Autosport

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Sweden: Laffite wins at last

Full report from Anderstorp □ F2 Mugello to Giacomelli

Autosport

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After more than 27 years, an all-French Formula 1 car has won a World Championship Grand Prix. Jacques Laffite celebrates the fact on the Anderstorp rostrum; second man Jochen Mass looks on.

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Felicitations

Jacques Laffite's victory may have been a fortunate one, but no win could have been more popular. It was Jacques's first, it was Ligier's first, it was the Matra V12's first, it was *France's* first. Since the beginnings of the World Championship, back in 1950, the French have been trying to win a Grande Epreuve. Twenty-seven years is a long time to wait, and we acknowledge their success with great pleasure.

Recently there have been rumours suggesting that it would take a Grand Prix victory to ensure the continuation of the team's Gitanes sponsorship next season. We hope that Anderstorp will have done the trick and that Gitanes do stay with the team, for it would be very difficult for them to continue otherwise.

The problem with early French attempts to conquer F1 racing was always lack of money. In the last 25 years or so, France has produced several top-line drivers, such as Jean Behra, Maurice Trintignant, Jean-Pierre Beltoise and François Cevert, all of whom achieved success, without ever managing to win a Grand Prix in a French car. In the late 'forties and 'fifties, the Gallic torch was carried only by Amedée Gordini, whose little cars were often prodigiously quick—but not for very long. In comparison with Ferrari and Maserati, the team was ludicrously under-financed, but Gordini gallantly soldiered on until the end of 1957 when he could afford it no longer. The name of Bugatti, revered before the war, briefly reappeared at the French Grand Prix at Reims in 1956. It was a complex car and Trintignant found it completely hopeless. It was never seen again.

The blue of France was not seen in Grand Prix racing again until the Matra MS11 appeared at the Monaco Grand Prix in 1968. It was a dramatic debut, giving us our first experience of the V12's incredible high-pitched scream. In the hands of Jean-Pierre Beltoise, the car went well on occasion, finishing second in the Dutch Grand Prix that year. At that time, of course, Ken Tyrrell was also running Matra chassis for Jackie Stewart—but with Ford engines. The Scot won many races, but success continued to elude the French V12.

In 1970, 1971 and 1972, the French team came desperately close to victory several times. Chris Amon looked a certain winner at Monza in 1971 and at Clermont Ferrand the following year, but bad luck still kept Matra from the winner's circle. At the end of the year, they decided to quit Grand Prix racing. They had a string of successes at Le Mans and won the World Sports Car Championship, but these were largely hollow victories, not at all like F1 successes.

The engine appeared in Grand Prix racing once more in 1975. At the Osterreichring there was one in the back of Jean-Pierre Jarier's Shadow DN7. The project, however, proved disastrously expensive and quietly petered out.

Last year, amid controversial circumstances, the Ligier JS5 appeared for the first time, and the Matra V12 was back once more. There was a minor uproar in France when Jacques Laffite was named as the car's *pilote* rather than Beltoise, but few would dispute that the decision was a wise one, Laffite being on the way up, Beltoise not so. Now, a pole and many places later, the French team has finally done it. We are genuinely delighted to see it, and hope that many more victories follow.

cover picture

At Anderstorp last Sunday, Jacques Laffite brought his Ligier-Matra home to a notable victory in the Swedish Grand Prix, the first by an all-French car since the establishment of the World Championship in 1950. Report: page 10.

next week

More European Formula 2 action at Rouen—Just James—The second big USAC 500-miler at Pocono—How the Triumphs fared in the Ypres Rally—Jubilee time: two famous races from the past, and the story of British efforts at Le Mans—More ShellSport racing at the James Hunt Trophy meeting at Brands Hatch—St John Horsfall Silverstone—Private Ear—John Bolster tests the latest Reliant Scimitar GTE*

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

edited by Nigel Roebuck

Jabouille tests F1 Renault at Dijon

Last week, before departing for a very happy weekend in Sweden, the Ligier team did some testing at Dijon. Laffite put in 1200 trouble-free kilometres with the JS7, finally getting down to 1m 12.6s.

Out at the same time was Jean-Pierre Jabouille in the turbocharged Renault. Jean Sage of Renault was in Anderstorp at the weekend, and said that tests had gone well. Inevitably, there were one or two small problems: the rear wing was a little unstable and the team had trouble with the nosecone fixing point. As well as that, a small oil leak in the turbocharger caused a minor fire, but it was quickly extinguised and no significant damage was done. Sage said that Jabouille was not trying terribly hard to go all out for a quick time, but nevertheless recorded 1m 14.1s. And, apparently, the Renault was quicker down the straight than the Ligier. . . .

The car will be tested again during the F1CA test days at the end of this week, and a decision as to whether the car runs in the French GP will be taken on Friday evening.

Dry sumps allowed for G2 Jaguars

Despite opposition from the French and Italians, the British and German Group 2 teams have been successful in their efforts to get dry-sump lubrication systems authorized for Groups 2 and 4. The CSI has announced the eligibility of dry sumps, to take effect from July 1.

However, the CSI also stipulated that the dry-sump systems may only be used without an oil cooler! Since in most racing applications it is impossible to do without an oil cooler for a dry-sump installation, it is thought that this might be some kind of mistake by the CSI, and as we went to press several teams were contacting Paris to ask the CSI to confirm this peculiar stipulation.

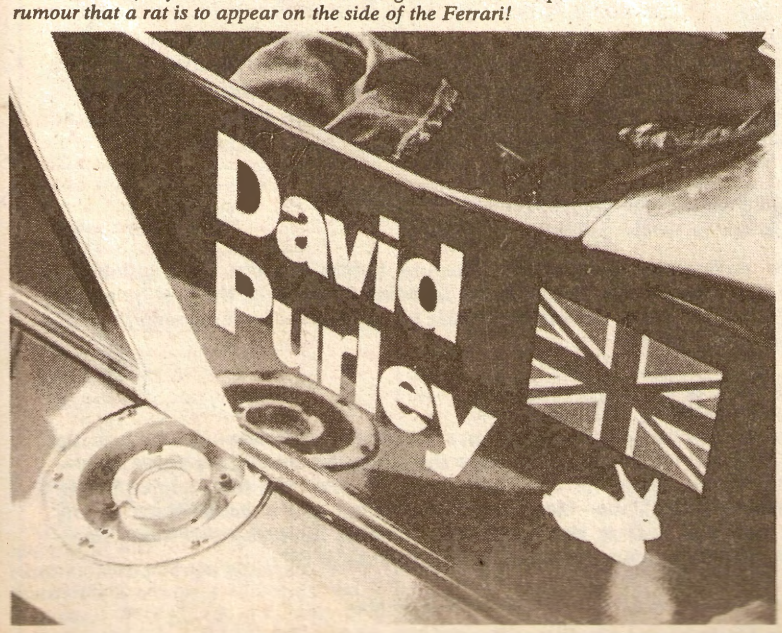
Assuming that it is a mistake, and that oil coolers will be allowed, the news may not now dramatically affect the Leyland Cars team of Jaguar XJ12C Group 2 cars. A dry-sump system for the Jaguar's 5.3-litre V12 engine is enormously expensive and, pending the decision by the CSI, the Broadspeed preparation team has not been able to take the system far beyond the design stage. Now that dry sumps are permitted, the team will consult with Leyland Cars about the desirability of converting the Jaguars, bearing in mind the expense.

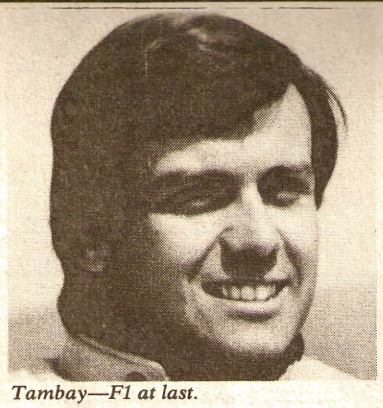
The scavenge systems which have been fitted to the cars since the chronic oil surge problems at Monza are now very effective, and at Brno the oil surge was minimal and well within the engine's ability to cope. At each circuit—and the next European Touring Car Championship round will be run at the Nürburgring on July 10—the team has to devote much time to "tuning" the wet-sump system to suit the nature of the track, but it is possible that (all things considered) sticking to the wet-sump system might be preferable to a complete change at this stage of the season. No decision has yet been taken, however, and all that is certain is that the Jaguars will again be wet-sumped for the 'Ring.

The dry-sump system, of course, must be officially homologated by the manufacturer, but in this case there is no production minimum.

In preparation for the Nürburgring round, the Leyland Cars team visited the German circuit on their way back from Brno a couple of weeks back, to see if the car really would fit into the Karussel. And they came away quite happy, John Fitzpatrick setting an 8m 26s lap before the track became wet. Pole position last year in the G2 event was taken by Hans Stuck in a Luigi BMW in 8m 29s, so it shows promise.

When Lauda and Purley had their row at Zolder, Niki at one stage referred to David as a "rabbit", a fact "Pearls" acknowledged at Anderstorp. There is no truth in the rumour that a rat is to appear on the side of the Ferrari!





Tambay—F1 at last.

Tambay for F1 Dijon

At the weekend, Mo Nunn confirmed that Patrick Tambay would be making his F1 debut at Dijon in an Ensign. Currently the mechanics at Walsall are hard at work on a new chassis for Tambay and Mo hopes it will be finished in time. If not, for the one race only, the young Frenchman will use Regazzoni's spare car. Although being built at the works, the car will be run by Sid Taylor and based elsewhere. Tambay's main sponsor being Marlboro, the car will be red and white.

Regazzoni drove an excellent race at Anderstorp, finishing a good seventh. During practice he commented that the car's traction was quite a lot better than before, but still he felt that his DFV was down on power, compared with most of the others. In fact, Clay was using the same motor as was installed in the Ensign at Anderstorp last year, when Chris Amon was driving. The New Zealander also used to say his engines were below par.

Recently, however, an article appeared in a Swiss newspaper, the gist being that Clay was very happy with the Ensign but felt it needed a new engine, which the team couldn't afford. The Clay Regazzoni Fan Club responded with alacrity. A whip-round was organised, all kinds of people being roped in for contributions, including prominent Swiss businessmen, the result being that Mo Nunn will receive the money this week! Such was the response, apparently, that the wherewithal for a second new engine may follow shortly. . . .

While on the subject of Ensign, mention should be made of the protest made by Mo Nunn against Andretti and JPS. Morris made it clear afterwards that they didn't like doing it, "but we do have rules, and if they're there, we either obey them or we don't". He wasn't being sanctimonious about it, being in no doubt that none of the other constructors would have hesitated to do it to him, in the same circumstances. In fact, he said, the original idea for the protest came not from him but from another team manager, one of the leading names in the F1CA. "There's always a certain amount of bad feeling when something like this happens", Mo went on, "but we're not talking about just one sixth place in one race. That sixth place would give us another point. The number of points you get in one season dictates the amount of money you win in the next. With a small team like us, that extra point would have made a big difference in 1978". While no one likes protests, it's easy to see how the system encourages them.

Kauhsen troubles

Having had a mechanics' walk-out, Willi Kauhsen's Formula 2 team had a driver walkout at Mugello over the weekend. After Michel Leclere declared that he wanted to race Klaus Ludwig's shorter wheelbase car, Ludwig decided that he had had enough of swapping cars, and walked out of the team for the rest of the season.

The team has really had its problems. First of all, the mechanics objected to the lack of management within the team before the Nürburgring, and many of the English mechanics left, to be replaced by Frenchmen. At Mugello, *they* had all gone, to be replaced with Belgians from another race-shop in Brussels, and the new-look team seemed finally to have overcome its management problems.

However, further problems have come from the cars, for without the designer Jean-Pierre Jabouille it has been up to Michel Leclere to sort the cars and try to get them to work. With his reputation at stake, poor Michel has really been trying everything to get back into the results, and Ludwig has had to take the back seat. The exchange of cars at Mugello was the final straw for the German, and he left Italy before the race.

Gordie better

Happily, the news regarding Gordon Johncock's Milwaukee injuries is that they were nothing like as serious as first reports indicated. Although Gordie suffered face, neck and back injuries, and was unconscious for more than an hour after the accident, he was released from Milwaukee County General Hospital in the middle of last week and, in fact, took part in a two-man "winner take all" Camaro race at Michigan last Saturday. However, he was beaten by Cale Yarborough.

Latest on Euroracing

AFMP Euroracing, the company started by Sandro Angeleri with bases in both Britain and Italy, has now closed its English base altogether. The Formula 2 team was at Mugello running one car for Ricardo Zunino under the team management of chief mechanic Tony Harvey. Harvey has been given a budget to run Zunino, but is currently without premises in Britain following the sale of the Silverstone base.

Their other F2 car, that driven by both Bruno Giacomelli and Alex Ribeiro, was handed over to the Italian operation at the weekend, to be used as a spare car. The Italian side of the company is to continue, for currently things are going well with consistent finishes by Alberto Colombo, and Sandro Pesenti Rossi is showing promise too.

In Formula 3 they have Piercarlo Ghinzani among others in the European championship, and having his first race under their banner at Enna ten days ago was David Kennedy, whose car has been taken over by the Italian operation.

European status for Group 6 next year

Last week there was a CSI meeting in Paris to discuss the future of the two rather sad sports car championships which presently enjoy World status, the Group 5 World Championship of Makes and the Group 6 World Sports Car Championship.

Following the meeting, the CSI issued a statement to the effect that, in 1978 and 1979, there will be a new World Championship of Makes format, for cars complying with Groups 1 to 5. The series will be run in two divisions (up to and over 2 litres), and each division will have its own separate classification system according to the scale currently in force.

If the CSI can add prestige and money to the 2-litre class, it is possible that the BMW and Ford teams which presently contest the German Touring Car Championship will move further afield and take in some of the World Championship G5 events alongside the Porsche 935s and 934s.

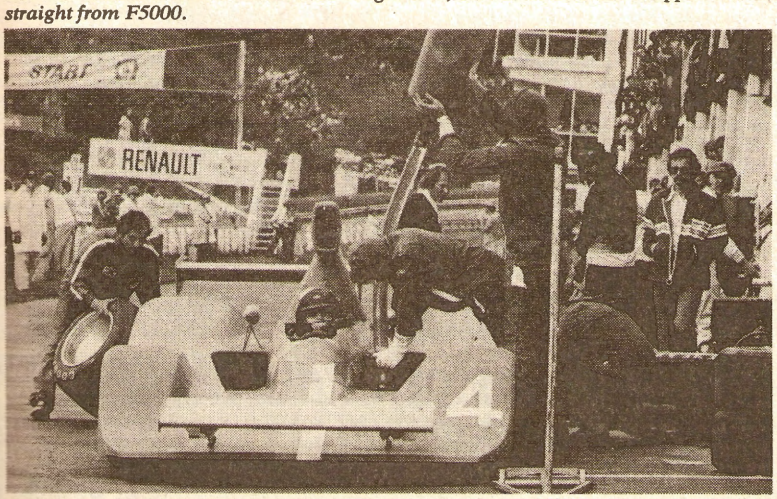
As far as Group 6 is concerned, the CSI announced last September that it was considering demoting the present championship to European status for next year, and this has now been confirmed. The 1977 series has no races scheduled to take place outside Europe, in any case. The new European Sports Car Championship is confirmed for 1978 and 1979, again for the G6 "prototypes", but the cubic capacity divisions will not be announced until after another CSI meeting next September. This could just conceivably suggest that the CSI is thinking of limiting the series to 2-litre cars, which could regenerate interest from Britain and Italy in particular.

Redman recovers

There is much better news of Brian Redman this week. Throughout the first week following the accident, Brian was kept under heavy sedation, but we are told that he is now conscious and able to talk. His wife, Marian, flew out to be with him last week. It now seems that he will have to be in traction for only one month, rather than three, as was first thought. Indeed, Redman's doctors are optimistic that he will be able to go to friends in Philadelphia shortly, to convalesce.

In last week's *Pit & Paddock*, while referring to the accident, we said that the rollover bar on his Haas/Hall Lola T333CS "proved to be of relatively little use". However, we omitted to point out that it was the strength of the rollover bar assembly which probably saved Brian's life, for SCCA reports reveal that the car descended upside down from a height of 20-30ft onto the roll bar, which seems to have withstood this initial impact with little deformation. The eventual failure was caused by abrasion, wearing right through the 1⅜ins diameter bar at the point of contact when the car continued travelling upside down on the tarmac for a considerable distance. Had the roll bar been insubstantial, premature collapse would have occurred on impact, with possibly even more serious results.

An interesting contrast in styles. Both Peter Gethin's and Elliot Forbes-Robinson's cars are the latest Lola T333CS models. Gethin's VDS car (above) retains the standard nose but has an additional wing over it, and EFR's nosecone appears to be straight from F5000.



Ickx—happy with Porsche.

Jacky's 935

At the Norisring German national championship Group 5 race in ten days time, it is rumoured that the Martini Porsche 935/77 will appear, the first time it will have raced in a sprint event. The driver will be Jacky Ickx, and his main opposition will be the Kremer Porsche 935/2 of Bob Wollek, although there are plenty of other competitive 935s entered, including the Loos car of Rolf Stommelen.

Sullivan's F2 Boxer

Danny Sullivan reappeared in Formula 2 at the weekend at Mugello, now in the driving seat of the Netherton & Worth sponsored Boxer. Brian Lewis's team had run short of money and missed out the last two F2 races, but Sullivan has been able to find the extra finance through the Heidelberg DP art gallery and after last weekend's showing, seems to have the permanent seat in the Hart-powered Boxer. He replaces Brian Henton.

Sullivan started the season at Hockenheim with Jorg Obermoser's F2 Toj, but after not qualifying there he left the team and set about finding finance to continue in Formula 2. Danny also has sponsorship from Marlboro and Goodyear.

Briefly . . .

● Making a return to racing at Mugello over the weekend was American former CanAm and F5000 driver Gregg Young. He was driving the Opert F2 chevron normally used by Jacques Laffite, and will also run alongside "Keke" Rosberg in Fred Opert's American Formula Atlantic team for the rest of the season. Young, from Connecticut, has not raced for about five years.

● "Family business" was an apt title for Freddy Kottulinsky's F2 team at Mugello over the weekend. Mechanic for the season is his nephew Harald, but helping out over the weekend was his 17-year-old daughter, Susan, who hopes to race herself one day. Freddy, incidentally, is racing with a broken thumb following a coming-together at Pau when the steering wheel spun round on to it. "I'll get it fixed in August when there aren't so many races", the German-domiciled Swede remarked casually at Mugello.

● the CSI has confirmed that there is to be an additional round of the European Formula 2 Championship at Misano in Italy on August 7.

● At the last minute, the Group 5 World Championship of Makes qualifier scheduled to take place at the Osterreichring next weekend has been cancelled. The organizers revealed that they had only received a total of 17 entries, four of which were competitive, so they felt that they had no option but to cancel.

● Despite the FIA rulings that the number of starters in a Grand Prix shall be determined by the length and width of the circuit, it seems that only 24 starters will be allowed at Hockenheim.

● German saloon car ace Hans Heyer was in the Anderstorp Paddock over the weekend, and there were rumours that he may drive the second ATS PC4 at the German Grand Prix next month.

● Wilson Fittipaldi was in Sweden on Friday but flew off to Brazil in the evening to hurry along the construction of the second F5.

● If you are interested in an exotic holiday which takes in one of the most unusual motor races in the world, Phoenicia Travel are organising a 15-day trip to the Far East at the time of the Macau Grand Prix. The trip's itinerary includes Singapore, Hong Kong, Bangkok and Macau, the cost being £650. For further information, contact Chris White, Phoenicia Travel, 31 Regent Street, Kinswood, Bristol. Telephone 0272-670807.

Muldowney on Guthrie

An admirable aspect of Americans is that they tend to say what they think. Recently, a lady called Shirley "Cha Cha" Muldowney has been saying what she thinks about Janet Guthrie, who recently gained what many consider to be a surfeit of publicity by becoming the first woman to qualify at Indianapolis.

The remarkable Mrs Muldowney, in case you hadn't heard, is a drag racer of real prominence in the States. Recently she won the Spring Nationals in Columbus, Ohio, beating Don Garlits in the semi-final and Britain's Clive Skilton in the final. Shirley, apparently a svelte lady with husband and 19-year-old son, clearly doesn't class herself as one of Miss Guthrie's greatest fans. "Janet Guthrie is a physicist from New York; I'm a race driver from Schenectady. I don't think other drivers even think of me as a gal any more. We get along so well now. They come over to the house, we eat dinner together, things like that. I hear Janet Guthrie complained about not having her own shower at Indy but, hell, if you're gonna be one of the boys, you gotta shower with the boys. Janet Guthrie doesn't know what it takes to run a $200,000 operation. She just shows up, talks to the press and gets in the car. I wouldn't want to be out there unless I could run with A. J. Foyt. *Then* you can say you're running Indy. I've been doing 70 races a year for 19 years. I know what it is to run the whole show and to have to pay people at the end of the week. I don't think this is a sport for women; I really think a man has a better feel for the car". Shirley is doing herself less than justice. Last year, she had a run in Richard Petty's Dodge at Talladega, lapping at well over 180mph, her first drive on a circuit. . . .

