of the organisers' arrangement whereby competitors may practice the entire route at rally speeds before the start of the events itself.

Hannu's almost legendary bad luck has struck widely this year, despite the fact that he is driving better than ever. Potentially great performances almost everywhere this season have often succumbed to mechanical failure. We hope he has better luck in Belgium than in Greece or Scotland. It now seems likely that Toyota will also be competing on the Total Rally in South Africa again. Locally prepared Corollas with Ove and Hannu at the wheel are expected to be used.

● Bad news for Castrol/AUTOSPORT G4 runners, Graham Elsmore and Malcolm Wilson. Graham is still without a cylinder block for his Castrol/Avon Tyres car, while Malcolm, who cracked his block on the recent Hadrian Stages, is now also without a spare.

● Guiseppe Bertolo's performance on the Acropolis must have been encouraging to the Fiat camp. The WCR scene is a difficult one for a young driver to break into and faces don't change that often (as they do in racing). Experience on WCR-type events remains so essential. The exceptions to this rule are of course Ari Vatanen and Fulvio Bacchelli who have gradulated to their present status in a remarkably short (by WCR standards) period of time. Bertolo's car was prepared by DAT (Department Automobile Technique) a small department within the empire which has the facility of preparing customer cars. Unfortunately it was prepared with the latest type of driveshafts, but the entry, together with that of Livio Lorenzelli (scratched as he is still unfit following the Elba training accident) made by the Italian motorsport authority, is expected to be repeated in the future. The company obviously like to keep it 'all in the family'—Bertolo's co-driver was a certain Roberto Colucci, the son of Abarth's technical manager!

● Of five British private entrants on the Acropolis, only the experienced team of Clive Askey and Mike Hillier, plus their trusty Peugeot 504, reached the finish, 26th overall out of 29 finishers. Having damaged the car's radiator in practice for the rally, they managed a similar feat on the yump near the finish of the Dhekalia classification test when the engine moved forward on its mountings. Thereafter, for the entire duration of the rally, the Peugeot was trussed by a length of chain bolted diagonally from the bellhousing to a central underbody crossmember, which kept the marauding engine away from the radiator in a most successful manner. The team also suffered a total of eight punctures which cost them a large amount of time but they weren't too disamayed at the finish—its some achievement to finish this rally. Said Clive afterwards: "we haven't done as well as we might, but the result isn't bad for a private entry and, it's some achievement to get here; I'll be back again next year!"

Ford: 'out in the open'

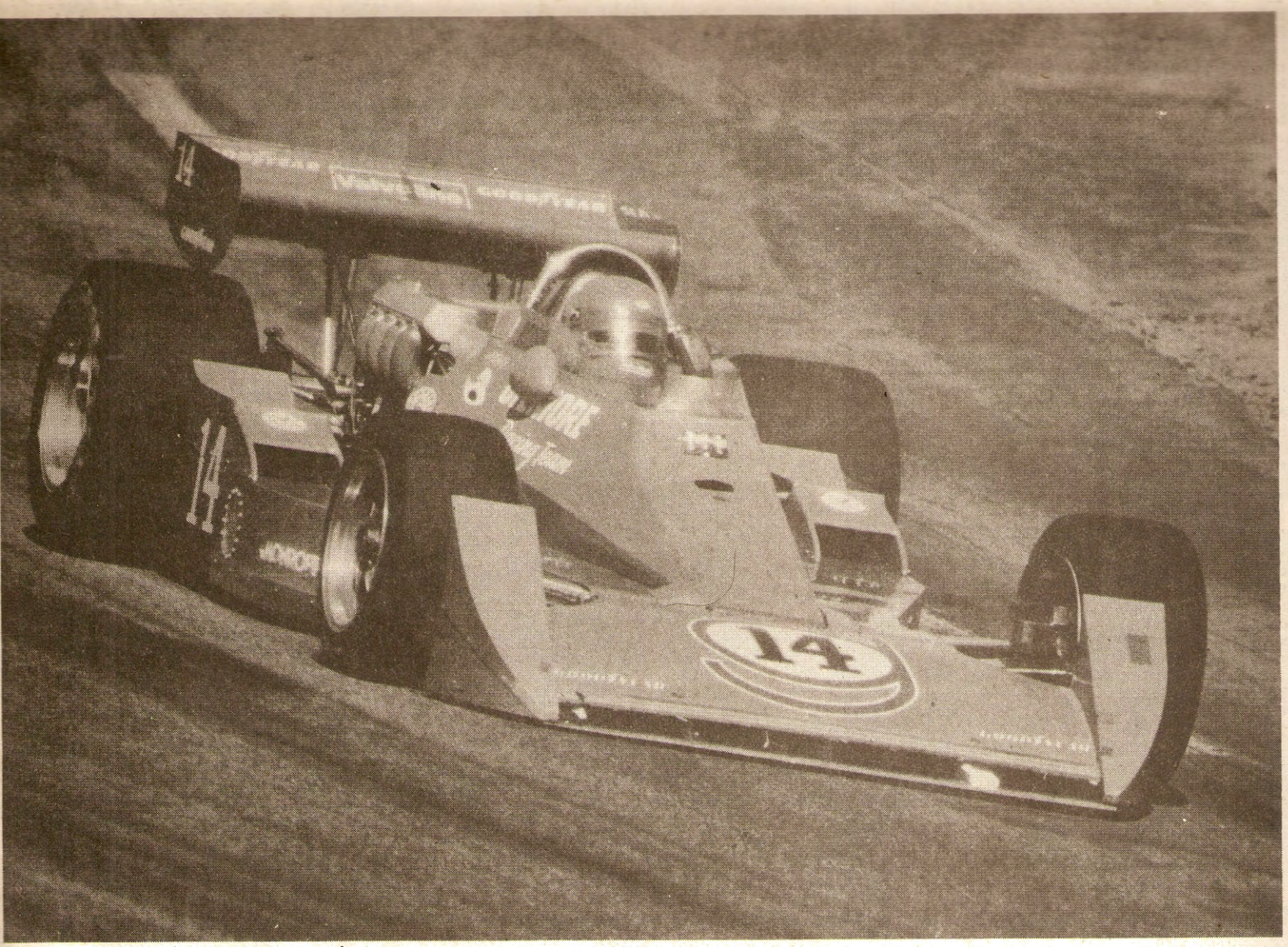
Are Ford going to contest the remaining rounds of the WCR? Fiat don't seem to be in any doubt at all over the question, as their well presented promotional booklet, *Pirelli/Olio Fiat Rally News*, which appears before every World championship round, stated in Greece last week: ". . .now no holds are spared because it's all out in the open with both makes seriously bent on winning the coveted World title."

As far as we are aware, no decision on extra Ford competition involvement has been finalised yet; but a car for the San Remo seems a possibility at this time, and one imagines that should a sponsor step in at this juncture, then Ford would not be averse to visiting Canada in mid-September for the Criterium du Quebec. Five rounds remain altogether—1000 Lakes, Quebec, San Remo, Tour de Corse and Lombard RAC. From past experience one can assume that cars are less important than individuals on the 1000 Lakes—almost any one of five or six drivers could win, irrespective of their transport; One may assume that that San Remo and Tour de Corse should be Fiat benefits; that Criterium du Quebec is something of an unknown quantity, and that the RAC is a Ford benefit.

Fiat are expecting to have more power from their 215bhp engines in time for the 1000 Lakes, and if Markku Alen can win the rally on three cylinders as he did last year, he should certainly go well with four uprated ones this time! In addition, Fiat can call on the services of the legendary Makinen (very quick on 1000 Lakes last year) and Timo Salonen, while Ford will presumably rely on Ari, Bjorn and possibly Kyosti Hamalainen. . . . Another confrontation to savour.

● We gather that Dave Richards has negotiated a deal for himself and Billy Coleman to compete on the forthcoming Total Rally in South Africa which begins on July 5th. The Irishman will be driving a Chevette Hatch (which as its name does not suggest) is apparently a Magnum-bodied car with 2.5 litre engine. Behind it all is Geoff Mortimer, whom Dave met last year while competing on the Total in a Leyland Marina driven by Tony Pond. Geoff, whose wizardry with hybrid Marinas was so well known, is now the team manager of GM (South Africa).

An excellent result on the Acropolis was achieved by Jean-Paul Luc who drove his heavy and rather unwieldy Citroen CX2400 to sixth overall and first in G2. He is seen here driving through a village in the Vourvoura test, SS50.



The first man to win the Indy 500 four times.

Four for Foyt—finally

An unprecedented fourth victory for Foyt after ten years of trying—Johncock blows engine with narrow lead—Sneva and Al Unser second and third for Cosworth—Lap record to a rookie—Only one shunt—Report: GORDON KIRBY.

The best part about A. J. Foyt's longtime-coming fourth Indianopolis 500 win was that he really had to *work* for it.

Starting from the second row, Foyt used his Coyote's first load of fuel to push his way into second place, hard after Gordon Johncock's STP Wildcat. Come the first fuel stops and Foyt's crew put him narrowly ahead of Johncock, so that for the next 150 miles the square, stocky Texan and the wiry USAC Champion, relentless spirits both, battled ferociously at each other. Then, a mistake.

Foyt ran out of fuel. He had to coast as much as two miles to his pit. Just before the halfway mark, Johncock found himself with a lead of more than half a lap.

For the next hour and more, Anthony Joseph bent his body into a chiselling chase of the leader so that, 50 laps from home, the Coyote was within a couple of seconds of the Wildcat. Come his seventh stop for fuel, however, another bad turn set itself against Foyt. Moments after he had got back on to the track and up to speed, a yellow light flashed on. Johncock, helped by some canny teamwork, refuelled under the yellow and went into the last 30 laps—one stop from home—with 15secs on Foyt.

Again A.J. bent into closing the gap. Again he did the job. In a dozen laps, he halved Johncock's cushion. Twenty laps from the end, Johncock snatched his last fuel load. Three laps later, Foyt did the same. As the Coyote accelerated hard down the pitlane, 1000 sweaty hands clawed at the stopwatches clubbed within 5000 anxious fingers. Sixteen laps to go, and Foyt's gotta do it from behind. . . .

Wait! Before anyone could punch at a watch, Johncock's orange Wildcat swung almost lazily into sight. Silently, ghostlike, the car thumped past 300,000 pairs of eyes. The Wildcat's four-cylinder DGS/Offenhauser had blown up.

Moments later, Foyt's Coyote sang in perfect tune along the same piece of tarmac. The huge audience, watching, waiting for no better a story than this, exploded in roils of pandemonium. Foyt stroked home beatifically, the first man to ever win the Indianopolis 500 four times. "This," he said later, soft edges of emotion showing through his inveterately professional features, "is the finest day of my life."

Into second and third places came the McLaren of poleman Tom Sneva and the Parnelli of early leader Al Unser, both Cosworth-propelled. The other Cosworth machines, the McLarens of Mario Andretti and Johnny Rutheford and the Parnelli, of Danny Ongais, all ran strongly until mechanical problems stopped them. Indeed, other than for Johncock's Wildcat and Bobby Unser's Lightning, not a single Offenhauser was able to challenge the speed of the V8s. Worse still, it would seem that the old four-cylinder's once-pervasive reliability has at last been stretched beyond its limits. As much as 1977 will be remembered as the year in which Foyt won his fourth 500, it will also be remembered as the year the Offy slipped, 40 years on, into old age. More than ever the conversation this year was of V8s, flat-8s, flat-6s, V12s too. The old Speedway garages have never rattled with so much technical (and political) intrigue.

turbocharging revolution, seems now to be directing itself into a revolution of efficiency. The introduction of the Ford-Cosworth V8 to USAC championship racing has brought with it both an increase in horsepower and a reduction in size and centre of gravity of the cars themselves. This in turn has brought about a search for further reductions and rationalisations of the chassis masses. A Weismann/VPJ transverse gearbox has appeared, a similarly-gearboxed Offenhauser-powered machine with its engine lying on its side has also been completed (although not yet publicly unveiled), and Wildcat builder George Bignotti is working hard on both a new, smaller chassis and a flat-6 engine of his own construction.

The marriage of an efficiency formula (turbocharged yes, but restricted by fuel and rim width limitations) with the obvious financial lure of Indianapolis itself—both in terms of promotability and prize money—has thoroughly revitalised the old Brickyard.

Of the eight fastest qualifying times recorded for this year's 61st Indianapolis 500, fully five of them belonged to drivers of Cosworth cars. If that was not enough of a signal to change, the plain fact that the likes of A. J. Foyt, Bobby Unser and Gordon Johncock were the only men to match the speed of the Cosworths *should* have been.

The prospects for this year's race hinged not only on the V8 invasion but also on the unpredictable nature of the track's new pavement and equally so on the particularly hot, humid, landlocked weather which plagued Indiana all month long. Looking back on it, Foyt said, "I had expected this race to be one of the worst I've ever experienced. What I'm sayin' is that I figured that track was goin' to be covered with debris and oil and that the winner would be the guy who avoided all that the best. Well, I'm glad I was wrong."

On the Saturday, the day before the race, Foyt's prognosis seemed to be inevitable. The air remained muggy and soggy and very hot. The track surface, used only once (Thursday) in the week before the race, had been as confusing as ever. A thunderstorm a couple of days earlier had washed the fresh "groove" from the track. No one seemed to have much idea of what to expect and, when Sunday dawned damp and as hot as ever, and weather forecasts predicted rain showers by midday, an air of futility wedged itself among the normal, frenzied atmosphere of race day morning at the Speedway. Rain had shortened three of the four most recent 500s. The same thing looked like happening again. . . .

THE GRID

Tom Sneva	McLaren-Cosworth	3:01.01
Bobby Unser	Lightning-Offy	3:02.17
Al Unser	Parnelli-Cosworth	3:03.72
A. J. Foyt	Coyote-Foyt	3:05.03
Gordon Johncock	Wildcat-DGS	3:06.03
Mario Andretti	McLaren-Cosworth	3:06.19
Danny Ongais	Parnelli-Cosworth	3:06.49
Pancho Carter	Eagle-Offy	3:07.06
Mike Mosley	Lightning-Offy	3:09.41
Wally Dallenbach	Wildcat-DGS	3:09.91
Johnny Parsons	Wildcat-DGS	3:10.22
Sheldon Kinser	Dragon-Offy	3:10.40
George Snider	Wildcat-DGS	3:10.50
Bobby Olivero	Lightning-Offey	3:11.03
Al Loquasto	McLaren-Offy	3:11.85
Jerry Sneva	McLaren-Offy	3:12.91
Johnny Rutherford	McLaren-Cosworth	3:02.44
Roger McCluskey	Lightning-Offy	3:08.49
Lloyd Ruby	Lightning-Offy	3:08.64
Jim McElreath	Carillo-AMC	3:11.78
Gary Bettenhausen	Dragon-Offy	3:12.93
Tom Bigelow	Watson-Offy	3:13.06
Bill Vukovich	Coyote-Foyt	3:13.14
Lee Kunzman	Eagle-Offy	3:13.15
Steve Krisiloff	Eagle-Offy	3:14.92
Janet Guthrie	Lightning-Offy	3:11.08
Cliff Hucul	McLaren-Offy	3:12.31
Bill Puterbaugh	Eagle-Offy	3:12.72
Clay Regazzoni	McLaren-Offy	3:13.50
Dick Simon	Vollstedt-Offy	3:13.95
John Mahler	Eagle-Offy	3:14.34
Eldon Rasmussen	Rascar-Foyt	3:14.47
Bubby Jones	Eagle-Offy	3:14.66

RACE

The start took place exactly as hoped. Sharp at 11am, after two laps behind the pace car (driven by movie star and sometime amateur racer James Garner), the field set off without incident. From the middle of the front row, Al Unser's white and blue Parnelli darted clear into the first turn. Neither Tom Sneva's pole-position McLaren nor Bobby U's Lightning could offer themselves as a match to Al's car. "I don't know what happened," the younger Unser reported, "I just put my foot down and she went!"

Sneva held off Bobby for second while Johncock, aggressive as ever, nosed ahead of Foyt, Mario Andretti, Pancho Carter and Danny Ongais. Within a couple of laps Johncock and Foyt had pushed past Bobby U and Sneva, and the Wildcat in particular immediately began to wiggle and saw about in leader was moving up easily, taking tenth place on the fifth lap and eighth from Ongais two laps later. But even as Rutherford pulled himself into contact with the leaders, his race suddenly came to a stop. Pushing hard off the fourth turn, J.R. heard the engine begin to freewheel, saw the rev counter swing up towards 13,000. His hand banged instinctively against the gearlever. Darn thing had jumped out of gear!

Past the pits the McLaren men heard their car hesitate, then go rough. Into the first turn Rutherford dropped from the groove, flames belching from the turbine. Down the backstraight, the McLaren picked up again, but Johnny could feel and hear the obvious effects of bent valves, God knows what else too. A dozen laps into the race the white McLaren cruised into the pits. Minutes later, glum faces registered the race's first retirement.

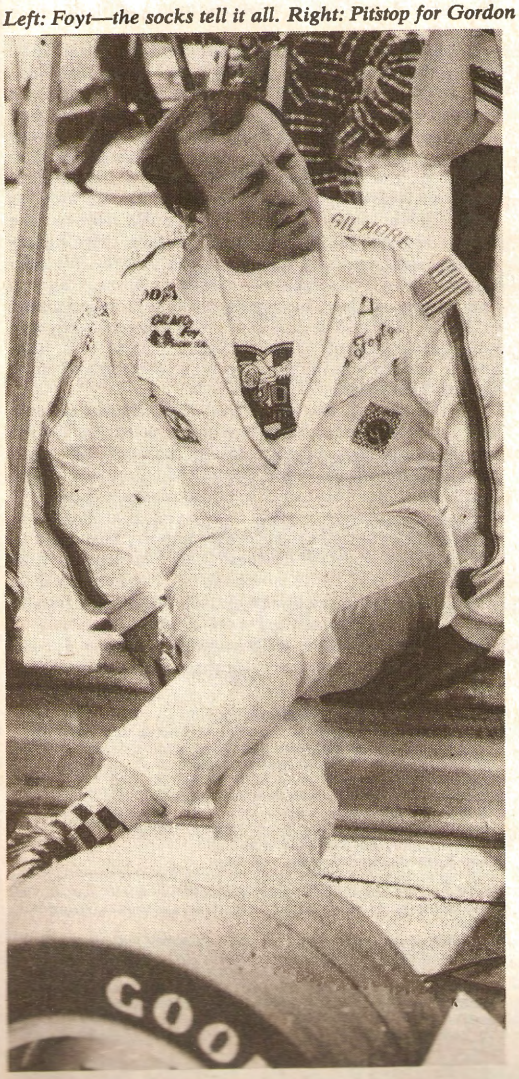
Meanwhile Johncock and Foyt had been pushing up closer to Al U's tail and as they ran through the tailenders for the first time the three machines shuttled even closer together. At the same time Al felt a growing "push" and in the hectic manoeuvring around slower cars he found he could match neither Johncock nor Foyt. On the 16th lap Gordie dived inside and took the lead. Two laps later A.J. did the same thing for second. So there it was, time to refuel and an Offy lead from Foyt V8, a trio of Cosworths (Al U, Andretti and Sneva) and a pair of Offies (Bobby U and Carter).

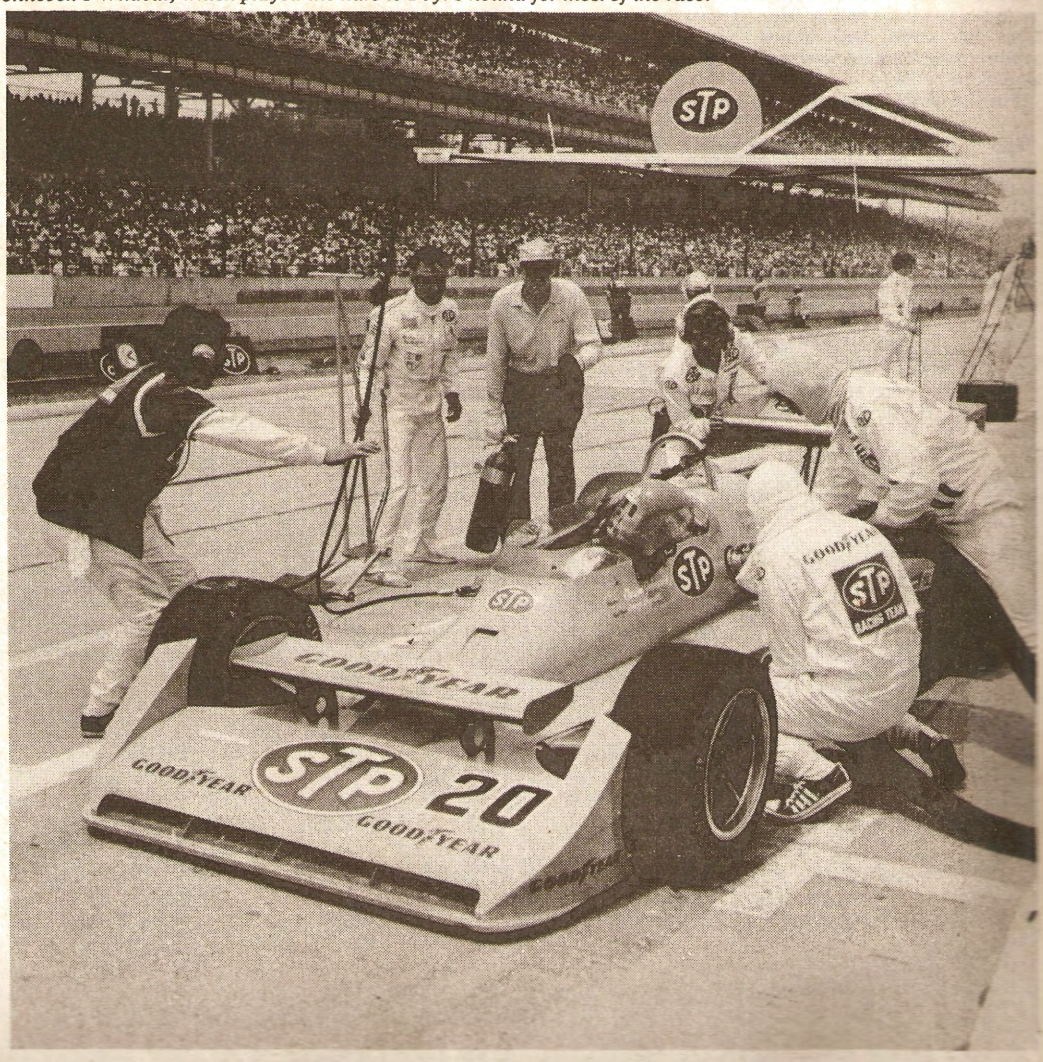
With no hint of a yellow, everyone began stopping under the green, and when their crews had finished banging in fuel and checking tyres the ol' fox Foyt was out front from Johncock, and the Penske McLarens had similarly slipped ahead of Al U's Parnelli. Feet behind, Bobby U was still in the hunt, but Carter who had visibly heroed the angular Eagle through the early laps had now lost contact. It was Johncock and Bobby U versus the V8s.

Other than for Rutherford, early retirements included Clay Regazzoni who had begun to move steadily through the backfield, driving conservatively and feeling comfortable in his older McLaren. But just as we began to take notice of his progress, the red car began to falter, and soon Regga was stopped at the pits to investigate a fuel-pressure problem. By the 25th lap, rather than risk ruining an engine, the Yip/Simpson team decided to call it quits.

Around the same time, Ongais had pulled in with a ratty-sounding engine, and after a discussion the Interscope/VPJ mechanics decided to dig into changing a broken exhaust manifold, confident that if they

Left: Foyt—the socks tell it all. Right: Pitstop for Gordon Johncock's Wildcat, which played the hare to Foyt's hound for most of the race.





continued

could get their man to the finish he would easily win Rookie of the Year honours. And Janet Guthrie had run into immediate engine problems, making the first of a long series of stops before the tenth lap. Before that, the first woman to start an Indy 500 had faded to the back as soon as the flag dropped.

At the front the Penske McLarens, running in tandem, edged away from the Unser brothers and closed in on leaders Foyt and Johncock. Still no yellows, and the race was growing keener every minute.

Then, however, an explosion of blue smoke, a wheel bouncing wildly through the second turn, and a car spinning with equal abandon down into the infield. It was the Lightning of Lloyd Ruby. Heavily it banged into the wall, slid across the road and into the infield. Fire trucks were upon the tangled mess almost as it stopped and Ruby was smartly out and clear of the ruined car. Moments later the veteran, who had been making good progress from the seventh row (breaking away from team-mate Roger McCluskey some laps earlier) suddenly passed out. Thankfully he was OK, it was simply the effects of a hard knock taking a grip on him. He had no recollection of what had caused his crash.

It took nearly 10 laps to clean the track of litter from the Lightning, so that everyone was able to stop comfortably under the yellow and resume in the same order as before. Funny thing, though: when the green flag did come out Foyt and Johncock were a long distance clear of anyone else. Now you might recall that some years ago a "pacer light" system was installed at Indy. The system flashes numbers from zero to nine, from a chain of light boards located at regular intervals around the track, the intention being that under a yellow light each car must pass each marker board with the same number showing. The theory of this is that each driver will therefore maintain position and distance in relation to every other car, rather than having everyone bunch together as is common yellow light practice. A nice piece of theory but, well, it has just *never* worked.

Always there are complaints about cheating under the yellow and if you stand and compare flashing numbers with respective cars you soon notice that, well, *certain* drivers do take considerable advantage of this idealised "honour" system. If there is any solution it can only be that of returning to the system of old, the one employed at every other oval in America, where hard-won advantages can be eaten up in the twirl of a yellow flag. At least then everyone faces the same disadvantage and the backbiting produced by the pacer system over the past few years would disappear.

For this year, however, the pacer system remained and rightaway with that first yellow the backbiting began. From the 32nd through the 52nd lap there were only three green light laps, and when things got rolling again Johncock and Foyt were nose to tail on their own. Andretti had retired his McLaren because of a broken exhaust pipe (remember a turbo's exhaust is a pressurised system), team-mate Sneva had lost time in the pits with a jammed air jack, and the Unser brothers were mysteriously more than half a lap behind.

Well, heck, at least Johncock and Foyt were racing hard against each other. For that you couldn't blame them. Even when they both stopped a lap before a short, three-lap yellow, they maintained position well clear of the rest. Al Unser had stopped a lap before the leading pair, and when the green light came on again he found himself running directly behind them, one lap down. Brother Bobby, meanwhile, as well as Sneva, were lucky enough to stop under the yellow, so that they picked up their revs still on the same lap in third and fourth places.

Around this time Ongais came back out with a repaired exhaust system. Rightaway he began to fly, and for 70 laps the black Parnelli matched and even exceeded the pace of the leaders. Here was a new, smoother, faster Ongais. Lap after lap he was over the 190mph mark, and more than once his average topped 192mph. In fact his best lap was a new outright Indianapolis record. Finally, however, point well taken, Parnelli's Cosworth began to vibrate badly (Danny had felt it do so when he shifted into third gear on the pace lap). Sensibly, the rookie shut off.

While the Interscope man was proving himself, Johncock and Foyt stayed hard at it, matching each other pitstop for pitstop, lap for lap. But just before the halfway mark, came each man's fourth stop, Foyt's Coyote suddenly quit as he made for the second turn. Frustratedly he sat inside the drumming machine as it coasted, ever slower, around to the pits. When he got going again, Foyt was more than 30secs—two-thirds of a lap—behind Johncock.

Moments after Foyt's drama, Bobby U's Lightning came by with a more serious problem. The grumbling of metal on metal could be heard from Bobby's car. He stopped at his pit, refuelled, set off for another try. It was useless. The engine was finished. That left only Sneva's McLaren and Al U's Parnelli in with a chance at battling the Johncock—Foyt show.