Afterwards she said that a women could never be competitive in NASCAR, "we're just not physically strong enough". We like the sound of Mrs Muldowney.

edited by Quentin Spurring

Alfa again at Enna

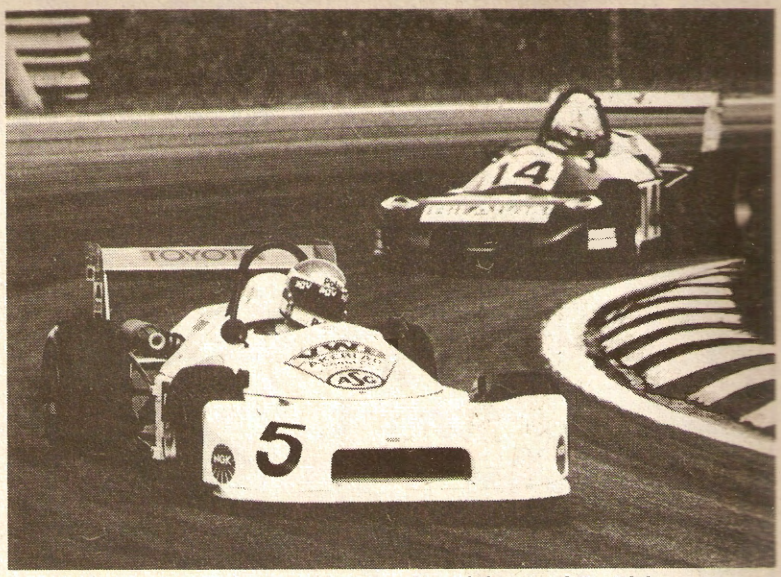
The World Sports Car Championship for Group 6 cars continued down its turgid course last Sunday with its fourth round, held at Enna in Sicily. Jorg Obermoser's team still have financial difficulties, and there was no Toj present for Rolf Stommelen to challenge the two works Alfa Romeo 33SC12 entries, one for Arturo Merzario and the other for Giorgio Francia/Spartaco Dini. The former has been remarkably quick in recent WSC events at the wheel of his 2-litre Osella-BMW, while Dini is an Alfa-contracted driver. This pair got their chance at Enna, of course, because Vittorio Brambilla was busy at Anderstorp.

Merzario was comfortably fastest during Saturday's two practice sessions, ending up with a pole time of 1m 35.7s. Francia/Dini shared an all-Alfa front row (1:36.9), and the two 2-litre PA5 Osellas of "Amphicar"/Luigi Moreschi (1:39.5) and Lella Lombardi/Giovanni Anzeloni (1:40.0) were on the second row. The only other 3-litre car, the old Lola-DFV T294 of Cazani/Manfredini, was way down behind hordes more 2-litre Osellas, Lolas, Saubers and Chevrons.

After two warm-up laps, the cars reassembled on the grid—and Francia inadvertently shut off the supplementary fuel pump. When the car would not restart, he signalled frantically to his mechanics, one of whom wanted to go across to the car, but was restrained from doing so by the Clerk of the Course. The mechanic had to yell over the sounds of the engines for some time before Francia got the message, switched the electrical pump back on, and started with the rest. However, he was immediately black-flagged, as the official had taken offence during the mechanic's efforts to get to Francia, and pulled him in for "aggression and insult towards the Clerk of the Course". Enna *is* fun.

Meanwhile, Merzario was lapping consistently along, miles in the lead. But with 27 laps remaining, the surviving Alfa Romeo stopped at the pits with low oil pressure. There was little that could be done, but while the Autodelta team deliberated the little Osella of "Amphicar"/Moreschi passed into the lead. Hoping that the flat-12 would last, the Alfa team sent Merzario on his way again, and he now drove the car very much harder in his efforts to catch up. However, there was no need for concern, for the Osella's engine broke shortly afterwards.

Lombardi went well in her Osella, too, but co-driver Anzeloni fell off soon after taking it over. So, as Merzario won in 2h 57m 40.0s (104.22mph), the BMW-powered Sauber C5 of Eugen Strahl/Peter Bernhard took second place, three laps down. As if this was not condemnation of the series on its own, third place, another six laps down, went to the 1300cc Osella of Giampaolo Ceravolo/Pascale Anastasio. A Chevron B26 (Siliprandi/Castro) was fourth, and the 3-litre Lola fifth ahead of another Osella. Not a great race.



Ralt duel at Anderstorp between winner Anders Olofsson and Eje Elgh.

Olofsson beats Elgh in Anderstorp F3

Chevron Cars works Formula 3 driver Eje Elgh missed last Sunday's BP Championship qualifier at Thruxton in order to take part in the F3 race supporting his home Grand Prix at Anderstorp at the wheel of a Ralt. But the race, a round of Sweden's national championship, was won by one of the leading lights in this year's European F3 series, Anders Olofsson.

Olofsson qualified his Puss-O-Krams Jeans Ralt on the pole, with Hakan Alriksson alongside in another Ralt and Elgh and Denmark's John Nielsen (Roni Furniture Ralt) on the second row. Mats Nygren stopped the Ralt rot by qualifying fifth fastest with his March, alongside Thorkild Thyrring with the Marlboro-sponsored works Chevron B38.

In the race, Olofsson (one of the few drivers really to have challenged Piercarlo Ghinzani in the European series this year) pulled away to win by the handsome margin of 10.15 secs, completing the 18 laps (44.93 miles) in 28m 56.51s at 93.27mph. Elgh held off Nygren's March for second place by just 0.8sec, while 2½ secs further back in fourth place came Alriksson, followed by the Ralts of Clas Sigurdsson and Ulf Svensson.

The first non-Swede was Dutchman Huub Rothengatter, on this occasion driving a March 763, while eighth place was taken by Ingvar Karlsson in his Viking TH1B from Henrik Spellerberg (Chevron B38), Ulf Granberg in the latest Argo, Thorbjorn Carlsson (who had two spins) and Ole Vejlund (one spin) in their Ralts and Rüdi Gygax in another of Jo Marquart's Argo cars.

The two Danish drivers, Thyrring and Nielsen, crashed out of the race in separate incidents after 13 laps, while Argo driver Stefan Johansson—the man who made such an impact (!) at Monaco—crashed heavily but without injury on the first lap.

With Ralts qualifying in the first four places, and also finishing in five of the first six, it was not a bad day for Ron Tauranac's firm. Olofsson produced the fastest lap for Ralt, too, lapping in 1m 35.40s (94.20mph) on the last lap of the race.

Pedersoli's Euro F3

The seventh round of the European Formula 3 Championship, run at Enna in remote Sicily on June 12, resulted in a surprise, 0.6sec defeat for championship leader Piercarlo Ghinzani at the hands of his fellow-Italian Oscar Pedersoli.

The event—which had an entry of only 26 cars due to the rather low, L100,000 prize fund—was run as two heats and a final. Ghinzani was fastest in practice, which was held over five hours (British F3 competitors should be so lucky!). His time of 1m 40.5s put him on pole for the first heat, with newcomer Filippo Niccolini, driving a Ralt for the Scuderia Everest team in his fourth F3 event, alongside at 1m 40.7s. Elio de Angelis (Chevron B38) took the pole for heat two, also at 1m 40.7s, while Pedersoli's Ralt recorded 1m 40.8s to share the front row with the promising Trivellato driver.

In the first heat, Irishman David Kennedy, who is now running the Group Waterworks/Findus March under the auspices of the Italian AFMP Euroracing set up, silenced the crowd's cheers for Ghinzani when, after a lengthy engagement, he slipstreamed past the AFMP Allegrini March driver and held on to win by 0.2s (at 107.00mph). Niccolini was third, 8secs further back, ahead of Marcello Rosei (March) and Roberto Farnetti in another Ralt. An early casualty was Beppe Gabbiani, who crashed his Trivellato B38 again on the first lap.

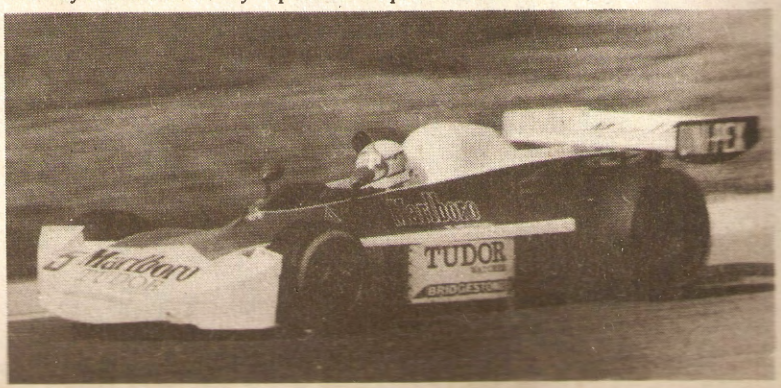
De Angelis led off the second 30.76-miles heat, but he retired when a shredded tyre caused rear suspension damage. Nelson Piquet from Brazil had his Scuderia Mirabella Ralt in second place when the fuel tank lining blocked the petrol filter, and starved the engine of fuel on the fourth lap. Piero Necchi took over the running in yet another Trivellato B38, and held off Pedersoli in his Ralt to win by a hundredth of a second, at 106.95mph. Third was Bertram Schafer's Ralt.

After the heat, Piquet and de Angelis got a petition signed by the other drivers to the effect that they should be allowed to start the 61.52-miles final despite not having qualified, and the organisers put them in. However, Elio's suspension could not be repaired in time, and Piquet, starting from the back, ran into some tailenders on the first corner!

Kennedy led off the line, but was quickly passed by Necchi, and the two of them battled furiously for the lead. However, in the heat of the fray Kennedy socked a kerb and buckled a wheel, losing the air from the tyre and dropping into the pits for a replacement; he continued, to finish 13th. Ghinzani had also been involved in the lead dice, and when, after eight laps, Necchi's engine overheated as a result of grass in the radiator, the series leader took over the running. Ghinzani led the next eight laps, but Pedersoli—who had had a moment early on—came through to pass him four laps from the end. Pedersoli won in 34m 12s at 107.92mph, leading Ghinzani across the line by 0.6sec having set the fastest lap at 1m 40.2s (110.51mph).

Rosei, his engine off-song, held on to third place another 12.2secs back, although fourth man Niccolini was closing fast at the end. Daniele Albertin in another Italian-run AFMP March was fifth in front of Farnetti. Jan Lammers in the Hawke tangled with Guido Pardini in his Brambilla Racing Team March, knocking the Hawke's nosecone off and producing chronic handling problems on the fast Enna track. Schafer finished the final in eighth place, his best result since his Zolder testing accident.

The current leader of the Japanese Formula 2 Championship is Kazuyoshi Hoshino, who has driven his Nova-BMW 512B (below) to second and first places in the two most recent qualifying rounds. At the newly revamped Suzuka circuit on May 22, Hoshino started from the pole and led initially, but when heavy rain fell confusion reigned as everyone pitted for tyre changes. As they sorted themselves out again, the brand new Kojima KE008 F2 car emerged in the lead in the hands of Masahiro Hasemi, who held on to win. Hoshino disputed second place with Masami Kuwashima's newer Nova 522, but the pair touched and the 522 slid off into the barriers; March 742 driver Kunimitsu Takahashi finished third. At Fuji on June 5, Hoshino was again on the pole for the JAF Grand Prix, and led from start to finish. Hasemi and Takahashi had a furious duel for second place, which went to the 742 driver after Hasemi had spun the Kojima; Kuwashima crashed again, and as at Suzuka Noritake Takahara (Nova 512) was fourth. European invader Patrick Tambay crashed his Teddy Yip March at quarter-distance.



racecard

EUROPEAN TOURING CAR CHAMPIONSHIP (G2)

	Drivers overall	Mar 27 Monza	Apr 24 Salzburg	May 08 Mugello	May 22 Enna	Jun 05 Brno	Jul 10 Nürburgring	Aug 07 Zandvoort	Sep 18 Silverstone	etc	Total points
1	Carlo Facetti	20	20	15	20	20					95
2	Jorg Siegrist	12	20	20	15	20					87
	Anton Stocker	12	20	20	15	20					87
4	Willi Bergmeister	20	15	15	20	10					80
5	Martino Finotto	20	—	15	20	20					75
6	Bernd Siller	15	10	15	20	12					72
	Kurt Poeschko	15	10	15	20	12					72
	etc										
	Makes overall										
1	BMW (Div 5)	20	20	20	20	20					100
	VW (Div 2)	20	20	20	20	20					100
3	Alfa Romeo (Div 1)	20	20	20	20	15					95
4	Alfa Romeo (Div 3)	20	20	12	20	15					87
5	Ford (Div 4)	20	10	15	20	12					77
6	BMW (Div 4)	15	15	20	—	20					70
	BMW (Div 3)	15	15	20	—	20					70
	etc										

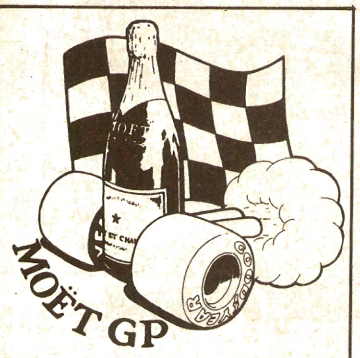
WORLD CHAMPIONSHIP OF DRIVERS (F1)

		Nat	Jan 09 Argentina	Jan 23 Brazil	Mar 05 S. Africa	Apr 03 USA West	May 08 Spain	May 22 Monaco	Jun 05 Belgium	Jun 19 Sweden	Jul 03 France	etc	Total points
1	Jody Scheckter	ZA	9	—	6	4	4	9	—	—			32
2	Niki Lauda	A	—	4	9	6	—	6	6	—			31
3	Carlos Reutemann	RA	4	9	—	—	6	4	—	4			27
4	Mario Andretti	US	2	—	—	9	9	2	—	1			23
5	Jochen Mass	D	—	—	2	—	3	3	—	6			14
6	Gunnar Nilsson	S	—	2	—	—	2	—	9	—			13
7	Patrick Depailler	F	—	—	4	3	—	—	—	3			10
8	Jacques Laffite	F	—	—	—	—	—	—	—	9			9
	James Hunt	GB	—	6	3	—	—	—	—	—			9
10	Emerson Fittipaldi	BR	3	3	—	2	—	—	—	—			8
11	Carlos Pace*	BR	6	—	—	—	—	—	—	—			6
12	Ronnie Peterson	S	—	—	—	—	—	—	4	—			4
13	Vittorio Brambilla	I	—	—	—	—	—	—	3	—			3
	Alan Jones	AUS	—	—	—	—	—	1	2	—			3
	John Watson	GB	—	—	1	—	—	—	—	2			3
16	Hans Stuck	D	—	—	—	—	1	—	1	—			2
17	Clay Regazzoni	CH	1	—	—	—	—	—	—	—			1
	Renzo Zorzi	I	—	1	—	—	—	—	—	—			1
	Jean-Pierre Jarier	F	—	—	—	1	—	—	—	—			1

*Deceased

INTERNATIONAL CUP FOR CONSTRUCTORS (F1)

1	Ferrari	I	4	9	9	6	6	6	6	4		50
2	JPS-Lotus-Ford	GB	2	2	—	9	9	2	9	1		34
3	Wolf-Ford	GB	9	—	6	4	4	9	—	—		32
4	McLaren-Ford	GB	—	6	3	—	3	3	—	6		21
5	Tyrrell-Ford	GB	—	—	4	3	—	—	4	3		14
6	Brabham-Alfa Romeo	GB	6	—	1	—	1	—	1	2		11
7	Ligier-Matra	F	—	—	—	—	—	—	—	9		9
8	Copersucar-Ford	BR	3	3	—	2	—	—	—	—		8
9	Shadow-Ford	GB	—	1	—	—	—	1	2	—		4
10	Surtees-Ford	GB	—	—	—	—	—	—	3	—		3
11	Ensign-Ford	GB	1	—	—	—	—	—	—	—		1
	ATS-Penske-Ford	D	—	—	—	1	—	—	—	—		1



Mario Andretti's faulty metering unit at Anderstorp cost him the race, and also changed the destination of this week's magum of champagne. In the last Möet et Chandon *competiton, most of you thought Andretti would win the Swedish Grand Prix, only three readers favouring Jacques Laffite. Christine McLaughlin, of London SE3, predicted the Frenchman to win at 101.36mph, whereas Jacques's average was actually 100.85. Congratulations, Chris.*

Now we have Dijon, and there is little point in quoting previous average speeds as the circuit had been lengthened this year. However, as some sort of rough guide, Merzario averaged 102mph in the three-hour sports car race back in April. The average for the Grand Prix might be somewhere around 110-112mph. We can give you no more guidance than that, unfortunately. Let us have your postcards please, by Friday, July 1. Send them to AUTOSPORT *Editorial, Haymarket Publishing Ltd, 76 Dean Street, London W1A 1BU.*

Cale again

Cale Yarborough did it again last weekend, taking the Holly Farms Chevrolet to victory in the CAM2 400 at Michigan International Speedway. David Pearson started the Purolator Mercury from the pole, but was never in the hunt during the race. By their standards, Pearson and his entrants, the legendary Wood brothers, are having one lousy season, so far winning only one race. David Pearson has been using a special engine for qualifying (built, apparently, by drag racing specialists), which goes like hell for a few laps but can be considered in no way a race engine. The engines installed in the car for the races appear not to have the horsepower to hack it with the Chevs and Dodges, and Pearson finished only fifth, a lap behind the leaders.

At one stage of the race, it seemed most unlikely that Yarborough could win. The Chev jumped out of gear three or four times in the early stages, and oil smoke puffed out every time. He got the black flag and was preparing to come in when suddenly the yellow light went on. Richard Childress had hit the wall. Cale was therefore able to come in under the yellow and leave the pits before the leader, Dave Marcis (Penske Mercury) could put a lap on him. Thereafter he caught Marcis, who blew a right rear tyre with five laps to go, dropping him from second to fourth.

Richard Petty was second at the end, 10.3s behind Yarborough, followed in by Benny Parsons (FNCB Chevrolet), Marcis, Pearson and Buddy Baker (Norris Industries Ford).

Winston Cup for Grand National Drivers: 1, Cale Yarborough, 2531 points; 2, Richard Petty, 2428; 3, Benny Parsons, 2254; 4, Darrell Waltrip, 2177; 5, Buddy Baker, 2050; 6, Dick Brooks, 1854, etc.

No IMSA luck for Hobbs

The eighth round of the IMSA Camel GT Championship, the Pepsi Grand Prix, was run at Brainerd last weekend, and was won by USAC star Danny Ongais in a Porsche 934. At the start of the 100-mile race, David Hobbs was well back (having had a lot of problems during qualifying), but soon had the McLaren-run BMW 320i Turbo up into fifth place. Then there was a heavy downpour and David went ahead, heading off into an enormous lead. But unfortunately the team's ill-luck struck once more and Hobbs retired eventually with differential failure.

Behind Ongais came Hurley Haywood (934), Al Holbert (Chevrolet Monza), George Dyer (934), Brad Friselle (Monza) and Walt Maas (Porsche 914/6).

IMSA Camel GT Championship: 1, George Dyer, 102 points; 2, Al Holbert, 97; 3, Hurley Haywood, 66; 4, Brad Friselle, 56; 5, Danny Ongais, 48; 6, Jim Busby, David Hobbs, 30, etc.

● In Sunday's Swedish Grand Prix, the fastest laps by each competitor were as follows:

Andretti, 1m 27.607s; Hunt, 1:27.615; Laffite, 1:27.681; Nilsson, 1:27.731; Stuck, 1:27.861; Mass, 1:28.048; Depailler, 1:28.121; Regazzoni, 1:28.166; Watson, 1:28.201; Jones, 1:28.308; Reutemann, 1:28.312; J. Scheckter, 1:28.458; Brambilla, 1:28.624; Jarier, 1:28.893; Lauda, 1:28.935; Peterson, 1: 29.969; Purley, 1:29.302; Oliver, 1:29.323; Lunger, 1:29.539; II Scheckter, 1:29.638; Fittipaldi, 1:19.904; Keegan, 1:30.180; Ertl, 1:30.364; Neve, 1:30.878.

● After last Sunday's race at Mugello, René Arnoux still leads the European Formula 2 Championship:

1, René Arnoux, 30pts; 2, Bruno Giacomelli, 20; 3, Riccardo Patrese, Eddie Cheever, 19; 5, Didier Pironi, Alberto Colombo, 16; 7, Brian Henton, 12; 8, Sandro Pesenti-Rossi, 10; 9, Keijo Rosberg, 7; 10, Ray Mallock, 6; etc.

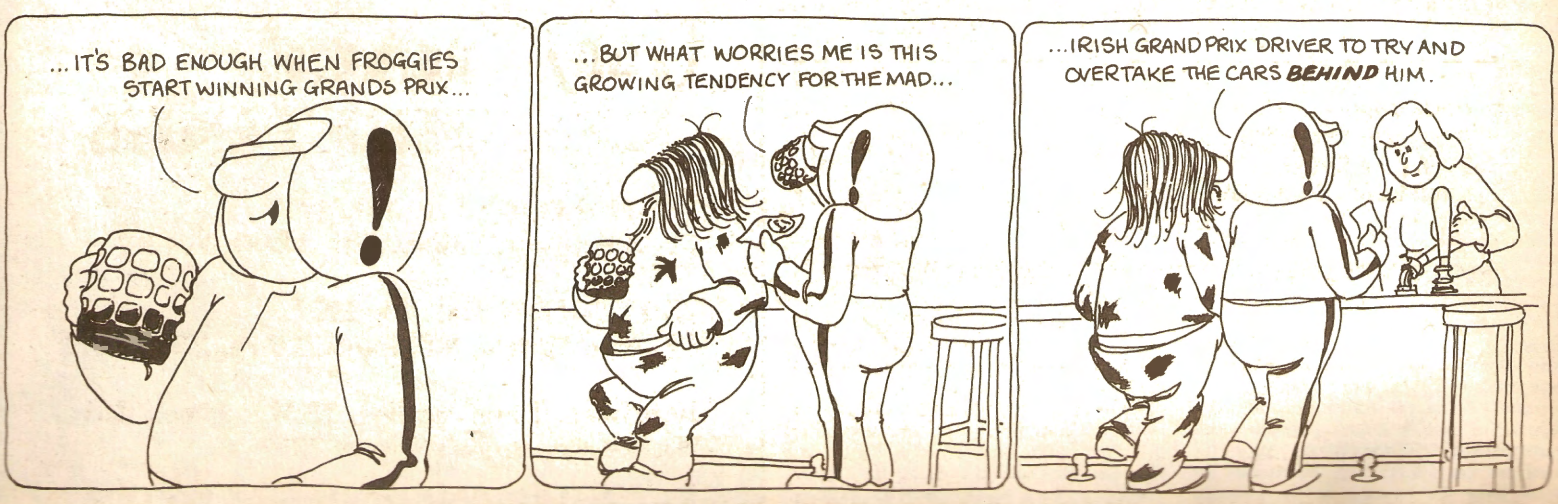
● Following last Sunday's round at Thruxton, overall positions in the Tricentrol British Saloon Car Championship are as follows:

Drivers: 1, Bernard Unett (Class D), 26pts: 2, Tony Dron (B), 23; 3, Richard Lloyd (C), 19; 4, Gerry Marshall (B), 16; 5, Jeff Allan (B), 15; 6, Gordon Spice (A), 13; 7, Peter Hilliard (C), 12; 8, Chris Craft (A), 11; 9, Colin Vandervell (A), 10; Vince Woodman (A), Stuart Graham (A), Alan Curnow (D) and Barrie Williams (A), 9; etc.