Foyt himself was soon whittling away at Johncock's cushion. After a dozen laps of holding station, A.J. began to pick up his pace. Second by second he lopped off bolts of time from the leader's margin. "About that time," Foyt later told it, "they kept telling me on the radio that we had plenty of fuel. Plenty of fuel they kept on sayin'. Well I knew what that meant. But I wasn't gonna *touch* the boost. I was gonna wait until the final banzai."

Through the fifth and sixth fuel stops, Foyt kept whittling. Five laps from the three-quarter mark, the man making his 20th run at the Speedway was inside 8secs of the leader. At the three-quarter mark, he was inside a second and a half of Johncock. That done, A.J. just settled in. No way was he gonna try to push past the tough little man ahead. Bide his time, fox him out, that was Foyt's plan.

Lap 156, and Foyt came in for his seventh stop. A lap later, however, Gary Bettenhausen's car gave out on the backstraight and out came the yellow. "Right then," said Foyt, "I said to myself, 'Oh it ain't my day *again*.' "

But Bettenhausen's car was easily pushed aside, and when the green light flashed on again just two laps later Johncock had not made his stop! George Bignotti is a fast-thinking man, however. Quickly he worked out a solution to his error in timing. Both of his second- and third-string Wildcats (driven by Wally Dallenbach and Johnny Parsons) were still running well and it seems, if you'll excuse the presumption, that Bignotti instructed new boy Parsons to slow down without leaving the groove. Certainly that did happen, long enough for the USAC men to call for another yellow (a slowing car still in the groove is always considered reason for a yellow), and smartly Johncock dived for his pit.

Four laps later, the green light came on once more and there was Johncock 15secs to the good. Foyt was going to have to hunker down and charge if he wanted this one. And he did.

Rightaway the Coyote began knocking back a second from the leader's cushion every time Foyt brought it past the pits. From 14secs on the 170th lap the margin came down to 7secs seven laps later. At that rate Foyt might just do it.

Lap 180, 20 to go, and Johncock made his eighth and last fuel stop. Foyt, now more than 20secs ahead, kept going for a few more laps. Given a sparkler of a stop he might be able to get back on to the track hard on Gordie's heels. Lap 183, and Foyt was in and out, slick as you please. Now we were gonna see somethin'.

But instead we saw only the hapless STP Wildcat, dribbling along the pitwall without propulsion. Johncock coasted the machine into the grass inside the first turn. Miserably he climbed out, pulled off his blue helmet and walked back up the pits. "It just blew up," he mumbled, "it just blew up."

So Foyt found himself with one of those hope-and-pray runs to the chequered flag. "Oh sure, I talked to everything and everyone I could think of," he explained as he talked expansively of his first Indy victory in 10 years. "I tell ya," he added, "I ran this race more low-key than any other Indianapolis race I've been in. I ran it just like any other 500-mile race. This year I decided I wasn't gonna put it up on a pedestal."

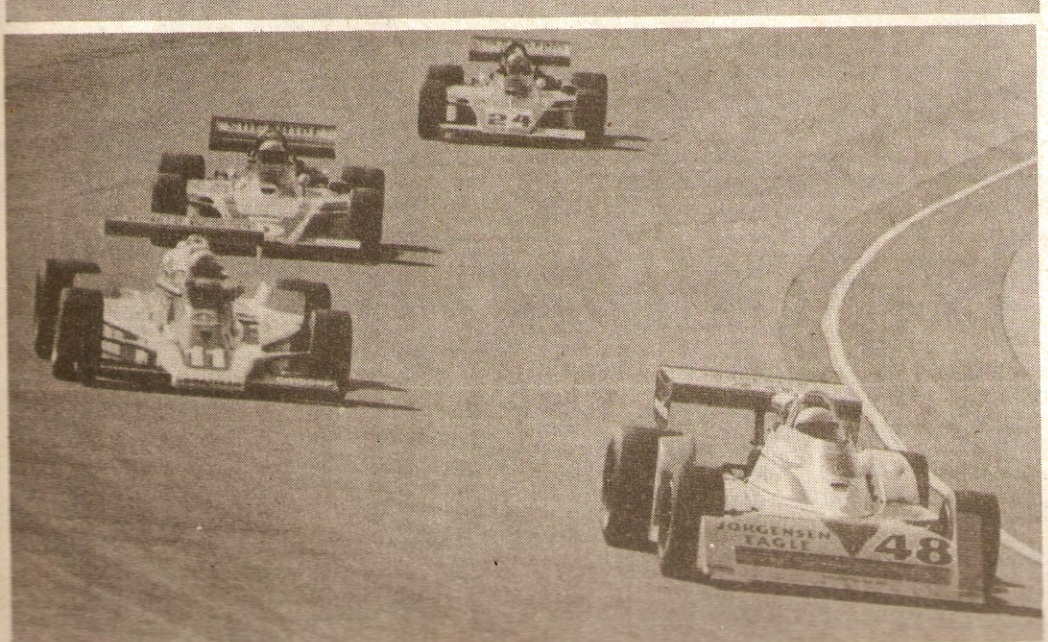
Behind, Tom Sneva kept himself on the same lap to bring the Penske/Norton McLaren-Cosworth into second place, his best Indy result to date. A lap down in third was a disgruntled Al Unser. "Why the hell does everyone hafta cheat like that?" he asked about the pacer lights, something which he had adhered to almost to the very letter of the rule. Wally Dallenbach was another half a lap back in fourth with his STP Wildcat, while Johnny Parsons did well to take fifth, despite a tyre failure. Roger McCluskey brought his Lightning into eighth behind the Watson-/Lightning of Tom Bigelow and the ex-works Eagle of Lee Kunzman. McCluskey might have finished ahead of those two had it not been for a loose wing and weakening engine. Highest-placed rookie was Jerry Sneva, fought a baulky engine all afternoon and came home a good tenth.

Of the others, Carter retired the Jorgensen/Eagle half an hour from the end when a wrist-pin broke, Billy Vukovich's Coyote lost a rod as did Mike Mosley's Lightning, while Jim McElreath's AMC Eagle went out because of a jammed waste gate.

Foyt, meanwhile, visibly overjoyed, plainly glad to have ended a decade-long chase, happily answered all the quetions about retirement and his future. "Like I've always said, " he emphasised, " when my eyes start failing me is the time I'll quit. Right now they're 20-15, just as good as they were 20 years ago."

And are you gonna go for number five, A.J.? His chunky, rugged features roll into a wide smile: "Why not?"

Below: Rookie Danny Ongais set a new 192mph plus Indy lap record. Bottom: Carter's Eagle leads the Lightnings of McCluskey and Mosley and Bigelow's Watson.

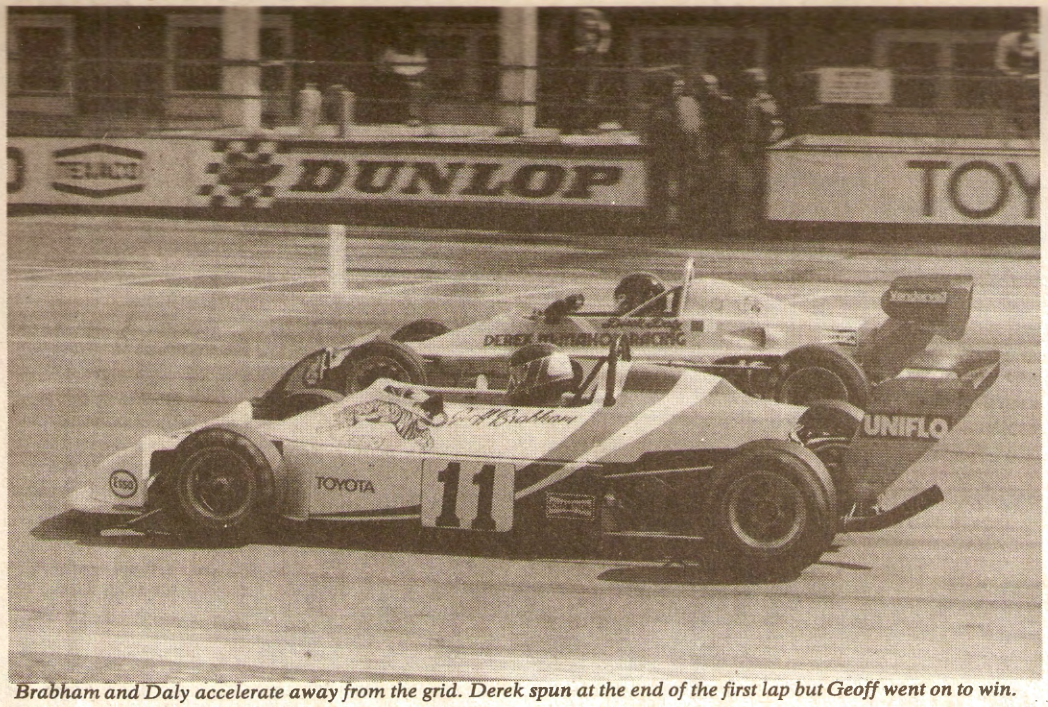


Indianapolis 500
Citicorp Cup USAC Championship Trail, round 5
Indianapolis, Ind, USA, May 29
200 laps—500 miles

1, A. J. Foyt (Coyote-Ford/Foyt), 3h 5m 57.7s, 161.331mph;
2, Tom Sneva (McLaren-Ford/Cosworth M24), 3h 6m 25.0s;
3, Al Unser (Parnelli-Ford/Cosworth), 199 laps;
4, Wally Dallenbach (Wildcat-Drake/Goosens/Sparks), 199 laps;
5, Johnny Parsons (Wildcat-DGS), 193 laps;
6, Tom Bigelow (Watson-Offenhauser), 192 laps;
7, Lee Kunzman (Eagle-Offenhauser), 191 laps; 8, Roger McCluskey (Lightning-Offenhauser), 191 laps; 9, Steve Krisiloff (Eagle-Offenhauser), 191 laps; 10, Jerry Sneva (McLaren-Offenhauser M16), 187 laps; 11, Gordon Johncock (Wildcat-DGS), 184 laps.

Retirements: Puterbaugh, 170 laps, oil leak; Rausmussen, 168, rear suspension; Mahler/Larry Cannon (relief laps 150-157), 157, running; Carter, 156, engine; Bettenhausen, 138, engine; Vukovich, 110, engine; Bobby Unser, 94, oil line; Mosley, 91, engine; Ongais, 90, engine; Jones, 78, engine; Hucul, 72, rear suspension; McElreath, 71, waste gate; Snider, 65, engine; Olivero, 57, turbocharger; Andretti, 47, broken header; Ruby, 34, accident; Loquasto, 28, magneto; Miss Guthrie, 27, engine; Regazzoni, 25, fuel leak; Dick Simon, 24, engine; Kinser, 14, engine; Rutherford, 12, gearbox.

Fastest lap: Ongais, lap 42, 46.71s, 192.678mph (record).



Brabham and Daly accelerate away from the grid. Derek spun at the end of the first lap but Geoff went on to win.

Geoff makes it stick

Brabham and Flux in Ralt one-two—Daly spin causes chain accident—South non-starts after practice shunt—Report: JEREMY SHAW.

Geoffrey Brabham made up for the bitter disappointment of his disqualification at Silverstone two months ago by running out a convincing winner of the third round of the Vandervell Formula 3 Championship with his Esso Uniflo supported Ralt-Toyota RT1. The Australian was helped by the fact that pole-winner Stephen South was a non-starter, having been put off at Copse on the last lap of practice, and by Derek Daly (second on the grid), who made a very poor start and then spun at Woodcote at the end of the first lap. This, however, should not detract from a most competent and composed victory, his first in this country, while Ron Tauranac's day was made complete by Ian Flux coming home second in his similar Ockley Team Racing Ltd car, though he was pushed hard throughout the 25 laps by a French newcomer Patrick Gaillard, who showed very good form in his Chevron B38.

The supporting races were all of the highest order in terms of both excitement and spectacle. Stuart Graham won a very exciting Tricentrol British Saloon event, and Tom Wood (Royale RP21) took a fine win in the Brush Fusegear Formula Ford 1600 final.

F3 VANDERVELL CHAMPIONSHIP **SILVERSTONE** **3**

Daly's spin started a chain reaction shunt. Dieudonné spins the Ehrlich while Ian Taylor's gets through.

The 35-minute practice session was held in horribly wet conditions and was notable mainly for the separate accidents which befell the first- and second-placed men in the Vandervell championship. The victor in the previous two rounds, at Silverstone and Brands Hatch, Stephen South was looking good for his third win in the Team BP March 763, having recorded a practice time of 1m 04.4s (good enough for pole position) until, on the very last lap of the session, as he explains: "Phil Silverstone was about 200 yards ahead of me on the Pit Straight and then he suddenly slowed going into Copse. I just went straight into the back of him, on into the barriers and wrote the car off". It was a most unfortunate affair and his third major share of bad fortune this season, what with the Silverstone disqualification and then Monaco, so it's about time his luck changed for the better. Geoff Lees fared no better either as his Chevron Racing Team B38 also ended up in the Copse barriers with a very bent left hand side. "The nose splitter broke off and folded underneath the car so that I just had no downforce at the front and I understeered straight off. The same thing happened to Thorkild (Thyrring), you know, last week at Brands Hatch". Apparently the team have been trying out a revised rear suspension over the past couple of weeks and are now using the splitter to balance the car much more than they were at the start of the season, thus, it would appear that it probably isn't quite strong enough for the large stresses involved.

Derek Daly continued his increasing pace by qualifying the Derek McMahon Chevron B38 on the front row of the grid with a fine 64.6s, while he was flanked by Aussie Geoff Brabham's Ralt RT1. The Irishman had been trying out a few tweaks on the previous Friday and recorded times over half a second under the lap record but for the wet session the car was put back to its normal specification. Ian Grob surprised many viewers by posting a 65.2s in the Alan Docking-run Chevron, while this same time was equalled by four other men. Ian Flux returned to being a contender for victory, after a lean spell since breaking his wrist, Tiff Needell was at last in with a shout in a Unipart-March/Triumph, and Derek Warwick was suffering from badly balanced brakes: "My mechanic forgot to alter the balance bar for the wet and I also had diabolical understeer, though that could have been caused by the brakes. It was just terrible, honestly"! Twenty-five-year-old Frenchman Patrick Gaillard (Chevron B38) was the last to record 65.2s, while Ian Taylor (Unipart March) and Phillippe Colonna (B38) shared the fourth row on 65.4s.

The Belgian Pierre Dieudonné showed quite well in the new Ehrlich and headed the fifth row on 65.6s and, with Geoff Lees a definite non-starter, the only other driver on this row was Leicester's John Bright. John was the last of the competitive runners having returned a time of 65.8s in his Wheatcroft, this being the first time that John has raced the car for three weeks having been abroad as a mechanic for Bernard de Dryver's F2.

RACE

As the lights flicked to green, Derek Daly leapt away from the middle slot on the front row but then lagged as he failed to select second gear and was immediately swallowed up by the pack. Geoff Brabham thus moved into the lead and "once I got to the first corner, I couldn't see anything else". At the end of the first lap the Australian already had a couple of lengths lead over Ian Flux and Patrick Gaillard, who had followed Brabham through from the outside line, while Daly delayed some of those on the inside. But worse was then to come as Daly tried to make up for his earlier error by outbraking everyone on the inside line into Woodcote. Unfortunately, Derek forgot that the inside line was still damp following an earlier rainstorm and he locked up his brakes and slid helplessly round in front of everyone else and was just left sitting in the middle of the track. Among the many frightening moments that ensued, Derek Warwick braked hard and was hit from behind by Tiff Needell, leaving Tiff without a nose cone and pushing the entire right rear wheel of the Chevron forward which forced the radius arm to kink the monocoque.

Colonna emerged from the melée in fourth place, chased by Bright and Warwick with a long gap then to Dodo Regazzoni, Ian Taylor, Jorge Koechlin (Argo), Grob and the rest, while Daly restarted, also without a nose, in 17th place.

Brabham was never put under any pressure and he drove calmly away from Flux and Gaillard who were having a rare set-to over second place. The Frenchman moved ahead under braking for Becketts on lap three and was then put under great pressure from Ian until, finally, the latter moved back into second place at half-distance on the Club Straight. Flux managed to put a few car lengths between himself and the Chevron, though Patrick did close up again in the latter stages to finish just 0.4s in arrears.

John Bright moved up superbly ahead of Colonna at Becketts on lap five but was then forced into an error the next time around and dropped behind both Colonna and Warwick who was soldiering on well

on lap 12 and finally had to contend with a rear wing which fell awry resulting in the black flag three laps from the end after a most encouraging run.

Warwick pulled away from Colonna to take fourth place, while Daly fought back through to fifth by lap 19 with the car understeering due to running without a nose; this then turned to oversteer as a rear tyre deflated, presumably a legacy of the first lap incident, and he had to retire from the fray. Colonna then made an error at Becketts and spun which let Grob and Taylor through, though he redeemed himself to some extent by outbraking the Australian dentist Chris Farrell (Chevron) at Woodcote on the last lap for seventh place.

John Stokes had a no-nonsense race in his Bogarts Chevron and was rewarded with ninth place ahead of Pierre Dieudonné who was the last unlapped runner.

Vandervell Formula 3 Championship, round 3
Silverstone, June 7
25 laps 40.20 miles

1, Geoffrey Brabham (Ralt-Toyota/Novamotor RT1), 23m 56.2s, 100.77mph;
2, Ian Flux (Ralt-Toyota/Novamotor RT1, 24m 05.8s;
3, Patrick Gailliard (Chevron—Toyota/Novamotor B38), 24m 06.2s;
4, Derek Warwick (Chevron—Toyota/Novamotor B38), 24m 22.0s;
5, Ian Grob (Chevron—Toyota/Novamotor B38), 24m 26.2s;
6, Ian Taylor (March-Triumph/Holbay 773), 24m 26.4s;
7, Phillipe Colonna (Chevron—Toyota/Novamotor B38), 24m 39.8s; 8, Chris Farrell (Chevron—Toyota/Novamotor B38), 24m 40.2s; 9, John Stokes (Chevron—Toyota/Novamotor B38), 24m 44.4s; 10 Pierre Dieudonné (Ehrlich-Toyota/Novamotor RP3), 24m 46.4s.

Fastest lap: Brabham, 56.6s, 103.00mph.

GROUP 1

Unfortunately, when entries closed for the fifth round of the Tricentrol British Saloon Car Championship, there were insufficient to warrant the BRDC running two races split by class. By Sunday, however, the number had grown considerably and there were eight reserves in the well-supported entry, particularly notable for the strong 1600cc class.

The foul weather reigned for saloon practice—although it did start to dry out towards the end, which probably robbed wet-weather demon Gerry Marshall of pole position—and quickest was Tom Walkinshaw's immaculately prepared BMW 530i which, for once, benefited from its extra weight in gaining traction through the water. Equal on 1m 12.8s, was Tony Dron in the remarkable Leyland Dolomite Sprint, these two having completed a couple more laps of practice than the Capri brigade, which was headed by Vince Woodman.

From the flag Dron made a superb start, leaving a wheel-spinning Walkinshaw on the line, and was shadowed closely by Gordon Spice, Woodman and Stuart Graham (Capris). He maintained his lead for four laps until, Woodman, who was always well in touch, slipped through coming into Woodcote. No sooner had he sorted out the lead, however, than Vandervell demoted him to second at the start of one of the most exciting saloon car battles seen in this or any other series. Time and again the three Capris of Vandervell, Woodman and Graham would reach Woodcote together fighting for the same small stretch of tarmac. Just at half distance Vandervell slipped inside Woodman to take second, only to lose it again the following lap to Stuart while Woodman took over the lead. The three Capris were lapping in high speed formation (Woodman and Graham earning lap records) until, in the closing stages, Graham took the lead. Vandervell gave the crowd a really heart-stopping moment when he tried too hard at Woodcote and slid luridly down towards the corner, narrowly missing the wall, spun completely around finishing his impressively controlled manoeuvre facing Woodman in the middle of the corner, Vince's avoiding monoeuvre as impressive as Vandervell's spin.

In the class battles, Gerry Marshall held a consistent seventh in the earlier stages, battling with the Capri of Spice and occasionally Walkinshaw's BMW, but was eventually caught by Jeff Allam who drove well to catch the master. Martin Brundle, in Barrie William's Toyota of last year, won the exceptionally well supported 1600cc class—after a number of the runners were unable to start due to the full grid. Bernard Unett took his now not so predictable class win with the Chrysler Avenger—and shared a new lap record with Richard Longman with whom he had an epic battle throughout the 32 laps.

SUPPORTING RACES

The afternoon's programme began in the normal Silverstone manner with two Formula Ford heats. The first of these saw Trevor van Rooyen score an easy win in his Royale RP24, the car now sporting the colours of his new sponsor, Survey, Design and Construction Limited. Michael Roe challenged from the start in his Van Diemen but Roe then tried to outbrake the Royale into Woodcote and cannoned into the back of it which sent Michael spinning off and shocked a closely pursuing Bernard Devaney (Hawke) into doing likewise. Peter Morgan thus took over second in his Royale RP21 but came under tremendous pressure from a quickly recovered Devaney, Tom Wood and later, Roe. The younger

The three Capris of Woodman, Graham and Vandervell had a tremendous battle in the Tricentrol round, victory going finally to Graham.

Irishman regained second place on the penultimate lap but then came too quickly into Woodcote and slid wide. Devaney went through on the inside but Michael moved back across, still trying to sort out his moment and miss a back-marker and the two touched quite heavily. One of the Hawke's rocker arms was bent but the main thing that stopped Bernard limping round to finish, and thus qualify for the final, was that he'd inadvertantly knocked off the ignition and couldn't understand why the engine had cut dead until too late!

The second heat was run on a soaking track and featured a fine dice between Paul Smith's smart BMTR Royale RP24 and David Wigdor's ageing Image. The Sussex antique dealer, Wigdor, took the lead on the last lap under braking for Woodcote but then slid wide and let the Birmingham man through to win, though David complained afterwards that his engine had lapsed onto three cylinders over the last couple of laps.

The Lawrencetune Thoroughbred Sports car race belonged to John Harper, who lapped the entire field in his Tester Engineering Jaguar XK120, his drive in the appalling conditions being one of the highlights of the day. John Chatham spun his Healey at Woodcote on the first lap and retired, while David Preece may have offered some challenge to Harper had not his XK120 been hit by the spinning Chatham, which knocked the rear bodywork onto a tyre and caused his retirement when in second place. The Rev. John Fellingham thus took over second after a good show in his XK140, having passed and pulled away from the leaders of the two smaller classes, Roddy MacPherson (Frazer Nash High Speed) and Jeremy Trace (Elva Courier).

The Tricentrol Clubmans 'A' sports race was led away by Creighton Brown's Ardmore/Team Camborough U2, though he was then challenged by Ruari Gillies' Diamond R6 until the latter found a way past at Becketts on the ninth lap. Brown tried to fight back but was suffering an increasing understeer and he eventually spun at Woodcote and lost second place as well to Chris Hill's well-conducted U2.

The prodsports thrash produced the usual Chris Meek runaway win with Colin Blower (TVR), the Morgans of Rob Wells and Bruce Stapleton, both having spun, and Stewart Halstead, the sales director of TVR, leading the vain chase. David Beams once again swept up the middle class, while Malcolm Wayne used the extra power of his ex-Terry Grimwood/Valli 1500cc Midget to vanquish the other 1300cc Spridgets, who were headed by John McCaffrey's Team Esso Uniflo Sprite.

Dud Moseley scored yet another Clubmans 'B' sports win in his A. H. Wilson U2 though he had a nasty fright on lap 3 when his engine suddenly cut out exiting Woodcote—"I'd switched the ignition off", he explained rather sheepishly afterwards! Major Robin Henderson gave himself a nice birthday present by finishing a good second, well clear of Terry Nightingale and a misfiring Nick Linney, though the latter fell a further place to fifth in the final results for receiving a push start. 18-year-old Colin Moger (Gryphon) started from the second row of the grid but then wrecked the nose by driving over the kerbs and into the fencing at Copse, while Philip Matchwick was also going well until "the engine cut out".

The FF final was a real classic with six cars battling mightily for the lead. Paul Smith did most of the leading, though van Rooyen, Morgan, Wood, David Sears and Walter Soldan, the latter two both in RP24s changed places continuously. Smith was unlucky enough to have his first mechanical breakage for three years "apart from a clutch going once in practice just when I was about to win this one!" Sears then spun at Becketts, and Soldan was slightly delayed in the process so the final result lay between Morgan, van Rooyen and Wood. Coming into the braking area for Woodcote on the last lap, Wood held the inside line and blocked Morgan's attempt to get by on the inside, while van Rooyen then tried the other side but found himself going too fast and spun off into the catch-fencing leaving young Wood to his second victory at the circuit this year and putting him back into contention for the championship, he being the only man to have scored in all the Brush Fusegear rounds this year. Simon Davey came through to an excellent fourth place in his unfashionable, though well-driven Nike ahead of David Dickson's RP24.

Tricentrol British Saloon Car Championship, round five
Silverstone, June 6 (32 laps)

1, Stuart Graham (3.0 Ford Capri), 36m 11.2s, 85.32mph;
2, Vince Woodman (3.0 Ford Capri), 36m 14.2s;
3, Colin Vandervell (3.0 Ford Capri), 36m 24.2s;
4, Chris Craft (3.0 Ford Capri), 36m 25.4s;
5, Gordon Spice (3.0 Ford Capri), 36m 33.6s;
6, Tom Walkinshaw (3.0 BMW 530i), 36m 34.2s;
7, Win Percy (3.0 Ford Capri), 36m 37.4s; 8, Jeff Allam (2.3 Vauxhall Magnum), 36m 55.6s; 10, Brian Robinson (3.0 Ford Capri), 31 laps.

Over 2300cc: 1, Graham, 85.32mph; 2, Woodman; 3, Vandervell; 4, Craft; 5, Spice; 6, Walkinshaw. **Fastest lap:** Woodman and Graham, 1m 06.0s, 87.71mph **(record).**

1601cc to 2300cc: 1, Allam, 83.62mph; 2, Marshall; 3, Holman Blackburn (2.3 Vauxhall Magnum); 4, Derek Lawrence (2.0 Alfa Romeo Alfetta); 5, Mick Leary (2.0 Triumph Dolomite Sprint); 6, Jon Dooley (2.0 Alfa Romeo Alfetta). **Fastest lap:** Allam, 1m 07.4s.

1301cc to 1600cc: 1, Martin Brundle (1.6 Toyota Celica) 77.81mph; 2, Richard Lloyd (1.6 Volkswagen Golf GTi); 3, Martin Williams (1.6 Toyota Celica); 4, Brian Pepper (1.6 Volkswagen Scirocco). No other finishers. **Fastest lap:** Brundle, 1m 12.8s, 79.52mph.

Up to 1300cc: 1, Bernard Unett (1.3 Chrysler Avenger), 77.70mph; 2, Alan Curnow (1.3 Leyland Mini); 3, Barrie Williams (1.3 Alfa Romeo 1300GT); 4, Richard Longman (1.3 Leyland Mini; 5, Rex Greenslade (1.2 Alfa Romeo Alfasud); 6, Malcolm Wayne (1.2 Alfa Romeo Alfasud). **Fastest lap:** Unett and Longman (1m 12.8s, 79.52mph) **(record).**

Brush Fusegear Formula Ford 1600, Heat One (10 laps): 1, Trevor van Rooyen (Royale-Minister RP24), 11m 12.0s, 86.14 mph; 2, Peter Morgan (Royale-Minister RP21), 11m 21.4s; 3, Tom Wood (Royale-Scholar RP21), 11m 21.8s; **Fastest lap:** van Rooyen, 1m 05.0s, 89.06mph.

Brush Fusegear Formula Ford 1600, Heat Two (10 laps): 1, Paul Smith (Royale-Rowland RP24), 12m 26.8s; 2, David Wigdor (Image-Minister FF2B), 12m 28.0s; 3, Walter Soldan (Royale-Scholar RP24), 12m 36.8s. **Fastest lap:** Smith, 1m 13.2s, 79.08mph.

Lawrencetune Thoroughbred Sports Car Championship Race (10 laps)—overall: 1, John Harper (3.8 Jaguar XK120), 12m 55.2s; 2, John Fellingham (3.8 Jaguar XK140), 9 laps; 3, Roderick MacPherson (2.0 Frazer Nash), 19 laps; 4, Jeremy Trace (1.6 Elva courier), 19 laps. **Over 2700cc:** 1, Harper; 2, Fellingham; 3, Eric Price (3.0 Austin Healey 100/6). **Fastest lap:** Harper, 1m 15.2s, 76.98mph **1651-2700cc:** 1, MacPherson, 66.69mph; 2, Hugo Evans (2.2 Triumph TR2); 3, Alan Harding (2.7 Austin Healey 100/6). **Fastest lap:** Woodcock, 1m 22.8s, 69.91mph. **Up to 1650cc:** Trace, 66.44mph; 2, John Trace (1.6 Elva Courier); 3, David Ellison (1.6 Elva Courier). **Fastest lap:** Jeremy Trace, 1m 24.6s, 68.43mph.

Tricentrol Car Group Clubmans Sports Car Championship Race 'A' (12 laps): 1, Ruari Gillies (Diamond—Swindon R6), 13m 23.0s, 86.51mph; 2, Chris Hill (Mallock U2-Hill Mk14), 13m 36.0s; 3, Creighton Brown (Mallock U2-Morgan Mk18B), 13m 36.6s; 4, Ray Edge (Mallock U2-Davron Mk17B), 13m 37.2s; 5, Martin White (Mallock U2-Longman Mk18B), 13m 52.0s; 6, Chris Hodgetts (Mallock U2-Holbay Mk17B), 14m 04.8s. **Fastest lap:** Chris Greville-Smith (Phantom-Swindon P76) and Gillies, 1m 04.6s, 89.61mph.

Chronicle & Echo Trophy race for the Silverstone Production Sports Car Championship (10 laps)—overall and class 'A': 1, Chris Meek (1.6 Lotus Europa Special), 12m 19.6s, 78.27mph; 2, Colin Blower (TVR 3000M), 12m 44.4s; 3, Rob Wells (3.5 Morgan Plus 8), 12m 51.8s; 4, Bruce Stapleton (3.5 Morgan Plus 8), 13m 03.0s. **Fastest lap:** Meek, 1m 09.0s, 83.90mph. **Class 'B':** 1, David Beams (1.8 Ginetta G15), 70.18mph; 2, Ricky Podmore (1.8 MGB); 3, Richard Dunham (2.0 Triumph TR7). **Fastest lap:** Beams, 1m 16.8s, 75.38mph. **Class 'C':** 1, Malcolm Wayne (1.5 MG Midget), 67.61mph; 2, John McCaffrey (1.3 Austin Healey Sprite); 3, Howard Johnson (1.3 Austin Healey Sprite). **Fastest lap:** Wayne, 1m 21.0s, 71.47mph **(record).**

Tricentrol Car Group Clubmans Sports Car Championship Race 'B' (10 laps): 1, Dud Moseley (Mallock U2-Minister Mk18BX), 10m 42.8s, 90.0mph; 2, Robin Henderson (Mallock U2-Minister Mk18B), 10m 47.0s; 3, Terry Nightingale (Mallock U2-Davron Mk16B), 11m 00.8s; 4, Don Cressy (Mallock U2-Holbay Mk16B), 11m 11.4s; 5, Nick Linney (Mallock U2-Fewkes Mk16B), 11m 12.0s; 6, Steve Collier (Haggispeed-Titan Mk6B), 11m 12.6s. **Fastest lap:** Moseley, 1m 03.0s, 91.89mph.

Brush Fusegear Formula Ford 1600 Championship Race, Final (12 laps): 1, Wood, 13m 07.8s, 88.18mph; 2, Morgan, 13m 08.2s; 3, Soldan, 13m 11.6s; 4, Simon Davey (Nike -AVJ Mk10B), 13m 19.6s; 5, David Rickson (Royale-Minister RP24), 13m 20.2s; 6, Jorgi Caton (Hawke-Scholar DL17), 13m 22.2s. **Fastest lap:** Wood, 1m 04.2s, 90.17mph.

Stephen South

For 26-year-old Stephen South, 1977 is a make-or-break year. South, from Harrow in north London, is engaged in his third season in Formula 3 and, if his career is to progress as it should, he must do a lot of winning in order to attract the offers of drives in senior formulae for 1978.

So far, Stephen's programme has gone well. Although seriously under-financed, he won the opening two F3 events of the season, and has since added two more, four wins from 10 races in one of the most competitive of single-seater formulae.

His early-season performances attracted sponsorship from British Petroleum, but his effort received a setback early in April, when he was disqualified from third position in a round of BP's own F3 championship at Silverstone. As a result of the application of a controversial rule which deprives an offender of "theoretical" championship points, South is now effectively out of the running for the BP title, pending the result of a second appeal. JEREMY SHAW spoke with him about an exceptionally important F3 season.

You were one of the leading drivers last year in Formula 3. Why do you think you were not offered a drive in a senior formula?

Probably because the whole set-up last year gave a somewhat opulent image—it looked like a million dollar effort. Unfortunately, though, we didn't get the results we expected. We should have scored better results than we did. It was all financed privately. The deal with Dortmunder Union Bier was for £100 every race we finished, although I didn't get any of that anyway. John (Stokes) paid half of the mechanical bills, and I paid the rest. We also had more than our share of bad luck—it sort of dragged us all down, so that we couldn't get out of the rut. As we tried harder, so small things that wouldn't usually have been a problem became major dramas—morale became rather low.

The main reason that I probably didn't progress, though, was that I did not do enough races. You've got to be a winner. No one is interested unless you win—it doesn't matter if you're a lousy driver as long as you get up there on the rostrum.

You are obviously not a "pushy" type. Do you think this has gone against you as a driver?

Oh, for sure. It's not enough, in this game, to be a good driver. You have to be so much more—you have to sell yourself. No one is interested in sponsoring someone who hasn't got that push. You have to be so good to do it purely on merit as a driver.

How did you come to start this season on such a small budget?

At the end of last year we packed up and the car was left rotting in the garage slightly bent after Thruxton. I then sat around at home from November until January, waiting for the 'phone to ring. When it didn't, they decided that I would have to pull my finger out, and go motor racing. I reckoned that I knew more about it than most—at least I knew what I was doing and had built up quite a few contacts through the sport and through my father's business which meant that I could get various parts made quite cheaply. I knew that if the car was put together properly, and the engine was good, then there was no reason why I couldn't win races.

I then went out and tried as hard as I could to win my first 1977 race at Silverstone—if it hadn't worked, then I would have been in a bad way!

The day before the first race I loaded the car up myself, drove it up to Silverstone for some pre-race testing, strapped myself in and went out. It was rather difficult, though, for I'd have to get out of the car each time I wanted to alter the roll bars and so on!

Then Alan Docking walked past and said hello. "Hello," I said, "you don't want a job tomorrow, do you?" It happened that he had nothing arranged at that time for the season, and he did the whole meeting for nothing. The team were really good and I suddenly went from being a one-man band to being ultra-organised. After winning that first race, and the next, things started happening. People started to 'phone me up. . . .

What difference did your early season dramas make to your overall performance (and your attitude)?

The only bloke I relied on was myself—that was the only way you didn't get let down! It just made me really determined to go out and win that first race—I always do better with my back to the wall. I suppose it's because I'm British, or something!

When did BP come on the scene?

I had known Les (Thacker) for some time. He had always taken an interest over the winter and would try to push things my way if there was anything going. When I won the first race and the second, he was really rooting for me. Finally he sold the idea to BP's marketing manager for the VF7 oil—the money comes from their budget not from BP Motor Sport—and he 'phoned me up after Thruxton. It's not a big bag of gold, but it really makes the difference between doing the season and not.

How important is this year's Formula 3 season to you?

Obviously it's going to make me or break me. It's everything.

Will it be your last, whatever happens?

I don't know. I've said that so often before and I'm still doing it! I certainly want to move on up out of Formula 3 as soon as I can.

What do you consider to be your strong points as a driver?

Well, I have a strong technical knowledge, which means that I can sort a car quite well. I have a completely different attitude, too, this year—I'm much more relaxed. Last season, if the slightest thing went wrong I'd get uptight, which only made me make more mistakes. I've now got a much more realistic attitude.

. . . and your weak points?

Probably, I take it all a bit too seriously.

What sort of circuits do you like?

Twisty circuits. Driver's circuits, really. I'm not too keen on the faster ones. It's not so much hard work on the faster ones, though, as you get a chance to get your breath back on the straights.

Who else do you rate in F3 this year?

Eje Elgh and Geoff Lees are the best, I think, and Derek Daly. As soon as Derek calms down I'm sure he'll be a very good driver. Geoff Brabham is good, too, on his day. This is the most competitive season for a long while, certainly since I've been involved.

What is the present situation regarding the Silverstone disqualification?

Oh boy! I can't really discuss the matter, actually, because, as you know, we've appealed again to the RAC and I don't want to prejudice anything. We thought we had very good grounds at the first appeal, but they rejected it. We'll have to wait and see.

What was BP's attitude to your exclusion?

They were very upset after the appeal, of course, but we'll just have to wait until after the next round.

Do you feel that F3 receives the treatment it deserves from the British circuit promoters?

No way! I think it's lamentable, really. They usually give us just one practice session, so that if you haven't already got the car all properly set up, then you may as well forget it. If you have the slightest problem, then you're screwed. Another thing that really gets up my nose is their timing gear. They time to two-tenths of a second, and it's not uncommon to have half a dozen cars within that time. There must be £300,000 worth of equipment on the grid, and they still use mickey-mouse watches. It's crazy!

Do you still believe that F3 is the best route to the top?

Oh, for sure, yes, It is probably the only way at the moment, too. It's a pity that it's so expensive, but you have to have motor racing on that sort of scale, so it has to be expensive.

Facing page, top: Stephen, in his Ray, dices with Donald McLeod during a 1973 Formula Ford race at Brands Hatch. Centre: With the Formula 3 Ray in 1975. Bottom left: Last year he drove his March 763 in Bogarts Bier Keller colours in British races, but could not match the pace of Bruno Giacomelli and Rupert Keegan. Bottom right: Celebrating his fourth F3 triumph of 1977, in the Vandervell Championship round at Brands Hatch last month.

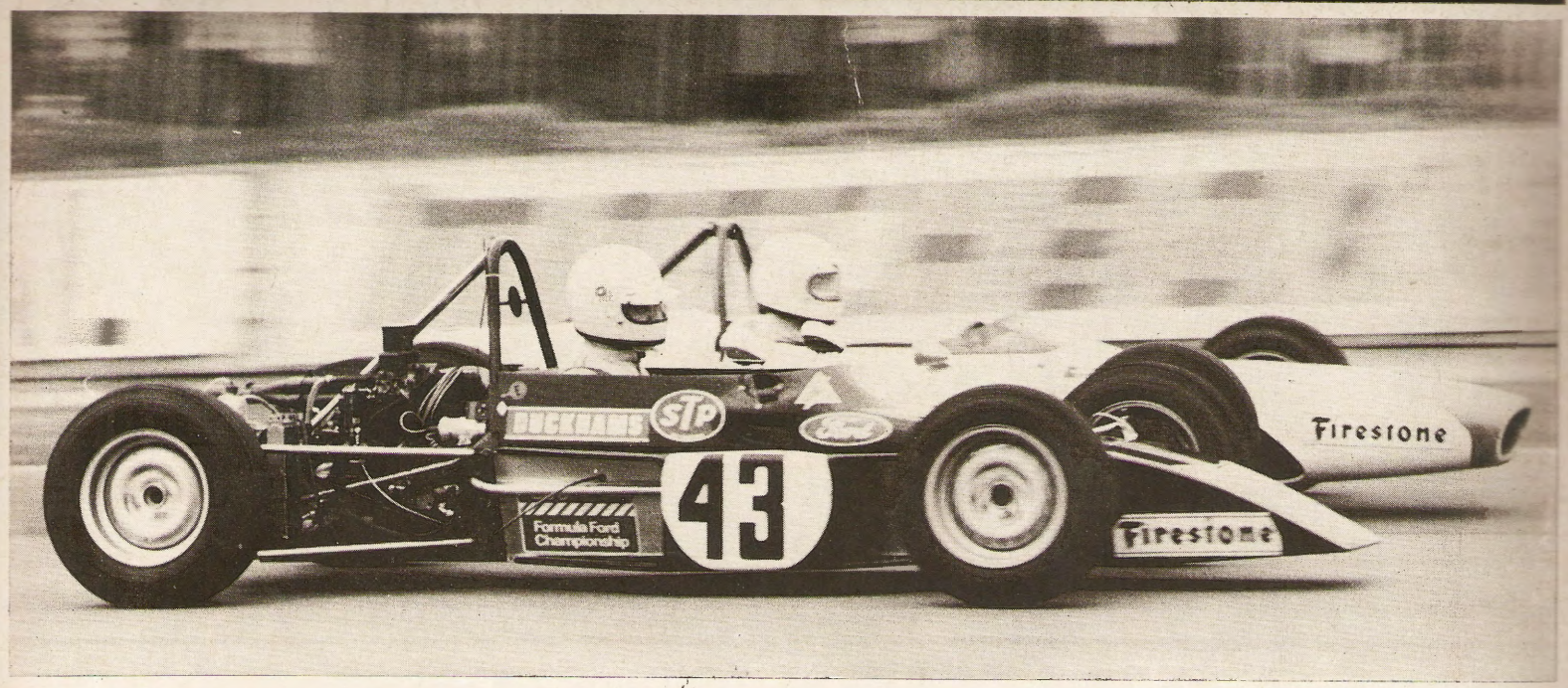
our centre spread

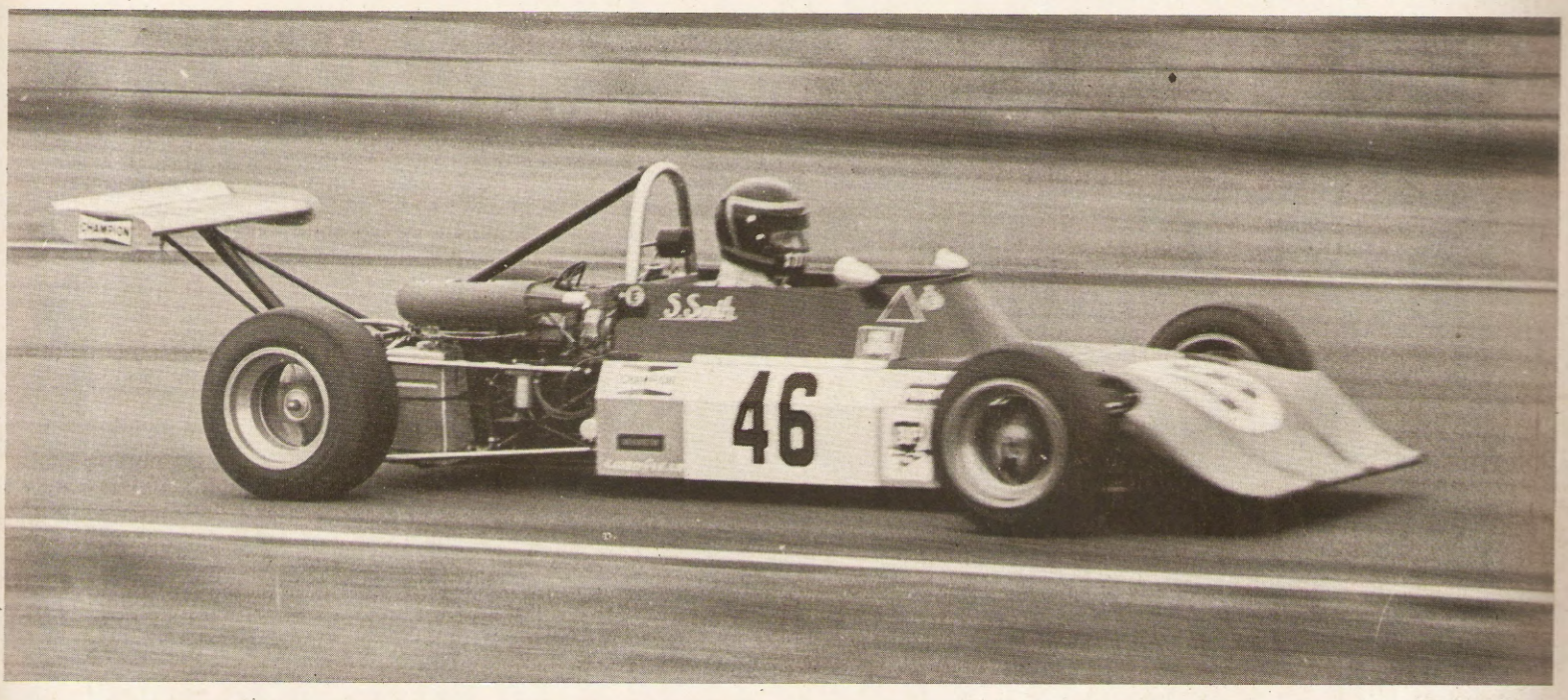
Stephen South and the Team BP March-Toyota 763 have proved themselves the combination to beat in Formula 3 this year, leading the Vandervell Products Championship by a handsome margin having scored maximum points in the first two rounds.

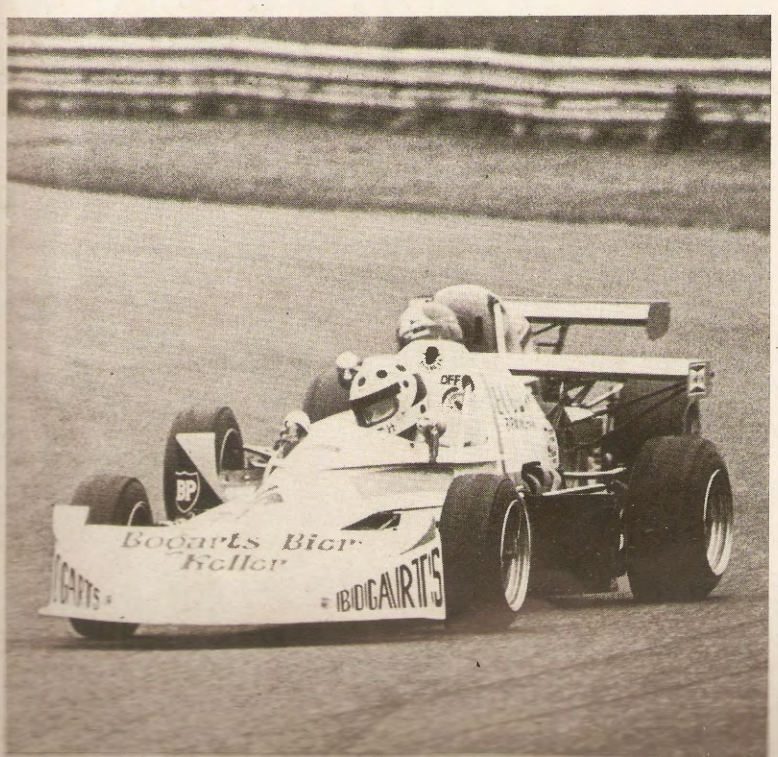
Had it not been for his unfortunate exclusion from the results of the BP Championship qualifier at Silverstone on April 3, South would also be strongly in contention for the BP title, too, for he would have been credited with the points from two firsts, two thirds and a sixth from the first six races.

So far this season, he has travelled across the Channel on two occasions: he established the first-ever 100mph F3 lap of Zolder in Belgium during a European F3 Championship qualifier, while in the BP Championship event at Monaco (pictured) he had to start from a low grid position but drove forcibly through the field into fifth place before being put out by a minor accident.

Photo: David Winter

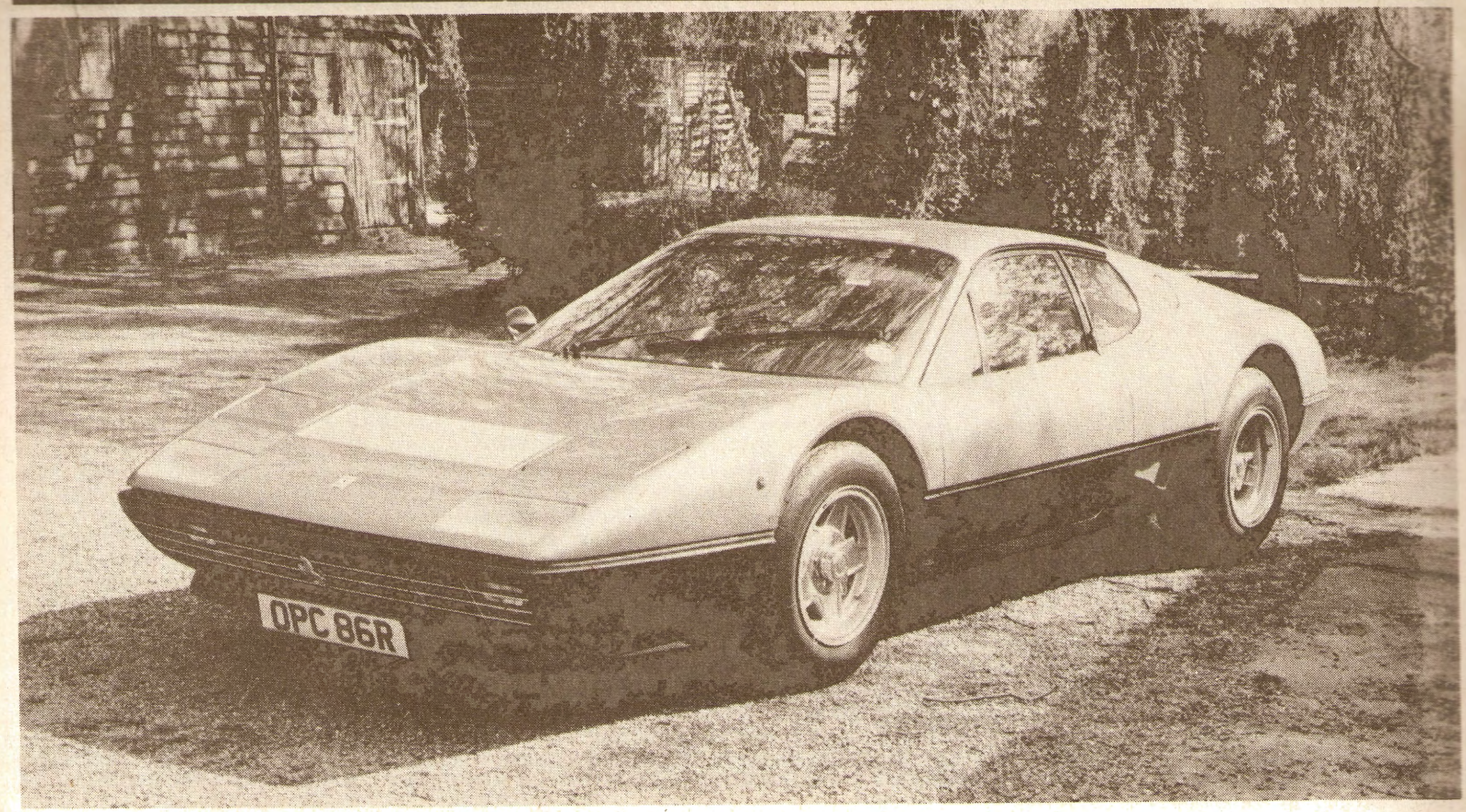

STP
43
Formula Ford Championship
Firestone
Firestone


CHAMPION
46


Bogarts Bier
Keller
BOGARTS
BP

50
B
VF

STEPHEN SOUTH
BP
TOYOTA
KING
50



"Probably the fastest practical road-going car in the world . . . "

Illogical extravagance

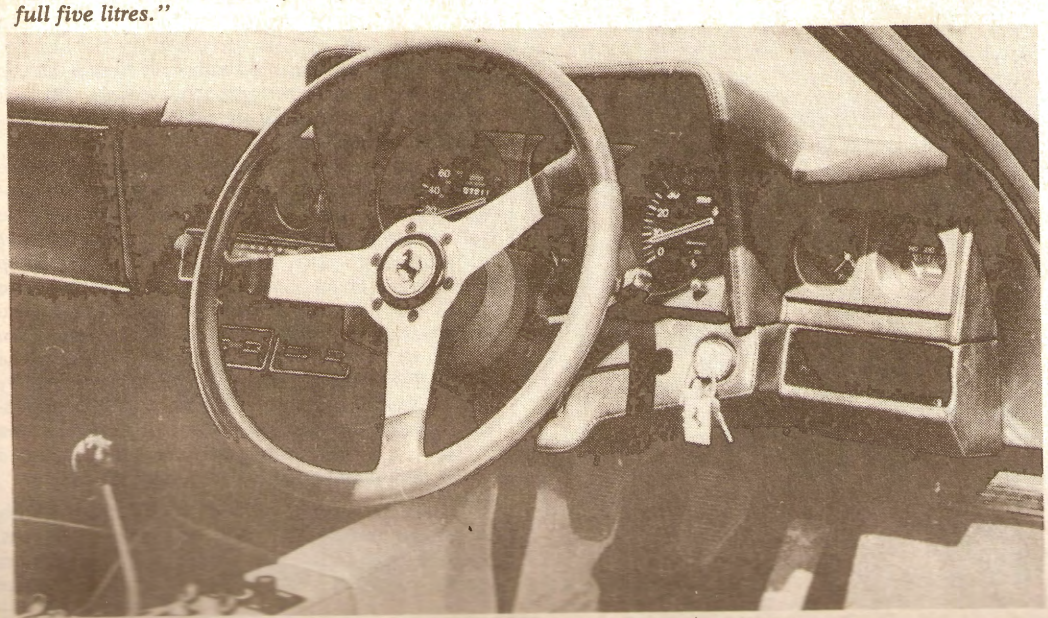
Ferrari's 5-litre BB is probably the fastest practical road-going car in the world. Technical Editor JOHN BOLSTER has enjoyed a few days in what he describes as "an unjustifiable and illogical extravagance."

Not so long ago, it seemed as though the cars of almost unimaginable performance would cease to be built. Certainly, they are now pretty thin on the ground and the trend is towards more spacious and luxurious speed models, such as the Jaguar XJS and the Porsche 928. However, Enzo Ferrari follows no trends, and he has defiantly endowed his incredible BB with a 12-cylinder engine enlarged to a full five litres.

How can one justify the ownership of a car that will carry two people and not much luggage at a speed that will give every copper in the country apoplexy? Perhaps the great joy of the Boxer is that it's an unjustifiable and illogical extravagance, that do-gooders will brand as anti-social in their killjoy jargon. To hell with their moralising, let's stop being miserable and pop-along to Maranello Concessionaires, where rows of Ferraris stretch as far as the eye can see.