Manufacturers: 1, Ford Capri 3000 (A), 29pts; 2, Chrysler Avenger (D), 26; 3, Triumph Dolomite Sprint (B), 23; 4, Vauxhall Magnum 2300 (B), 21; 5, Volkswagen Golf GTI (C), 19; 6, Alfa Romeo GT Junior (D), 16; 7, Leyland Mini 1275 GT (D), 14; 8, Alfa Romeo Alfetta 1600 (C), 12; 9, Toyota Celica GT (C), 10; 10, BMW 530i (A), 9; etc.

catchpole

by Barry Foley



correspondence

the editor is not bound to agree with readers' opinions

Jags needed

On behalf of the crowd at the esses after the Dunlop Bridge, and all other British supporters at Le Mans, I would like to send warmest congratulations to the fine display shown by the British teams in 24 Hours of sheer enjoyment.

We might not have won the race, but we finished, and that's more than a certain 8 million franc spending team could achieve.

Come on Leyland: let's have the Jaguars next year to support the De Cadenet Lola and Aston Martin teams.

TAUNTON, SOM — JACK UNION (STEVE)

Sorry, Corp

Dear Catchpole: My apologies if this is one of a thousand letters which you receive from irate ex-Royal Artillery men, but as the RA is the only regiment that has the rank of Gunner (Gunnar?) you really must remember that it does *not* have the rank of Corporal; all those in the Royal Regiment who wear two stripes are Bombardiers. No doubt you are too young to remember National Service!

Many thanks for your consistently amusing and topical remarks, good luck to you—and to Bombardier Nilsson!

LONDON N12 — TREVOR PAVITT *(Ex Lt RA)*

Woebuck

Someone should offer Nigel Roebuck a raincoat and possibly an umbrella before he takes off for his next reporting of a GP event. His opening comments on the Belgian GP were obviously influenced by the poor weather, as noted with his frequent references to it: viz, "constant drizzle . . . soaked us to our bones . . most of them damp . . ." etc.

However, he should well realise Zolder didn't order the bad weather, it was simply bad luck for everyone concerned. Zolder does not have the "ambiance" of Monaco but it did not deserve the derogatory comments of Mr Roebuck.

BRUSSELS, BELGIUM — ALEX ZIEGLER

Second rate

Being one of the disappointed (and very wet) British contingent at Zolder, I would like to make a few humble comments on the organisation of this international event.

Obviously, the very nature of a motor race so strongly influenced by the Heavens predetermines a vast amount of confusion, so that after a number of pitstops the race takes on the proportions of a complex Chinese puzzle—even more so for those unable to understand a single syllable of the guttural Flemish, shouted over the PA system. However, granted that English is not quite *the* international language, a number of well positioned leader boards would undoubtedly have gone a long way to alleviating the frustration of many spectators, and in doing so greatly increase the enthusiasts' enjoyment of watching Formula 1 machinery.

After the last engine note had died away and the crowds began to disperse, anybody witnessing the scene at the bridge near Jacky Ickxbocht would have been presented with a perfect example of malorganisation, and a near-perfect example of human hysteria in action. Hundreds of tired (and thus easily irritable) spectators were attempting to cross the narrow bridge at the same time, while equally determined individuals tried the same, but in the opposite direction. The result was extremely ugly, and it was only luck that prevented serious injury. The incident must have been particularly frightening for small children, who in the general panic got separated from their parents and were lost among a sea of aggressive kneecaps. It is really beyond comprehension why such bottlenecks could not be foreseen by the powers that be, and alternative arrangements made to ease such congestion.

Sadly, despite the attractive fairy-tale pine forests, the overall impression is that Zolder is very much a second division international race circuit.

HERNE BAY, KENT — DAVID BATTEN

Wants to see

With the British Grand Prix meeting nearly upon us, I would like to make a request through the *Correspondence* column of your excellent magazine.

Would all spectators please refrain from erecting "portable grandstands" at the Grand Prix? These structures not only endanger other people but, due to the large amount of them, they even stop people from getting on to the spectator bankings.

I strolled around the Silverstone circuit during the 1975 Grand Prix meeting and I found it virtually impossible to climb through the wall of scaffolding that lined the spectator banks. Surely, this sort of selfishness on the part of the "builders" will frighten away any new spectators to our great sport. After all, who wants to pay to look at scaffolding all day?

What infuriates me most about it is the fact that there is absolutely no need to build these ugly structures. A tall person should have no difficulty at all in seeing over the heads of those in front while a stool should be quite sufficient for a short person.

Finally, what can I do if one of these structures falls upon me? I accept that I am at the meeting entirely at my own risk, but why should I have to stand in the shadow of one of these wobbly, unsafe towers?

SALISBURY, WILTS — ANDREW S. POULTON

F1 qualifying

If 48 cars turn up for British GP qualifying, then there will be no fewer than 22 non-starters, so how about a consolation race for these? If it is too late to find a prize fund, and/or fit the race into the Silverstone programme, then such an idea could be born in mind for next year at Brands.

SOUTHAMPTON — TIM NEWMAN

Arrogance

You write about rally internationals as if the lower capacity classes simply did not exist. What encouragement is it to entrants and to sponsors to find their efforts, even if crowned by success, not worth so much as a word of mention, or even a line in your printed results? You profess to encourage cheaper rallying; here is a way you can prove your words not to be empty rhetoric.

Bear in mind that, for example, Russell Brookes first made his mark winning the 850cc class on home internationals. If coverage then had been as bad as yours is now, he'd be there still!

May I therefore suggest that, in each of your major rally reports, you allocate a short paragraph or two specifically to each class, and that you print the first three in each class in the classified results? I submit that this should take precedent over the local colour, and over the various oddments (such as name of Clerk of the Course and list of previous winners) with which you now fill out your results section.

To turn to another matter altogether, in last week's (June 16) *Special Stage*, Stuart Parker is reported as pointing out some of the difficulties and disadvantages caused to competitors by the Burmah's upgrading to International status. Can he now redress the balance, and point out the *advantages*?

From the regulations, these certainly don't seem to include a high stage mileage, or a cheaper or better event. One becomes tempted to believe that the upgrading took place purely to satisfy the egos either of Lanarkshire Car Club or of their sponsors, as time passed and evidence of any benefit to other parties (such as mere competitors) obstinately refuses to appear.

By the way, doesn't he realise that the works-specification BDA escort is now homologated in G4 as a model in its own right? It is therefore eligible to compete in this Group on *all* internationals. This is perhaps just as well, as I am awestruck at the sheer scale of arrogance of an organiser who alters the status of his event, thereby rendering ineligible the largest single group of cars competing in the Championships of which it is part, and then has the gall to expect *competitors* to modify their cars to comply!

WORCESTER — JOHN BROWN

In defence of Donington

Following Mr B. A. Hallam's letter (June 9), I must write in defence of Tom Wheatcroft and Donington.

First had Mr Hallam kept his ears open he would have heard over the PA system that at the moment it is not possible to walk right around the circuit, but that in the near future this would be possible. Also if he had had his eyes open, near Coppice there was a Lotus Concours.

Regarding the cancellation of the single-seater races, this was the last thing that all the organisers wanted and was brought about by a local anti-Donington faction. In fact I understand Tom Wheatcroft spent a considerable part of the Friday in London with legal advisers trying to sort out the problem.

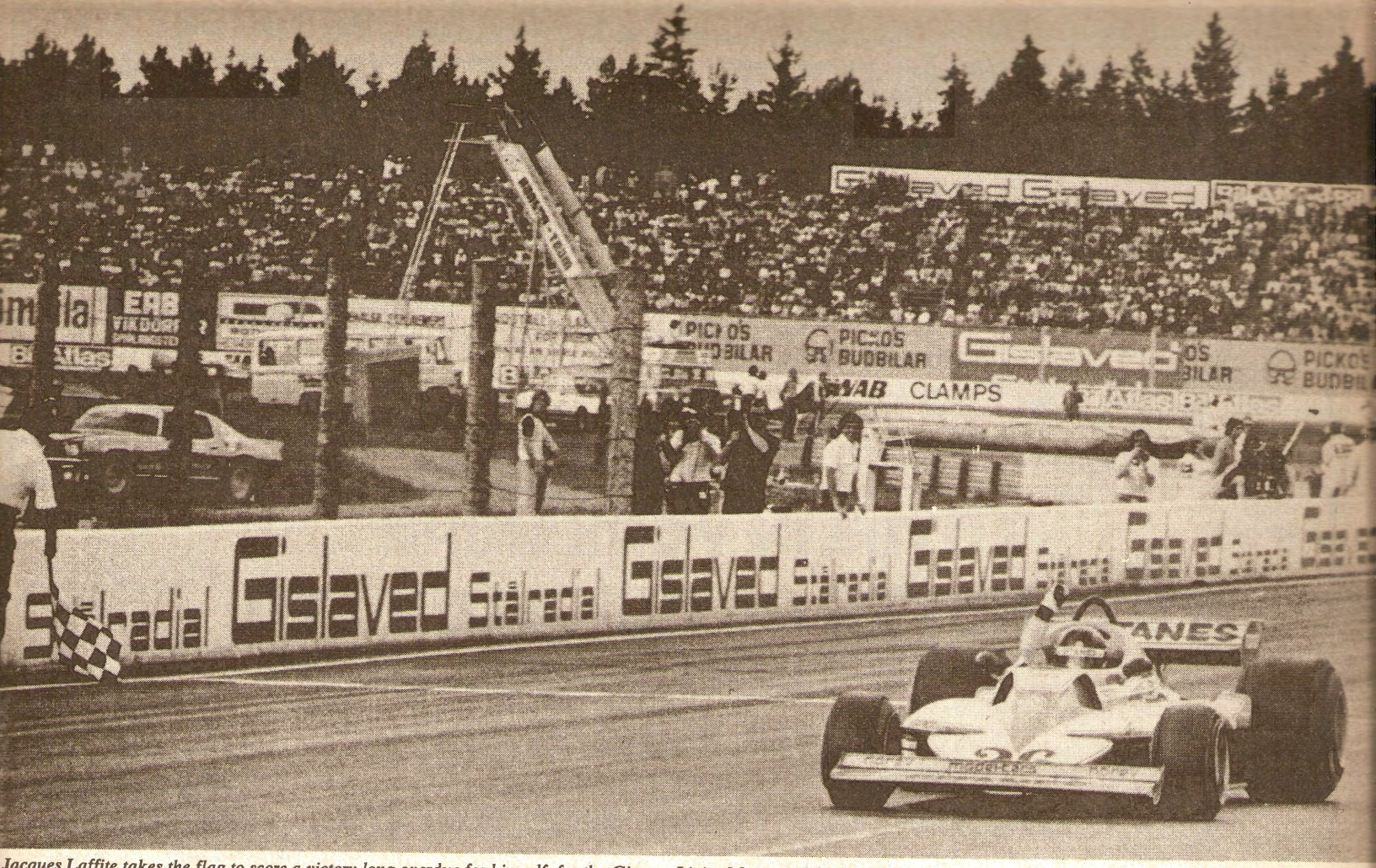
As regards his advice that certain people leave Race Control—I for one spoke to Tom Wheatcroft in the paddock who was overjoyed with the whole day, and he certainly had every right to be. The press were wandering all over the circuit—if for nothing else than to mark on their AUTOSPORT plans the beer tents. Come on, Mr Hallam, how often have you seen John Webb standing at Knicker Brook clutching his sandwiches and flask?

I am sure Mr Hallam must be in a minority group—everyone I spoke to at the first meeting and the subsequent F3 meeting were full of praise for Tom Wheatcroft, and wished him and Donington all the best for the future.

APPLETON, LANCS — MIKE COOKSON

Then as now?

Twenty-five years ago this week, AUTOSPORT carried a *Technical & Otherwise* feature by John Bolster on that "very great engine", the 270cu.ins Offenhauser four-cylinder. The piece described the Offy as one of the most efficient racing engines ever produced (but "the price is no less than $6000 . . .), which later events have conclusively proved. Gregor Grant's *Editorial* bemoaned Britain's lack of a proper testing circuit, which he felt would have enabled the Jaguar and Aston Martin teams to eliminate the problems which afflicted them at Le Mans. The issue of June 20, 1952, also included Gregor's full report of a German one-two victory in the 24 Hours, achieved at the record average speed of 96.61mph . . . The German team, on that occasion, was Mercedes.



Jacques Laffite takes the flag to score a victory long overdue for himself, for the Gitanes Ligier-Matra and for his country.

First for France

Laffite's Ligier-Matra scores first all-French GP victory since start of World Championship—Andretti's JPS dominant again but runs low on fuel with two laps to go—Mass (McLaren M23) a fine second ahead of Reutemann and Depailler—Report: NIGEL ROEBUCK—Photography: JEFF HUTCHINSON.

It was definitely the most dramatic race of the season so far. For all but five of the 180 miles, Mario Andretti looked like an easy winner of the Swedish Grand Prix last Sunday. Starting from his now customary pole position, the American JPS man just eased away from the pack, exactly as he had done at Jarama a few weeks ago. But an over-rich mixture, brought about by a fault in the metering unit, took him into the pits with only two laps remaining. And Jacques Laffite, who had broken free of a squabbling six-car bunch in sensational style, was able to bring the Ligier-Matra JS7 home to a tremendously popular victory, the first all-French Grande Epreuve win since the World Championship began.

For most of the race, Andretti led easily from this group, made up of Hunt, Depailler, Reutemann, Laffite, Mass and Watson. The latter, starting yet again from the front row, ran second until a mistake by Jody Scheckter spun him back to 7th. The South African's Wolf was too badly damaged to continue, but John did salvage something, finishing fifth with the Brabham-Alfa.

For most of the way, James Hunt's McLaren M26 lay second or third, but late in the race, the World Champion's hopes disappeared when he had to pit for new tyres. This was the fifth consecutive race in which he missed out on the points. McLaren fortunes, however, were not completely spent, for Jochen Mass finished an excellent second with his M23, followed by Carlos Reutemann, who drove his ill-handling Ferrari superbly. Patrick Depailler was fourth in the Tyrrell P34 and might well have finished higher than that, had he not had brake troubles. For poor Andretti, there was a solitary point for sixth, scant recognition.

Laffite—a popular victory.

It was a disappointing day for the home crowd, both Peterson and Nilsson being out of contention after only seven laps, but Gunnar did give them something to relish by returning to the race after a pit stop and showing that he could run with Andretti.

For Niki Lauda, it was a weekend of unremitting woe. The Austrian's Ferrari never looked even vaguely competitive in practice or race and, after a couple of tyre stops, Lauda came in and called it a day.

A very exciting race, this one, watched by an unusually large crowd, doubtless encouraged by Nilsson's Belgian triumph. But their reaction at the end was clear proof of their enthusiasm for Laffite's victory. It's good to see someone different on the rostrum again.

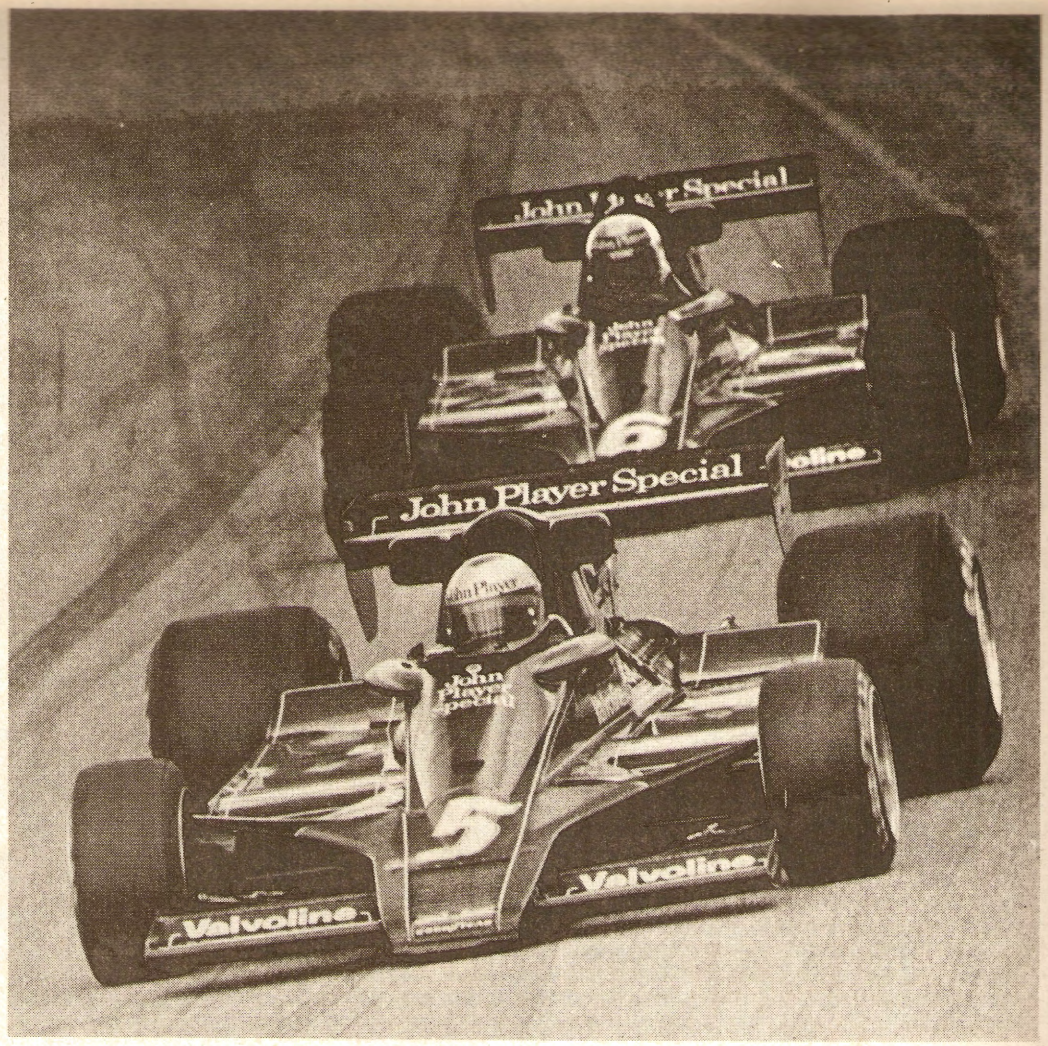
Since the first Swedish Grand Prix (counting for the World Championship, that is) in 1973, the Anderstorp Racing Club has fought hard to establish both itself and its race. It has not been easy for them, for Anderstorp is in the middle of nowhere, a long, long drive from the nearest town of any consequence, and the circuit has long been troubled by the problem of attracting decent crowds. As John Watson said in practice: "It's a bit like going racing in Batley, or somewhere!" Paul Ricard is the same. *L'éléphant blanc du sport automobile en France,* if you'll pardon the rather literal translation. Ricard is also in the back of beyond, and the crowds there have always been tiny, whatever the "official" figures say.

The Swedes, however, make no bones about it. They know they have a problem and they desperately want to solve it. Anderstorp's Grand Prix career got off to an unlucky start in 1973. Then it was all new, and the people arrived in their hordes. It was, bear in mind, the year when Ronnie Peterson threatened to carry all before him, but by the time the Swedish Grand Prix came around, he had not yet won his first Grand Prix, and his fellow-countrymen wanted to see it happen at Anderstorp. But for a deflating tyre on the Lotus 72, they would have been granted their wish, Ronnie leading nearly all the way, being caught by Denny Hulme's McLaren right at the end.

Then, the next year, the race was televised, and nobody bothered to come and watch. TV has not been near since. Even so, the people have stayed away, and last year's race brought in only 20,000 of them. Last weekend, the word was that 35,000 was a minimum requirement to ensure the staging of another race next year. Gunnar Nilsson's win at Zolder was a present from the gods, of course, some of the organisers reckoning on an additional 10,000 spectators.

So one can only wish them well for the future. The FICA, in case you were in any doubt, is some way from being a charitable institution and, simply, if the funds aren't there, neither will they be. No one can blame them for that. Facts are facts. There were rumours at the circuit that big plans are afoot for Mantorp Park, used in the past for F2 racing. These suggest that £300,000 will be spent on the circuit to make it acceptable for Grand Prix racing, and that the race will be run there in the future. It has a lot going: people who have driven at both circuits say that Mantorp has much more variety and, as well as that, it is very close to Stockholm. Ergo: people.

Anderstorp's future—as a Grand Prix circuit—looks tenuous, and that is a pity. There is a friendly atmosphere about the place, the officials going out of their way to be pleasant (or maybe it just seems that way after Belgium), and some things about the circuit are neat. The pits, for example, are excellent, despite the fact that they are, unusually, not situated in the start/finish area; cars heading for pit lane peel off on the outside of a long right-hander—away from the line through the turn—and off down what appears to be a country lane. This leads to the back of the pits, whereupon each driver turns off to his own area, parking the car diagonally *under* the pit balcony. No car is ever actually parked in pit lane itself, which is left clear and safe. The idea could well be copied elsewhere. And despite the talk of "Anderstorp's endless constant-radius corners," one can only say that many of the quicker, slightly banked turns make for excellent viewing. The sight of Ronnie Peterson hurling the Tyrrell through the Karusell in practice, for instance, was one of the highlights of the season so far.