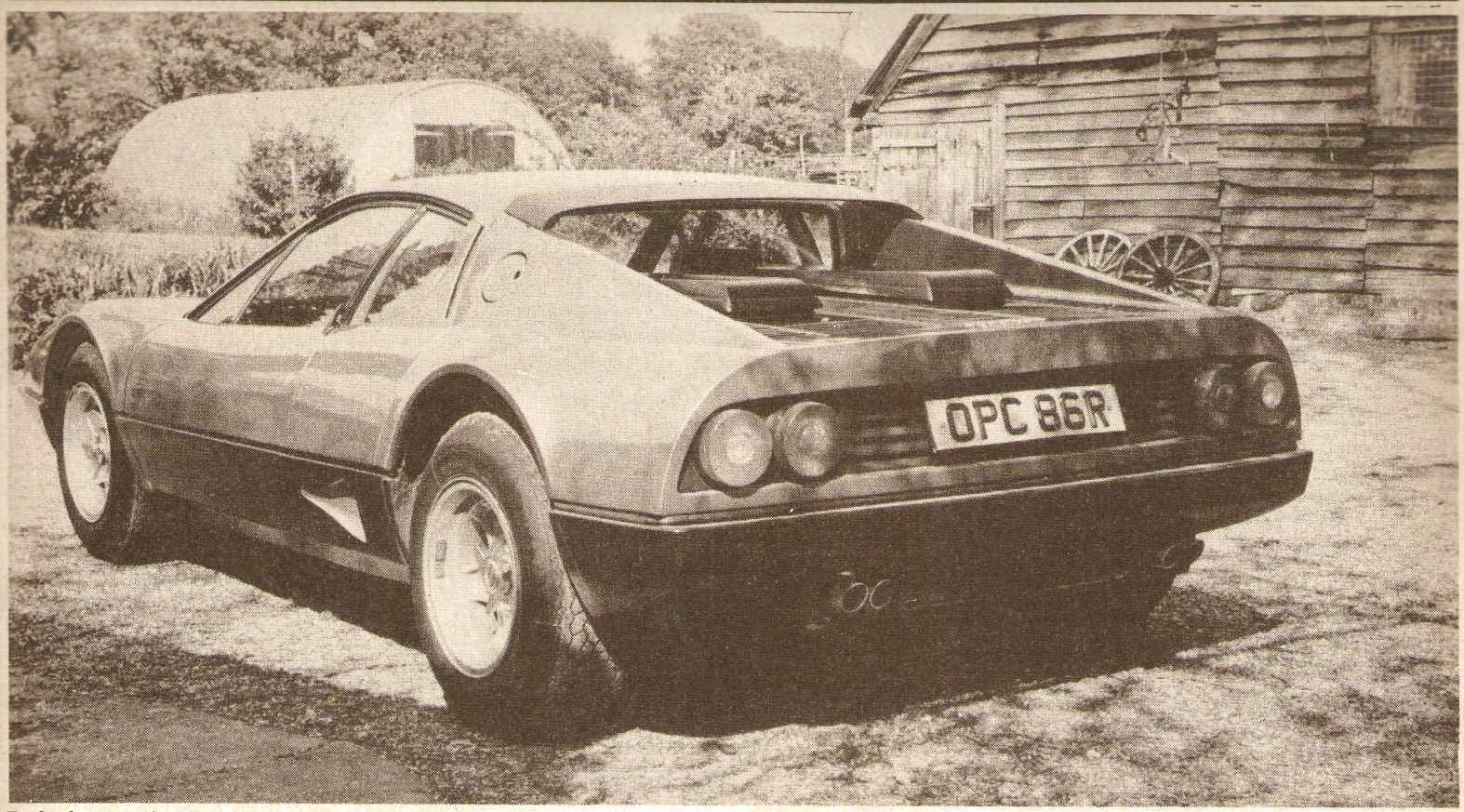
I did just that, and soon I was driving happily away in what is probably the fastest practical road-going car in the world. By "practical" I mean that it will crawl in traffic all day without the suspicion of a misfire or the slightest rise in temperature. Meanwhile, the occupants can keep equally cool with refrigerated air-conditioning and the built-in stereo equipment is ready to while away a dreary hour. I never use a radio while enjoying a car on the open road, but not even a Ferrari can be exciting in a traffic block. The Boxer is as far from an uncomfortable and intractable competition car as it could possibly be and its mechanical refinement will please an owner who also has a Rolls in his motor house.

"Enzo Ferrari . . . has defiantly endowed his incredible BB with a 12-cylinder engine enlarged to a full five litres."



Yet the technical specification might well be that of a racing car. The light-alloy engine has 12 horizontally-opposed cylinders—hence the description, "boxer." There are 12 carburetter chokes—one per cylinder—which is the only way to ensure perfect carburation. Needless to say, this department is in the capable hands of Mr Weber, while Mr Marelli's electronic ignition makes 84,000 sparks a minute when the engine is on full song. There are four overhead camshafts, belt-driven to reduce the old Ferrari scream, and the lubrication is on the dry-sump system.

This potent unit—by which I mean 360bhp at 6800rpm—sits on top of the five-speed, all-indirect gearbox. The dry, two-plate clutch bears no relationship to the somewhat crude racing type, the pedal pressure being quite moderate by everyday standards. Engagement is effected by a diaphragm spring, with two different driven plates, one spring-loaded and the other solid. The judder commonly associated with two-plate clutches has been totally eliminated and this one is as sweet in action as it is light to operate.



Body design is by Pininfarina and construction by Scaglietti.

Illogical extravagance

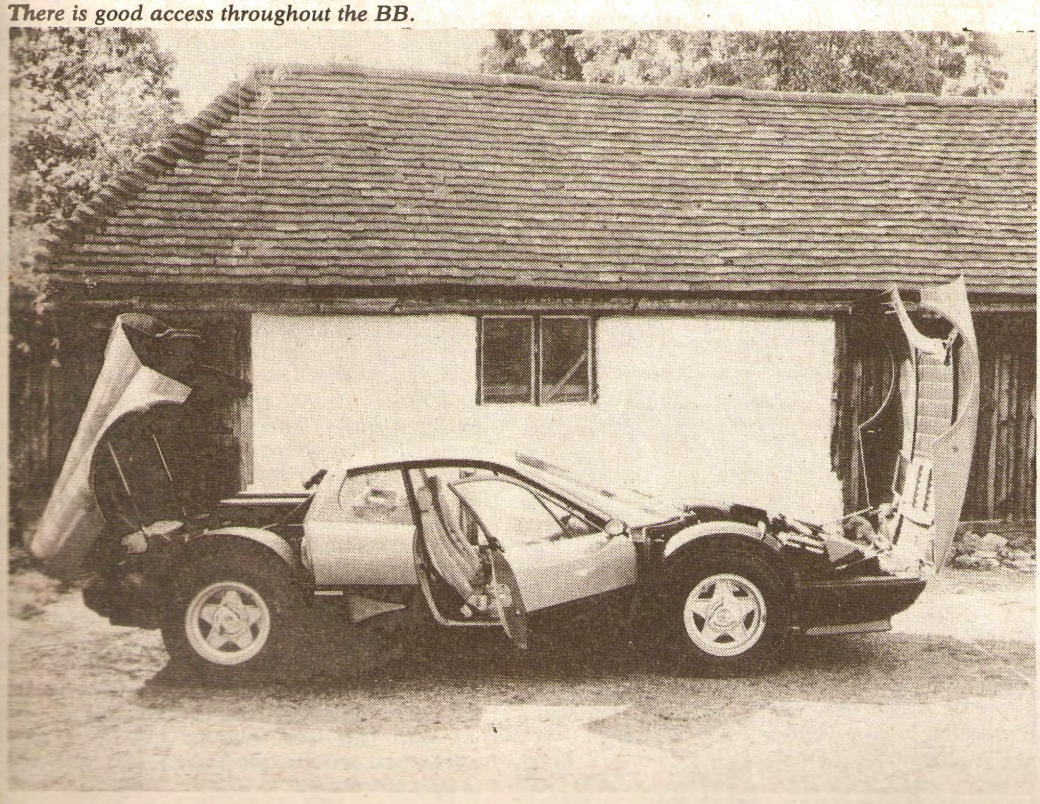
continued

A cascade of pinions provides the necessary step-down to the gearbox primary shaft. The box contains the final, right-angle drive by hypoid gears, with a limited-slip differential. It will be understood that the engine lies on the fore and aft axis of the chassis, with the transmission gears beneath it. It straddles the driveshafts to the rear hubs, so it is neither a mid-engine in Formula 1 terms, nor a rear engine, which usually implies an overhanging position.

There is naturally a rearward weight bias and the back tyres are of greater section than the front to secure neutral steering characteristics. Wishbone-type suspension is employed at both ends, with anti-roll bars, and the steering is by rack and pinion. Ventilated brake discs are mounted on the hubs, which are of centre-locking type with knock-on three-eared caps. it is delightful to find proper hubs again, with a lead hammer in the tool kit, as bolt-on hubs never seem suitable for a top-grade sports car. The wheels are cast in light alloy.

The car is built on a separate tubular chassis frame, reinforced by the body, which is made by Scaglietti to the design of Pininfarina. The wide doors are easy to enter, although the roof is very low. The all-round view is good, especially as regards the wide arc covered by the mirror, although the front corners are perhaps a little beetle-browed. A very good point is the way in which the front mudguards terminate in relatively sharp edges, thus indicating the exact width. The car is therefore easy to place on the road and to park, which is certainly not the case with some bulbous noses.

There is good access throughout the BB.

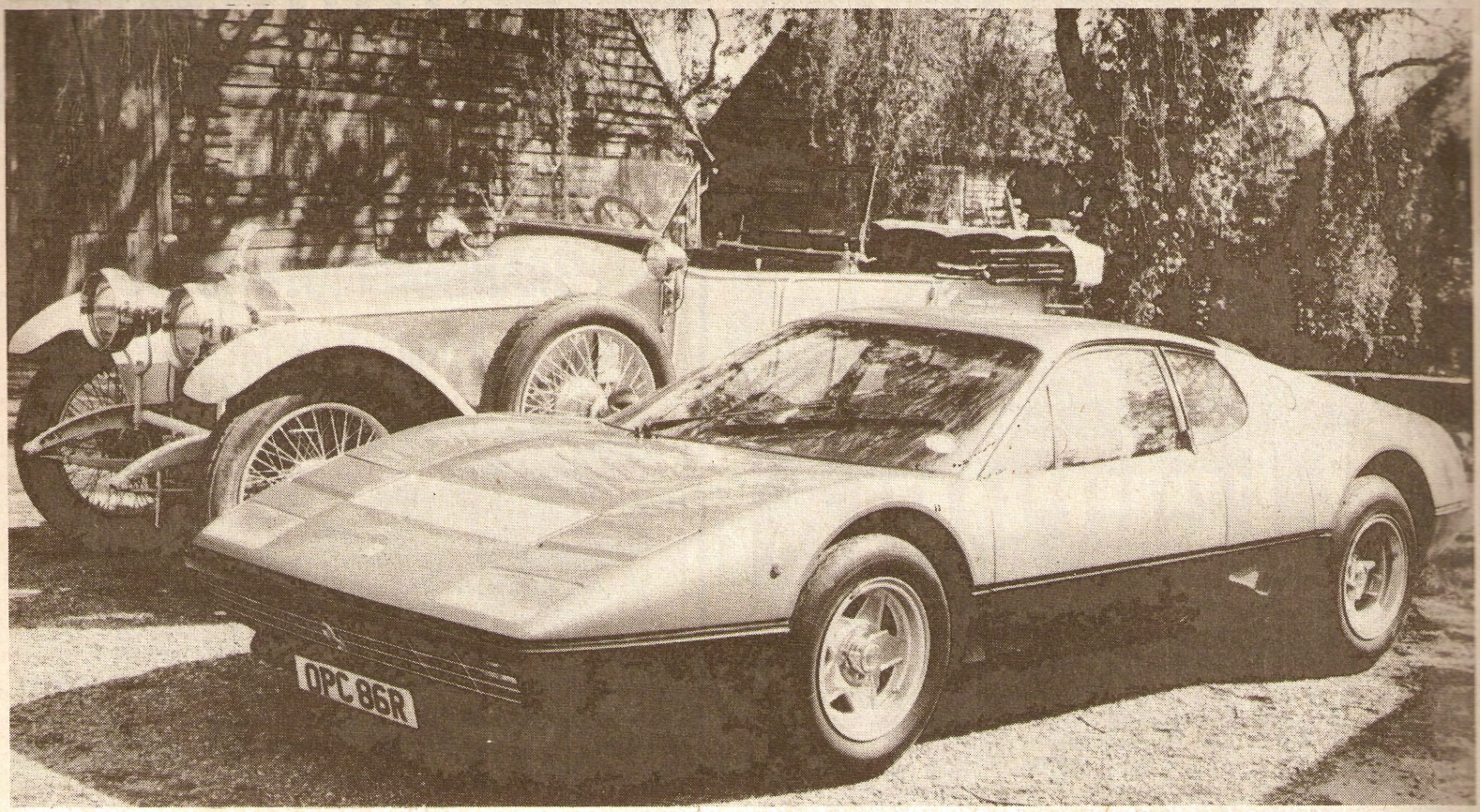


Comfortable seats are a feature and the driving position does not suffer from the common Italian obsession with short legs and long arms. The gearlever is conveniently placed and works in a proper visible gate, first being left and back, second and third in the centre with a spring bias towards that movement. Fourth and fifth are to the right against the spring pressure, fifth being to the rear. The pedals are well arranged for heel and toe, but perhaps the accelerator and brake are almost too close together.

The engine starts easily from cold after spinning on the starter for a few moments, and there is no need to enrich the mixture at this time of year; there are no stalling problems during warming up, because there are no long induction tracts where fuel deposition can occur. Few of us have driven a flat-12 before, unless we have handled such rare birds as the Tatra, but it has the same smoothness and lack of periodic vibration as a V12 with a 60 deg included angle.

It is interesting to analyse the sound of the engine. In choosing toothed belts for the camshaft drives, Ferrari have made a remarkable reduction in mechanical noise. On full throttle at maximum revs, the engine emits a deep bellow, but most road driving must perforce be done on part throttle, the sound level then being surprisingly low. The step-down gears can be heard, but they are quieter than those of the 308 GTB and the rest of the transmission is by no means noisy. A high-efficiency engine producing 360bhp is apt to be audible, but the noise is no louder than that produced by a powerful, front-engine sports car.

There is a good deal of noise from the big tyres on typical non-skid motorway surfaces, but on most ordinary roads the only sounds are some subdued thumps and rumbles over bad



"Its mechanical refinement will please an owner who also has a Rolls in his motor house."

bumps. Wind noise is moderate at legal rates, but becomes more insistent as the speed rises.

The performance is very fine indeed, especially when one considers the extra weight compared with the sports/racing cars that spring to mind. Rather unexpectedly, the Boxer is not an easy car to take off the mark in racing fashion and I found that I tended to waste time motoring sideways. My "ownership" was rather brief and a little more practice would not have come amiss, but the figures obtained are pretty impressive nevertheless. Personally, I think that performance figures obtained with wheelspin starts bear little relationship to normal road driving, but one is expected to employ these boy-racer techniques. Gearchanges can be snatched very rapidly and the clutch takes up its work immediately, though it is never fierce. When one considers that a 0-60mph time of 9.0s is regarded as pretty quick for a good, normal car, the Boxer's 5.1s for the same acceleration can perhaps be placed in its true perspective. That 120mph can be reached from a standstill in under 20secs proves that the acceleration goes on going on.

The flexibility of the engine is outstanding and there is no sudden increase in power or hesitation, at any part of the range. For normal road driving, one can stay in fourth gear for much of the day, the acceleration, even at low speeds being more than sufficient. Fifth is a very long-legged gear which can be used for effortless cruising or to obtain extremely high speeds.

I normally prefer to time maximum speeds over a measured distance in both directions, but the maximum of the Ferrari is so high that it was still accelerating over my usual stretch. It reaches 170mph or so fairly quickly, but thereafter it is covering a lot of ground, as the speed continues to rise. The claimed maximum is 188mph and I came sufficiently close to that figure to be willing to accept it as accurate. In the past, I have found speed claims from Ferrari to be spot on and until I can find a longer straight we shall have to leave it at that. A black mark, however, for the speedometer, which was very optimistic both on speed and distance covered.

When trying for the maximum, it is necessary to use extra high tyre pressures and the steering becomes somewhat light. At speeds up to 150mph or so, ordinary pressures suffice and the steering is excellent. There is a suspicion of kick-back on bad roads at very low speeds, but thereafter the steering is pleasantly sensitive and responsive, giving quick correction if the tail steps out of line under too much power.

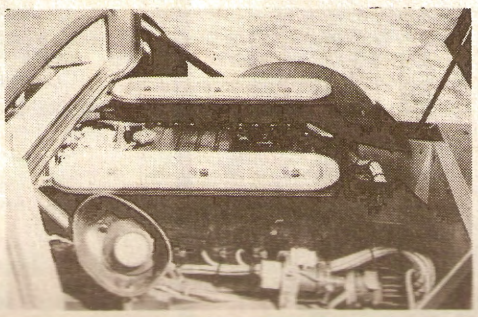
Handling on winding roads is delightful, the car taking the bends with very little roll while the high-geared steering avoids any winding of the wheel. The cornering power is very high and I felt entirely at home straight away. The kind of corners that follow each other closely show the car up at its best, a mere flick of the wrist to right or left sufficing, with embarrassing tyre scream kept to a minimum.

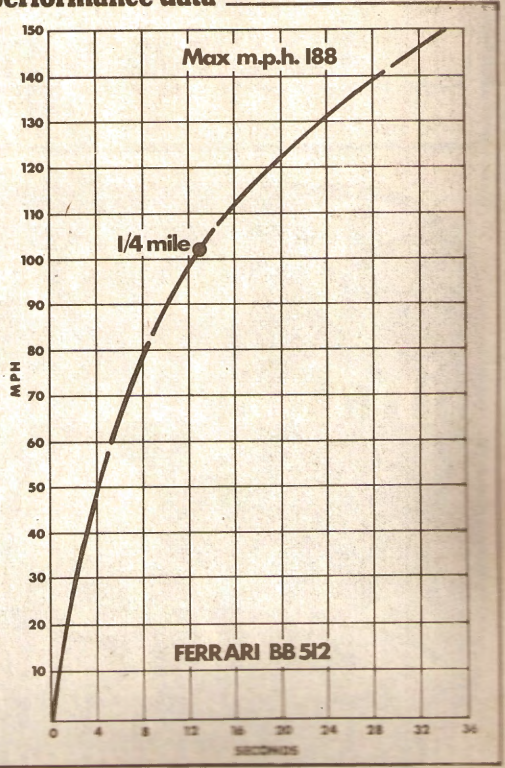
The brakes seem well up to the great performance and the smell of hot pads is seldom in evidence. The lights pop up in pairs and are very effective, though they could be even more potent with a car of this calibre. Fuel consumption depends entirely on how the car is driven, but few roads permit its full power to be exploited for any length of time. On a racing circuit, I would expect to get down to single figures, but when used for fast touring the Boxer will be no more extravagant than a typical large luxury car.

The Ferrari Berlinetta Boxer is a car of immense performance, which it combines with impeccable behaviour in the thickest city traffic. It's not all that practical, perhaps, with very little luggage space, and even that would be reduced if a normal spare wheel were carried. However, it looks magnificent and to drive it is a memorable experience. For sheer engineering excellence, it is supreme. ■

Specification and performance data

Car Tested: Ferrari Berlinetta Boxer 512 two-seater coupé, price £25,450.
Engine: 12-cylinders horizontally opposed 82 x 78mm (4942cc).Compression ratio 9.2 to 1. 360bhp at 6800rpm. 4 Weber triple-choke carburettors. 4 belt-driven overhead camshafts. Marelli magnetic impulse distributor. Dry sump.
Transmission: 2 dry plate clutch. Primary step-down gear train, ratio 1.111 to 1. 5-speed all-indirect gearbox with central remote control, ratios 0.912, 1.20, 1.587, 2.098, and 2.936 to 1. Hypoid final drive, ratio 3.214 to 1. Limited slip differential. Overall transmission ratio in 5th gear 3.253 to 1.
Chassis: Tubular chassis frame reinforced by steel body panels. Independent suspension of all four wheels by wishbones, coil springs, and anti-roll bars. Rack and pinion steering. Servo-assisted dual-circuit outboard ventilated disc brakes with rear limiting valve. Centre-locking light alloy wheels with knock-on 3-eared hub caps, fitted 215 (front), 225 (rear)/70 VR 15 tyres.
Equipment: 12-volt lighting and starting. Speedometer. Rev-counter. Ammeter. Oil pressure, oil temperature, water temperature, and fuel gauges. Clock. Heating, demisting, and ventilation system with refrigerated air conditioning. Electrically raised windows. 2-speed windscreen wipers and washers with pantograph blade operation. Flashing direction indirectors with hazard warning. Reversing lights. Stereo radio and tape player.
Dimensions: Wheelbase 8ft 3in. Track 4ft 11in/4ft 11⅜in. Overall length 15ft 9in. Width 5ft 10½. Weight 1ton 9cwt.
Performance: Maximum speed 188mph. Speeds in gears: fourth 141mph, third 107mph, second 81mph, first 58mph. Standing quarter-mile 13.6s. Acceleration: 0-30mph 2.3s, 0-50mph 4.1s, 0-60mph 5.1s, 0-80mph 9.0s, 0-100mph 13.4s, 0-120mph 19.8s.
Fuel consumption: 11 to 14mpg.





Three-cornered fight

Next Saturday, 55 cars will start the Le Mans 24 Hours, perhaps the most famous motor race in the world. After the one-marque domination of recent years, the 1977 Le Mans promises an absorbing battle between the Porsches and the Renault-engined Alpines and Mirages. NIGEL ROEBUCK previews a classic event

Jacky Ickx and Gijs van Lennep being mobbed after winning the 1976 Le Mans 24 Hours. Next weekend, two of the Porsche 936 Group 6 cars are entered, and Porsche will be going for a Le Mans double, Ickx for his fourth victory at the Sarthe.

The great days, of course, are past, even if the middle weekend of June is still one of the focal points of the racing season. Time was when Les Vingt-Quatre Heures du Mans really meant something, when the major manufacturers took the thing seriously. Only ten years ago, Ford, for example, considered victory at Le Mans to be as important as winning the Indianapolis 500. You don't believe me? Well, let's pause a second, take five and have a look at what was happening in that far-off, glorious year of 1967.

Thanks to the involvement of Ford etc, there was the big money to guarantee the presence of most of the world's great drivers. (Or was it just that racing drivers thought differently in those days?) Anyhow, whatever the reason, not only did the Grand Prix drivers show up in strength but also leading stars from USAC and NASCAR, imported by Ford for the weekend. You catch the point about the importance of a win for Henry and his boys?

There were works or works-supported 7-litre cars for Dan Gurney/A. J. Foyt, Bruce McLaren/Mark Donohue, Paul Hawkins/Ronnie Bucknum, Mario Andretti/Lucien Bianchi, Frank Gardner/Roger McCluskey, Jo Schlesser/Guy Ligier, Denny Hulme/Lloyd Ruby. (Interesting, isn't it, in passing, that Foyt, McCluskey, Andretti and Ruby, the USAC brigade, are still racing today, all the others having lost their lives or retired from the sport?) Facing them was a Chaparral team which included Phil Hill and Mike Spence, three works Ferraris (Amon, Vaccarella, Scarfiotti, Parkes, Mairesse etc), the Gulf-Mirage (Ickx, Muir), a Lola for Surtees and Hobbs and a flood of Porsches crewed by the likes of Jo Siffert, Jochen Rindt, Rolf Stommelen, Gerhard Mitter and Hans Herrmann. All the makings, you would have to say, for a memorable day.

The Ford/Ferrari days, of course, were followed by the Porsche/Ferrari days, by those two incredible years, 1970 and 1971, when the glorious, intimidating 917s smashed everything else into the ground.

It couldn't last, of course. Someone, somewhere decided that it was time for a French victory at Le Mans, and new regulations restricted the prototypes—ie the *important* runners—to 3 litres. And Lordy, what a surprise, there just happened to be a suitable French engine, the Matra V12, something of an also-ran during the halcyon 5-litre days.

And so began the modern era of Le Mans, the 24-hour reliability run where French cars, with light-year sponsorship and largely second-rate drivers, pounded the under-financed privateers into the ground. Big deal. In the end, even the French spectators tired of it and stopped coming. Matra, with no one to beat (save in 1973 when Ferrari turned up), also got bored with the game and withdrew. Le Mans—and sports car racing with it—was virtually dead. Indeed, a couple of years ago the race was stripped of its World Sports Car Championship status—not that that means anything nowadays, of course.

Being free of the farce which is Group 5 and Group 6 racing today, the organisers were able to do their own thing. Basically, anything with bodywork over the wheels can run, the result being, of course, that anyone with anything roughly conforming to that specification takes part. For what it's worth, Le Mans is still the

greatest sports car race in the world. Indeed, it is the only one worth discussing.

This year, people are getting terribly excited. The result is not a foregone conclusion. Conceivably,one of four makes could win: Porsche, Alpine-Renault, Mirage-Renault or Lola-Ford. Renault currently have the Matra bug: to win at Le Mans is all that is important, the cost being irrelevant. Their driver lineup, Derek Bell apart, is all French, of course, and includes Patrick Depailler, Jacques Laffite, Jean-Pierre Jabouille, Jean-Pierre Jaussaud, Patrick Tambay, René Arnoux and Didier Pironi.

Harley Cluxton's Mirage-Renault team is rather more cosmopolitan in composition, the drivers being Jean-Pierre Jarier, Michel Leclere, Sam Posey and Vern Schuppan, experienced Le Mans persons all. A recent lengthy test at Phoenix proved to be almost trouble-free and the JCB team could be in good shape on Sunday afternoon. The chassis—with DFV power—won the race two years ago, driven by Bell and Ickx.

But the favourites have to be Porsche, in particular the Martini-sponsored 936, driven by Jacky Ickx and Henri Pescarolo, both of whom have won Le Mans three times. Partnered by Gijs van Lennep, Ickx won last year's race in the 936 and is on a hat-trick next weekend. Another Martini-backed 936 will be driven by American Hurley Haywood and Jurgen Barth, and the team's G5 Porsche 935-77 is handled by Rolf Stommelen and Manfred Schurti.

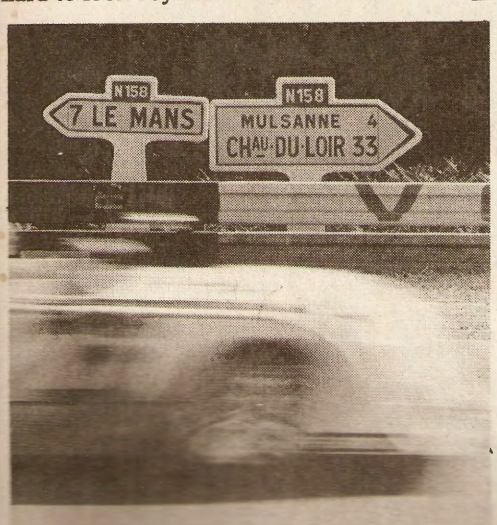
There are, of course, a great many other 935s, seven in all, one of them, a Kremer car, to be driven by Bob Wollek, Guy Edwards and Nick Faure. Guy has secured sponsorship from Denim aftershave, and Nick will have backing from Rivet Supply of Chiswick.

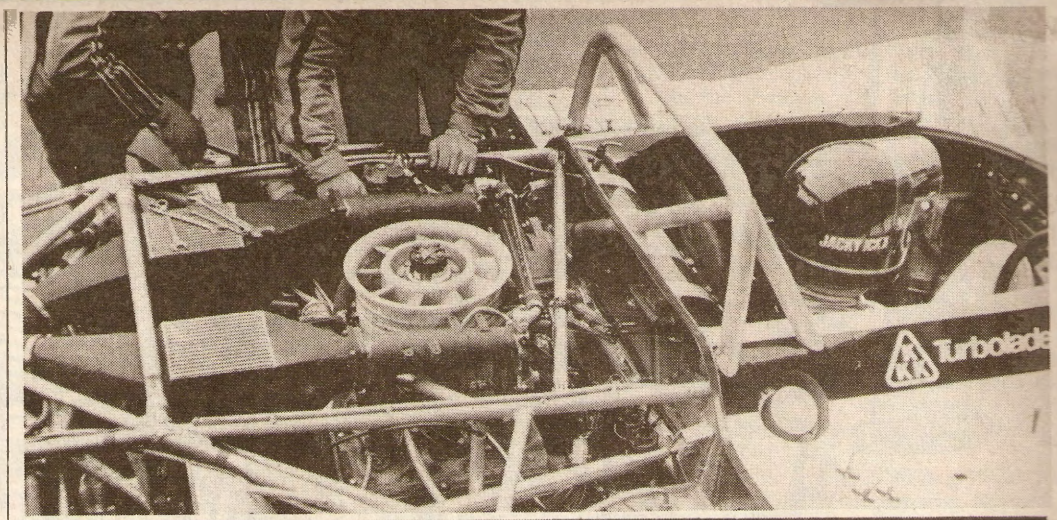
Much of the British interest in the race, of course, will come from Alain de Cadenet's Lola, shared, as ever, with Chris Craft. Various sponsors are associated with this car, including Tate & Lyle and Hammonds. Third last year, can they improve on that in 1977? Also DFV-powered are the two Inalteras for Jean-Pierre Beltoise/Jean Rondeau and Lella Lombardi/Christine Beckers. Unlikely to be competitive in absolute terms, the Cosworth cars may well be around on Sunday afternoon.

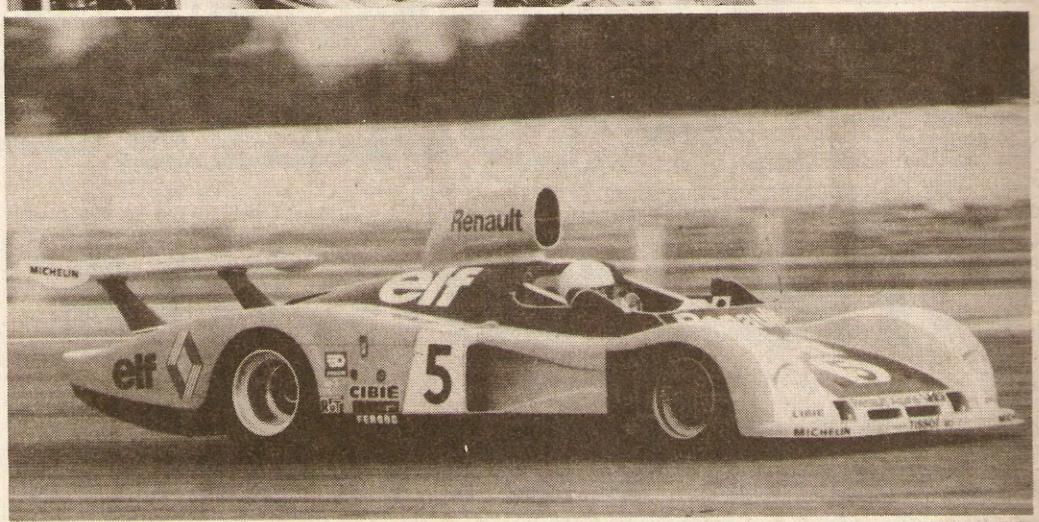
What else? Well, John Greenwood will once again run his very special Corvette, "Spirit of Le Mans," and that should be good for a few hours' entertainment even though its reliability record suggests that it is unlikely to be among the finishers.

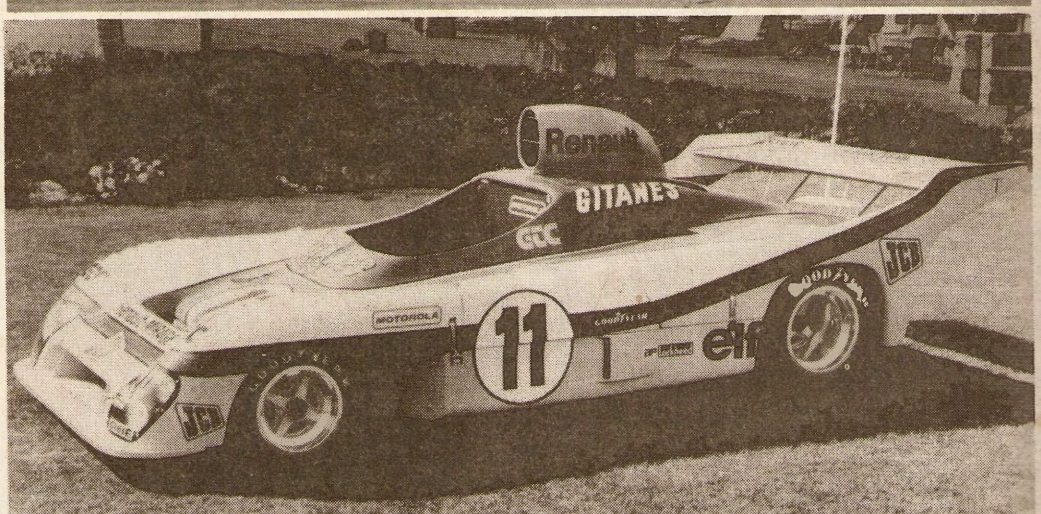
Other than that, the field is made up of myriad Porsche 934s, Carreras, BMW CSLs as well as the odd Stratos, Daytona, Chevron and Osella. Paul Newman is down to drive one of the Carreras and Robin Hamilton, of course, will be there in his so-far disappointing Aston Martin V8.

It all starts on Saturday afternoon, at four o'clock prompt as usual. Twenty-four hours later, who will it be, up there on the dais? It's hard to look beyond Ickx and Pesca. . . . ■

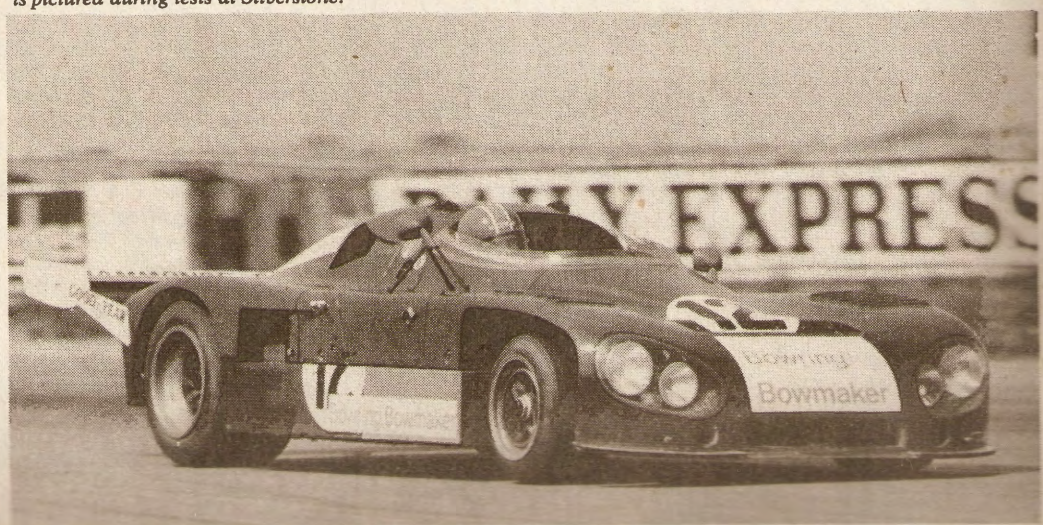


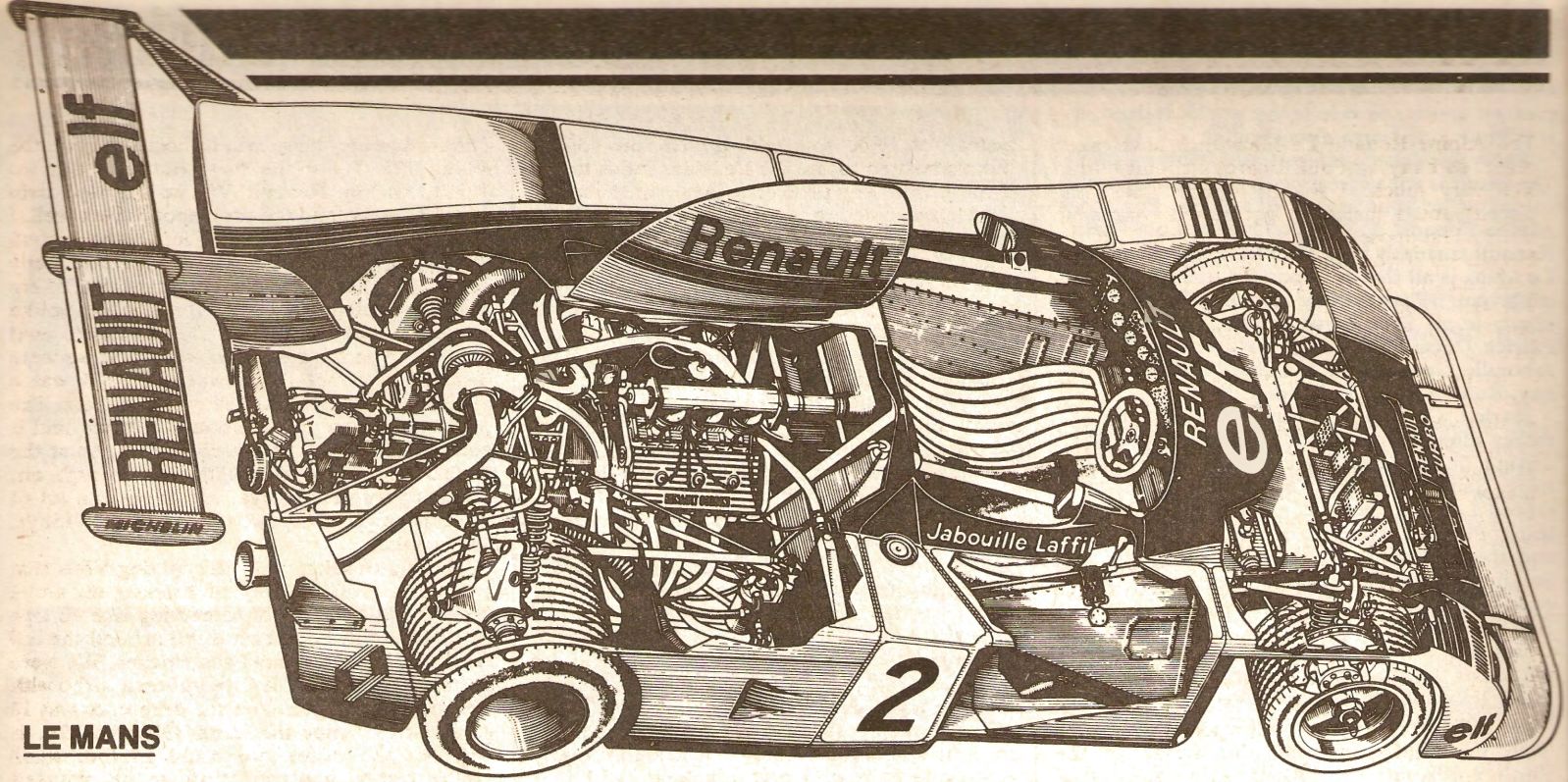






Above: The leading challengers—top to bottom, the Porsche 936, the Alpine-Renault A442 and the Mirage-Renault. Below: Driving one of the "dark horse" de Cadenet Lolas will be Simon Phillips/Richard Bond; their car is pictured during tests at Silverstone.



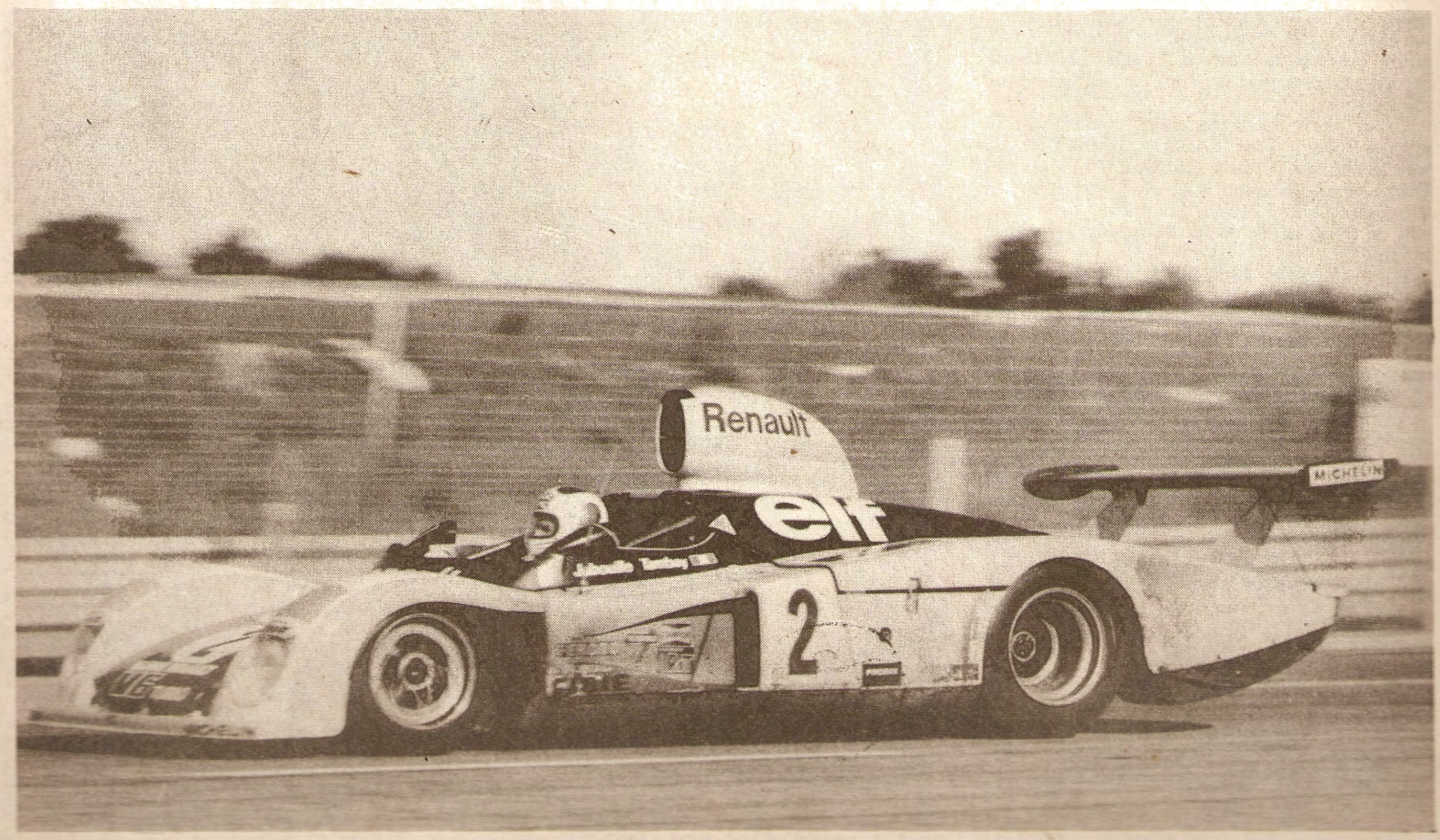


LE MANS

One from the blue corner...

They may not be painted in French racing blue, but four Alpine-Renaults will nevertheless be at Le Mans all out to win for France. The sole non-French driver in the eight-man team is DEREK BELL, who reports on driving the A442 turbo during testing for the big event.

As many of you know, I am driving at Le Mans this year with the Renault Alpine team, and in preparation for the 24 Hours I have driven in three test sessions at Paul Ricard in the South of France. The Renault project for Le Mans stands above everything else they intend to do this year. I guess this might be their last try at Le Mans, and they are putting absolutely everything into it. We are running four cars, and I'm the only non-Frenchman in the team, probably because I have won Le Mans before. Also with Alpine-Renault engines are the two Mirage cars entered by Harley Cluxton, and for the sake of Renault I just hope and pray that most of the cars at least, will last the distance.



The Alpine-Renault Le Mans tests have taken place, as I say, at Paul Ricard, a circuit I don't like very much. I find it a most unexciting circuit, and I just can't get myself wound up there. I suppose there's no challenge to the circuit, for if you want to make an extra effort you can fly off the road and still not hurt yourself. You may damage the car a bit, but you'll still survive. I just can't get terribly excited about it.

We put in an extra chicane about 300yds from the end of the main back straight for the tests, so that we could re-enact the Mulsanne corner at Le Mans, trying to simulate the serious braking and hard acceleration in first gear. That makes our lap times of little interest.

The first time we went to Ricard with the cars, we had lots of problems with valves burning out on two engines in our 24-hour test session, so we changed engines twice; but the gearbox lasted the 24 hours. The next time we went, the A442 ran absolutely like clockwork apart from some driveshaft problems. These turned out to be caused by the rear bodywork, which covers the rear wheels and also the suspension. This doesn't allow air flow through the driveshafts, and all the grease in the universal joints overheated. Consequently all the oil came out, and we had a lot of clanking noises from the back—it felt as though we were about to lose the rear end.

We modified these driveshafts and, at the last session I did, it seemed that the problem had been overcome. I was quite lucky the last time, because none of the other drivers was there, I was setting up the car ready for the others for the 24-hour test the next day. I always find it much more interesting if I can set up the car for myself, rather than get in after somebody else. I don't find that very rewarding.

The cars are still a little suspect, I'm afraid. On the second session I did, the car did 18 hours without any trouble apart from the driveshaft problem. We were a couple of hundred revs off down the straight due to our Le Mans gears, which allowed only 8800rpm instead of 10,000rpm with the chicane added, but we wanted to run the Le Mans ratios to see if there were any problems. After the first day the team decided to put a bit more boost on the turbocharger, unfortunately while I was driving. On the first lap I thought, "My God, I'm shifting down the straight here rather quickly," and when I got to the braking area I could hardly stop the damn thing, it was just flying along. When I came out of the corner I thought I had better check the turbo—the test car was rather like an aircraft, with dials and gauges for every single thing you can imagine—and, of course, there was the turbo running at 1.3 boost, which was lethal. I was way over the top.

In fact I'd been pulling 500 revs more down the straight than usual, which must have been a hell of a speed, so almost simultaneously a valve started to go and I had to drive slowly round, to the pits. Of course, they said "Well, didn't you see the turbo boost?" And I said, "I did, but it was too late." They had to change the engine, which was a great pity, as the car was going so well. But we still don't know whether it will do the 24 hours.

I understand the car did a very good test recently and did something like 6000kms. Being busy in Britain with one thing and another, I couldn't go out to drive it. Anyway, it doesn't need six drivers to drive, the other five were there, and I felt that as Jacques Laffite and Patrick Depailler had done nothing much during the previous test, it was their turn!

Even though you test your heart out, down that back straight at Ricard is only 1½kms, whereas Mulsanne is 5½kms long and all sorts of things can crop up. The speed will be more like 220mph down the Mulsanne Straight, so I think it's going to be quite difficult at the Sarthe.

Staggering engine

Talking about the car itself, I'll start with the 2.1-litre turbocharged Renault engine, which I find quite staggering. I have driven turbocharged Porsches before, a Group 4 car last year and then one race in a Group 5 935 for the Kremer team. One thing I did notice is that they have their turbo boost set at about 1.3, whereas with the Renault, our maximum is 0.8. I know that they have twin turbochargers on the works 935-77 Porsche now, but last year we didn't. On the Renault V6, we do have twin turbochargers, and the car responds very well. I drove it in the wet quite a lot in the second session at Ricard, and I could drive it really easily, just like an ordinary sports car. There was no problem at all with throttle lag, unlike on the Porsche, on which it's like having to send a telegram to the engine to tell it that we were just about to put the power on. So it was a pleasure to drive the Alpine in that respect. The power seems to pull at about 7000rpm, and it goes right the way up to around 500bhp at the 10,000 maximum, and *still* wants to urge on. But it's very progressive, and there is a lot of smooth power. The car is very light at 715kgs, so it's quick.

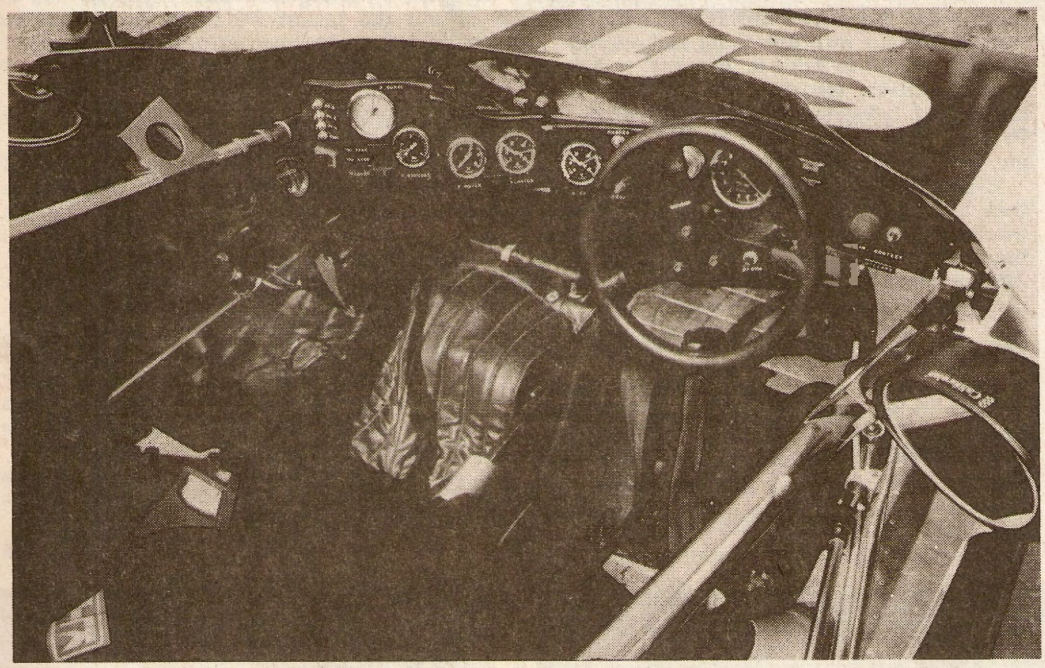
The big problem with this 90 deg V6 is that you must give it plenty of running in, and I think I did two lots of something like 40 laps without any turbocharger at all around the full circuit at Ricard without the chicane. We were lapping at 2m 16s. Then we put on a turbo with the waste gate open, and the difference was 12 secs just by fitting the turbo. Obviously 2m 4s was not the fastest we could go, but when you're testing you can afford to get yourself down to a time and establish a standard type of driving, and run to those limits.

The gearbox is five-speed Hewland, the lightweight TL200 unit. This is a super gearbox, particularly for its strength. The first time I drove the Alpine I thought we would have tremendous problems. Every time I changed a cog, I couldn't help but get a snatching or snicking of the gears. It really was very difficult. It was all right changing down, but it was terrible changing up, and, of course, on a 24-hour test around Ricard, we were going up and down the gears God knows how many times. I just dreaded the thought of it at Le Mans. But in fact the gearbox is the one component which went on and on and on without any problems throughout the testing.

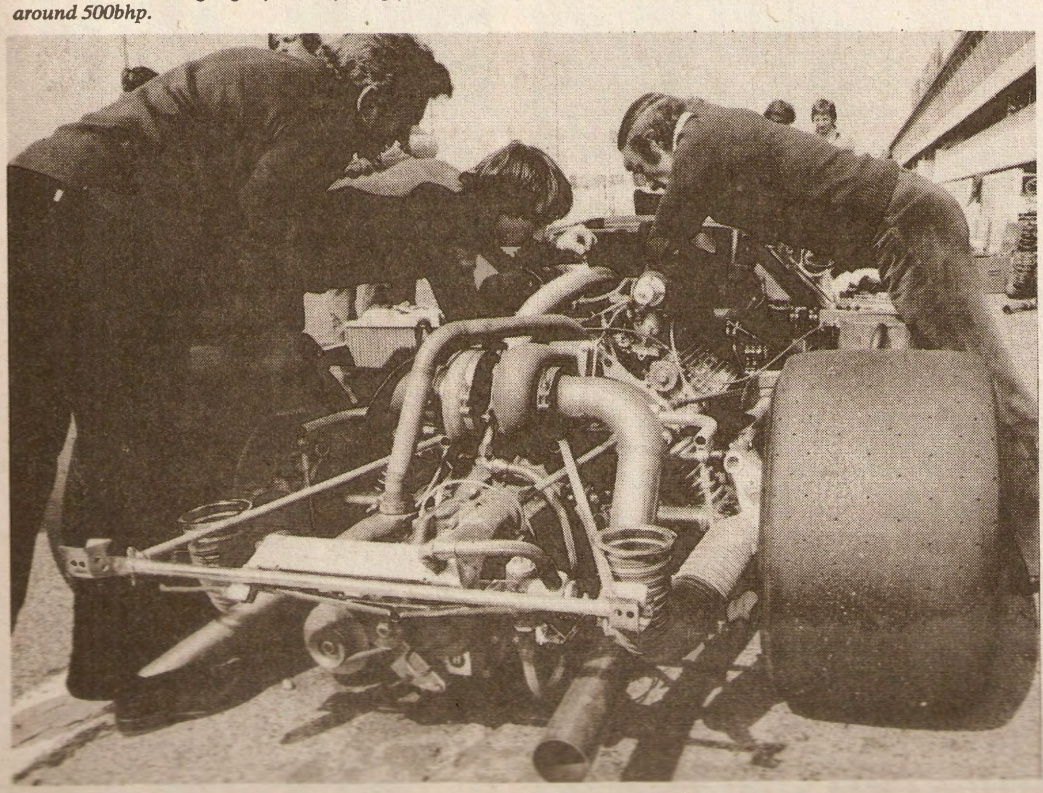
One of the problems we have is that when you lift off the throttle, the turbocharger is

➧

Below left: Derek takes over from co-driver Jabouille during the team's 24-hour test session at Ricard. Right: Our man in the Alpine team.



Above: "Dials and gauges for everything you can imagine. . . ."Below: The Renault's turbo boosts the power to around 500bhp.



One from the blue corner...

continued

inclined to run on before it shuts the engine off. Of course, when you're trying to change gear, the revs are still very high. But in fact the Borg & Beck clutch and the gearbox are well up to this treatment. Renault have done a lot of work on the gearbox for their own part; John Wyer did the same on the Mirage, and this is inevitable for a 24-hour job.

The A442 runs on Michelin sj23s, which happen to be the compound we ran at the last test session. I guess there are not many people who can say that they've been over 200mph on crossply tyres. But they seem very good, although I suppose Le Mans will be the proof of the pudding. Michelin have put a tremendous amount of money into the Renault project, so we must stick by them and encourage them to put more into motor sport. The whole Renault programme continues with Michelin, even though last year the Goodyears were somewhat quicker than the Michelins at Le Mans. Since then, mind you, Michelin have done a lot of work on their tyres.

We are running Koni shock absorbers, which are also very good. The suspension on the test car had done 11,000kms without any problems, which is a very good omen for Le Mans.

The balance of the A442 is very good, and you can do really whatever you want with the car within the limits imposed by what the tyres are doing for you. It turns outstandingly well into fast corners, and does everything the way a dream 3-litre sports car should. The brakes are absolutely fantastic, partly because of the lightness of the car. It stops amazingly well. The last time I went out at Ricard I tried drilled discs before the 24-hour session. They increased pad wear, but the car stopped as if on a penny. Whether we will be using these at Le Mans, I don't know—I guess it depends on that factor of pad wear.