Mario Andretti—here leading JPS team-mate Gunnar Nilsson—was the moral winner.

ENTRY & PRACTICE

Whether or not he wins the World Championship, his is rapidly becoming The Year of Mario Andretti. In the past, Anderstorp has gained a reputation for unpredictability; frequently, the happenings of the Swedish Grand Prix weekend have borne little or no relation to the rest of the season. Traditionally, qualifying throws up all kinds of surprises. In 1974, Patrick Depailler, then an F1 novice, put his Tyrrell on the pole. The following year, it was the turn of Vittorio Brambilla and the March 751. Last season, Andretti put the JPS 77 on the front row when the team was hardly at the top of the league, and right behind him was Chris Amon and the unsponsored Ensign. The Ferraris, dominant to that point, were nowhere.

They were nowhere this year either, but then they were not expected to be. And Mario Andretti was somewhere. Anderstorp's reputation is blown. Bearing in mind Mario's domination of last year's race and the apparent superiority over all its rivals of this year's JPS 78, Andretti for the Anderstorp pole looked like a certainty. Which is exactly what happened. Moreover, the other front slots were occupied by all the usual people. Where did all the wild cards go?

In Sweden, the talk was not of diffs, locked or otherwise, but of tyres. At the moment, it is still possible that the Renault F1 car will make its debut at Dijon for the French Grand Prix, and that means Michelin. At Anderstorp, therefore, there was a choice of Goodyears: four different fronts and two rears. This quickly resolved itself into two choices, the teams trying to decide between tyres made to "last year's specification" (type 23 rear, type 49 front) and "this year's specification" (type 11 rear, type 13 front). This, of course, brought the tyre game to life once more. In the recent past, the teams have got used to arriving at a circuit, being given their tyres (the same for all) and told to get on with it. And, as one of the Goodyear crew said on Saturday: "Whatever they might tell you, a lot of them like it that way. It removes one of the variables and starts them all equal." Well, some did and some didn't.

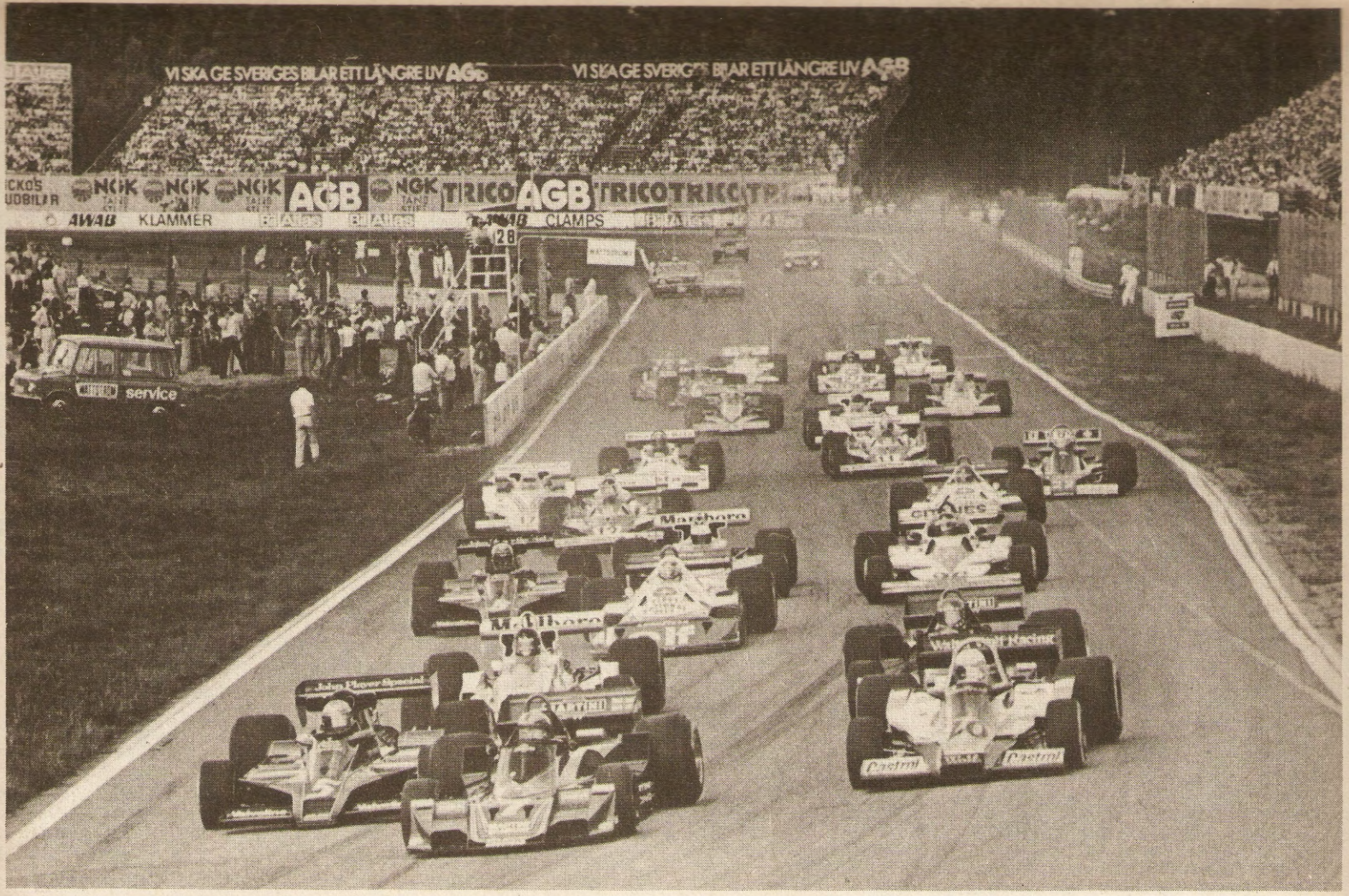
Mario did. Not everthing went perfectly in the Lotus pit during practice, but generally the American always looked the man most likely to. After setting best time in the first session. he was working his way down the stopwatch, Stewart-style, out for a couple of laps, in, tiny adjustment, out again, another two or three laps....All was going splendidly until someone noticed that the tyres on the front were of the wrong type: all the tiny changes to the spring platforms and so on, all had been done with the car on the wrong tyres! Colin Chapman was not impressed and said so....Then, as the end of the session approached, Andretti rushed in with a chunk missing from one of his rear tyres, only to discover that there were none of the same type mounted up and ready for him. Colin Chapman again said that he wasn't impressed. Finally Gunnar Nilsson was brought in, his car jacked up and the rears quickly removed to be slotted on to Mario's car. The number 5 John Player Special screamed out again, but with only five minutes or so remaining, it was too late. John Watson and Jody Scheckter had gone quicker.

Few people, however, were in any real doubt that Andretti would restore the *status quo* on Saturday. Most people were intending to resolve the question of tyre choice during the unofficial 90 minute morning session, but the dawn brought with it rain, buckets of it, and the track began to dry out only during the last few minutes. So now only the final hour remained to make a decision about tyres, do the fine tuning, set a time. Andretti did the job to perfection. Not being stationed at the start-finish line but at the corner before the pits, the times on my stopwatch obviously do not correspond with those of the official timekeepers, but this is how Andretti's session went: out of pits, 1:26.22, 1:26.29, in; out, 1:25.57, in; out, 1:25.29, 1:25.19, in; out, 1:27.92, in; 1:26.10, in; 1:26.11, 1:25.98 (baulked), 1:26.78 (baulked again), 1:25.64, 1:26.14, in, switch off. Those were the laps when he meant it, the laps worth timing. "Yeah, there were a lot of problems with traffic," he said afterwards, "and it was difficult to get more than one, two clear laps at a time. I've definitely decided to run last year's tyres. They don't turn in quite as well as this year's, but they stay with it much longer through the turns. The pity was, right at the start of the last session. someone spilled some oil all around the track, and that meant no really quick times." Generally, though, was he happy with the car? "Mmmm, reasonably happy, yeah. It's not as well dialled in as it was for Zolder, but it's all right. It doesn't feel quite as balanced." In the course of the three dry sessions, Andretti tried all the tyres available before making his choice, and by the end of practice, Gunnar Nilsson had also made up his mind to run "last year's." Eleventh after the first day, Gunnar improved to 7th on Saturday afternoon, despite being hampered by a sticking throttle.

Andretti, incidentally, had another "development" Cosworth in his car at the weekend, his Nicholson having its alternate race "off." This was not the engine he had used (and finished with) at Monaco, but something new again. Sealed as before, no one knew exactly what was new internally, but Mario was impressed with it. It was, however, aluminium-headed, unlike the magnesium-headed one in James Hunt's McLaren M26. The other "development" Cosworth in Sweden was fitted, as at Monaco, into Ronnie Peterson's Tyrrell.

In excellent shape after qualifying were Bernie's Brabhams, John Watson scooping up his now customary front-row grid position and Hans Stuck backing him up superbly in fifth. "This is an impossible place," mused John (after setting quickest time of all in the second session), "you come here one day and go quickly, the next you can't do a thing. It literally changes from day to day. However, we did get a fairly good balance towards the end of the day. If you get the front to work, it seems to destroy the back and vice-versa. We've been playing around all day, changing ride heights and so on. But still it basically understeers." For all his comments, both the Brabhams looked effective through the long corners and seemed to be *very* quick in a straight line.

Behind Watson, heading row two, was the McLaren M26, apparently going better and better, whatever James Hunt may say about it! Hunt was quickest of all during the test session the week before the race but couldn't approach that time (1m 24.9s) during official practice, when most people were in agreement that the track was slower. "The predominant problem with the car is understeer. I don't know, it should be an easy car to sort; it's basically simple, like the M23." During the last session,



The start, and Andretti, Watson and Scheckter barrel into the first right-hand flick at the head of the pack.

F1 WORLD CHAMPIONSHIP **8**
SWEDISH GRAND PRIX

continued

however, the World Champion really *looked* as if he were going quickly, the M26 apparently very well balanced through the long right-handed Karussel. It was no surprise to learn that Hunt was in the top three at the end of the session. There were no changes to the car since Zolder apart from the fitting of harder springs. Jochen Mass, still in his M23, had a bad day on Friday, finishing the day in 20th spot, a long way off the pace, but he improved dramatically during the last hour, cutting away a second and a half to qualify 9th. All being well, he will have his M26 for Dijon.

Fourth fastest, spectacular as ever, was Jody Scheckter, once more sweeping the Wolf around the place in superbly held power slides. But still he wore the frown which, with a very few exceptions, seems to be a prerequisite for F1 front-runners these days, stalking round the car in the pits, looking troubled and cross. "Understeer, understeer, all the time, everywhere," he grumbled. On my stopwatch, he was the quickest car through the long Karussel and I told him so. "Yes, it goes like hell through there, but the thing still doesn't feel *right*." The abiding problem being understeer, Jody's efforts to power himself out of it looked extremely effective.

Ken Tyrrell's team has a mighty impressive record at Anderstorp, having recorded two 1-2s in the past three years, the 1976 race giving the six-wheelers their only Grand Prix victory so far. Both Depailler and Peterson worked their hearts out during qualifying, finishing up sixth and tenth respectively. For this race, the cars retained the revised rear suspension first tried at Zolder, but were back to 1977 specification with wider front track, longer wheelbase and slippery (and heavier) bodywork. Ronnie Peterson, using the third of the "development" DFVs at Anderstorp, looked to be on great form in the first session, giving us all cause to catch our breath as he pitched the P34 around. It was almost like watching a rally car. After half an hour of practice, he went off the road, however, although the car was not badly damaged and was repaired in time for the afternoon session. In the meantime, Ronnie went out in the spare car, this one being to 1976 specification.

Depailler, like his team-mate, complained of roll oversteer everywhere, forcing him to lift off, consequently exiting the corners slowly. But he wasn't too despondent. "Fortunately, I am an optimist," he smiled.

Without a spare car for the weekend was Jacques Laffite. During the previous week, Ligier had been testing at Dijon with chassis 01, the car being left there so that testing could continue after Anderstorp. The session had gone well, said Jacques, the car covering 1200kms without any problems at all. As for Anderstorp, Laffite was quite content with his slot on the fourth row. Last year, he finished fourth in the race. The Ligier team, incidentally, hopes to have a third JS7 built in time for Dijon. There will be no major changes incorporated, but it should be quite a lot lighter.

Alan Jones's team-mate for the weekend was Jackie Oliver, Riccardo Patrese being otherwise occupied at the Mugello F2 race. Both the DN8s were fitted with long side-plates on the rear wings, *a la* Brabham. The car is yet another to suffer from inherent understeer, and Jones's efforts to surmount the problem were great to watch, the car working through the Karussel in long, long opposite lock slides. He did a really good job in practice, finally qualifying 11th. As at Brands Hatch earlier in the year, Jackie Oliver's showing was very impressive for a man who drives an F1 car so rarely. He finished up on the eighth row of the grid, alongside Niki Lauda.

Whatever has happened to Ferrari? At Anderstorp, there was every indication that the team has lost its sense of direction. Sure enough, Ferrari have never shone in Sweden, total competitiveness eluding them here even when Niki was winning everywhere else. Two years ago, Lauda *did* finish first, but for much of the race he looked to be right out of it, victory coming only because those ahead—notably Carlos Reutemann's Brabham—had problems. Both drivers reported the same troubles: "No grip—like always," said Niki. But a curious change seems to have come over Lauda recently. After trying all the tyre combinations available and finding that none of them made any real difference, you might have expected the Austrian to be moody and upset. Certainly he wasn't a happy man at the end of qualifying but there was about him an air of resignation. Questions about the car brought a grin and a shrug: he said he simply didn't know what to do next. During the last session, he and Lole pounded round and round, but their efforts were fruitless. It was Andretti who was doing the one or two flying laps and in for adjustments routine.

After the Belgian Grand Prix, Ferrari went to Zandvoort, where Reutemann tried a longer-wheelbase 312T2. The difference was achieved by the simple expedient of fitting a 20cms spacer between the monocoque and the engine. (With their transverse gearbox, of course, the more usual route of placing a spacer between engine and gearbox would have been a complicated one to follow.) Carlos found the car slightly better in Holland and, in fact, went around half a second quicker with it. On Friday, he ran it at Anderstorp, recording his fastest time with it, but he felt there was no tangible difference here and reverted to his normal car for Saturday. The long-wheelbase spare car was converted back to normal for Saturday and Niki used it in the final session when the flat-12 in his race car blew up. It was in this car that he set his fastest time—as had Reutemann the day before. When it was all over, he was 15th on the grid and Carlos 12th.

The fortunes of Team Surtees were mixed. Vittorio Brambilla had a relatively uneventful practice, apart from one lurid spin on Friday, but had no complaints about his car, putting it on the seventh row. The TS19 was in front radiator form at Anderstorp. But poor Larry Perkins failed to make the race with the second car. During the first session, his engine dropped a valve and he went out in the spare car. But on Friday he was among the qualifiers. The following day, despite putting in 30 laps during the last 60-minute session, he was unable to improve his time, and others did. He had a minor excursion off the road towards the end, but no real damage was done.

During the first session on Friday morning, Clay Regazzoni found that the Ensign was understeering so the springs were changed for the afternoon. Now, he discovered, the handling characteristics had changed altogether and he had too much oversteer. But on Saturday, the team worked away at finding a better balance and Clay removed a couple of tenths to place the car on row seven, next to Brambilla. The final tyre choice of the team was "old" on the back and "new" on the front.

The ninth row was made up of Jean-Pierre Jarier's ATS PC4 and Emerson Fittipaldi's Copersucar FDO4. The Brazilian, after some impressive times during testing at Zandvoort, was right out of luck last weekend. Early in the first session, he was out in the new car, the F5, when the nearside rear wheel parted company from the car at the entrance to Karussel. The car flew off the road and into the catch fencing, Emerson getting out unhurt, happily. After only a few minutes, he was out on the circuit once more, this time, of course, in the old car.

"The pin on which the wheel sits broke," said Dave Baldwin, "but we don't know why at the moment. There may have been a crack in it, but we're not sure yet." The monocoque was unfortunately damaged too badly for the car to be readied in time for the race, Baldwin reckoning that at least three days' work was entailed. The team were intending to go testing at

Dijon right after the race, but he thought probably that would have to be scrubbed. For his part, Emerson tried really hard with the old car, coming through Karussel on and off the throttle, really working, but corner times revealed that his striving was to no avail. Jarier tried both his PC4s in practice, after finding that the race car was mysteriously 300 revs down.

Once again, it was good to see David Purley easily qualify with the Lec. "I haven't been here for seven years—and that was only for a few laps of testing with an F3 car." Pearls says he likes the Lec more every time he drives it. "I haven't got any real complaints about the car. We need more testing, that's the thing, but we just haven't got the money to do it." The Lec was on the 10th row, with Patrick Neve's Williams March next to it. During the first session, the Belgian came to a sudden halt when his cockpit fire extinguisher set itself off, but otherwise his practice sessions were without incident. He said the car still suffered from roll oversteer, but was happy to find himself the quickest March driver in the field.

Ian Scheckter had a troubled time. The Rothmans 771 was not brought to Anderstorp as the team feel it needs more testing. Consequently, the South African was out once more in the immaculate 761B. Racing drivers, like anybody else, go through days, weeks even, when they cannot do anything right, and poor Ian had such a time during practice at Anderstorp. Friday morning was all right, but changes to the car during the break made it oversteer dramatically during the second session. The real problems, however, started on Saturday morning, during the 90-minute untimed session. On a damp surface, Scheckter made a mistake at the right-hander before the start-line, wrapping the car up in catch fencing. The damage was not too bad, however, being confined mainly to bent radius rods on the right rear corner. Before the last session, the March was repaired and ready to go. After only a couple of laps in the afternoon, it was off the road once more, this time with damage to the front bulkhead and rear suspension. Ian is a most likeable character, and as he stood around, grinning sheepishly afterwards, everyone sympathised with him. Fortunately, his Friday morning time was enough to get him into the race.

The last three qualifiers were Brett Lunger's McLaren M23 and the Hesketh's of Harald Ertl and Rupert Keegan. Most of Rupert's comments about the car are not suitable for family reading. Anderstorp was new to him, and on Friday he had one problem after another. In the first session, the gear ratios were wrong; in the second, his engine blew, allowing him to extend his knowledge of the place by only three laps. "We should be midfield runners by now. In Spain, everything went reasonably well because we had been able to do some testing. We haven't done any since, and everyone else has made progress. We haven't. We desperately need more testing, but we simply don't have the budget." Harald Ertl's criticisms of the car were exactly the same. "Something is wrong with the steering rack. To the left, the steering is light; to the right, it's heavy. It's always the same: understeer in, oversteer out." Nonetheless, both men managed to scramble into the field, albeit at the back. To compound Keegan's despondency, at Friday night's Marlboro party at the High Chaparral (yes, really!), someone of limited IQ thought it would be a jolly wizard wheeze to fire a blank cartridge in his ear. Still fortunately in possession of his ear drum, Rupert was nevertheless not amused....

For the fourth race in succession, Alex Ribeiro missed out with his Hollywood March, this time by six-hundredths of a second, being followed by Emilio Villota's McLaren M23 (not very quick but scrupulously polite to other drivers out on the circuit), Larry Perkins's Surtees, Boy Hayje's March 761, Hector Rebaque's Hesketh, Conny Andersson's BRM (which now has a twin brother, incidentally, prompting some cynic to remark, "Can you imagine? They built one, saw what it was like and then built *another!*) and Mikko Kozarowitsky's March. This was the Finn's first F1 appearance, and no one could describe it as impressive. He seemed never to look in his mirrors, once almost taking off team-mate, Boy Hayje. Nearly a second away from the BRM, Kozarowitsky had a lot of fists shaken at him during practice. By contrast, Hayje, in the other F & S car, looked to be going well and it was a surprise to find him so far down the lists.

After practice, there was lots of talk about the Lotus "secret." Where was this effortless superiority coming from? Was it to do with locked diffs, some aerodynamic breakthrough known only to Colin and his men, Andretti's ability on constant-radius corners, or what? What was this secret, this leap forward? Max Mosley summed it up best: "There are so many unknowns in this business, things we just don't understand. At the beginning of 1975, Shadow were in a different league from everyone else, and I'm sure they don't know why. I mean, look at Ferrari (he tries not very hard to suppress a grin); they seem to be absolutely lost at the moment, but a year ago, they were on their own." Just how much "science" is involved in this business? A lot, you say, and you'd have to be right. So...how come, two years ago, Vittorio Brambilla, good but not great, sat the March 751, good but not great, on the pole here at Anderstorp, nearly a second clear of anyone else. He recorded 1:24.63. No one got near that this year. A curious animal, the Grand Prix car.

RACE

Their prayers were answered. On Sunday morning, the people in the pay-booths were looking harassed. The grandstands, sometimes almost deserted in the past, were satisfyingly full, if not jammed to capacity. After the cloud and heavy rain of Saturday morning, the sky was blue and virtually cloudless. At ten o'clock, the F1 cars went off on their half-hour warm-up session, which proved largely uneventful. However, Rupert Keegan found, as at Zolder, that various things were awry with his Hesketh, and the mechanics set to, the lounging *Penthouse* lady being once again transferred to Hector Rebaque's car.

It's an early start in Sweden. At 1.30, the flag went down and they were on their way, John Watson making another fantastic start from the front row and heading the field into the first turn, followed by Scheckter and Andretti. From the very outset, however, it was clear that this was a one-horse race. By the end of the second lap, Andretti had eased himself past the Brabham and the Wolf and was motoring away. This was going to be a second viewing of Jarama.