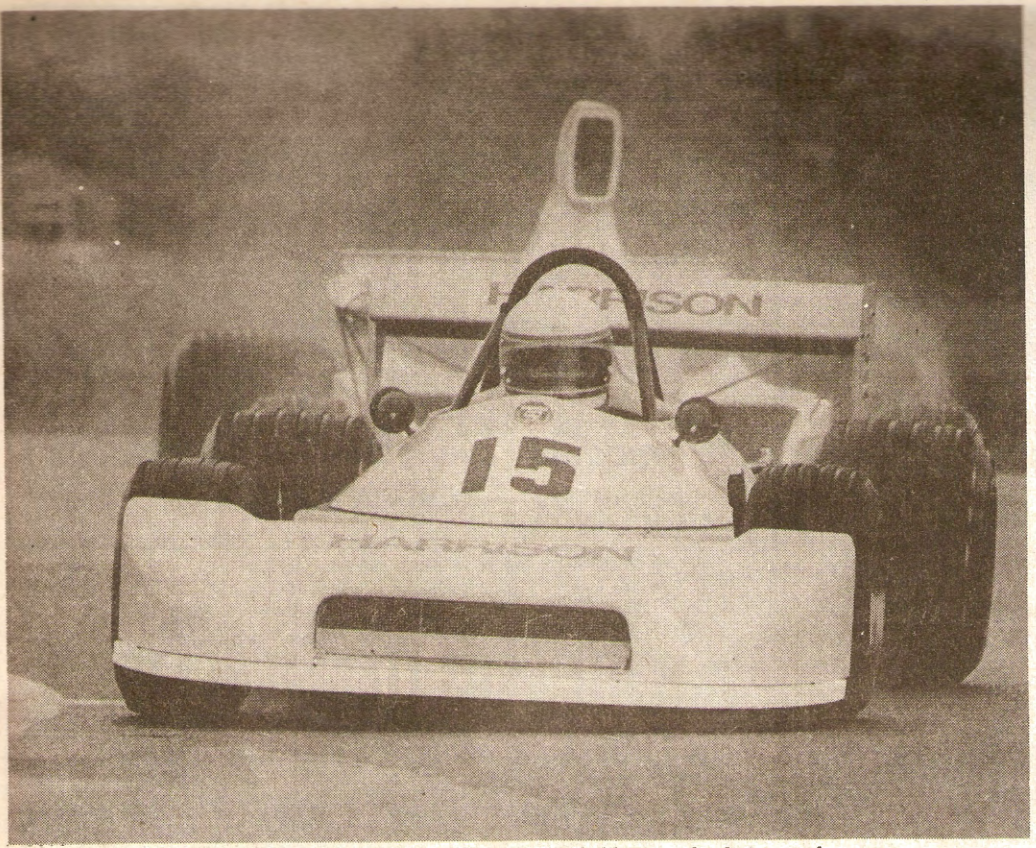
Obviously, I can't say how much better the Alpine is than the Mirage. I knew the Mirage a lot better as a 3-litre sports car, but of course the Alpine went a hell of a lot faster—I knew that when I raced against it. It is much lighter than the Mirage, and much more responsive.

The Alpine is superb in every respect, and very easy to drive. I found that when I got out of the car, I was not particularly tired. Finishing stints in other sports cars, I have often said to myself, "My God, I'm glad that's over," but this was really a very nice car. I was not driving it in competition, of course, so I was probably not driving it as fast as I might in a race, but I must say, it was really great.

The ideal team

The Le Mans team from Renault is run by Francois Xavier Delfosse, who in fact is in charge of the prototype programme from Dieppe, more on the technical side. Francois Castaing works on the engine side in Paris, and finally, Jean Sage, formerly of the successful Elf Formula 2 team, is in charge of the drivers—making sure we're in the right place at the right time, that we get our meals, things like that.

It's an ideal programme, and it's great to be involved with a team which is absolutely flat out to win Le Mans. I think the people at Porsche are very aware that we're around and that we're trying hard to win, but I reckon that the Germans have the advantage on sheer numbers, which is often what Le Mans is all about. But, make no mistake, the Renaults will be right in there. ■



After inheriting the lead from Trimmer, Tony Rouff's tyres just held out on the drying track.

Trimmer hands it to Rouff

Rouff's Ralt wins—Trimmer's Surtees breaks while leading—Allison (Chevron) on pole—Bell (Penske) eliminated early—Fastest lap to Musetti—Report: COLIN MASTERMAN

Inevitably Spring Bank Holiday Monday and Thruxton mean Group 8 racing cars and very bad weather. This year was no exception, the deluge which hit the AFN Classic Sports Car race not having cleared sufficiently when the Group 8 cars came out. But the 35-lap race caused the circuit to dry rapidly, the winner Tony Rouff in Graham Eden's Ralt RT1 conserving his rear tyres over the last few laps. Tony Trimmer's Surtees TS19 had led easily from the start but a bottom wishbone broke and Derek Bell's Penske fell foul of a spinning Bruce Allison (Chevron B37). Brian McGuire, the last ShellSport Group 8 victor at Thruxton, only did a couple of laps. The poor, four-race supporting programme saw victories from Divina Galica (Lola T490 Sports 2000), David Heale (Reynard 75FF Formula Ford), Chris Marsh (Marcos Classic Sports) and Olly Hollamby (Super Vee Crosslé).

The practice for Group 8 cars was split with the first 30 minute session generally proving slower than the later, hour-long, session. Allan Kayes had a big accident at Segrave in the first period, virtually writing off his Lola T330 although he luckily escaped with a broken arm. Grabbing pole just 0.4secs slower than Vern Schuppan's and Ian Ashley's record of 1m 11secs dead, was Bruce Allison. The Aussie's unique Chevron B37 was only suffering a general oversteer complaint in the very blustery conditions but, on his first visit to Thruxton, Allison coped well with the daunting fast swerves. Mallory winner Tony Trimmer recorded a 1m 12.0secs in the Melchester Racing Surtees TS19 luckily surviving a lurid spin at Allard in the second session, because the Surtees was handling very badly indeed. Val Musetti's Dave Price Racing March 751 was the first of the V6 Cosworth users, recording a 1m 12.2secs, the ShellSport championship leader working hard with unpredictable handling, a change of nose cone not solving the problem.

Surprisingly Brian McGuire equalled Musetti's time but the Australian has always been quick round Thruxton, his second race in the McGuire BM1 only being hindered by general development problems. Another surprise, and a full second slower than Allison's time, was Derek Bell in the Penske PC3 which was using some demon new springs which only made the car bounce even more, his time of 1m 12.4secs being recorded on only his fourth lap of the first session. Progress was hoped for in the race by refitting his Oulton Park springs.

Guy Edwards' Ralph McDonald-run *Titbits*/MD4 March 751 was 0.2secs slower despite Edwards being smeared with blood and feathers from a bird which he hit while flat out at Village! This is only the second race for this March 751, more testing time being required before Edwards is the pacemaker once more.

Three drivers recorded 1m 13.0secs with Divina Galica's ShellSport Surtees TS19 doing it first, despite her DFV cutting out on lefthanders and a wheel coming off in the second session while she was arcing through Goodwood, the damage being quite extensive on one side. Tony Rouff's Graham Eden Racing/Harrisons of Birmingham Ralt RT1 recorded the time next although he missed most of the faster second session when a rear offside tyre blistered badly, giving the American a hairy spin at Goodwood. The last driver on 13 seconds dead was Tom Belso, his John Jordan Lola T332 only being rebuilt from its Mallory shunt on Friday night, the Dane complaining of unpredictable handling.

Norman Dickson's F2 March 772 BMW (an electrical misfire and bad handling on his Easter Monday suspension settings), Derek Cook's Hesketh 308C (diabolical handling blistering Cook's hands), Alo Lawler's Lola T462 (the handling badly affected by the wind while Alo was quicker round here with his FA Chevron), and Keith Holland's F500 Lola T332C (bad misfire) were next up followed by Robin Smith, John Morrison, Herve Le Guellec and David Prophet. Evan Clements, Philip Guerola and Rob Moffat were outside the 107% qualification rule but were permitted to start subject to the stewards agreement.

RACE

By the time the Group 8 cars had assembled on the grid the rain had stopped but the track was still very wet. All the cars were shod with wet tyres but it was obvious that the circuit would be dry before the end of the scheduled 35 laps.

Allison had too much wheelspin at the start and Tony Trimmer slithered through the Club chicane first with Allison and Bell very close behind. Allison applied too much power too early exiting the chicane and round went the Chevron, which Bell's rear wheel clipped forcing the Penske driver to retire. Thus Tom Belso, after a tremendous start, emerged in second ahead of Musetti, Rouff, Holland, and Galica. By the third lap the smiling Dane had become a worthy second behind Trimmer, who now had a ten second lead which Belso proceeded to chop at the rate of a second a lap. Rouff lost ground as he fended off Holland while Musetti had dropped down to sixth behind Galica who was driving her rebuilt Surtees very well on the soaking track but almost terminal understeer forced the car over the kerbs both at the Club chicane and at the Campbell/Cobb complex.

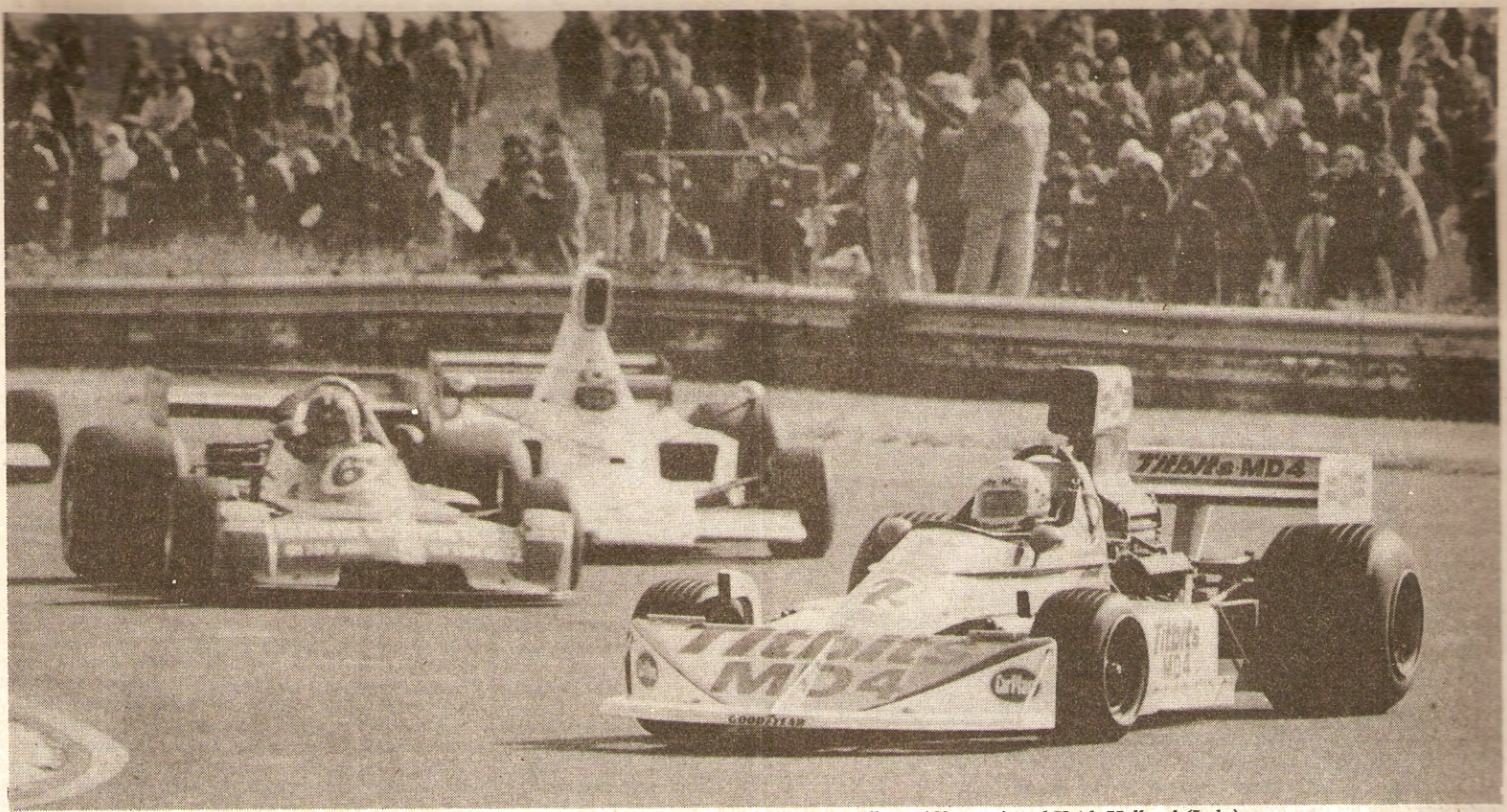
Slowly Musetti dropped away from Galica into the clutches of Dickson who was doing a good job holding off Edwards whose CES V6 engine was again misfiring. Inevitably Edwards got to the head of this queue and pulled away while Dickson could not pass Musetti and had to take to the kerbs at Campbell as he tried a couple of overtaking manoeuvres. The Stewards called him into the pits on lap 15 to warn him about such manoeuvres, the furious Scot rejoining the race having lost three places and a lot of time.

At the head of the field Belso stopped closing on Trimmer on lap ten when he saw his oil pressure drop, the Dane then restricting himself to 6000 revs which meant that Rouff soon caught him. The American could see that the Lola in front was in trouble so did not try to pass although this allowed Holland to close.

Therefore at half distance Trimmer was still cutting his way through the puddles comfortably ahead of Belso and Rouff with Holland not too far behind. Then there was a big gap to Galica who was rapidly being caught by Edwards, who had pulled away from Musetti, and then came Derek Cook. On lap 19 Musetti came into the pits to remove some masking tape which was sending his gauges crazy while the following lap the stuntman returned to have slicks fitted because the track was now nearly dry and the wet weather tyres were wearing very quickly indeed. At the same time Galica disappeared, promoting Edwards into fifth, after the Surtees jumped one kerb too many and broke a front radiator.

Some backmarkers gave Belso a breathing space on the 20 lap mark as Rouff was caught by Holland but five laps later Rouff was in the lead as Trimmer pulled into the pits with a suspected puncture. The Melchester Racing crew found nothing so Trimmer screamed out again only for a bottom wishbone to break at Church spelling instant retirement for the likeable Kentish man. Even though he kept his revs down Belso only had the lead for two laps because, ten laps from home, Rouff forced his way through. Holland was dropping back with strange handling as his offside rear tyre wore down to the canvas and Belso retired on lap 29 as the engine cut mysteriously. Holland in second place was being caught by Edwards.

Rouff drove through all the puddles he could find to cool his tyres and for once his luck held, the great victory providing a much needed boost to the Graham Eden team after the disastrous fire. Holland's engine was also pouring out oil over his rear cover and just two laps from the end Edwards caught him. The March 751 popped and banged its way past into second at Village with Holland having to ease off so bare was his rear tyre, thus Edwards took second by 0.8secs from Holland, both drivers complaining about the backmarkers. Dickson hauled himself back into fourth but behind a great chase developed over fifth with Cook holding off Le Guellec as Alo Lawler dropped back into seventh with a misfiring engine. Allison was next up, ahead of Musetti, the Australian having gone straight on at Club, spun again exiting Club, and then spun at Goodwood having changed on to slicks.



Guy Edwards brought his March V6 home in a distant 2nd place. Here he leads pole man Bruce Allison (Chevron) and Keith Holland (Lola).

SUPPORTING RACES

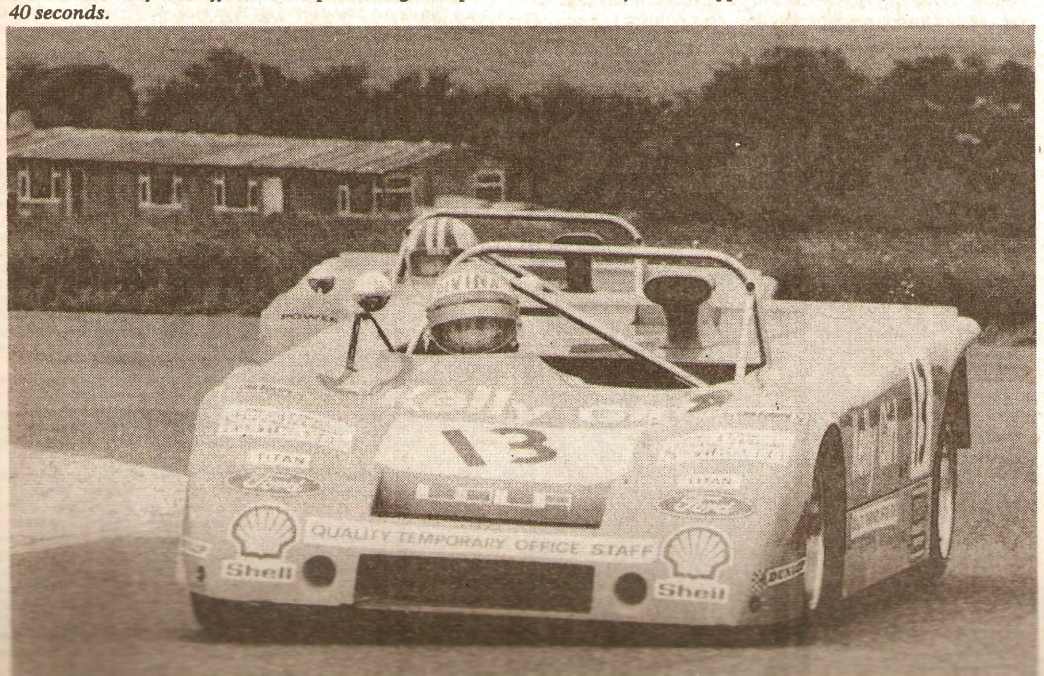
The supporting programme opened with a round of the SodaStream Sports 2000 championship and, despite a field of only eight cars which were making their debut at Thruxton, the race was full of incidents. Divina Galica's all-conquering Kelly Girl Lola T490 led from pole but, right up until half distance, John Cooper's similar car was just a menacing length behind, being clearly quicker through the chicane. However, a plug lead jumped off Cooper's Alan Smith engine, forcing him to drop back to an eventual fifth place. There was a good dice behind Galica and Cooper with the Tiga of John Brindley catching and passing the similar car of John Webb while the Lola T490s of Rod Gretton and John Brown also joined in. This unfortunately fizzled out as Webb's gear linkage came adrift and the engine developed a misfire while John Brown came into the pits with his throttle stuck open. Brindley dropped back as Chris Alford's new Standard Tyres/Quinton Hazell Lola got faster, Alford latching on to his former prodsports opponent Gretton over the last three laps, managing to snatch second place on the penultimate lap although Gretton reasserted his authority on the all-important last lap.

The BARC Formula Ford championship race had to be stopped after two laps when Geoff Hoodless thumped the armco at the Club chicane very hard indeed and had to be helped out of the badly damaged Image. At the restart it was again David Heale (Reynard 75FF) in the lead and again Mark Syms (Hawke DL15) was right behind and for three laps this duo pulled away from Frank Bayes' Image FF2B who in turn was well clear of Nigel Gough's Van Diemen RF77 who had opened a small gap to Lee Wroe Johnson (Royale RP21). The sustained pressure which Syms was applying to Heale eased on lap four as Syms' GGS engine began to misfire and at the same time his new side pods came loose on one side, the air getting underneath causing chronic understeer. Bayes slowly reeled in Syms while Heale took another faultless victory despite his car coughing on the last lap as the last few dregs of petrol were used up and this victory now puts him back into contention for the championship. Bayes usurped Syms' position two laps from the end in his brand new Image while Gough did the same on the last lap. Up into fifth behind Syms came David McClelland after a brilliant drive from the back of the grid because he practised out of session when an eager scrutineer found a fractured engine mount on his Crosslé 30F. Lee Wroe Johnson should have been next but he had been caught by a hard charging Peter Orlando (ex-Neve Lola T342), the two tangling at the Club chicane so Kevin Lunch's Hawke DL15 nipped through into sixth ahead of Orlando.

A very small grid assembled for the AFN Classic Sports Car championship race and, with rain pelting down, Chris Marsh paddled into view at the end of the first lap with a massive lead in his Marcos. He led until the end while, behind, Alexander Boswell's brutish 4.7 AC Cobra splashed past Brian Cocks' Lotus 23B and then Mike Wood's Elva Mk7S to take second place. By lap six Wood, Cocks, Stewart Bond (Aston Martin DB4) and Cyril Baxter (Marcos GT) were in line astern of the big Cobra unable to see past the rooster tail of spray. Two laps from the end Bond, after a fine drive, headed the challenge to Boswell who succumbed on the last lap by spinning at Campbell which left Bond a very good second. Jem Marsh judged the conditions well and climbed through the spray over the last two laps to annexe third just ahead of Cocks, Wood and Baxter.

Olly Hollamby's familiar Crosslé snatched the lead at the start of this VW Silver Cup Super Vee race and, just as he did earlier in the year, he dominated this event from start to finish, despite oil leaking from a rocker cover gasket. He also opened up a clear gap in the VW Silver Cup championship because Bruce Venn spun his Lola at Goodwood while holding second place from Nick Anger (Lola T328) and Mark Litchfield (Elden PRH19). Litchfield ousted Anger on the second lap and pulled easily away while behind Anger, Mike Catlow's Royale RP19 became faster as the race progressed, closing on the Lubrication Engineers Lola but still finishing a couple of seconds adrift and well ahead of a chastened Venn.

Divina Galica fends off John Cooper during the Sports 2000 race. After he dropped back, the lady won the race by 40 seconds.



ShellSport International, round 6
Thruxton, June 6
35 laps, 82 miles

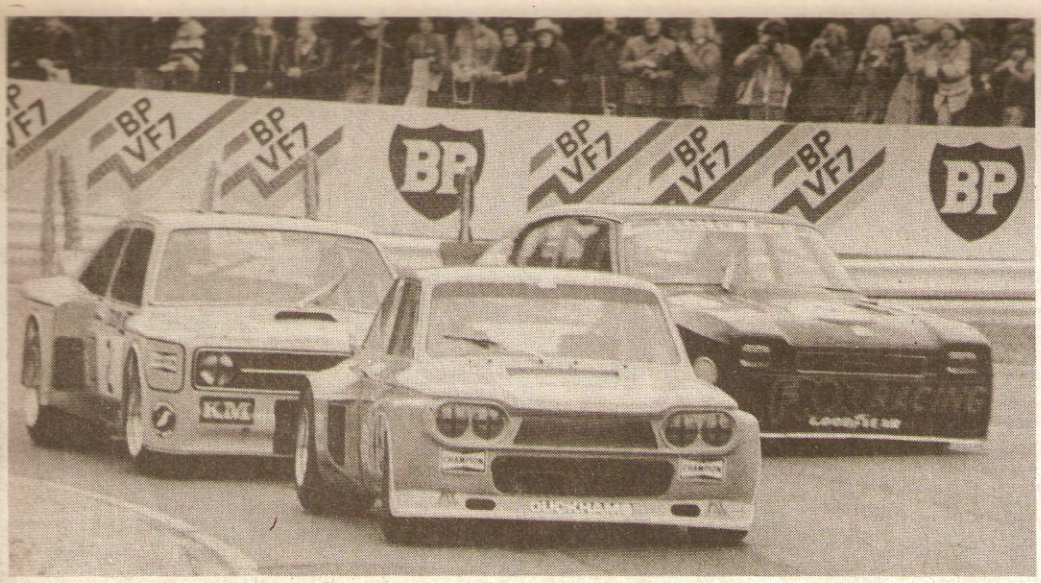
1, Tony Rouff (2.0 Ralt RT1 Eden), 48m 34.2s, 101.87mph
2, Guy Edwards (3.4 March 751 V6 CES0, 49m 11.2s
3, Keith Holland (5.0 Lola T332C Smith), 49m 12.0s
4, Norman Dickson (2.0 March 772 BMW), 49m 41.2s
5, Derek Cook (3.0 Hesketh 308C DFV), 34 laps
6, Herve Le Guellec (2.0 March 762 BDX), 34 laps
7, Alo Lawler (2.0 Lola T462 Swindon), 34 laps; 8, Bruce Allison (5.0 Chevron B37 Smith), 33 laps; 9, Val Musetti (3.4 March 761 GA), 33 laps; 10 Robin Smith (5.0 Lola T330/2 Chevrolet), 33 laps.
Fastest lap: Musetti, 1m 12.6s, 116.83mph.

SodaStream Sports 2000 Championship race (15 laps): 1, Divina Galica (Lola T490 Titan), 21m 16.2s, 99.69mph; 2, Rod Gretton (Lola T490 NEA), 21m 58.0s; 3, Chris Alford (Lola T490 Neil Brown), 21m 57.8s; 4, John Brindley (Tiga SC77 Racing Services), 22m 07.4s; 5, John Cooper (Lola T490 Smith), 22m 15.0s; 6, Mike Kimpton (Lola T490 Smith), 22m 24.2s (14 laps). **Fastest lap:** Galica and Cooper, 1m 24.0s, 100.97mph **(establishes record).**

BARC Formula Ford Championship race (12 laps): 1, David Heale (Reynard 75FF Rowland), 14m 51.4s, 95.15mph; 2, Frank Bayes (Image FF2B Minister), 14m 55.2s; 3, Nigel Gough (Van Diemen RF77 Scholar), 15m 05.6s; 4, Mark Syms (Hawke DL15 GGS), 15m 06.6; 5, David McClelland (Crosslé 30F Minister), 15m 07.4s; 6, Kevin Lunch (Hawke DL15 CES), 15m 18.0s. **Fastest lap:** Syms and Heale, 1m 27.4s, 97.04mph.

AFN Classic Sports Car Championship race (10 laps), overall: 1, Chris Marsh (1.9 Marcos Gullwing Ford), 21m 44.2s, 65.03mph; 2, Stewart Bond (3.7 Aston Martin DB4GT), 21m 55.2s; 3, Jem Marsh (1.3 Marcos Fastback Ford), 21m 59.0s; 4, Brian Cocks (1.6 Lotus 23b), 22m 00.0s. **Front engined GT cars over 3000cc:** 1, Stewart Bond, 64.49mph; 2, Bob Linwood (4.7 TVR). **Fastest lap:** Bond, 2m 01.0s, 70.10mph. **Front engined GT cars 1300 to 3000cc:** 1, Chris Marsh; 2, Cyril Baxter (2.0 Marcos GT Volvo); 3, Peter Cabrol (1.6 Alfa Romeo TZ1). **Fastest lap:** Cabrol, 2m 03.0s, 68.96mph. **Front engined GT cars up to 1300cc:** 1, Jem Marsh, 64.30mph; 2, Roger Friend (1.2 Lotus Elite); 3, Jack Batson (1.2 Lotus Elite). **Fastest lap:** Marsh, 2m 01.8s, 69.64mph. **Sports racing cars over 1601cc:** 1, Mike Wood (2.0 Elva Mk7S BMW), 22m 00.8s, 64.22mph, only starter. **Fastest lap:** Wood, 2m 03.0s, 68.96mph **(establishes record). Sports racing cars up to 1600cc:** 1, Brian Cocks, 64.25mph; 2, David Dawson (1.6 Lotus 23) only finishers. **Fastest lap:** Cocks, 2m 03.0s, 68.96mph (establishes record).

Volkswagen Silver Cup Super Vee race (10 laps): 1, Olly Hollamby (Crosslé), 14m 03.2s, 100.59mph; 2, Mark Litchfield (Elden PRH19), 14m 05.2s; 3, Nick Anger (Lola T328), 14m 21.6s; 4, Mike Catlow (Royale RP19), 14m 23.0s; 5, Bruce Venn (Lola T328), 14m 28.6s; 6, Mike Tidall (Lola T250), 14m 50.0s. **Fastest lap:** Hollamby and Litchfield, 1m 22.6s, 102.66mph.



On the first lap of the Super Saloon race, Rob Mason's Ford-powered Sunbeam Stiletto leads Nick Whiting's Escort and Tony Rosen's Capri.

BRANDS HATCH

Chico's challenge

Sunday's Capital Radio Jubilee Raceday attracted a goodly-sized crowd to the Kent circuit which certainly enjoyed a varied programme of seven races, although the weather did its very best to try to dampen people's spirits. The undoubted 'star' of the day, however, was 19-year-old Brazilian Formula Vee Champion Francisco "Chico" Serra, who continued his recent run of success with a magnificently controlled drive through the field in the works Van Diemen RF77 to win the Townsend Thoresen FF1600 qualifier having already won his heat in convincing style earlier in the day. Nick Whiting broke Gerry Marshall's 'super saloon' lap record on his way to winning the Frox Blue Jeans race, though he was extremely hard-pressed to hold off the mighty challenge of Rob Mason's George Bevan-prepared Sunbeam Stiletto, which was but a length or so behind at the finish despite a comparative lack of power, Rob also having equalled Gerry's old lap record!

The opening Formula Ford heat was dominated by young Chico Serra, who simply drove away from the dicing Yves Sarazin (Royale RP24) and Mike Blanchet's development Lola T440E. The Frenchman held second for almost the whole distance though Mike did slip past briefly on lap eight at McLaren only to fumble third gear exiting Clark curve and allow Yves back in front. Tony Halliwell held on to fourth place in his Fairview Hawke but the place was his by only a few inches as Roger Pedrick (Race Care Hawke) tried to slipstream past on the run-in to the chequered flag. Similarly, John Village, who found his Royale's understeer to be a great handicap, only just withstood Spaniard Pedro "Peré" Nogués late challenge with his Van Diemen.

Practice for the 'super saloon' race had been held in wet conditions and the grid, therefore, had a somewhat unfamiliar look about it. True, Nick Whiting was on the pole with his *Kent Messenger* Escort, as is his wont at Brands but his margin of 3.4secs over Rob Mason's ably driven 2-litre Stilletto Imp was larger than one would have expected. Lurking further down the grid were such notables as Gordon Mayers' Hughes of Beaconsfield Jaguar, on row two, Mike Wilds, having an outing in Mick Hill's usual Beetle-Chevrolet—"he knows the circuit better than I do", said Mick—(row three) while Colin Hawker was a row further back still with his DFVW, the latter two both having had to practise on slicks. At the start, Whiting leapt into the lead from Mason and Tony Rosen (Capri) with Hawker and Wilds somehow scorching up to hold the next two places by the end of the first lap, though Mike was docked ten seconds into the bargain. Whiting appeared to have the upper hand but Mason began to close towards the end ("the car takes five or six laps to warm up properly, so the race wasn't long enough") and on the last lap was pushing the Escort very hard indeed. Nick said that his tyres were overheating over the last lap or two, due probably to slight over-inflation, but this in no way detracts from a fine drive by Rob, who gave away about 200bhp to the Escort but still managed to equal the old lap record during his fine drive. Wilds showed some of his skill in a car that he had never sat in before by taking first Hawker on the inside at Paddock and then Rosen on the way up the hill to Druids but the addition of his penalty dropped him back to fifth again in the results.

David Leslie made a poor start from pole position and was down to about fourth place through Paddock, having been passed by Donald MacLeod, Bernard Vermilio (Merlyn) and Rob Orford (Royale RP21), but the Northerner passed the RP21 on that first lap and thereafter closed impressively on the leaders but was unable to find a way past the two vastly more experienced campaigners. Bernard Devaney was trying new rear suspension on his Hawke this week and after a poor practice that left him in the third row the Irishman moved up well to take a lonely fourth place.

The Certina Watches prodsports race contained a high number of spinners but it came as no surprise to see Leeds driver Chris Meek romp away from the rest of the field on a "very slippery" surface with his Kismet/Dynaflex Europa to win by half-a-minute from Bill Wykeham's Morgan Plus 8. Bill was pressured for most of the time by John Kent's Lep Europa but his challenge ended rather unfortunately against the Paddock sleepers, so Rob Wells' Morgan took over third from Colin Blower's TVR, which had time for a couple of quick spins. Nick Ramus scored his TR7's maiden class win after a sensible drive while others about him spun. David Beams' tidy little Ginetta started in front but then got one wheel on the grass braking for Druids and spun, also taking off Chris Alford's TVR. Beams contrived to spin a further three times but still took second-in-class ahead of Anthony Brewer's Morgan, which also ran ahead of Ramus for a time. John McCaffrey took his Uniflo-Sprite to a good class win, well ahead of Howard Johnson's DB Motors Sprite, this being the third time that John has beaten Howard this season—"his car's a little quicker than mine in the dry but, as they say, the rain's a great equaliser!"

John Kent's Europa ends its racing for the day!

The longest race of the day was a 20-lapper for SodaStream Sports 2000 cars and it all turned out to be rather an anti-climax. John Webb led from the start in his Monsieur Rochas Tiga from Divina Galica's Kelly Girl Lola and John Brindley's Warwick Jeans Tiga, these three drawing well clear of the field in the very wet conditions, though several runners were on slicks as the rain had only commenced shortly before the race began. Divina was just waiting for Webb to spin at Clearways as he had slid wide there on several occasions until, on lap 7, he spun. Divina drove calmly to the finish, though Brindley has now mastered the art of driving on racing tyres and he never let Divi relax completely, while Webb recovered to finish third. John Brown (Lola) was fourth for most of the way but a steadily worsening misfire, caused by soaked electrics, dropped him to fifth behind his team-mate Mike Kimpton, while John Cooper struggled gamely on to sixth place on totally unsuitable wet tyres.

The FF final began with Sarazin taking the lead and then almost losing it at Graham Hill Bend, which caused MacLeod to spin delaying Leslie, Serra and Devaney who rejoined, with MacLeod, right at the back of the field. Sarazin continued still in the lead, but pushed, literally, by Mike Blanchet's Lola. After a subtle nudge at Druids on lap two, Yves spun and it seemed that the Jerseyman would score a clear victory as his nearest pursuer, Vermilio, was several seconds in arrears. Serra, however, stormed masterfully through the field and then relieved Mike of the lead along Brabham Straight on lap 13. MacLeod also drove exceptionally well to third place from last ahead of Vermilio and Leslie, who, it seemed, could not get on with the conditions, though, as he said earlier—"it's a very long weekend and I can't afford to damage the car." Devaney hauled up through the mid-field group but made little impression on Leslie or Pedro Nogués and had to settle for seventh.

The production saloon race saw the resurgence of the Ford Capri as a car to be reckoned with as Barrie Williams held the lead throughout in his example while Mike Smith took the Century Oils to third place. Tony Lanfranchi's Manitou—LE BMW was the meat in the sandwich, Big Tone having shadowed his old sparring partner and drinking mate "Squeaker" for the whole 15 laps. Derrick Brunt was hampered with locking front brakes "but I'm not trying to find excuses, I just wasn't quick enough", though he still extended his championship lead as Jock Robertson *(Mayfair* Opel) retired with bodywork rubbing on to a tyre after an altercation with Alan Minshaw's similar car.

The day ended on a rather lighter note with the Capital Disc Jockeys versus the winners of each of the previous races. The "celebrities" had to complete just seven laps to the "drivers" eight, so it was no surprise to see Mike Smith (standing in for Dave Cash) 'win' by a large margin from 'Hullaballo's' David Briggs, though in the 'real' race there was a tremendous scrap going on between Williams and Whiting which was decided just in favour of the former, though both were credited with the same time.

JEREMY SHAW

Townsend Thoresen Formula Ford 1600, Heat One (10 laps): 1, Francisco Serra (Van Diemen-Scholar RF77), 8m 36.2s, 83.94mph; 2, Yves Sarazin (Royale-Rowland RP24), 8m 41.4s; 3, Mike Blanchet (Lola-Minister T440E), 8m 41.6s. **Fastest lap:** Sarazin, 50.2s, 86.31mph.

Frox Blue Jeans Super Saloon Car Trophy Race (10 laps)—overall: 1, Nick Whiting (3.4 Ford Escort), 8m 10.8s, 88.28; 2, Rob Mason (2.0 Sunbeam Stiletto-Ford), 8m 11.2s; 3, Tony Rosen (5.0 Ford Capri), 8m 28.0s; 4, Colin Hawker (3.0 DFVW), 8m 28.0s. **1300-2500cc:** 1, Mason, 88.21mph; 2, Doug Niven (2.0 Ford Escort); 3, Peter Barton (2.0 Ford Escort). **Fastest lap:** Mason, 48.0s, 90.27mph **(record). Over 2500cc:** 1, Whiting; 2, Rosen; 3, Hawker. **Fastest lap:** Whiting, 47.8s, 90.65mph **(record).**

Townsend Thoresen Formula Ford 1600, Heat Two (10 laps): 1, Donald MacLeod (Van Diemen-Scholar RF77), 10m 55.2s, 86.13mph; 2, Bernard Vermilio (Merlyn-Scholar Mk30), 10m 55.8s; 3, David Leslie (Royale-Scholar RP24), 10m 56.0s. **Fastest lap:** MacLeod and Leslie, 1m 04.2s, 67.49mph.

Certina Swiss Watches Production Sports Car Championship Race (10 laps), overall and class 'A': 1, Chris Meek (1.6 Lotus Europa Special), 11m 04.2s; 65.24mph; 2, Bill Wykeham (3.5 Morgan Plus 8), 11m 34.2s; 3, Rob Wells (3.5 Morgan Plus 8), 11m 47.8s; 4, Colin Blower (3.0 TVR 3000M), 11m 48.8s. **Fastest lap:** Meek, 1m 05.2s, 66.46mph. **Class 'B':** 1, Nick Ramus (2.0 Triumph TR7) 59.39mph; 2, David Beams (1.0 ginetta G15); 3, Anthony Brewer (1.6 Morgan 4/4). **Fastest lap:** Beams, 1m 07.8s, 64.10mph. **Class 'C':** 1, John McCaffrey (1.3 Austin-Healey Sprite), 58.12mph; 2, Howard Johnson (1.3 Austin-Healey Sprite); 3, David Richardson (1.3 MG Midget). **Fastest lap:** McCaffrey, 1m 12.2s, 60.01mph.

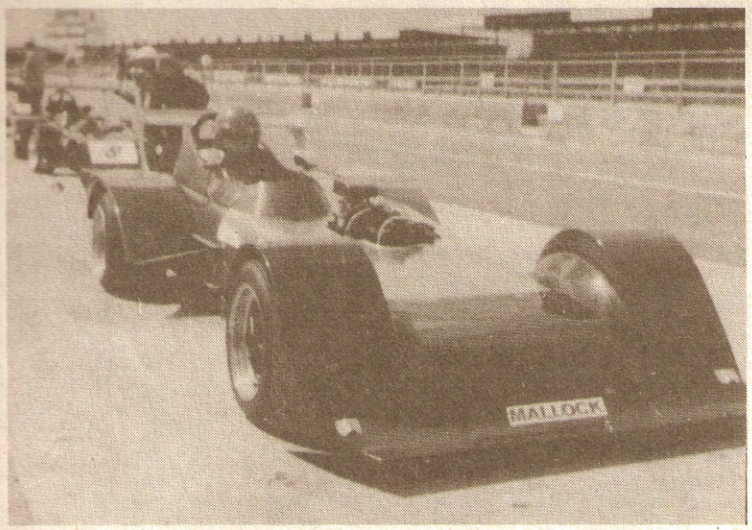
SodaStream Sports 2000 Championship Race (20 laps): 1, Divina Galica (Lola-Titan T490), 20m 33.2s, 70.27mph; 2, John Brindley (Tiga-Racing Services SC77) 20m 37.2s; 3, John Webb (Tiga-Nelson SC77), 20m 46.8s; 4, Mike Kimpton (Lola-Alan Smith T490), 19 laps; 5, John Brown (Lola-Alan Smith T490), 19 laps; 6, John Cooper (Lola—Alan Smith T490), 18 laps. **Fastest lap:** Webb and Galica, 59.6s, 72.70mph.

Townsend Thoresen Formula Ford 1600 Championship Race, final (15 laps): 1, Serra, 15m 55.4s, 88.03mph; 2, Blanchet, 15m 56.2s; 3, MacLeod, 15m 59.8s; 4, Vermilio, 16m 01.0s; 5, Leslie, 16m 01.1s; 6, Pedro Nogues (Van Diemen-Scholar RF77), 16m 13.4s. **Fastes lap:** Serra, Blanchet and MacLeod, 1m 01.8s, 70.11mph.

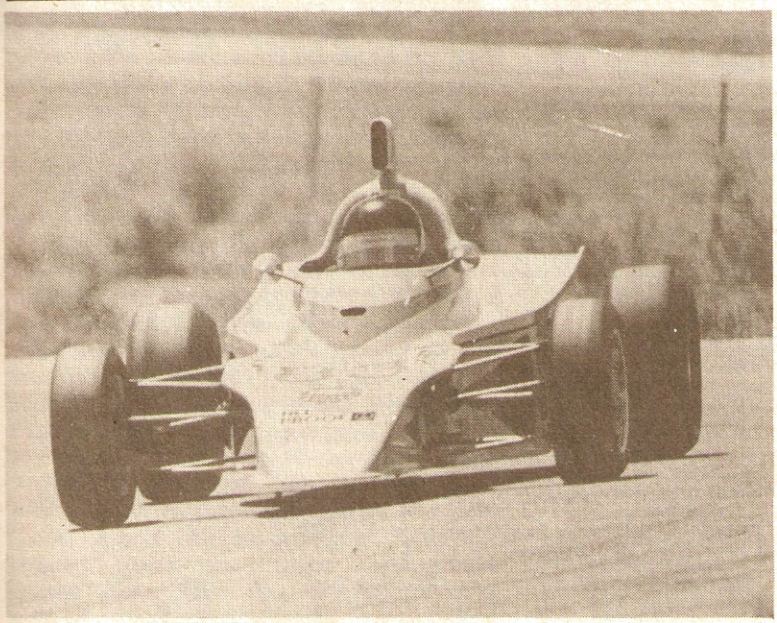
Capital Radio Production Saloon Car Championship (15 laps): 1, Barrie Williams (3.0 Ford Capri), 15m 48.8s, 68.50mph; 2, Tony Lanfranchi (3.0 BMW SI), 15m 51.4s; 3, Mike Smith (3.0 Ford Capri), 16m 00.2s; 4, Stuart McCrudden (2.8 Opel Commodore GS/E), 16m 12.4s; 5, Dawick Brunt (3.0 BMW SI), 16m 20.8s; 6, David Taylor (3.0 BMW SI), 16m 24.4s. **Fastest lap:** Williams, 1m 00.0s, 72.22mph.

The Capital Challenge ShellSport Escort Race (3 laps): 1, Mike Smith, 7m 39.0s, 66.06mph; 2, David Briggs, 8m 05.6s; 3, Bryan Wolfe, 8m 14.0s; 4, Mike Allen, 8m 35.4s; 5, Barrie Williams, 8m 36.6s; 6, Nick Whiting, 8m 36.8s. **Fastest lap:** Williams and Whiting, 1m 03.2s, 68.56mph.

edited by Robin Bradford



Mallock Racing have developed their first all-enveloping sports car front end, seen here during recent testing at Silverstone. It has been designed primarily to help the U2 clubmans car comply with American, Canadian and European sports cars regulations. The car pictured has been sold to a Swedish customer.



One of two ADF MkII Formula Fords which are being campaigned on the West Coast of America this season by Team AD under the remarkable names NGK Spark Plug-All Proof Oil ADF and the Fast Gas-Zamboni Electric-Conti/Glanz ADF—we certainly don't envy American commentators getting that mouthful out. Designer David Bruns races the first with Mike Hull and Betzy Tipping contesting lesser races, while Mike Mokler races the second.

Hello strangers

Two rare "monsters" arrived at Lydden on Sunday for the *Formule Libre* event. Adrian Russell brought his Formula Atlantic Lola T460 down "for some more experience" and Martin Birrane was there with his Aphrodites of Mayfair Chevron B29.

Neither of them had much success, however. Russell got virtually left at the start, and thereafter put in some stirring stuff to close on birthday boy Wil Arif only to throw it all away with a spin coming out of the harirpin. He *was* credited with fastest lap, however.

Meanwhile Birrane's engine went decidedly duff as the flag dropped and the Chevron circulated right up the exhaust pipe of a Formula Ford throughout. The trouble was later found to be a head gasket failure and this will give the team the opportunity of fitting a "spare" BDX unit into the nearly F2 spec Chevron.

Healey day out

National Healey Day this year is at Dodington Park, near Bristol, on July 31 when the organisers—the Austin-Healey Club—hope for the best-ever entry for the five-class *Concours d'Elegance*. Organising committee chairman John Smith points out that it is not simply a day for Sprites and Big Ones and that the club would like go see more Warwick and Jensen Healeys.

● Now that the Alta business is being opened up again under the direction of the founder's son, Mike Taylor, it is planned to restart the Alta Register. Any interested owners are asked to contact Grahame Fleming, the secretary, on 01-647 9986.

Andy Dawson—sports car.

Midget Dawson

Among the entries for Sunday's Certina Watches prodsports round at Mallory Park is one 'James' Dawson—a somewhat unsuccessful attempt by rally ace Andy Dawson to keep his circuit racing debut hush-hush.

Dawson, who will be running the ex-Valli Midget, which he prepared last season, said: "I just didn't want anyone to expect to see me blowing off the experts when all I'm doing is driving gently round to obtain signatures for an international racing licence."

He has already competed in 15 races at three international meetings, as he was one of the most consistently successful competitors in the annual Tour of Britain event in 1974-76 but, apparently, these performances do not qualify him to hold an international licence.

King Helmet

The King Safety Helmet Co. will soon be marketing a new full-face fibreglass helmet with life support manifold, British made and conforming to the new BS2495 (1977). Drivers already wearing King helmets include Keith Holland, Stephen South and Formula Fordster David Smith. King are based at Gledhill House, 83 High Street, Rochester, Kent ME1 1LX.

Capri wins prodsaloons

Barrie "Whizzo" Williams reminded everyone that a Ford Capri is still capable of winning a production saloon car race with a fine win at Brands Hatch on Sunday and Mike Smith, seen here following Williams and John Brindley, drove a steady race to finish a good third. This was the first win for a Capri this season, a situation not reflected in the RAC saloon car series, all the victories having been shared by the German BMWs and Opels—perhaps this is the turning point.

Johnstone returns

For the first time in eight years Jimmy Johnstone was back on the hills at the recent Barbon and Scammonden events. Jimmy was 10th in the 1968 RAC Championship with the very successful supercharged Brabham BT15 with which Chris Dowson did so well as recently as last year, and 6th in the 1969 series in a Brabham-Buick BT14, before retiring from the competitive scene. Jimmy is now feeling his way again with the ex-John Hart Brabham BT18, fitted with a Vegantune twin cam engine.

Libre at Knockhill

The Dunfermline Car Club has cancelled the sports car race planned for their Knockhill meeting on Sunday and replaced it with a *Formule Libre* event. As the club are determined that their meeting will not be cancelled—as the first scheduled meeting was—they are likely to accept entries right up to Saturday. So, if you want a *Libre* race on Sunday, ring Ian Smith on 031-449 5346.

● Teify Valley's leading rally driver Gwyndaf Evans is to be sponsored for the rest of the season by I. B. Williams Rallying of Cardigan. Support is in the form of a Pinto engine for the Escort loaned and prepared by ex-Ford experimental fitter, Ieuan Williams.

Computer Theta

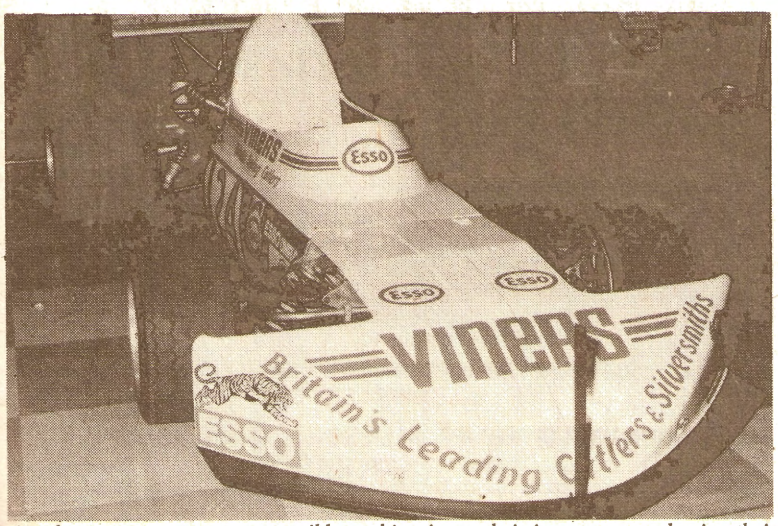
Northamptonshire Computer Bureau will be sponsoring Garstang, Lancashire, driver John Barratt for the rest of this season. John replaced his successful Theta sports-racer last year with an Ensign-FVA and had an encouraging season which included setting BTD at the Guyson/BARC Scammonden meeting. For this year John and Archie MacBeth, who was responsible for the earlier Theta, have taken the FVA and the Ensign tub and reworked the car into the Theta 003. The engine is now a stressed member and other mods include "large wings and small wheels." John will continue to campaign in the RAC and Guyson/BARC Championships.

BARC/JDC 21st sprint

The recently formed London & Home Counties Centre of the BARC are running their Duke of Richmond & Gordon Sprint at Goodwood on July 3 in conjunction with the Jaguar Drivers' Club as part of the JDC's 21st anniversary celebrations.

The meeting is also a one-make club invited event for Alfa Romeo, Aston Martin, Bentley, Bugatti, Bristol, Ferrari, Lancia and Porsche, and the organisers are very hopeful of there being some interesting cars both competing and on display.

Jem Marsh, founder of the famous Marcos sports car business, powers through the rain in the atrocious conditions at Thruxton on Monday when he took this fastback version of his marque *home third—and in front of the class—in a round of the AFN Classic Sports Car Championship. Outright winner was his son Chris in a Gullwing.*



Another motorsport sponsor sensibly cashing in on their investment and using their racer for showroom purposes is Viners, the cutlery people, who back hillclimber Geoff Deakin's March—originally an F3 car built for James Hunt but now in virtually 724 spec. The car has been doing the rounds of stores and exhibitions in between which it is contesting the Longton & District MC's sprint and hillclimb series. Deakin is also supported by Esso.

Royale Manley

Brighton driver Don Manley has disposed of the Tecno he raced last year and bought the ex-Tom Pryce Royale F3 car, which is currently being converted to F4 specification by Delta Racing Services, who will be fitting one of their 1000cc 'screamers' in it.

Manley deals in the American Doral Streaker tyres—they are the big jobs with white lettering on them—and is a former instructor with the Sharp racing school. Before moving into F4 first with a Delta, then the Tecno, he had raced in modsports with beasts including a 5-litre TVR and a Sunbeam Tiger.

Imp for Paul H-H

Paul Haywood-Halfpenny, Mazda racer from last year's prodsaloon series has bought the ex-Rob Mason, ex-Malcolm Johnstone special saloon Imp, in which he debuted at Donington's opening meeting—winning his class first time out.

Johnstone has now bought Roger Tebbut's Imp which he was hoping to have prepared—the engine had been blown—in time for the holiday weekend's racing. He also has a plan to build a sportscar-based special saloon in the not-too-distant future.

Marathon Jubilee

A veteran driver who specialises in world-wide marathon motoring for charity, 73-year-old Alroyd Lees, left the RAC Club on Saturday morning for a week-long nationwide drive to raise funds for the Queen's Silver Jubilee appeal. He will be driving a 1960 Jaguar which has already completed 463,000 miles on the same engine and gearbox.

Wild Beetle

It was a pity that the weather wasn't more settled at Brands last Sunday so that we could have seen Mike Wilds having a real try in Mick Hill's Templar Tillers VW—'Beetle' Chevrolet. "Mick rang me up during the week and asked me if I'd like to have a go", said Wilds, who always seems to be without a regular drive. "Yes", commented Mick "he knows the circuit better than I do".

Unfortunately, the rain came down just as practice was about to start so Mike had to do a few laps just on wet tyres. Wilds found the car very twitchy, "they're all like that" chipped in Mick, but nevertheless enjoyed himself in the race as he moved up from a middle-grid placing to third place by the end, though the addition of a 10 second penalty relegated him to fifth again.

Household pulls out

Bryan Household, the Lincolnshire Formula Fordster, has been forced out of racing through lack of funds and he is selling his Van Diemen which has this year been entered—and not fully sponsored as many people thought—by the Jim Russell Racing Drivers School.

Household, who runs a small family-business, was tackling his racing seriously, trying to test the car each week and so on, but has found the financial strain too great. He asked us to convey his thanks to all who have assisted him, particularly John Paine of the Russell school.

● Devizes and District MC are running their Castle Autocross on July 3 as a round of the RAC, BTRDA and ASWMC championships, replacing the Exeter event scheduled for the same day. Coate, near Devizes, is the venue and local Peugeot dealers Fussell Wadman are the sponsors. Regs are available from Mrs Brenda Bardwell, 10 Church Street, Market Lavington, Wiltshire.

Briefly . . .

● Alan Smith of Derby has asked us to point out that he is back on the racing scene with a new company, Alan Smith (1977) Ltd and is no longer connected with his former partner David Whitehurst. Smith can be found at Manchester Street, Derby, Tel: Derby 48974.

● The Victoria Hotel, Milton Street, Nottingham will be offering a very favourable weekend discount (50 per cent off twin- and double-bedded rooms, bringing rates down to £8.50) for members of the racing fraternity who are competing at Donington Park.

● Regs are available for the Welsh Border CC's West Midland Tyres Stage Rally on July 23, which is a round of the Pirelli/*Triple C*, Welsh Association and West Midland Association championships. The contact is Mrs Susan Thompson, 42 Walford Road, Oswestry, Salop.

● Young Teify Valley novice driver John Williams is receiving full support from sliding-door manufacturers Silvaglide of Cardigan.

● Regs are available for the 750 MCs Silverstone Six Hour Relay race on October 15 from Brian Cocks, Severn Bank, Minsterworth, Glos.

Tigwell and Raine on their way to a Caper win.

A Mini caper

Dave Tigwell and Peter Raine, members of 143 MC, were easy winners of the Marshall Wingfield Cotswold Caper Rally, run by Green Belt MC on May 28. On a 150 mile long route in Oxfordshire and Gloucestershire they dropped only 20m 26s in their Mini GT to beat Garry Thorpe and Mike Wise (Escort 1600), by close on four mins.

Resurrected after several years' absence from the club's calendar the event attracted some 45 crews for an event which contained five selectives. Of these two had to be cancelled but the timing was sufficiently tough to catch out a lot of crews and only 28 were finally classified.

Third place went to Ian Crighton and John Dehrel in their Colt Gallant and Nigel Hatton and Geoff Richards were fourth in their Escort. Almost 10 mins behind the winners, in fifth spot, were Walter Scott and Dick Steptoe in their Escort 2 litre.

1, D. Tigwell/P. Raine (Mini GT), 20m 26s; 2, G. Thorpe/M. Wise (Escort 1600), 24m 44s; 3, I. Crighton/J. Dehrel (Colt Gallant), 26m 40s; 4, N. Hatton/G. Richards (Escort 1700), 27m 34s; 5, W. Scott/D. Steptoe (Escort 2000), 30m 9s. **Novice:** A. Large/A. Rosier (Dolomite Sprint), 57m 0s. **Best Green Belt MC:** D. Richards/ M. Smith (Escort 1600), 43m9s.

Protests at Jubilee delay results

Dursley MC's Jubilee Stages Rally had a sad ending last Sunday when results were delayed following a protest. After a fine day's action on 12 stages in the Wootton-under-Edge and Dursley areas, mainly on woodland, the 85 crews finished with the Vauxhall Magnum of Derek and Terry Evans from the Midlands taking outright victory, their second win in successive weeks.

The incident that made all the following positions very provisional happened on the 10th stage when a half shaft broke on the Escort of Malcolm Stewart/Ian Tudor. The car, according to reports, was moved off the stage and the rally continued.

The crew effected repairs to their car and restarted down the stage only to break down in a narrow section effectively blocking the stage completely.