After the first three were Hunt, Stuck, Depailler, Nilsson, Mass, Peterson and Reutemann. Behind them, in 11th spot, was Laffite's Ligier, which had dropped back a little after clouting the back of Nilsson's JPS on the first lap. Gunnar's car was, in fact, briefly launched into the air, coming down heavily nose-first and breaking up the fibreglass somewhat. He decided to wait a little to see if the nose-cone could survive its battering, but there were loud Swedish groans as JPS number 6 peeled off from the pack and into pit lane on the fifth lap. Nilsson soon rejoined, though, finding himself running just ahead of his team-leader, who was pulling out quite some lead. For a long time, they were to run that way. Nilsson's car, which had had a Nicholson engine fitted overnight, was going beautifully, better than in qualifying, and Mario saw no need to get by him. As it was, his lead was increasing all the time.

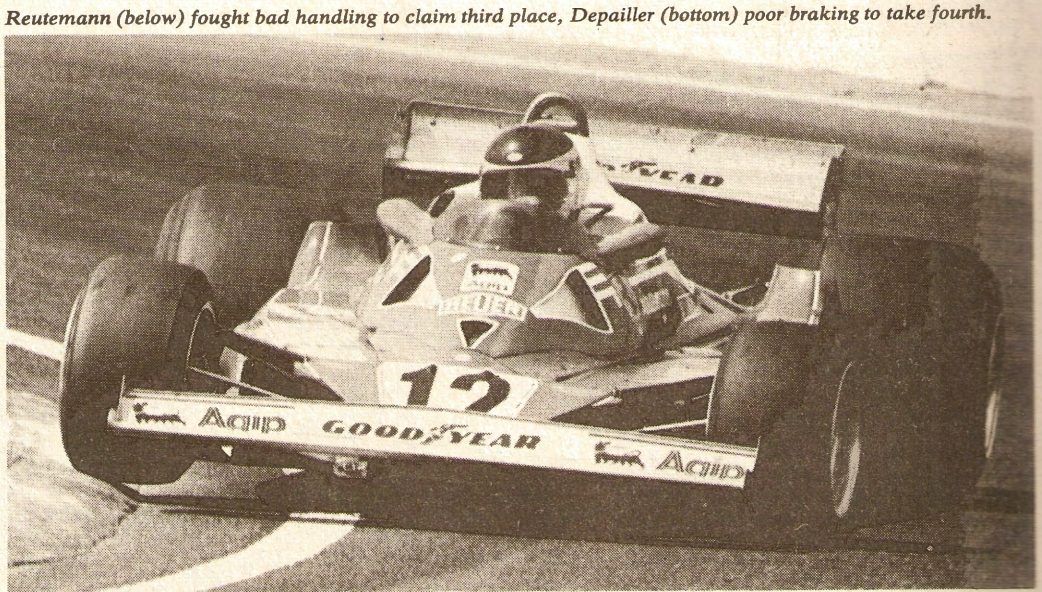
There was further disappointment for the home crowd on the seventh lap when Ronnie Peterson came into the pits to retire with ignition trouble. Right at the back at this time was Vittorio Brambilla who had stopped with overheating troubles, caused by a quantity of grass in front of his radiator....

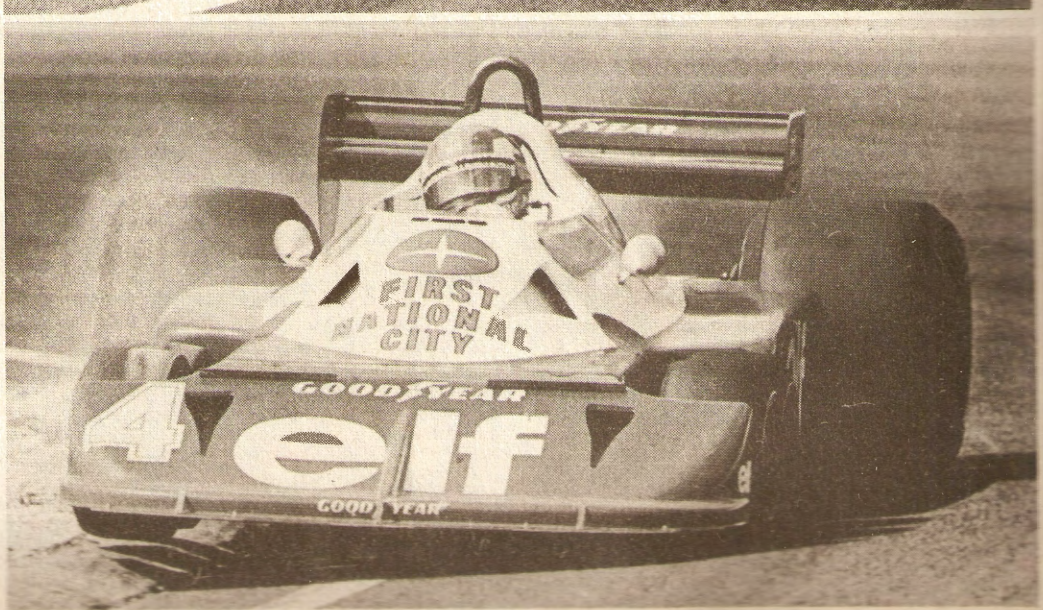
Up at the front, Andretti, without appearing to hurry at all, was building up a sizeable lead. Although a lap back after his stop, Nilsson was running just ahead of his team-mate on the road, the two of them lapping clearly faster than anyone else. People in the crowd looked on and moaned: if only Gunnar hadn't had to come in....

However, if Andretti was making the matter of leading a Grand Prix look like pure routine, a tremendous battle was shaping up behind him. All down the field, people were really going *racing*, and if there was relatively little actual overtaking, there was a great deal of jinking around, flashing out of slipstreams and so on. Watson continued to run second, but Scheckter was right with him, these two opening out a small gap over Hunt, Stuck, Depailler, Mass, Peterson, Reutemann and Laffite. Stuck, however, was already in trouble. His front tyres were starting to go off and the Brabham was understeering dramatically. In a matter of five laps, the German was passed by Depailler, Mass and Reutemann, and a long slide down the field was in prospect for him.

Behind the main group, it was apparent that Lauda was in awful trouble, the Ferrari's traction out of the slow corners a downright embarrassment to its driver. He was running 10th and looked unlikely to improve his lot as the afternoon wore on. On the 15th lap, in fact, it became a great deal worse. From the pits, people looked on in astonishment as the Ferrari came spinning out of the previous turn. Not at all like Niki. This dropped him down another three places, behind Jarier, Regazzoni and Oliver. For the next ten laps we had the amazing spectacle of Lauda's Ferrari trying to get by Oliver's Shadow. Jackie is a master in this sort of situation and refused to be ruffled as Lauda constantly tried to outbrake him. If anyone

Reutemann (below) fought bad handling to claim third place, Depailler (bottom) poor braking to take fourth.





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had doubts about the Ferrari's lack of traction, they were dispelled now; the manner in which Oliver went away from Lauda out of corners was quite astonishing. It was as if the Ferrari had a slipping clutch. Niki finally scrabbled by on lap 27.

What was that we heard as Andretti accelerated out of the turn? Was something amiss with the "special" DFV? It seemed not to be picking up as cleanly as before. For all that, Mario's lead continued to build and he looked completely untroubled. And soon he looked more secure still. At the tight right-hander before the pits, Scheckter made a desperate effort to outbrake Watson. It was never really on, as Jody later admitted. In an instant, the Brabham was spinning, finishing up still on the track but facing backwards, and the Wolf was hurtling past the pits, the right front wheel up in the air! Fairly obviously, that was the end of Scheckter, right there and then. But Watson's car was undamaged, unlike his position in the race. He had been second, was now seventh. Just as at Zolder, John had been punted off through no fault of his. After the disappointments of Monaco and Belgium, this really was too much. Beside himself with rage, Watson flicked the wheel round, gave the Alfa about a million revs, did a smart about-turn and lit up the tyres past the pits. It was an impromptu demonstration of the brutal capabilities of a modern Grand Prix car. After John had gone, there was that wave of increased noise from the stands which always comes when people laugh nervously, their senses boosted by the moment.

So now James Hunt was second, a position he seemed likely to maintain, for the McLaren M26 was going splendidly. He was still losing time to Andretti, of course, but seemed well able to hold off the rest. James was at the head of a group made up of Depailler, Mass, Reutemann and Laffite. Behind, running seventh and gaining, was Watson. Was this the start of one of those drives up through the pack?

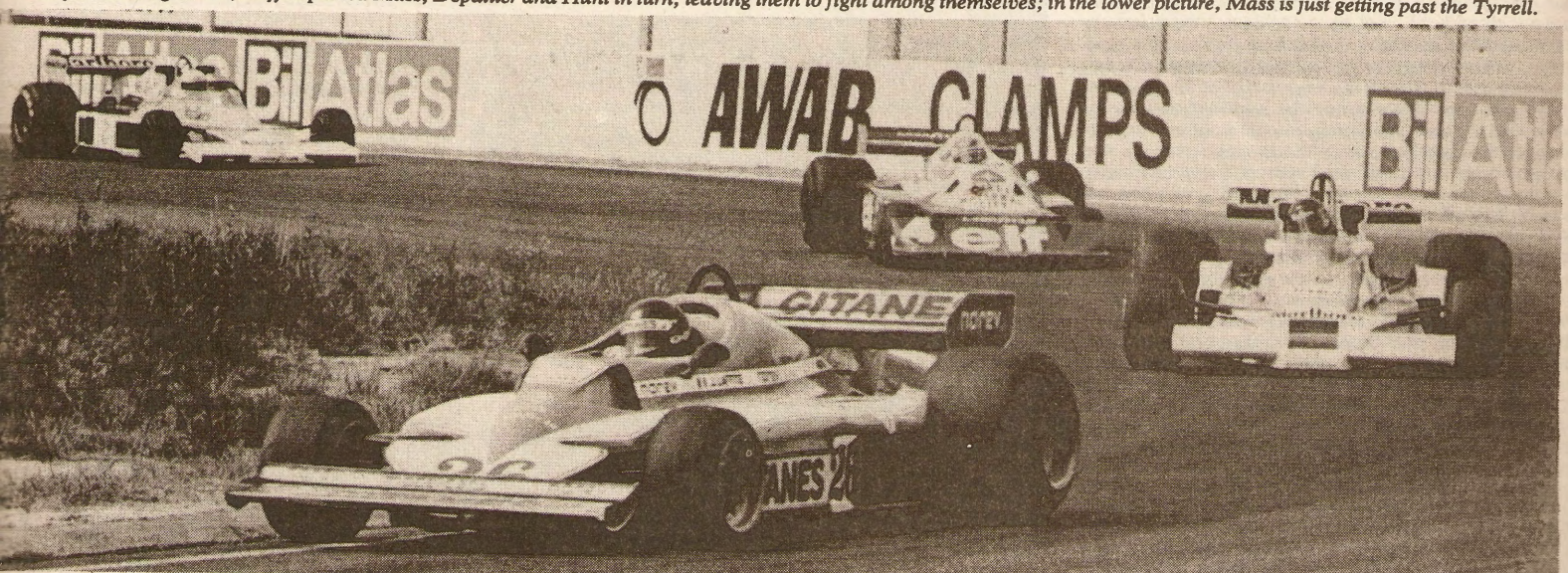
All eyes focused on the six-car scrap at this point. They were, after all, fighting over second place, and Andretti's engine continued to splutter slightly as he powered out of the turns. Now if something really were wrong, there was a chance that we might have a six-car thrash to the line. But it seemed unlikely for Mario appeared as imperturbable as ever, droning round, lap after lap.

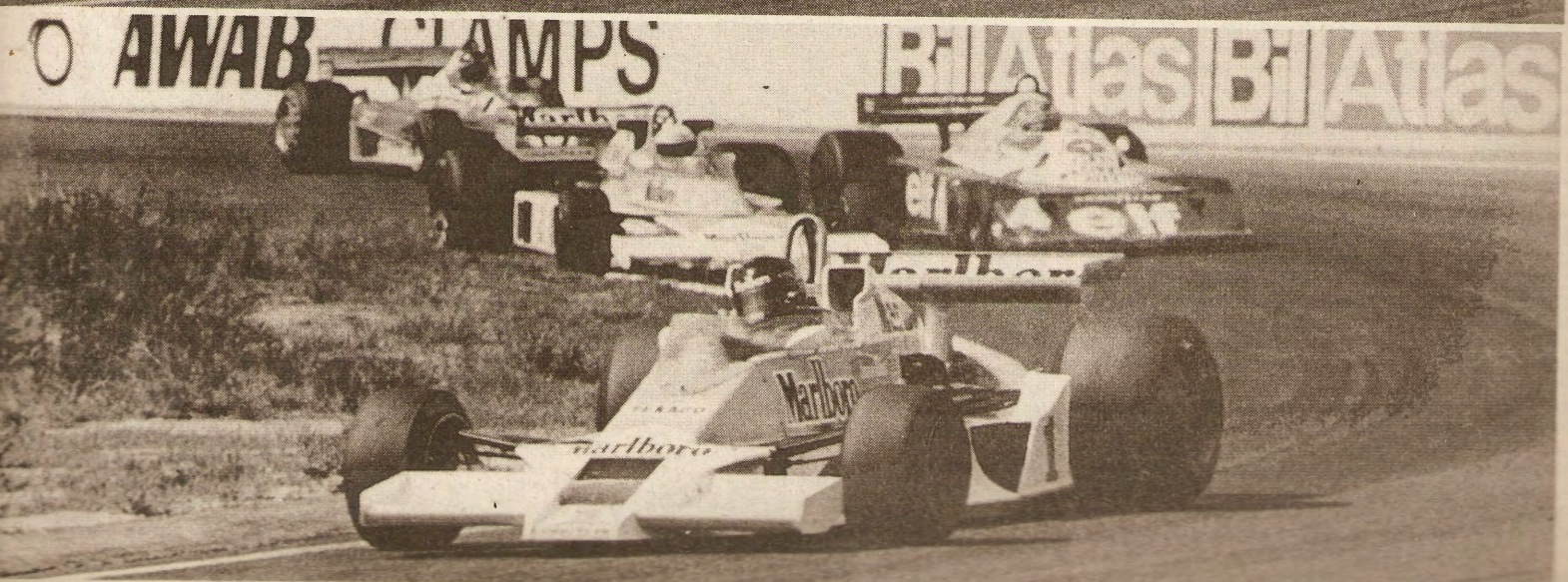
One of many attempts by Lauda to get by Oliver's "wide" Shadow.

And then suddenly the group, so tightly bunched for so long, was split wide open. Jacques Laffite, for long apparently content to run fifth, was beginning a real charge. During the warm-up session in the morning, the French car had been quickest. Of no great consequence in itself, what was more significant were Laffite's comments afterwards. The car, he said, felt fantastic, in perfect time with the conditions which the ever-changing Anderstorp decided to impose on Sunday. It was at the pits left-hander—scene of the Scheckter/Watson *fracas*—where Jacques did all his attacking, using the Ligier's fantastic brakes to the full. They had no answer to him, Mass, Depailler, and Hunt, and could only watch as he went by. Fifth on lap 40, the Ligier was second on lap 43! And once past them, Laffite just drove away, lapping at the same speed as Andretti, even gaining a little.

It was now the turn of Depailler, third for so many laps, to start dropping away. From the 20th lap, Patrick had been bothered by his brakes which made

As his fuel load lightened, Laffite passed Mass, Depailler and Hunt in turn, leaving them to fight among themselves; in the lower picture, Mass is just getting past the Tyrrell.





the Tyrrell increasingly unstable as the race wore on. After half-distance, the P34's nose weaved more and more under really hard braking and Depailler was unable to maintain his earlier pace.

At the same time, it was obvious that something was wrong with the M26. After heading the group so confidently for so long, Hunt was sliding off the pace and in the space of a couple of laps, Mass, Reutemann and the troubled Depailler all got past. For a few more laps, James stuck it out before pitting on the 54th lap. In a very short space of time, the car's handling had gone to pieces, the understeer becoming gross. All four wheels were changed and Hunt resumed, now far back and out of the reckoning.

It was very easy to forget everyone else in the midst of all the drama among the leaders. Niki Lauda, after two stops for new tyres, finally called it a day on lap 47, fed up to the teeth with fighting his ill-handling car. Carlos Reutemann, on the other hand, was driving *his* Ferrari magnificently, in fourth place. The Argentine found the characteristics of the car changing constantly through the race, moving through severe understeer to acute oversteer as time progressed.

As the race entered its dying laps, the pattern seemed clear enough. Laffite was forcing the Ligier ever harder, the Matra V12 wailing away, healthy as ever. But although Andretti's lead had been cut by around five seconds, the American was still a quarter of a minute to the good. Mass, Reutemann, Depailler and Watson were still at three, four, five and six, but there was little chance of any late changes here.

Last year, Andretti led the Swedish Grand Prix for most of the distance before retiring with a blown engine. This time, he got closer yet. At the end of lap 70, with just two to go, just five miles, the black JPS came into the pits. It had run out of petrol. Urgently, desperately, the mechanics sloshed in enough to get him to the finish, and Mario laid rubber all the way down pit lane, but still the day was long since lost. Back on the road, the JPS was sixth, behind a Ligier, a McLaren, a Ferrari, a Tyrrell and a Brabham. Let no man say Grand Prix racing is without variety.

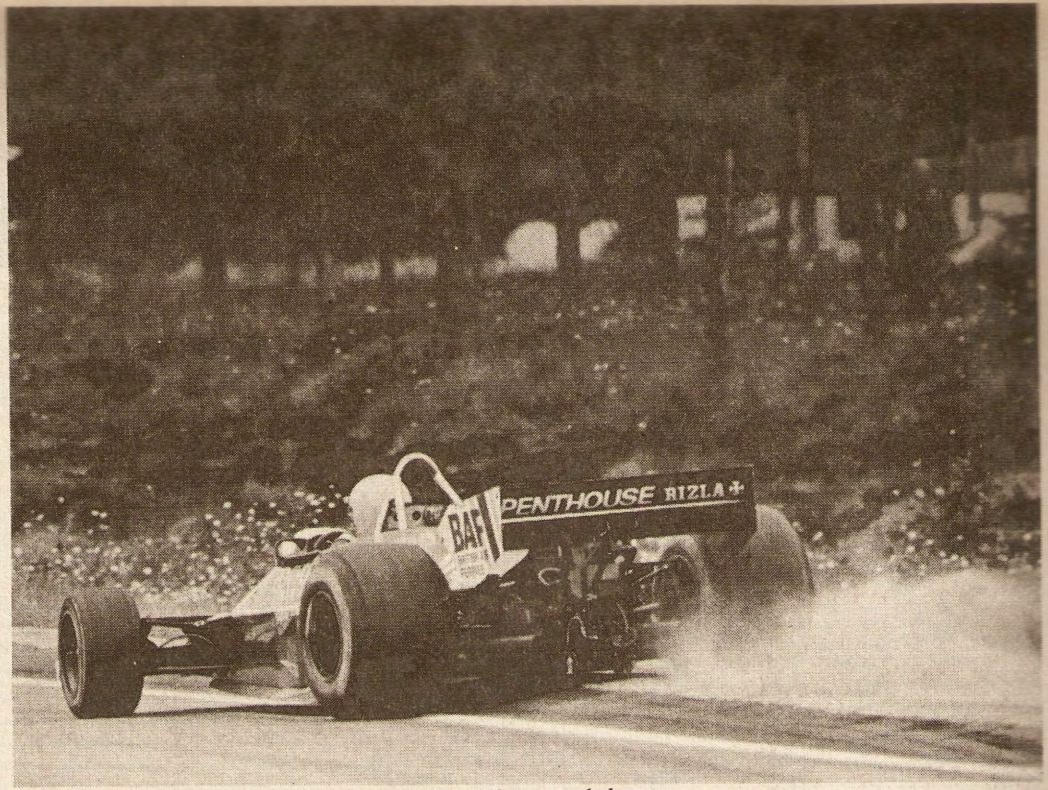
And so it was that Jacques Laffite and Ligier won their first Grand Prix together, in so doing finally giving the Matra V12 engine *its* first win. The story of that Velizy triumph began at Monte Carlo, back in 1968. Ever since, the French engineers have been striving for this. So, if there was tremendous sympathy for Mario Andretti, there was also general delight that the good luck had, for once, gone with the thoroughly likeable individuals who make up Equipe Ligier Gitanes. When it was all over, they stood around, grinning at each other, showering champagne everywhere, talking with their hands. It was a very good scene to witness, not least for the sheer, uncomplicated joy of Laffite himself. "I just can't believe it." Over and over he said it. "Of course we were very lucky and I feel sorry for Mario. But everybody gets luck sometimes and I think, really, that it was our turn to have some. The car was fantastic, with absolutely no problems at all. When the fuel load lightened, I was able to pass them more easily than I thought. I really am so very happy."

Down the road apace, Mario was almost in tears from the frustration of a long day's work shot to hell. His enthusiasm for the "special" DFV was not what it had been 24 hours before. A trivial thing had cost him eight points—and, who knows, maybe the World Championship. From the 10th lap onwards, he said, a fault in the fuel injection metering unit had put the engine on to full-rich—hence the burbling out of corners. Andretti quickly realised what had happened and drove the whole race with that in mind. He was conserving fuel, driving no harder than necessary. But even so, two laps, two lousy laps more and he would have made it. Better, he decided to stop and make sure of taking *something* from the day than coasting to a halt out in the country.

Jochen Mass and Carlos Reutemann were both delighted with their results. Lole, in particular, was all smiles afterwards: "I find, you know, harder you try, the worse it is. First half, I have no grip understeer, second half, no grip oversteer! So...third place with this car...yes, I am happy."

So what, you ask, of the others, of those who didn't place in the top six? Clay Regazzoni took an excellent seventh with the Ensign, a drive which merited some points. After the race, Mo Nunn issued a protest against John Player Team Lotus, something he didn't want to do, but felt he *had* to do. Certainly, there were illegalities in Andretti's fuel stop. First, he kept the engine running; second, the strict refuelling rules were glossed over somewhat and third, the Lotus bombed out, ignoring the red light at the end of pit lane. No one was happier than Mo, however, when it was decided that Andretti should be fined (1000 Kroner—about £120) but not disqualified.

Regazzoni had been held up a little in the early stages by Jean-Pierre Jarier, who drove his ATS PC4 securely and well to finish eighth, followed by Jackie Oliver's Shadow, a creditable ninth and Hans Stuck's Brabham, which went really quickly after a pit stop for new front tyres. Brett Lunger put in his best drive for a long time with the Chesterfield McLaren, being



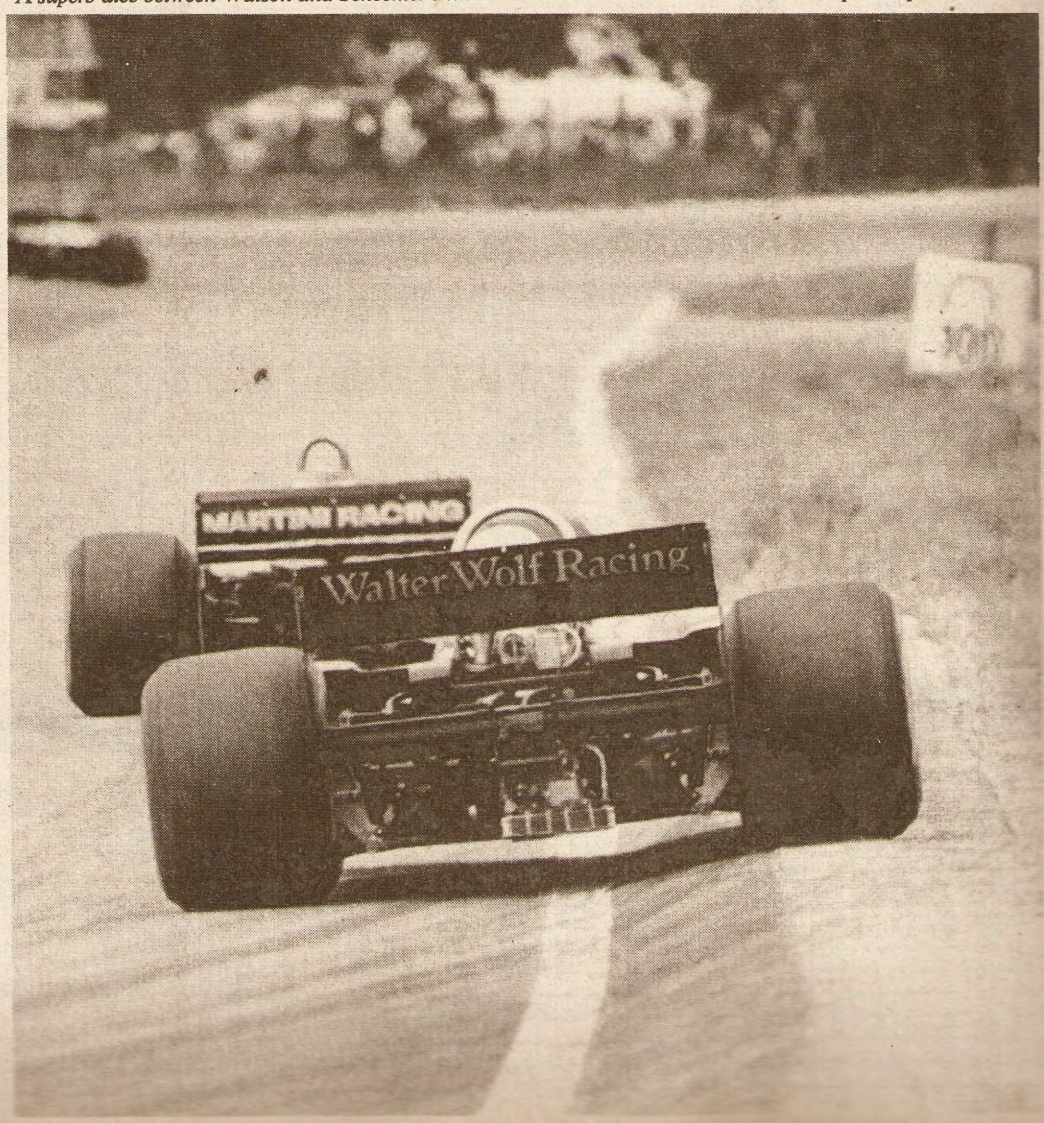
Keegan's Hesketh was handling badly, but he pressed on nonetheless. . . .

followed over the line by the luckless Hunt, who was despondent afterwards, and understandably so.

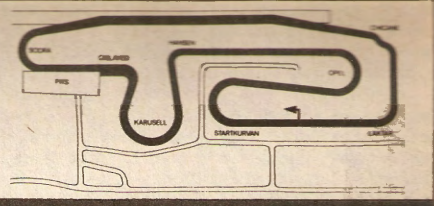
Rupert Keegan and Patrick Neve plugged away to the finish with ill-handling cars, and David Purley was troubled throughout by a tremendous vibration in the back of the car. He came in to have the Lec checked over but the mechanics could find nothing wrong. David also lost his gear-lever knob early in the race, and finished with a badly blistered hand. Alan Jones lost a lot of time in the pits early in the race, having a faulty spark-box replaced, and Gunnar Nilsson finally retired late in the race with a broken front wheel—probably a legacy of his one-point landing early in the race. A good drive by Ian Scheckter ended with a broken CV joint when only eight laps remained, and Brambilla's race ended with falling fuel pressure.

Anderstorp's reputation for the unexpected remains. After being robbed twice in two years, maybe Mario will come by in 11th place one lap into next year's race, and then win it. Who knows? But that's what Jacques Laffite did on Sunday. If the Swedish organisers were pleased with Nilsson's win in Belgium, then the French could have asked for nothing more from Anderstorp. Dijon comes next.

A superb dice between Watson and Scheckter ended in a collision which sidelined the championship leader.



SWEDISH GRAND PRIX. DATE 19 JUNE 1977 CIRCUIT ANDERSTORP



WORLD CHAMPIONSHIP ROUND 8 **LENGTH** 72 laps of 2.497 mile circuit. 179.78 miles
WEATHER HOT. DRY. OVERCAST. **No. of STARTERS** 24 **FINISHERS** 17
WINNER J. LAFFITE in GITANES-LIGIER-MATRA JS7 av. speed 100.848 mph
FASTEST LAP M. ANDRETTI in JPS-78 No. 5 on lap - in 1 min. 27.607 sec. 102.608 mph
EXISTING LAP RECORD P. DEPAILLER in TYRRELL-FORD 007 in 1 min. 27.262 sec. 103.014 mph
PREVIOUS YEAR'S RESULT J. SCHECKTER in TYRRELL-FORD P34 at 100.848 mph

ENTRIES

NO	DRIVER	CAR	ENTRANT	FUEL/OIL CONTR	TYRE	CHASSIS	ENGINE	
1	J. HUNT	MARLBORO-McLAREN M26	MARLBORO TEAM McLAREN	TEXACO HAVOLINE	GOOD	M26/2	DFV	
2	J. MASS	MARLBORO-McLAREN M23	MARLBORO TEAM McLAREN	TEXACO HAVOLINE	GOOD	M23/12	DFV	
3	R. PETERSON	TYRRELL-FORD P34	ELF TEAM TYRRELL	ELF ELF	GOOD	34/5	DFV	
4	P. DEPAILLER	TYRRELL-FORD P34	ELF TEAM TYRRELL	ELF ELF	GOOD	34/7	DFV	
5	M. ANDRETTI	JPS-78	JOHN PLAYER TEAM LOTUS	VALVOLINE	GOOD	78-3	DFV	
6	G. NILSSON	JPS-78	JOHN PLAYER TEAM LOTUS	VALVOLINE	GOOD	78-2	DFV	
7	J. WATSON	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA FINA	GOOD	BT 45B-5	Alfa Flat-12	
8	H. STUCK	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA FINA	GOOD	BT 45B-3	Alfa Flat-12	
9	A. RIBEIRO	MARCH 761B	HOLLYWOOD MARCH RACING	VALVOLINE	GOOD	761B-3	DFV	DNQ. DNS.
10	I. SCHECKTER	MARCH 761B	TEAM ROTHMANS INTERNATIONAL	VALVOLINE	GOOD	761B-1	DFV	
11	N. LAUDA	FERRARI 312 T2	S. p. a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312 T2 030	Type 312 B	RACE CAR
11T	N. LAUDA	FERRARI 312 T2	S. p. a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312 T2 027	Type 312 B	
12	C. REUTEMANN	FERRARI 312 T2	S. p. a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312 T2 029	Type 312 B	RACE CAR
12T	C. REUTEMANN	FERRARI 312 T2	S. p. a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312 T2 027	Type 312 B	
16	J. OLIVER	SHADOW-FORD DN8	AMBROSIO TABATIP SHADOW RACING	FINA VALVOLINE	GOOD	DN8-1A	DFV	
17	A. JONES	SHADOW-FORD DN8	AMBROSIO TABATIP SHADOW RACING	FINA VALVOLINE	GOOD	DN8-3A	DFV	
18	L. PERKINS	DUREX-SURTEES TS 19	DUREX TEAM SURTEES	FINA DUCKHAMS	GOOD	TS 19-01	DFV	DNQ. DNS.
19	V. BRAMBILLA	BETA-SURTEES TS 19	BETA TEAM SURTEES	FINA DUCKHAMS	GOOD	TS 19-06	DFV	
20	J. SCHECKTER	WOLF WR	WALTER WOLF RACING	FINA CASTROL	GOOD	WR 2	DFV	
22	C. REGAZZONI	ENSIGN N 177	TEAM TISSOT-ENSIGN WITH CASTROL	CASTROL	GOOD	N177/MN-06	DFV	
24	R. KEEGAN	HESKETH 308 E	PENTHOUSE RIZLA RACING	- -	GOOD	308 E-1	DFV	
25	H. ERTL	HESKETH 308 E	HESKETH RACING	- -	GOOD	308 E-2	DFV	
26	J. LAFFITE	GITANES-LIGIER-MATRA	LIGIER - GITANES	SHELL -	GOOD	JS7-02	Type MS 73/V12	
27	P. NEVE	MARCH 761	WILLIAMS GRAND PRIX ENGINEERING	- -	GOOD	761-7	DFV	
28	E. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	COPERSUCAR - FITTIPALDI	- -	GOOD	FD 04-3	DFV	
28T	E. FITTIPALDI	COPERSUCAR-FITTIPALDI F5	COPERSUCAR - FITTIPALDI	- -	GOOD	FD 5-1	DFV	
30	B. LUNGER	MARLBORO-McLAREN M23	BS FABRICATIONS	- -	GOOD	M23/14	DFV	
31	D. PURLEY	LEC CRP1	LEC REFRIGERATION RACING	- -	GOOD	CRP1-1	DFV	
32	M. KOZAROWITSKY	MARCH 761	F AND S PROPERTIES RACING WITH MARLBORO	- -	GOOD	761-8	DFV	DNQ. DNS.
33	B. HAYJE	MARCH 761	F AND S PROPERTIES RACING WITH MARLBORO	- -	GOOD	761-3	DFV	DNQ. DNS.
34	J-P. JARIER	ATS-PENSKE PC4	ATS RACING TEAM	VALVOLINE	GOOD	PC-4-002	DFV	
35	C. ANDERSSON	STANLEY-BRM P207	ROTARY WATCHES - STANLEY - BRM	- -	GOOD	P207-1	BRM V12	DNQ. DNS.
36	E. VILLOTA	MARLBORO-McLAREN M23	IBERIA AIRLINES	- -	GOOD	M23/6	DFV	DNQ. DNS.
39	H. REBAQUE	HESKETH 308 E	HESKETH RACING	- -	GOOD	308 E-3	DFV	DNQ. DNS.

RESULTS

POS	NO	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS
1	26	J. LAFFITE	GITANES-LIGIER-MATRA	72	1h. 46m. 55.520s.	100.848 mph.	LOCK FER	KONI	HEW TL 200	CHAMPION	LUCAS	MARELLI DINOPLEX.
2	2	J. MASS	MARLBORO-McLAREN M23	72	1h. 47m. 03.969s.	100.724 mph.	LOCK FER	KONI	HEW FG 400/6	CHAMPION	LUCAS	LUCAS
3	12	C. REUTEMANN	FERRARI 312 T2	72	1h. 47m. 09.889s.	100.600 mph.	LOCK FER	KONI	FERRARI 312 TRANS.	CHAMPION	LUCAS	MARELLI DINOPLEX.
4	4	P. DEPAILLER	TYRRELL-FORD P34	72	1h. 47m. 11.828s.	100.600 mph.	LOCK FER	KONI	HEW RG 400	CHAMPION	LUCAS	LUCAS
5	7	J. WATSON	MARTINI-BRABHAM-ALFA	72	1h. 47m. 14.255s.	100.538 mph.	GIRL FER	KONI	BRABHAM-ALFA	CHAMPION	LUCAS	MARELLI DINOPLEX.
6	5	M. ANDRETTI	JPS-78	72	1h. 47m. 20.797s.	100.413 mph.	LOCK FER	KONI	HEW FG 400	NGK	LUCAS	LUCAS
7	22	C. REGAZZONI	ENSIGN N177	72	1h. 47m. 26.786s.	100.351 mph.	LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
8	34	J-P. JARIER	ATS-PENSKE PC4	72	1h. 48m. 00.087s.	99.854 mph.	LOCK FER	BILSTEIN	HEW FGA 400	CHAMPION	LUCAS	LUCAS
9	16	J. OLIVER	SHADOW-FORD DN8	72	1h. 48m. 17.999s.	99.543 mph.	LOCK FER	ARM	HEW TL 200	CHAMPION	LUCAS	LUCAS
10	8	H. STUCK	MARTINI-BRABHAM-ALFA	71			GIRL FER	KONI	BRABHAM-ALFA	CHAMPION	LUCAS	LUCAS
11	30	B. LUNGER	MARLBORO-McLAREN M23	71			LOCK FER	KONI	HEW FG 400/6	CHAMPION	LUCAS	LUCAS
12	1	J. HUNT	MARLBORO-McLAREN M26	71			LOCK FER	KONI	HEW FG 400/6	CHAMPION	LUCAS	LUCAS
13	24	R. KEEGAN	HESKETH 308 E	71			LOCK FER	ARM	HEW FGA 400	CHAMPION	LUCAS	LUCAS
14	31	D. PURLEY	LEC CRP1	70			LOCK FER	ARM	HEW FGA 400	CHAMPION	LUCAS	LUCAS
15	27	P. NEVE	MARCH 761	69			LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
16	25	H. ERTL	HESKETH 308 E	68			LOCK FER	ARM	HEW FGA 400	CHAMPION	LUCAS	LUCAS
17	17	A. JONES	SHADOW-FORD DN8	67			LOCK FER	ARM	HEW TL 200	CHAMPION	LUCAS	LUCAS

RETIREMENTS

NO	DRIVER	LAPS	REASON
3	R. PETERSON	7	IGNITION.
20	J. SCHECKTER	29	ACCIDENT.
11	N. LAUDA	47	HANDLING.
19	V. BRAMBILLA	52	ENGINE.
10	I. SCHECKTER	61	BROKEN CV JOINT.
6	G. NILSSON	64	STEERING.
28	E. FITTIPALDI	66	ENGINE.

CHAMPIONSHIP POINTS

DRIVERS

J. SCHECKTER	32	C. PACE	6
N. LAUDA	31	R. PETERSON	4
C. REUTEMANN	27	V. BRAMBILLA	3
M. ANDRETTI	23	A. JONES	3
J. MASS	14	J. WATSON	3
G. NILSSON	13	H. STUCK	2
P. DEPAILLER	10	C. REGAZZONI	1
J. LAFFITE	9	R. ZORZI	1
J. HUNT	9	J-P. JARIER	1
E. FITTIPALDI	8		

MANUFACTURERS

FERRARI	50
JPS-FORD	34
WOLF-FORD	32
McLAREN-FORD	21
TYRRELL-FORD	14
BRABHAM-ALFA	11
LIGIER-MATRA	9
FITTIPALDI-FORD	8
SHADOW-FORD	4
SURTEES-FORD	3
ENSIGN-FORD	1
ATS-PENSKE-FORD	1

DATE 17 JUNE WEATHER WARM. DRY

PRACTICE 1

5	M.ANDRETTI	lm.	25.889s.
1	J.HUNT	lm.	26.052s.
20	J.SCHECKTER	lm.	26.343s.
26	J.LAFFITE	lm.	26.583s.
6	G.NILSSON	lm.	26.604s.
8	H.STUCK	lm.	26.619s.
7	J.WATSON	lm.	26.699s.
17	A.JONES	lm.	26.763s.
4	P.DEPAILLER	lm.	26.921s.
11	N.LAUDA	lm.	27.049s.
12	C.REUTEMANN	lm.	27.075s.
3	R.PETERSON	lm.	27.321s.
34	J-P.JARIER	lm.	27.537s
22	C.REGAZZONI	lm.	27.628s.
19	V.BRAMBILLA	lm.	27.655s.
10	I.SCHECKTER	lm.	27.806s.
2	J.MASS	lm.	27.935s.
31	D.PURLEY	lm.	27.991s.
16	J.OLIVER	lm.	28.176s.
28	E.FITTIPALDI	lm.	28.238s.
9	A.RIBEIRO	lm.	28.566s
30	B.LUNGER	lm.	28.678s.
24	R.KEEGAN	lm.	29.004s.
18	L.PERKINS	lm.	29.175s.
27	P.NEVE	lm.	29.179s.
36	E.VILLOTA	lm.	29.597s.
39	H.REBAQUE	lm.	29.889s.
25	H.ERTL	lm.	30.378s.
35	C.ANDERSSON	lm.	31.420s.
32	M.KOZAROWITSKY	lm.	32.177s.
33	B.HAYJE	lm.	39.500s.

DATE 17 JUNE WEATHER HOT. DRY

PRACTICE 2

7	J.WATSON	lm.	25.545s.
20	J.SCHECKTER	lm.	25.681s.
5	M.ANDRETTI	lm.	26.071s.
1	J.HUNT	lm.	26.094s.
4	P.DEPAILLER	lm.	26.209s.
26	J.LAFFITE	lm.	26.259s.
3	R.PETERSON	lm.	26.383s.
8	H.STUCK	lm.	26.461s.
12T	C.REUTEMANN	lm.	26.542s.
19	V.BRAMBILLA	lm.	26.573s.
22	C.REGAZZONI	lm.	26.810s.
11	N.LAUDA	lm.	26.826s.
6	G.NILSSON	lm.	27.028s.
17	A.JONES	lm.	27.146s.
16	J.OLIVER	lm.	27.499s.
34	J-P.JARIER	lm.	27.588s.
28	E.FITTIPALDI	lm.	27.620s.
31	D.PURLEY	lm.	27.716s.
27	P.NEVE	lm.	28.100s.
30	B.LUNGER	lm.	28.234s.
10	I.SCHECKTER	lm.	28.259s.
2	J.MASS	lm.	28.384s
9	A.RIBEIRO	lm.	28.463s.
18	L.PERKINS	lm.	28.766s.
36	E.VILLOTA	lm.	29.144s.
33	B.HAYJE	lm.	29.541s.
25	H.ERTL	lm.	29.847s.
35	C.ANDERSSON	lm.	30.286s.
24	R.KEEGAN	lm.	30.827s
32	M.KOZAROWITSKY	lm.	31.435s.
39	H.REBAQUE	lm.	32.297s.

DATE 18 JUNE WEATHER HOT. DRY

PRACTICE 3

5	M.ANDRETTI	lm.	25.404s.
1	J.HUNT	lm.	25.626s.
20	J.SCHECKTER	lm.	25.858s.
8	H.STUCK	lm.	26.127s.
7	J.WATSON	lm.	26.213s.
6	G.NILSSON	lm.	26.227s.
2	J.MASS	lm.	26.380s.
3	R.PETERSON	lm.	26.450s.
4	P.DEPAILLER	lm.	26.471s.
17	A.JONES	lm.	26.529s.
22	C.REGAZZONI	lm.	26.616s.
11T	N.LAUDA	lm.	26.873s.
19	V.BRAMBILLA	lm.	26.956s.
12	C.REUTEMANN	lm.	27.002s.
16	J.OLIVER	lm.	27.492s.
26	J.LAFFITE	lm.	27.711s.
27	P.NEVE	lm.	27.758s.
34	J-P.JARIER	lm.	27.869s.
28	E.FITTIPALDI	lm.	27.927s.
31	D.PURLEY	lm.	27.960s.
30	B.LUNGER	lm.	28.205s.
25	H.ERTL	lm.	28.377s.
24	R.KEEGAN	lm.	28.404s.
9	A.RIBEIRO	lm.	28.555s.
36	E.VILLOTA	lm.	28.708s.
18	L.PERKINS	lm.	28.812s.
33	B.HAYJE	lm.	29.086s.
39	H.REBAQUE	lm.	30.814s.
35	C.ANDERSSON	lm.	30.865s.
32	M.KOZAROWITSKY	lm.	31.079s.
10	I.SCHECKTER	lm.	38.818s.