They were subsequently disqualified from the results but they protested and their protest was rejected. They have notified the club they intend to appeal to the RAC.

If the stage, as they claim, had been cancelled, they would have finished in second place with 262 penalties, only 12 behind the Evans brothers. As it is the runners-up provisionally are John Vicker and Simon Dooniney in their RS1700 on 284 penalties.

Third overall came Andy Stokes, younger brother of David of national fame, and Paul Mills in an RS1800 on 319 penalties, fourth were Julian Raymond and John Albright (VW) on 337 penalties and Dennis Moody and Andy Graham (RS1800), were fifth, only five penalties behind Raymond and Albright.

The leaderboard was completed by Graham Baker and Len Woodland (Escort), on 371 penalties.

TVRs at Lancia

TVR sports cars were involved in two exciting class battles when the Lancia MC and Circle CC combined to run a sprint meeting at Goodwood on Sunday for an entry of 73 cars. In the first battle Maurice Gates took his Blackpool built machine to victory by three tenths of a second ahead of the Porsche 911S of A. Yates-Smith and later on R. Linwood, driving in the over three litre class, had only two tenths of a second advantage over M. Schryver in a thundering Cobra.

Taydec driver Ken Corridon took BTD in 93.3s while the Porsche RSR of Robbie Gordon was second quickest of the day but two and a half seconds off the pace. The day's biggest class was for the sports cars between 1300-2000cc and G. Dixon (Elan), beat B. Curd, in a similar car, by exactly one second. In the up to 2 litre modified saloons R. Funnell's Escort defeated the BMW 2002 of P. Raven by 1.6s while in the up to 1 litre class for front engined cars A. Longhurst (Mini) was 1.3s quicker than J. Luck in his Mini Traveller.

BTD: K. Corridon (Taydec), 93.3s.

Class winners: A. Longhurst (Mini), 128.4s; L. Marriott (Cooper), 114.6s; C. Spence (Escort), 110.0s; C. Smith (Capri), 110.5s; B. Quinn (Cooper), 115.2s; C. Clark (Mini), 103.6s; R. Funnell (Escort), 103.3s; R. Garrett (Midget), 127.9s; G. Dixon (Elan), 107.1s; M. Gates (TVR), 105.1s; R. Crocker (Davrian), 109.2s; R. Gordon (Porsche RSR), 95.8s; B. Thorne (Daimler SP 250), 115.6s; R. Linwood (TVR), 105.3s; T. Threlfall (Lancia Lambda), 133.3s; R. Price (Astap), 98.1s. **Best Lancia member:** D. Scheidt (Lancia Fulvia Sport), 108.7s. **Best Circle:** R. Tergontz (Ford 100E), 115.8s.

Dutnall's autocross

Chatham driver Barry Dutnall, boss of his own tuning firm took the B. D. Engineering Mini 1400 normally driven by Mike Crookes to a comfortable BTD at the Rochester MC's Auto Renovation Trophy autocross at Iwade, Kent. last Sunday.

Fifty competitors contested the day's proceedings which started dry and then suffered from a downpour. Dutnall dominated proceedings on both timed runs and ended up four seconds faster than Crookes who took the big engined Mini class in the same car by a large slice when Malcolm Long blotted his copybook on his final run when he could have been a lot closer.

The small engined Mini class provided a close finish with Barry Reynolds getting the verdict over Paul Grant by exactly one second while the unusual Ford engined Imp of Alan Smith won the combined sports, rear engined and large capacity saloon class by two seconds ahead of the more conventional 1650 Escort of Alan Blair. Among eight specials Ian Porteous had his 'For Sale' Scorpion well out in front of Stan Radnle in a 1560 Special.

BTD: B. Dutnall (Mini 1400), 2m 6.0s.

Class winners: B. Reynolds (Mini), 2m 20.0s; I. Moakes (Escort 1300), 2m 35.2s; A. Smith (Imp-Ford), 2m 28.2s; T. Mason (Mini), 2m 12.4s; M. Crookes (Mini), 2m 10.0s; I. Porteous (Scorpion), 2m 14.6s; M. Musson (Escort 1800), 2m 17.2s.

● With only five entries, and all those from club members Bridgend AC duly cancelled last weekend's planned restricted autotest. Despite the fact that it was a round of the Welsh Championship there was not a single reply from any competitors of clubs within the association.

Dave Harris—BTD.

Harris at Curborough

Several of the top sprint and hill clumb runners turned up and added a little glamour to the 432 MC's restricted sprint at Curborough last Sunday and naturally were well among the awards.

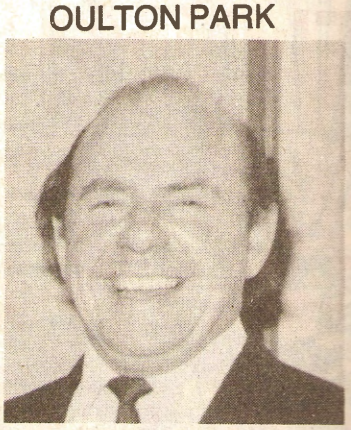
Dave Harris, champion-elect in sprinting, turned in 30.75s on his first run with the McRae to take BTD by just four hundredths of a second from David Franklin in his March 742 with Rob Turnbull, the local front runner from Sutton Coldfield trying very hard and just failing to beat the hierarchy. He returned 31.21s in his Ralt for second in class.

There were one to two spirited conflicts in the 11 classes with Ian Knowles, a little surprisingly getting the better of Mike Overto in their Sprite v Marcos struggle. Knowles had the edge by 0.17s while Ron Hand (Anglia) had to put his foot down to keep M. Williams (Cooper) at bay, the difference being a mere 0.54s. In the three classes for standard cars all class winners had easy victories but in Class 2 R. Ames (Imp), just held off Phil Darbyshire's Clubman GT.

BTD: Harris (McRae), 30.75s.

Class winners: C. Milner (Capri), 41.20s; G. Williams (Lotus Europa), 42.84s; G. Evans (Elan), 42.09s; P. Bardne (RS2000), 42.30s; R. Ames (Imp), 39.17s; R. Hand (Anglia), 36.46s; H. Shephard (Jag E), 36.96s; I. Knowles (Sprite), 36.78s; A. Hinds (Mallock U2), 34.58s; T. Williams (Ensign), 33.11s; D. Franklin (March 742), 31.15s.

OULTON PARK



David Taylor headed Derrick Brunt (above) in a Manitou-LE one-two in Monday's round of the British Radio prodsaloon series, supported by Radio City at Oulton Park. The Mayfair Opel of Jock Robertson had led in the early stages but, as the circuit dried out, Taylor—who had started from the middle of the grid—won his first race in the red, white and blue BMW this season. The Townsend Thoresen round provided an easy win for Chico Serra's works Van Diemen with David Leslie and Don MacLeod crossing the line together. A full report will appear next week.

Nix wins again at 750 Lydden

There were no disc jockeys or distractions and even the weather turned against us midway through the afternoon at Lydden on Sunday, but the 750 MC had got together a full programme of eight races smoothly dispatched in view of a fair crowd.

In the main 750 Formula race, championship leader Roland Nix (Wessex) took an untroubled win with Bob Simpson (Reliant) a safe second. Chris Elmes (Silver Y) spun out of third spot early on and Lyn Evans (Centaur) took the place ahead of a tight bunch.

Geoff Weeks (Vickers Midget) took an equally easy victory in a poorly contended Modsports race, and then a heavy shower ruined a potentially good F1300 battle, for front row men Graham Kay (Mallock) and John Law (Samantha) decided against taking part on the drenched track. Thus 17-year-old Tim Barry (Timicat) nursed a very sick car bravely round to take a surprise, but definitely deserved, win.

Stuart Gerrall (DNCMk3) held on to beat Peter Barrell (Time 3) in one consolation 750 event, and on a drier track Barry Miller's Mouse led home polelady (?) Rose Rafferty (Centaur) in another.

The damp track made little difference to Paul Sleeman (Crosslé), who dominated the Formula Ford race.

A full grid of saloons augured well, and what a race it was. Initially Graham Brewis (1.0 Mini) held the advantage, with Brian Leeks (1.3 Escort) trying everything to get by. Then Roy Marsh (1.0 Mini) led, and surely would have won until, coasting down Hairy Hill on the last lap, he was passed on the run in by Leeks, who had survived a last lap entanglement with Brewis. Bryan Harvey (1.0 Imp) did well to take fourth place after a push start.

The *Libre* event could have been a spectacular but Wil Arif (Reynard FF2000) won as he pleased when main challengers Adrian Russell (Lola T460) made a dreadful start, and then spun having caught Arif, and Martin Birrane's F2 Chevron B29 had gone sour on leaving the grid.

PAUL HARMER

Reliant 750 Formula Championship round (10 laps): 1, Roland Nix (Wessex), 8m 21.0s, 71.86mph; 2, Bob Simpson (SS Reliant), 8m 26.2s; 3, Lyn Evans (Senator), 8m 31.2s; 4, Bob Wright (Centaur), 8m 31.4s; 5, Richard Stephens (Jemic IIIC), 8m 31.6s; 6, Ian Palmer (Reliant), 8m 39.2s. **Fastest lap:** Nix, 49.2s, 73.17mph.

Modsports (10 laps): 1, Geoff Weeks (1.4 MG Midget) 8m 18.8s, 72.17mph; 2, Paul Howard (1.9 TVR Grantura), 8m 37.4s, 69.58mph; 3, Barry Smith (1.5 Turner MkII); 4, Martin Bewsey (1.5 Turner Mk II), 9 laps, only finishers. **Fastest laps:** Weeks, 48.8s, 73.77mph; Howard, 50.8s, 70.87mph.

Atlas Photography F1300 Championship round (10 laps): 1, Tim Barry (Timicat), 11m 07.4s, 53.94mph; 2, Nigel Price (Mithril Mk2), 11m 24.0s, 3, Jim Walsh (Terrier), 12m 00.8s, 4, Alan Hill (Mallock U2 MkII), 9 laps; only finishers. **Fastest laps:** Barry and Price, 65.8s, 55.38mph.

Reliant 750 Formula consolation round (10 laps): 1, Stuart Gerrell (DNC Mk3), 10m 30.0s, 57.18mph; 2, Peter Barrell (Time 3); 3, Richard Brewer (Arcros Mk6C); 4, Nicholas Bullen (Trans Brit); 5, John Giles (JGS 5B); 6, David Elmer (Contard). **Fastest lap:** Gerrell, 62.8s, 59.60mph.

Reliant 750 Formula consolation round (10 laps): 1, Barry Miller (Mouse), 10m 22.8s, 57.80mph; 2, Rose Rafferty (Centaur); 3, Terry Crump (Crusader); 4, Mark Rayment (Sladen), 9 laps; only finishers. **Fastest lap:** Rafferty, 58.6s, 61.83mph.

Formula Ford (10 laps): 1, Paul Sleeman (Crosslé-Minister 25F) 9m 18.6s, 64.45mph; 2, Vern Parker Elden-Minister 10C); 3, Tony Howard (Crosslé-Flint 30F). **Fastest lap:** Sleeman, 54.6s, 65.93mph.

Special Saloons (10 laps): 1, Brian Leeks (1.3 Ford Escort), 9m 35.2s, 62.59mph; 2, Roy Marsh (1.0 Mini); 3, Graham Brewis (1.0 Mini); 4, Bryan Harvey (1.0 Hillman Imp); 5, Mike Scott (1.0 Ford Anglia); 6, Bob Kirk (1.3 Mini Cooper S). **Class winners:** Leeks, Marsh, John Tait (850 Mini) and Hugh Birley (3.0 Ford Capri). **Fastest laps:** Leeks and Marsh, 55.6s, 64.75mph; Birley and Mike Weston (1.6 Ford Escort), 58.8s, 61.22mph; Tait, 63.6s, 56.60mph.

Formule Libre (10 laps): 1, Wil Arif (2.0 Reynard-Ford SF77), 7m 44.2s, 77.55mph; 2, Paul Sleeman (1.6 Crosslé-Ford 25F); 3, Adrain Russell (1.6 Lola T460), 4, Tony Howard (1.6 Crosslé-Ford 30F); 5, Martin Birrane (1.6 Chevron-Box B29); only finishers. **Fastest lap:** Russell, 44.0s, 81.82mph.

DONINGTON

Geoffrey Brabham made it two wins in two days on Tuesday when he brought his Ralt in ahead of the rest at Donington's first F3 race. Second—as he had been the day before at Silverstone—was Ian Flux, also Ralt-mounted. Flux (left) took the lead at the start, chased by James King's March and Derek Daly's Chevron. Brabham made a bad start and was 7th at the end of the first lap, but he carved his way through and took the lead on lap 14, winning by three seconds. Behind were Flux, South, Daly (clutchless), Warwick and Taylor. Full report next week.

Evans in the rain

With heavy rain intervening after only an hour Saturday night's *Cambrian News* Trophy Rally became a very tough event but none the less enjoyable. The event, run by the Aberystwyth MC was a round of the Welsh Road Rally series and attracted 75 crews of whom 45 managed to complete the distance.

Only failure, from the organising point of view, was a digital clock which went on the blink after only one car had started the second selective and a long section of 20 miles had to be scrubbed from the results although the entry carried on to the next control without deviation.

The event was dominated by crews from the Teifi Valley MC, which was not all that unnatural as it was held in the Llampeter and coastal areas south of Aberystwyth. They finished first and second and also walked off with the semi-experts class.

Winners, after leading all night, were Gwyndaf Evans and Martin Thomas in their RS2000 who ended up on 44m,58s. It is reported they had the carburettor come loose and a wheel fall off (replaced with the aid of a police officer) but these misfortunes luckily happened in a relaxed section.

Second, without anything dropping off, were Danny Owens and Andrew Sleeman in a similar RS2000 on 46m 48s. Another Welsh crew, Graham Parker and Alan Thomas (RS2000), from Pontypridd were third on 47m 18s just 22 secs quicker than the leading Englishmen Peter Gerbez and Dennis Osborne in their RS1800 on 47m 40s.

Fifth place went to the Fiat 131 of John Bloxham and Richard Harper apparently having cured their brake problems from more recent events but they reported some baulking by non-competing vehicles when they were first on the road after the early demise, again, of Eric Davies and David Jones who had a halfshaft break on their Escort after they had done very little of the event. Bloxham and Harper returned with 50m 26s on their card and in sixth were Chris Hicken and Pete Forrester in an RS2000 on 51m 51s. This was a new pairing as Forrester's regular driver had to call off because of business and he managed to collect further points for the navigators section in the championship.

Winners of the semi-experts class were Elgan Davies and Adrian Thomas in a Mexico on 66m 22s and the novice award went to D. Loughor and R. Williams in a Dolomite Sprint on 89m 10s.

Flying Ensign

Blackburn garage owner Anthony Tayor wheeled out his Ensign single seater at the Lancs AC sprint at Woodvale airfield near Southport last Sunday and promtly raced away with BTD after a fairly close battle with Formby driver Victor Cartmill in a Chevron B28.

Taylor, who led on all three runs, ended the day with a best time, from his third run, of 78.84s which gave him almost two secs in hand over Cartmill, but earlier Cartmill had been much closer.

Forty-seven entries were amalgamated into eight classes and in the big saloons Palmer Hewardine in his Mustang had strong opposition for once R. Hargreaves in a Capri got within three quarters of a second. C. Astley and C. O'Hare, sharing a Ford Special, had their own private dice with Astley taking the class by two tenths of a second.

BTD: A. Taylor (Ensign), 78.84s.
Class winners: P. Hewardine (Mustang), 88.67s; J. Miller (Mini), 98.75s; W. Bickerstaff (Ginetta G16), 88.26; A. Wareing (Ital), 90.40s; P. Prince (TVR), 90.59s; C. Astley (Ford Special), 80.17s; V. Cartmill (Chevron B28), 80.5s; P. Riley (Mini 7SS), 85.35s.

SNETTERTON

South African Rad Dougall (above) won the ninth round of the Lord's Taverners Formula Ford 2000 Championship at Snetterton on Monday, having opted for his wet tyres when rain threatened just before the race. After practice problems—and a ninth row grid position—he was second after one lap, finally taking the flag ahead of Adrian Reynard, David MacPherson and Jeremy Rossiter. The Dunlop Stars of Tomorrow round was again won by Willy Ribbs, who is now consolidating his already sizeable lead in the series. A full report will appear next week.

The other John Webb had an excellent Sports 2000 race at Brands Hatch seen here leading eventual race-winner Divina Galica who slipped her Lola past his Tiga when he spun at Clearways.

Huge crowd at Lydden Festival

On Monday, another Festival of Motor Sport was held at Lydden, featuring four car races (which were held in diabolical conditions), kart races, bangers and hot-rods and a huge holiday crowd which had gathered for the entertainment.

First race proper was for modsports, and this produced a win for Fred Taylor in his Le Cheminot Restuarant MG Midget. Steve Everitt (Midget) challenged hard until a misdemeanour at Chessons delayed him, although he still took second place well clear of Rupert Flin in another Midget.

The rate at which Tim Flynn (Scarab) pulled away each lap from the opposition despite the treacherous conditions was embarrassing. He finished nearly a full lap ahead of the next man David Rushe.

In the Marchant & Cox qualifier for Formula Ford, Paul Sleeman (Crosslé 25F) scored his second Lydden win of the weekend and extended his lead in this championship. Doug Wood (Elden 10C) was a distant second, while race sponsor Len Marchant (Brabham) won the prize for the most crowd pleasing spins!

An exciting saloon race ended the first half of the meeting, and this went the way of Roy Marsh in his Campbells of Deal 1.0 Mini, which no doubt pleased him after his unlucky fate on Sunday. But Marsh had had to work hard from his allotted back row position. Derce Mercer (1.3 Mini) led until they began the last lap, when Marsh squeezed through and held on to the flag.

PAUL HARMER

Modsports (10 laps): 1, Fred Taylor (1.3 MG Midget); 2, Steve Everitt (1.4 MG Midget); 3, Rupert Flin (1.3 MG Midget).
Formula Vee (10 laps): 1, Tim Flynn (Scarab); 2, Dave Rushe (Scarab); 3, Dave Karaskas (Veemax).
Marchant & Cox Formula Ford Championship round (10 laps): 1, Paul Sleemen (Crosslé-Minister 25F) 9m 20.4s, 64.24mph; 2, Doug Wood (Elden-Minister 10C); 3, Chris Springham (Royale-Scholar RP21).
Special Saloons (10 laps): 1, Roy Marsh (1.0 Mini) 9m 19.2s, 64.38mph; 2, Derce Mercer (1.3 Mini); 3, Graham Brewis (1.0 Mini).

BRANDS HATCH

Clubmans race meeting is the title of this BRSCC promotion but, with eight championship qualifiers on the nine race programme, Sunday's Brands meeting seems to be suffering from an identity crisis.

Top of the bill is a round of the Townsend Thoresen FF series, transferred to this clubbie during extensive calendar modifications last winter, which boasts the usual full grids for two qualifiers to throw up the 20 cars for the final. There are also two large fields for qualifiers for the Kent Messenger FF championship—including many of the TT FF contenders.

Saloon enthusiasts are not disappointed, with rounds of the Debenhams Escort and Leyland Cars Mini 850 series. Only non-championship event is a race for MG sports cars. First event is at 2.30 p.m. with practice—always a spectating must with so many Formula Fordsters around—starting at 9.30am.

MALLORY PARK

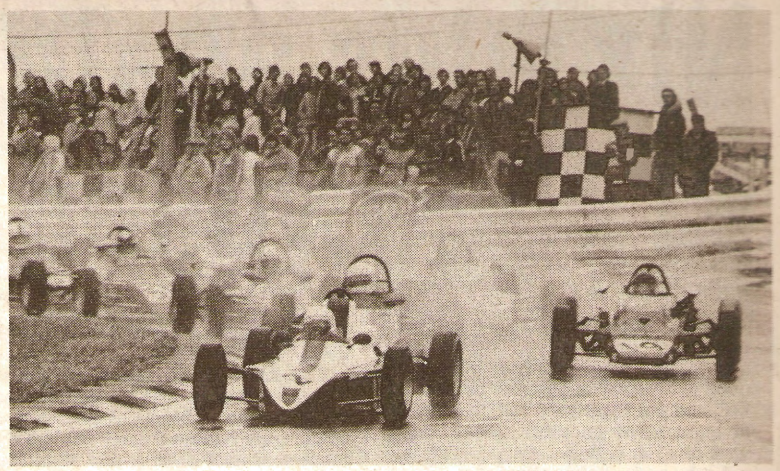
Conversely, six out of eight is the championship event tally at the BRSCC Midland Centre's Mallory Park meeting on Sunday, which has attracted an entry of nearly 200 competitors.

Rounds of the Certina Swiss Watches prodsports (see *Sports Extra*) and the SKF Steel Club sports series provide interest for sports car fans, while saloon enthusiasts have a pair of special saloon events—one for Hitachi and one for Century Supreme championship points—and a round of the Renault 5 Elf Challenge, always good fun at the hairpin.

A round of the Midland Centre's *Formule Libre* championship and two non-championship Formula Ford events complete the programme, which starts at 2.15pm.

KNOCKHILL

Dunfermline CC are going ahead with their Sunday Knockhill meeting, despite the fact that the first event was cancelled due to lack of entries. There will be production and special saloon events, Formula Fords and clubmans and, as the sports car race attracted very few entries, it has been replaced by a *Formule Libre* event (see *Sports Extra*). Racing starts at 2pm after morning practice.



Let us hope that the weather at Brands is better for Sunday's six Formula Ford events.

CURBOROUGH

Shenstone & District CC host Sunday's round of the RAC Sprint Championship at Curborough starting at 2pm after morning practice. The event is sponsored by the Elbow Room, 146 High Street, Aston, Birmingham, to which all competitors, officials and spectators are invited for a motor racing party after the event.

LONGRIDGE

Liverpool MC are running their Summer Sprint at Longridge on Sunday as a round of the Longton and District championship with a prodsaloon category in addition to the usual BARC Yorkshire Centre Speed Event classes. First timed run will be at 1.30pm after practice from 10am.

LONG MARSTON

Final round of the 1976/77 Castrol/BTRDA Clubmans Rallycross championship is the fare at Long Marston on Sunday. Organised by Motoclub, practice starts at 9am with timed runs at 11am, 1.30pm and 3pm, with a series of special hot rod v. rallycross events to complete the programme. On Saturday there will be an invitation event featuring British rallycross drivers who have been abroad for most of the season.

SHELSLEY WALSH

The RAC Hill Climb Championship moves to Worcestershire for this Midland Automobile Club round, which starts at 11.30am on Sunday, with practice at 10am on Saturday. Among extra attractions will be a Bentley Drivers Club Pre-War Bentley *Concours d'Elegance* and a visit by Raymond Mays who will be autographing copies of the MAC book *Seventy Years of Shelsley Walsh.*

CROFT

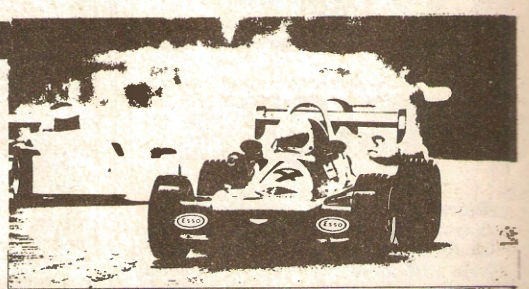
Darlington & District MC take over Croft on Sunday for a seven race programme supported by the Trustee Savings Bank. There will be two heats and a final for Formula Fords, special saloon, modified and production sports car events and a *Formule Libre* race. Racing starts at 2.45pm.

RUFFORTH

Six championship events are on the programme of the BRSCC Northern Centre's Rufforth race meeting on Sunday which starts at 2pm. They are for the Richard Sutherland modsports series, Tate Trophy Formula Fords, Troy Tyres special saloons, Skipton Finance prodsports, Northern Clubmans Champagne series and the Centre's own *Formule Libre* championship.

International events

Date	Venue	Event
Jun 11/12	Le Mans, France	Le Mans 24 Hours—G2-6, NASCAR
Jun 11/13	Bulgaria	Zlatni Piassatzi Rally—European Rally Championship for Drivers
Jun 12	Enna, Italy	European F3 Championship
Jun 12	Berchtesgaden, Germany	European Hill Climb Championship
Jun 12	St Jovite, Canada	CanAm
Jun 12	Nurburgring, Germany	G1-4, FV, FF
Jun 12	Mosport, Canada	F Atlantic, G2-6



British events

Date	Venue	Event	Status	Club	Start	Details
Jun 11	Rufforth, nr York	Race Meeting	R	BRSCC (NC)	14.00	FF1600, Special Saloons, Modsports, Prodsports, Clubmans, Libre
Jun 11	Halfmoon Inn, Lennet-in-Sherburn, Yorks	Autotest	R	BARC (YC)	12.00	Annual Scarborough Weekend
Jun 11	Wellesbourne	Sprint	R	SUNBAC	—	—
Jun 11/12	Shelsley Walsh, nr Worcester	Hillclimb	N	Midland AC	11.30	Dupont Trophy Meeting—RAC & Leaders Hillclimb Championship, Concours d'Elegance
Jun 11/12	Southern Bros, Blackburn, (MR103/684¼273¾)	Rally	C	Bolton Le MoorsCC	—	Clubmans Rally
Jun 11/12	Ford & Slater, Bicester Road, Aylesbury (MR165/814414)	Rally	C	Sporting ODC	22.45	Summer Rally
Jun 12	(MR147/842528)	Rally	R	Swansea MC	10.00	Rally of the Vales
Jun 12	Mallory Park, nr Kirkby Mallory, Leics	Race Meeting	C	BRSCC (MC)	14.30	Modsports, Clubmans, Special Saloons, Renault 5s, Libre
Jun 12	Brands Hatch, nr Dartford, Kent	Race Meeting	R	BRSCC	14.30	FF1600, Escort, Minis, Clubmans
Jun 12	Croft, nr Darlington, Co Durham	Race Meeting	R	Darlington & DMC	14.45	FF1600, Special Saloons, Prodsports, Clubmans, Libre
Jun 12	Knockhill, nr Dunfermline	Race Meeting	CP	Dunfermline CC	14.00	FF1600, Special Saloons, Production Saloons, Clubmans, Libre
Jun 12	Curborough, nr Lichfield, Staffs	Sprint	R	Shenstone & DMC	14.00	Haynes Publications RAC Nat Sprint Championship
Jun 12	Longridge, nr Liverpool	Sprint	R	Liverpool MC	13.30	Summer Sprint—Longton & District Championship
Jun 12	Goodwood, nr Chichester, Sussex	Sprint	R	Sussex CC	—	Sussex Sprint 77—ACSMC/ASEMC/COMCC Championships
Jun 12	RAF Upwood	Sprint	R	Herts County AC	—	—
Jun 12	Long Marston, nr Stratford	Rallycross	R	MotoClub	11.00	Castrol/BTRDA Rallycross Championship
Jun 12	Central Car Park, Winchester	Autotest	CP	Winchester & DCC	—	—
Jun 12	Birch Services M62	Autotest	CP	High Moor MC	11.00	Jubilee Autotest
Jun 12	Queens Square Mill, Alpine Corner, Honley (MR110/141¼117)	Autotest	—	Huddersfield MC	19.00	—

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

Who knows, one day it could be law.

Even the purest oils can produce their share of engine killers.

Sticky lacquers, tars, sludges, resins and acids to clog up the works.

At Duckhams we ran lab tests on 13 leading oils.

No less than 10 oils didn't contain all the special additives we consider vital to stop them murdering your engine.

Additives that we guarantee with every can of Duckhams Q.

They've helped Duckhams Q pass the toughest performance tests that Leyland, Mercedes, Ford, Volvo, Fiat, the leading car manufacturers, set for oil.

It's all there on the side of the can.

Reassurance that Duckhams will do far more than just oil the works.

Don't let anyone tell you all motor oils are the same.