STARTING GRID

POLE

7 J.WATSON lm. 25.545s.	5 M.ANDRETTI lm. 25.404s.
20 J.SCHECKTER lm. 25.681s.	1 J.HUNT lm. 25.626s
4 P.DEPAILLER lm. 26.209s.	8 H.STUCK lm. 26.127s.
26 J.LAFFITE lm. 26.259s.	6 G.NILSSON lm. 26.227s.
3 R.PETERSON lm. 26.383s.	2 J.MASS lm. 26.380s.
12 C.REUTEMANN lm. 26.542s.	17 A.JONES lm. 26.529s.
22 C.REGAZZONI lm. 26.616s.	19 V.BRAMBILLA lm. 26.573s.
16 J.OLIVER lm. 27.492s.	11 N.LAUDA lm. 26.826s.
28 E.FITTIPALDI lm. 27.620s.	34 J-P.JARIER lm. 27.537s.
27 P.NEVE lm. 27.758s.	31 D.PURLEY lm. 27.716s.
30 B.LUNGER lm. 28.205s.	10 I.SCHECKTER lm. 27.806s.
24 R.KEEGAN lm. 28.404s.	25 H.ERTL lm. 28.377s

LAP CHART

AUTOSPORT

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

-1 LAP

LAP CHART BY COURTESY OF NORAH TYRRELL

RACE DATA: ALAN PHILLIPS

34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72
5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	(5)	26	26	26
1	1	1	1	1	1	1	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	2	2	2	2
4	4	4	4	4	26	26	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	12	12	12	12
2	2	2	2	26	4	4	4	4	4	4	2	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	4	4	4	4
26	26	26	26	2	2	2	2	2	2	2	12	1	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	7	7	7	7
12	12	12	12	12	12	12	12	12	12	12	4	4	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	5	5	5	5
7	7	7	7	7	7	7	7	7	7	7	7	7	1	1	1	1	1	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	(1)	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34
8	8	8	8	8	8	34	34	34	34	34	34	34	34	34	34	34	34	34	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
34	34	34	34	34	34	8	8	8	8	8	8	8	8	8	8	8	8	16	6	6	6	6	6	6	6	6	6	6	(6)	30	30	30	8	8	8	8	8	
11	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	(8)	10	10	10	10	10	10	10	10	10	30	30	8	8	8	30	30	30	30	30	
16	(11)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	6	6	30	30	30	30	30	30	30	30	30	8	8	8	1	1	1	1	1	1	1	1	
10	10	30	30	30	30	30	30	30	30	30	30	30	30	6	6	10	10	1	1	1	1	1	1	1	1	1	1	1	1	24	24	24	24	24	24	24	24	
30	30	6	6	6	6	6	6	6	6	6	6	6	6	6	30	30	30	30	8	8	8	8	8	8	8	8	8	24	24	(6)	31	31	31	31	31	31		
28	6	11	11	11	(11)	19	19	19	19	19	19	19	19	19	19	19	19	(19)	24	24	24	24	24	24	24	24	24	31	31	31	27	27	27	27	27			
6	24	19	19	19	19	24	24	24	24	24	24	24	24	24	24	24	24	24	31	31	31	31	31	31	31	31	31	27	27	27	25	25	25	25				
24	19	24	24	24	27	31	31	31	31	31	31	31	31	31	31	31	31	27	27	27	27	27	27	27	27	27	25	25	25	17	17	17						
19	27	27	27	27	27	31	27	27	27	27	27	27	27	27	27	27	27	27	25	25	25	25	25	25	25	25	25	17	17	17	28	28						
27	31	31	31	31	31	25	(25)	11	(11)	11	11	11	25	25	25	25	25	25	17	17	17	17	17	17	17	17	17	28	28	28								
31	25	25	25	25	25	11	11	(25)	(28)	25	25	25	17	17	17	17	17	17	28	28	28	28	28	28	28	28	28											
25	(28)	28	28	28	28	28	28	28	25	17	17	17	(11)	28	28	28	28	28																				
17	17	17	17	17	17	17	17	17	17	28	28	28	28																									

Billy Coleman worked hard on his home ground to give the Chequered Flag team a very popular win.

The Irish Connection

Wildly acclaimed victory for Ireland's hero, Billy Coleman, and success in Donegal for the Chequered Flag Lancia Stratos after two prior attempts—Great drives from Brian Nelson and Bertie Fisher—Report: ANN BRADSHAW—Photography: COLIN TAYLOR PRODUCTIONS

Everyone loves a winner, but if that winner just happens to be Billy Coleman and he has scored his win in Ireland, then that is a different matter. Under such circumstances he is more than just a successful rally driver, he is an idol and a folk hero rolled into one. Every Irish enthusiast's dream is to see Billy win on home ground and at the weekend he did just that by bringing the Chequered Flag's Lancia Stratos into first place on the Donegal International Rally.

The scenes round HQ at the Ballyraine Hotel in Letterkenny on Sunday night had to be seen to be believed. Rally fans had travelled from all parts of the country to see what they had hoped would be his first Donegal win. They were not disappointed. Billy did not try any heroics on his way to victory. He just drove a cool sensible rally and while his chief protagonists Roger Clark, Brian Nelson and Dessie McCartney fell by the wayside, he soldiered on to give both himself and the 'Flag team a fine result in which Ireland could bask in reflected glory.

Coleman did not have the event all his own way, however, as on the first day the expected "Billy" versus "Roger" battle was totally eclipsed by an electrifying performance from Brian Nelson in his Porsche Carrera. The immaculate Tuca Carpet Tiles car was an unbelievable sight on the narrow twisty roads, with the vastly experienced Brian driving like a man possessed. Such a performance deserved better reward.

As the overall battle was providing the spectators with continued excitement, the Group One tussle was doing just the same. None other than "Mr Donegal" himself, Derek McMahon, referred to on varying occasions as Big D or "the President", set the pace in this class on the first day, obviously combining his not inconsiderable driving skill with equally extensive local knowledge to propel his Chrysler Avenger around. But in the end he was overhauled by Bertie Fisher's RS2000 and John Coyne's Munster-winning Avenger. All three deserved to win the class, but in the end Bertie came through to victory and an excellent fifth overall placing.

DONEGAL INTERNATIONAL

What was to befall the Donegal Rally after the loss of ECR status and lack of the Castrol/AUTOSPORT Championship status? Would one of Ireland's most popular and notorious social events suffer severely because of this double set-back and sink into anonimity? These were just two of the questions constantly asked over the past 12 months.

After last Sunday, there is no doubt in the minds of anyone who was in this most beautiful part of Eire over the weekend that the new organising team had worked wonders. Certainly they made mistakes, the most notable being a needless cancellation of what looked set to be a magnificent stage on Saturday, because of a slight misunderstanding between the start marshal and the Clerk-of-the-Course, Liam Ormsby, about whether or not Liam was going to return to the start after he had driven the stage. This was an unfortunate situation as the marshal concerned held up cars for an inordinate period of time hoping for Liam's return before the message got back that he had already long gone to the next stage. But this is just one of those unfortunate mistakes that Liam will surely never forget, and make sure does not occur again.

This apart, he can congratulate himself and his team on an excellent event.

It is indeed rare that an observer finds it all but impossible to extract one valid complaint from competitors about an event, but after exhaustive discussions with numerous competitors, including some who had had far from happy events, the concensus of opinion was that the organisers had done all that could be expected of them to create and produce an event which was very far removed in format from previous years.

They had discovered new roads to test both the many locals and the few brave adventurers from this side of the Irish Sea, and for the first time pace notes were banned. There were the usual mumbles and grumbles from competitors who cherish notes but by the end of the first day's sortie into the Fanad Peninsula, these had mainly been forgotten, and by the time competitors were attempting Ramelton (street-"racing" lives!) for the first time the spirit of Donegal had irrevocably taken over from the misgivings. Ramelton is in fact just like a fairytale Irish village. The houses are clustered together on the road edge, and for Donegal weekend this idyllic tranquil township turns into a mini-Monte Carlo, as cars rush past emerald-painted doors, bounce across curbs and, (on one occasion), even demolish water pumps on street corners. . . !

The rally still held the same magic for spectators. On every junction of every stage a seething mass of humanity could be found craning necks and bustling for good vantage points; this was a typically Irish scene. The almost suicidal abandon of these people is sometimes quite horrific, but their blind faith in the driving acumen of their heroes must certainly be marvelled at. To these spectators it is quite unthinkable that the escape road they are blocking will ever need to be used, and the man who bent down and retrieved an errant wheel nut that had been deposited on his toes by a rapid rally car surely never gave a thought to the fact that an errant wheel could have landed on his head rather that at his feet!

But despite this rather disturbing devil-may-care attitude of some, rallying in Ireland retains an atmosphere about it that could only improve British rallying if spectators were to generate the same enthusiasm for the event and its drivers. In Donegal last weekend the rally was probably the most important single happening of the year and everyone seemed to be out, watching and cheering. Although they were very patient and were prepared to sit and wait almost any length of time to see the cars, they were never kept unneccesarily long, since the slick organisation meant the minimum of delays. Add to this the running of cars, where possible at 30 second intervals, and the formula seemed to be near perfect.

One could go on for pages about the organisation of the event and the efforts of the infamous "Plum" Tindall and the tireless Liz Paterson in keeping a close track of the up-to-the-minute happenings for press and competitor information, but it must suffice to say that the Eire Tourist Board has a very good property on its hands and must be eternally grateful to the organisers and Derek McMahon for well and truly putting Donegal back on the international map.

Ramelton—the mini-Monte Carlo—provided some spectacular rallying and Bertie Fisher gave a fine display of two wheel driving.

ENTRY

Roger Clark and Jim Porter returned to Ireland at the weekend to try and capture their second win in the country where in terms of popularity Roger is second only to Billy Coleman. Roger's RS1800 was last used by him on the Acropolis. Since that event, it has had the suspension changed to tarmac "spec", had an engine rebuild, and perhaps most significant of all had compression front struts fitted together with revised steering arm geometry. When Roger won Galway back in February his car, was run by the David Sutton equipe and once more he was in their capable hands. In fact David Sutton's hardworking men had three cars to look after over the weekend—as well as Roger's there were the Jill Robinson/Pauline Gullick RS1800 and David Robbins/Graham Daws' G1 RS2000. As well as the usual Castrol support for Jill and David, all three cars were sponsored by Motorcraft Eire.

The *Ballyraine Bugle*, the "official" newspaper for the event, waxed lyrical about the forthcoming battle between Roger, called *the King*, and Billy Coleman, and certainly it looked as though there could at last be another real battle between them.

Having finally decided that Billy and Austin Frazer would use the Lancia Stratos, all looked set for them, as this car had been completely rebuilt since its last outing on the Firestone Rally. It was now fitted with a new V6 12-valve Maglioli engine and had been set-up in identical specification to the Bernard Darniche Stratos that has managed to steamroller its way to seemingly countless ECR victories this year. It was also shod with specially imported Pirelli P7 tyres and the 17" examples on the rear made the car look like a preying mantis wearing Wellington boots. Flag boss Graham Warner was confident that the car was going to do the job of winning and was hoping that the battle was going to be a good one. "We want to beat Roger fair and square, with him second to us at the end and going on full song."

Ireland is famed for its Porsches and with eight Carreras in the top 20, life was not going to be too easy for either Roger or Billy. The most obviously fast Porsche men are Brian Nelson, Dessie McCartney and Cahal Curley, and they were there at numbers three, four and five respectively.

Brian Nelson/Malcolm Neill were hoping for a repeat of last year's win on the rally with their 2.8 litre car that for the first event ever was being run in right hand drive form. Dessie McCartney and Terry Harryman were in their 3-litre car which has its origins with the Chequered Flag team, but which he bought from Cahal Curley. The car is sponsored by Team P. R. Reilly, and Dessie was hoping to break his second place 'jinx' by winning the event. Cahal Curley/Drexel Gillespie were not so confident and although Cahal is a three time winner of the event, he was driving a very standard Carrera belonging to his songwriting friend Phil Coulter.

The other Carreras in the top 20 were being driven by Sean Campbell/Pat Speer, Sean having changed to this car after winning the Irish Rally Championship for two successive years in a G1 RS2000; Derek Boyd/Rodney Cole, Brian Evans/Martin Whale, who took over the Geoff Crabtree car after Geoff's house was flooded last week and he could not make the event; Noel Smith/Ian Turkington and John McClean/Donald Grieve, in the red car that John shares with Ken Shields.

Keeping Roger Clark's RS1800 company in the top ten was the David Lindsay/David Sandford Escort. This car has suffered repeated head gasket problems on previous rallies, but David was hoping for more reliability now that his engine was being built by his mechanic Freddy Mitchell. He has, in fact, got a Hart block and the engine was built up with considerable help from Brian.

Another German car in the top seedings was the David Agnew/Robert Harkness BMW 2002. This car is of course the one in which Achim Warmbold/John Davenport won the event two years ago.

As usual there were plenty of people to contest Group One and highest seed in this category, although he freely admitted that he felt he had been seeded too high in front of the others in this class, was Dessie Nutt in his Frank Long Supermarkets Vauxhall Magnum, with John White sitting beside him. Next up on the seeding was perhaps Ireland's fastest Group One driver, Bertie Fisher. Bertie and Trevor Hughes were in their Lindsay Cars (Lisburn) RS2000.

However a man who was very determined to do well in what can only be described as "his" rally was Derek McMahon. Derek and Starritt Graham were out for the first time in a 2-litre Chrysler Avenger, which like all good rally cars was finished a scant few hours before the start. "I would have thought there was something wrong if it had been ready before that", he remarked.

RALLY

So the stage was set (excuse the pun) for not only an enjoyable weekend of sundry frivolous entertainments not unconnected with the numerous bars in the countryside, but also for an excellent competitive event. The sun always shines on the righteous, but it was certainly doing its best to do that at 3pm on Friday afternoon as the cars set off towards the first ten stages of the rally.

No quarter was given from the word go with Brian Nelson setting off at a scorching pace that simply left the others gasping. By the end of stage seven (Long Hill II) he had an amazing 1m 32s lead over second placed man Roger Clark. It's amazing what driving on the right can do! With another unbelievable time on stage eight (Trusk II) he looked set for a storming first day lead. But on stage nine (Carran II) the gremlins struck and he lost three minutes when his throttle linkages fell off. Undismayed, the determined Brian immediately set about regaining the lead.

Brian was not the only leading light to be having troubles, however, as by the end of the first day we had also lost Cahal Curley when he put the Carrera onto its side in a ditch on stage seven (Long Hill II) and broke a stub axle. This was a great shame as the man from Londonderry had managed to get the standard car up to fifth overall on his return to international rallying. Also gone was the Adrian Boyd/Frank Main Alpine with a blown cylinder head gasket halfway through stage three (Long Hill I) and Dessie Nutt, who got it completely wrong in Ramelton, and rolled his Magnum heavily. According to eye witnesses, the broken car appeared to be a 'write-off'.

Billy Coleman had lost 23 seconds on stage four (Trusk I) with a spin but the most worrying news at the end of the day was that Roger Clark's cylinder head gasket had blown, and it seemed likely that he would be one of the walking wounded on Saturday unless the service crew could change the head. This job, they reckoned, would take them about an hour and 20 minutes, and they were hoping to be able to find that time.

Billy Coleman was, however, not having too happy a drive as the Stratos was geared too low, its final drive using the Italian gearbox giving a maximum of just 98mph in fifth. Before going into *parc fermé* the

continued

mechanics managed to give him another 13mph by changing the crown wheel and pinion.

One particularly amusing event of the day was caused by none other than "Big D" himself, an occurrence which took place at Ramelton. His car became very wayward coming out of a corner in the centre of the town and he administered an old fashioned water pump a mighty blow which sent it toppling. As he disappeared down the road "the President" left a very wet street and a very angry pump owner shaking her fist at him. "If I hadn't hit the pump, I would have been in her front door", he remarked drily.

At the end of the first section the top placings overall were: 1, Clark 82m 48s; 2, Coleman 82m 59s; 3, McCartney 83m 30s; 4, Nelson 84m 03s; 5, Boyd 85m 11s; 6, Campbell 85m 15s; 7, Lindsay 85m 21s; 8, Agnew 86m 10s; 9, Harvey 87m 00s, 10, McClean 87m 24s. The top Group 1 men were: 1, McMahon 87m 38s; 2, Fisher 87m 51s; 3=, Inurrietta and Coyne 88m 18s; 5, Bonner 89m 38s.

Saturday promised a full day's rallying for the competitors, but for Roger Clark it only lasted one test as on stage 1 (Doon I) the head gasket blew completely and the car was taken back to Letterkenny on the end of a tow rope.

So with 12 stages completed it was now Billy in the lead, by 40 seconds from Dessie McCartney, but Brian Nelson, driving like a man possessed, was carving his way back through the field towards the top. With Brian's storming progress, and Billy dropping considerable time when the Stratos stuck in fourth gear on stage 14 (Crocknakilla I) followed by a puncture on stage 20 (Horn Head II), at the end of stage 20 the impressive Mr Nelson was back in the lead by eight seconds from Billy! Alas, he seemed fated, for on the road section between stages 22 (Oldtown I) and 23 (Crocknakilla II) the Porsche stuck in second gear and the end was at hand. A sad finale to a tremendous drive. Brian seemed filled with confidence now he is on the 'right' side of the car—perhaps he can yet shake the establishment with a 'privately' entered Porsche.

In the meantime the Group 1 battle had really been hotting-up. Bertie Fisher had relieved the Big man of his lead and was now just one second in front. But Bertie was certainly very lucky as during a relaxed drive across stage 25 (Oldtown II), which had been cancelled, his halfshaft fell out. There must surely have been some Guardian angel watching over him. The same guardian angel must also have been looking after John Coyne as he had a strut collapse on a road section. All these dramas did not affect positions and made the Generalissimo feel very depressed. There *had* to be a plot against him!

Another Porsche man to hit troubles was John McClean whose engine went very much off song on Saturday after he had changed down from fifth gear and found himself in second instead of an intended fourth. This allowed the rev counter to leap round to over 10,000 and after that the tired motor was understandably reluctant to work.

Towards the end of the day Billy Coleman once again started to get into all sorts of trouble. The Stratos began jumping out of fourth gear constantly and on the last stage, the engine was only firing on five cylinders. The main cause of the latter complaint was that a new Italian airbox had allowed some grit to be sucked underneath it. The team did some hasty servicing before the car was due into *parc ferme* stripping and reassembling the entire carburettor assembly. With time running out life became rather fraught and Billy drove the car back into the *parc ferme* field behind the Ballyraine with just one minute to go before he was excluded.

As the cars got back to Letterkenny most notable on the list of missing men were George Hill/Phil Short in the Martin Group Chevette. They had suffered from punctures and a badly disintegrating front spoiler on the Friday and after stage 12 (Creeslough) on Sunday the jackshaft broke.

One English based competitor who was going well, although not as well as he had hoped, was 1976 Group One winner Henry Inurrietta in his RS2000. Henry and Dave West had managed to elude cylinder head gasket problems and had for the first time in six months managed more than 30 miles of rallying.

The top placings after Saturday were: 1, Coleman 163m 56s; 2, McCartney 164m 35s; 3=, Campbell and Boyd 167m 20s; 5, Lindsay 167m 41s; 6, Agnew 171m 33s; 7, Fisher 173m 10s; 8, McMahon 173m 43s; 9, Coyne 173m 58s; 10, Harvey 174m 11s. The top Group 1 men were: 1, Fisher 173m 10s; 2, McMahon 173m 43s; 3, Coyne 173m 58s; 4, Inurrietta 175m 21s; 5, Cathers 177m 20s.

The last day consisted of 12 stages in the vicinity of the village of Convoy with all this action contained in a six mile radius of the centre. With the route being very much an unknown quantity it was anybody's guess whether it was going to be Billy's or Dessie's event.

The latter started in fine style by cutting Billy's lead in half by the time he arrived for the fourth stage of the day—Cloghfin I. McCartney was really motoring and eventually overdid it approaching a right hander after a long downhill section, going off after a rare mistake and losing about a minute and a half. He returned to the fray once more but on the next stage (Mullafin I) it was all over. "The engine made a sort of bang then stopped working". A remarkably cheerful Dessie then managed to look on the bright side of things by saying, "that's the third rally in a row now I've not managed to finish second, perhaps my luck is changing"!

Other last minute dramas also occurred to David Lindsay whose piston burst through the block on stage 33 (Glasly I), John McClean who tried to assault a tree on stage 34 (Glenmaquinn II) and took a maximum when the tree came off better than the Porsche, Norman Harvey who damaged the steering rack on his RS1800 when he hit a yump rather too hard, and lost himself a top ten placing, Derek Boyd who lost time when delayed with Dessie McCartney's off, and the Boss who spun his car and went through a hedge, eventually continuing with parts of the countryside hanging drably from the front of the car.

Billy also had his final day problems with the car still jumping out of gear. To combat this, Austin had to hold the lever in place for most of the last day. Nevertheless, they made it to the finish as worthy victors and Billy was especially elated at having at last won a victory on one of the few Irish events to have eluded him.

Bertie Fisher took G1 honours despite his wheel bearings breaking-up three stages from home, and then hitting a rock on the last stage after overtaking two cars on the stage.

Another fine drive on the event was by Jill Robinson who finished 12th overall. Jill had some puncture problems on the first day, but really drove smoothly on Saturday and Sunday, and with her car shod with Roger Clark's Dunlop slicks for Sunday, she really got the RS1800 going well. She also scooped the ladies prize by a vast margin and gave the car its tenth win in the ladies class in successive outings.

So with all the serious stuff over, the even more serious job of enjoying the final party to the ultimate got underway. The fans paid tribute to their hero in true rousing style, and the revelry went on to the very late hours of the following morning.

The last word must surely go to a single familiar figure who was seen at five o'clock on Monday morning stumbling down the grassy bank away from the bar in the Ballyraine. Weary, yet still purposeful, he crawled determinedly into the driving seat of an innocent yellow RS2000 sitting in the deserted litter-strewn car park, and with shouts of "Lighten my darkness" blasted the car away into the early grey dawn now creeping across the Donegal hills. Rumour had it that he was headed for Shannon airport . . . it's a long way to Tipperary.

Even though Roger Clark's car only lasted the first day he certainly gave the crowds some good entertainment.

results

Donegal International Rally
17/19 June 1977

1, B. Coleman/A. Frazer (Lancia Stratos) 248m 24s pens;
2, S. Campbell/P. Speer (Porsche Carrera) 250m 42s;
3, D. Boyd/R. Cole (Porsche Carrera) 252m 50s;
4, D. Agnew/R. Harkness (BMW 2002) 257m 31s;
5, B. Fisher/T. Hughes (RS2000) 259m 36s;
6, J. Coyne/C. Farrell (Chrysler Avenger) 260m 16s;
7, D. McMahon/S. Graham (Chrysler Avenger) 261m 44s; 8, H. Inurrietta/D. West (RS2000) 261m 53s; 9, J. McClean/D. Grieve (Porsche Carrera) 265m 2s; 10, T. Cathers/D. Wilson (Chrysler Avenger GT) 266m 13s.

Group One

1, B. Fisher/T. Hughes (RS2000) 259m 36s;
2, J. Coyne/C. Farrell (Chrysler Avenger) 260m 16s;
3, D. McMahon/S. Graham (Chrysler Avenger) 261m 44s;
4, H. Inurrietta/D. West (RS2000) 261m 53s;
5, T. Cathers/D. Wilson (Chrysler Avenger GT) 266m 13s;
6, W. McVicker/E. Hughes (Chrysler Avenger) 268m 13s;
7, O. Hadden/C. McCaul (RS2000) 268m 13s; 8, K. Irwin/G. Crawford (Chrysler Avenger GT) 272m 14s; 9, L. Barrett/K. Glynn (RS2000) 273m 05s; 10, R. Allingham/B. Russell (Triumph Dolomite Sprint) 274m 38s.

SS1 Castlewray
1, Nelson 7.10; 2, Coleman 7.13; 3, McCartney 7.20; 4, Clark 7.26; 5=Lindsay and Hill 7.30.

SS2 Creeve Hill 1
1, Nelson 11.50; 2, McCartney 11.56; 3, Coleman 12.03; 4, Clark 12.04; 5, Curley 12.10.

SS3 Long Hill 1
1, Nelson 7.30; 2, Clark 7.45; 3, Smith 7.47; 4=Curley and McCartney 7.48.

SS4 Trusk 1
1=Clark and Nelson 9.57; 3, Lindsay 10.11; 4=Curley and Thompson 10.16.

SS5 Carran 1
1, Nelson 7.06; 2, Clark 7.09; 3, Coleman 7.11; 4, Curley 7.21; 5, McCartney 7.23.

SS6 Creeve Hill 2
1, Nelson 11.16; 2, Clark 11.40; 3, Coleman 11.43; 4, McCartney 11.50; 5, D. Boyd 11.54.

SS7 Long Hill 2
1, Nelson 7.12; 2, Clark 7.32; 3, Coleman 7.35; 4, McCartney 7.38; 5, D. Boyd 7.40.

SS8 Trusk 2
1, Nelson 9.37; 2, McCartney 9.55; 3, Coleman 9.57; 4, Lindsay 9.58; 5, Clark 10.09.

SS9 Carran 2
1, Clark 6.57; 2, Coleman 7.00; 3, Lindsay 7.14; 4, McCartney 7.16; 5=Campbell and Harvey 7.23.

SS10 Ramelton Super Save Stamps 1
1, McCartney 2.05; 2, Coleman 2.06; 3, Clark 2.09; 4=Nelson and Campbell 2.12.

SS11 Doon 1
1, Nelson 4.59; 2 Campbell 5.02; 3, Coleman 5.03; 4, McCartney 5.06; 5, D. Boyd 5.08.

SS12 Cashel 1
1, Coleman 5.20; 2, Nelson 5.23; 3, McCartney 5.26; 4, Campbell 5.29; 5, Lindsay 5.32.

SS13 Horn Head 1
1, Nelson 4.29; 2, D. Boyd 4.35; 3=Lindsay and Campbell 4.37; 5, McCartney 4.43.

SS14 Crocknakilla 1
1, Nelson 5.51; 2, Campbell 5.59; 3, Lindsay 6.02; 4, Coleman 6.03; 5, D. Boyd 6.05.

SS15 Marble Hill 1
1, Nelson 3.15; 2, McCartney 3.18; 3, Coleman 3.19; 4=Campbell and D. Boyd 3.20.

SS16 Cashel 2
1, Nelson 5.26; 2=McCartney and Campbell 5.36; 4, Coleman 5.37; 5, Lindsay 5.38.

SS17 Atlantic Drive 1
1, Nelson 7.19; 2=Coleman and McCartney 7.33; 4, D. Boyd 7.36; 5, Lindsay 7.38.

SS18 Atlantic Drive 2
1, Nelson 7.22; 2, McCartney 7.23; 3, Coleman 7.26; 4, D. Boyd 7.37, 5, Campbell 7.41.

SS19 Marble Hill 2
1=Coleman and McCartney 3.12; 3, Nelson 3.15; 4, Lindsay 3.19; 5, D. Boyd 3.20.

SS20 Horn Head 2
1, Nelson 4.28; 2=McCartney and Boyd 4.36; 4, Lindsay 4.39; 5, Coleman 4.42.

SS21 Bloody Foreland 1
1=Coleman and McCartney 4.04; 3, Lindsay 4.09; 4, D. Boyd 4.10; 5, Campbell 4.14.

SS22 Oldtown 1
1=Coleman and McCartney 7.04; 3, Campbell 7.08; 4, D. Boyd 7.10; 5, Lindsay 7.14.

SS23 Crocknakilla 2
1, Coleman 5.42; 2, McCartney 5.48; 3, Campbell 5.49; 4, D. Boyd 5.53; 5, Lindsay 5.54.

SS24 Bloody Foreland 2
1=Coleman and McCartney 4.06; 3, D. Boyd 4.9; 4, Campbell 4.11; 5, Lindsay 4.12.

SS25 Oldtown 2
Cancelled

SS26 Doon 2
1, Coleman 4.56; 2, D. Boyd 4.59; 3=McCartney and Lindsay 5.00; 5, Campbell 5.02.

SS27 Ramelton Super Save Stamps 2
1, McCartney 2.02; 2, Coleman 2.06; 3, Campbell 2.10; 4, Lindsay 2.12; 5=Agnew, Evans and McClean 2.13.

SS28 Glenmaquinn 1
1, McCartney 5.50; 2, Lindsay 5.53; 3, Coleman 5.55; 4, D. Boyd 5.59, 5, Campbell 6.02.

SS29 Cavan 1
1, McCartney 5.16; 2, Lindsay 5.19; 3, Coleman 5.20; 4, Campbell 5.25; 5, Harvey 5.26.

SS30 Cloghroe
1, McCartney 5.35; 2, Lindsay 5.36; 3, Coleman 5.40; 4, Campbell 5.42; 5, Harvey 5.45.

SS31 Cloughfin 1
1, Lindsay 9.24; 2, Campbell 9.28; 3, Inurrietta 9.39; 4=Coleman and Harvey 9.42.

SS32 Mullafin 1
1, Lindsay 7.20; 2, D. Boyd 7.26; 3, Campbell 7.30; 4, Coleman 7.34; 5=Fisher and Coyne 7.41.

SS33 Glasly 1
1, D. Boyd 7.46; 2, Agnew 7.53; 3, Coleman 7.54; 4, Campbell 7.58; 5, Coyne 7.59.

SS34 Glenmaquinn 2
1=Coleman and Campbell 5.59; 3, Agnew 6.02; 4, Inurrietta 6.05; 5, D. Boyd 6.09.

SS35 Cavan 2
1, D. Boyd 5.18; 2, Campbell 5.23; 3, Coleman 5.27; 4, Fisher 5.33; 5=Inurrietta and McMahon 5.34.

SS36 Cloghroe 2
1, Campbell 5.41; 2, D. Boyd 5.42; 3, Inurrietta 5.49; 4=Agnew and Fisher 5.50.

SS37 Cloughfin 2
1, Campbell 9.16; 2, Inurrietta 9.35; 3, Coleman 9.34; 4, D. Boyd 9.35; 5, Coyne 9.39.

SS38 Mullafin 2
1, Campbell 7.18; 2, D. Boyd 7.28; 3, Coyne 7.31; 4, Robinson 7.32; 5, Coleman 7.37.

SS39 Glasly 2
1, Campbell 7.40; 2, D. Boyd 7.41; 3=Robinson and Barrett 7.47; 5, McMahon 7.50.

edited by Peter Newton

Superb entry in Ypres

Two Stratos, Leyland TR7s, Mikkola et al

Two ECR events are taking place this weekend, in France and Belgium. The latter is more important, if the standard of the entry is anything to go by, for the 24-Hours of Ypres should be a most fascinating confrontation. The Ypres countryside, like Belgium in general, is flat and rather featureless, but this annual 'round the houses' thrash is brought alive by the festivities in the town itself, and the high level of competition attracted both by lucrative prize money and relative lack of expense.

Principal British interest centres around the Leyland team who of course are fielding two TR7s as usual for Tony Pond and Brian Culcheth. The cars show detail changes following some tarmac test sessions, and heavier rear springs (now identical with the poundage of the front pair) have apparently cut down both roll and understeer. The cars will naturally be on their low ride height, and Dunlop slicks will be equipped with "418" compound, as used by Leyland on the Manx last year, but not in Elba recently. For wet weather the team are simply using A2s or CR82 intermediates. Tony Pond, who will be driving a brand new car on the rally, is using 8" wheel rims while Culcheth has opted for the 6½" varieties.

Leyland will have their work cut out here, however, for the entry is at once truly international and remarkably competitive. Aside from quick local drivers like Gilbert Staepelaere (RS1800), Lars Carlsson (Opel Kadett GT/E crossflow) and 'Didi' (Fiat 131 Abarth) there is a driver entered at number one who might just have a chance. Yes, he's back! Bernard Darniche is once more intent on a few ECR points and, despite probably the most competitive entry he has experienced on ECR events this year, there is still

Elsmore—is he going?

absolutely no reason why he shouldn't win with ease. A good Stratos/driver combination on a tarmac rally should inevitably prove superior. Hannu Mikkola starts next with one of the team's Celicas. That the car is quick on tarmac was ably demonstrated by the Finn on the Welsh recently when he set two FTDs over Eppynt. We hope he has better luck than he has been experiencing so far this year.

SEAT return to Ypres (they competed here last year) after a break from competition following recent disappointments with the 124 Especial. After their shock Monte result back in January, the Spanish team have suffered a somewhat lean season, and as the Monte cars were little more than mildly tweaked 1430/1800 rally cars, the new machines have yet to prove their real worth. That they will be quick, however, is beyond doubt, and it doesn't pay to underestimate the Madrid "Taxis".

A Donegal win may be just what is required to motivate Billy Coleman to great efforts with the 'Flag Stratos in Ypres. The new engine will certainly be an asset here, and once more we will be able to compare the Chardonnet and Chequered Flag cars (as last seen together on the Firestone). Now that both are fitted with Maglioli engines, the competition differences should be rather less marked.

Although as recently as last week it seemed likely that Graham Elsmore would be a non-starter for Ypres, as we went to press things seemed to have changed somewhat.

As we reported, Graham's new Boreham-loaned block will definetely not be ready, but he has had an offer of two other engines. The first one consisted of the BDA in the Stuart Pegg-owned car, but it seemed very unlikely with Graham's rally budget presently seriously stretched, that he would be able to come up with the money. But another offer has materialized from Steve Ward, who has now completely exhausted his rally finances and seems likely to have to sell up.

Originally Steve was going to compete in the event as part of a three car team with Graham and David Stokes, but without finance and no job at present that is now completely out of the question.

On Tuesday last Steve was at the Haynes of Maidstone premises accompanied by his engine, there also was Graham's car which was being prepared for the event under the watchful eye of John Taylor, who will in fact be looking after his servicing during the event. Steve had very kindly offered to either sell or loan the engine to Graham.

So the situation at present is that Anthony Matthews, the Malpasi Filter King representative who has set-up the deal, is aiming to take just the two cars across, but if there is any way in which he can find a car for Steve, who is going with them, he will apparently do so. At one time there was vague talk about him getting hold of an Opel for Steve, but he was not expecting to know anything definite until today (Thursday).

Also now in the entry list for Ypres is Jill Robinson who finalised a deal last week with Castrol (Belgium) through Gilbert Staepelaere (who of course works for them). Her usual co-driver, Pauline Gullick, cannot make the event, so she will have Francis Cobb sitting beside her.

From other parts of Europe there are some competitive cars like Servia's SEAT, Moortgat's Carrera, and Sainpy's RS1600, so the event should be a most exciting one.

The rally starts at 20.30 on Friday (tomorrow) and cars must be in *parc fermé* back in Ypres by 02.50 on Saturday at the end of the first loop (actually this itself consisted of two identical sections). Saturday's action starts at Midnight and finishes back in Ypres at 04.00, Sunday.

Since it must surely be cheaper to reach Ypres than to go to most British events, there seems little point in not going to watch/relax in the bars/enjoy the fun.

Meanwhile in the South of France the Antibes Rally, based in the region between the Mediterranean port and the perfume town of Grasse, is also taking place. Henry Liddon will be competing here with Timo Makinen in a little Peugeot 104ZS and full reports of both events will appear next week (we hope!)

Culcheth at full stretch in Elba. Better luck this weekend for "the Captain?"

Russell back on top

The month long gap between the Scottish and the Jim Clark Memorial rallies, rounds six and seven of *The Motor*/RAC championship respectively could not have occurred at a better time for joint leader of the series, Russell Brookes. It is almost the only chance he could have had to build-up a new car in relative calm, during an otherwise hectic season in which he has reluctantly been forced to cancel all his European appearances in favour of concentration on the home target.

As it stands at present, the championship is a massive drain on competitors' resources, and Russell is better endowed in this respect than most. He attributes a rather less than successful Welsh International directly to his appearance the previous week in the Tulip Rally, which he admits now was probably an ill advised move—"there's simply no way that I can get to San Remo, I shouldn't have done the Tulip, and as you know, I'm not doing Ypres".

Russell, whose classic drive on the Scottish astounded even the most cynical of 'professional' observers, will be using his second car for the forthcoming Jim Clark—this is the one for which he professes little affection and which he drove in the Tulip and Andrew Cowan drove on the Scottish recently. The breathing space in the meantime will allow the team to build-up their new car to something like their own specification, in time for the Burmah. A new shell from Boreham is currently being pounced upon by Peter Harrison, Paul Ridgeway et al.

Brookes' attitude to development of the RS1800, in which he has been a prime mover for many months, seems to have crystallised recently: "I'm learning more and more about this business—it's not the revolutionary ideas which win rallies in this car, it's the fine tuning. It's a bit like racing, the cars all look similar and *are* similar, yet only a handful are really competitive at any one time". Certainly his preparations for the Scottish, which included a 1½" reduction in ride height without any bottoming on the suspension, illustrates the point. The car obviously suffered considerable underbody damage, even before the final 'incident', but it did the job superbly (Russell having elected to run without compression struts on account of the rough) just as it had done so effortlessly in Ireland over Easter.

From both the championship and Russell's point of view, the Scottish was particularly satisfactory (apart, that is from the small matter of one deceased RS1800!) in that he now leads the championship jointly with Pentti Airikkala. Hannu Mikkola is just two points adrift in third place. Despite their varying fortunes, these three are now gradually drawing away from the rest of the field, though Andy Dawson, with a new car due to appear on the Jim Clark, may have other ideas about that. The championship has gone from strength to strength in terms of competitiveness in recent years, and 1977 is undoubtedly the most ruthless to date; as Russell says, "what makes it really interesting is that it's a matter of both drivers *and* cars this year".

Verini beats Pregliasco

Maurizio Verini/Bruno Scabini took their singleton Jolly Club entered and Parmalat supported Fiat 131 Abarth to victory on last weekend's Rally du Gargano (run as an international for the first time) in Italy. Without difficulty they outpaced the Conrero G4 Opel Kadett GT/E normally driven in Italian championship events by Ballestrieri, but on this occasion driven by "Lucky"—the latter's first 'works' drive. Mauro Pregliasco, once again driving the Alitalia 24-valve Stratos, finished third having experienced a number of engine bothers and a spin on the third stage which took him a long time to sort out. From that point onwards Mauro set a string of fastest times, but Verini was too far in front to be seriously pressured.

1, Verini/Scabini (Fiat Abarth 131); 2, Lucky/Rudy (Opel Kadett GT/E); 3, Pregliasco/Reisoli (Lancia Stratos).

● Sandro Munari is now certain to be seen on the forthcoming Total Rally (July 5th) in an Alitalia Stratos following his withdrawal from the Giro d'Italia. He has thus taken the place of Lele Pinto, whose luck has run true to form on his infrequent appearances so far this season. Ove Andersson starts at number one on the Total, with Roger Clark and Harry Kallstrom in numbers two and three positions. Munari starts at four. Expatriate Italian, Alcide Paganelli, who is rallying a 131 Abarth in South Africa, starts at 14.

● Fiat will be going to Corsica in strength during the month of July in order to prepare for their large assault on the WCR event in early November. The 'A' team will consist as usual, of Alen, Bacchelli and Verini, the first time that these three drivers have been to Corsica.

The inimitable "Big D" in action last weekend. . . .

Donegal doodles

Chequered Flag's most satisfying win on the Donegal International also broke a stranglehold of victorious German cars on this event. Apparently this was the first time anything besides a German car had ever won the rally in its current form. As delighted as anyone with the result was Austin Frazer, who as a past Clark-of-the-Course must have felt supremely satisfied to win 'his' rally! The total 'Flag effort in Ireland, numbered just six individuals including the driver and co-driver, which must have come as a strong contrast from recent Fiat appearances where the 131 has been surrounded on all sides by droves of Fiat, Abarth, Pirelli and Chequered flag technicians. "This one came at just the right time for us", said Graham Warner when we spoke to him at the beginning of the week, "both for Billy who's never been lucky in Donegal and because people may have thought that we'd abandoned the Stratos project".

There were certainly a few dramas on the way, and it will be something to record for posterity when the team have an uneventful run with their Stratos. The gearbox, having initially jammed in fourth during the second day, then jumped out of gear whenever the driver lifted off the throttle, thus allowing Austin to take up the full option on the title of "co-driver". This gearbox has now been changed for the spare which did the Firestone. It has taller ratios and will be far more suitable for Ypres this weekend.

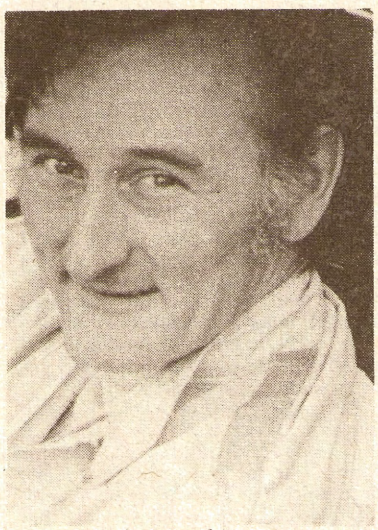
In the meantime, the congratulations seem to have died down at last, although the cheer that greeted the winners at prizegiving apparently almost blew the roof off the Ballyraine. "My arm was practically wrenched off after all the congratulatory handshakes", Graham remarked happily, "however, it *was* a little nail-biting towards the end, especially when unidentified Irish supporters would stick their heads into our service barge and quietly inform us that 'you won't be makin' any sort of trouble for your man now . . . will you!" Definitely a rhetorical question.

● The Sutton car for Roger Clark and Jim Porter was re-fitted with a new gasket in time for the Sunday stages and both men seemed to be thoroughly enjoying their job as a very high performance "OO" car. This also proved useful as a testing exercise on the car and gave Ford's rally development man, Allan Wilkinson, plenty to do on Sunday.

●In general it appears that Donegal turned out to be more of a success than anyone really expected it to be. There were one or two holes in the organisational fabric, however, both in the field and in terms of paperwork. The route was certainly well thought out, but its very compact nature brought with it the eternal problems of spectator congestion on the narrow link sections; while despite attempts to keep the route secret (comparatively sketchy information regarding the whereabouts of tests and their opening times was available to the press and public alike), there was some evidence to suggest a little illegal practice was taking place during the night. Most serious, however, was the misunderstanding between the Clerk-of-the-Course and a stage start marshal on Saturday which occurred primarily because the road had only been closed a scant four minutes before the arrival of the first rally car, and led to a 30 minute delay while the marshal concerned awaited the return (down the stage) of a long-gone Clerk-of-the-Course.

● Brian Nelson's fine drive in Donegal raised the now expected cries of 'notes!' in certain circles, but in fact there were other factors involved, the principal of which seems to be the transition of the car from left to right hand drive. Brian himself takes the view that the modification makes very little difference to him, but Malcolm Neill thinks otherwise, and claims that his driver now places the casr far more accurately in corners than previously. In addition the Tuca Tiles team have been hard at work on the suspension, weighing the poundage on each corner, and achieving a much finer adjustment on the torsion bars, so that the car apparently feels much more stable and confidence-inspiring than hitherto.

● David Agnew finished fourth with the BMW in Donegal, but two of his old cars beat him to it! Second overall, and gradually getting used to Porsche power was Sean Campbell, driving David's Stuttgart-prepared G4 car, while third was Derek Boyd driving the G3 Porsche which was once also owned by Agnew!



Brian Nelson—great drive.

● George Hill seemed pleased with the tarmac performance of the new Martin Group Chevette, despite an excess of understeer caused by the fitment of the wrong front springs. Aside from a broken jackshaft which stopped the car dead on a road section and brought about a premature retirement, George's principal problem was one of punctures. Five miles from the end of the 11 mile SS4 (Trusk 1), the Chevette sustained two punctures to the rear tyres, and when the test was repeated in reverse as SS8, the Martin's car sustained another this time on the front of the car—but not before George had caught two Porsches in the stage! The Vauxhall may appear again in ten days or so, but in any case will definitely be seen on the forthcoming ATS stages. George, however, is particularly interested in the Manx this year....

A nasty business

Almost a month ago, a fearful accident on a Spanish championship round, the Criterium Pub Seis Peniques, went unreported in the British press. The accident had certain similarities with that of Mauro Pregliasco last year in an Alitalia Stratos which killed co-driver Garzoglio; and it occurred in the infamous Hydro Electrica stage, about 60kms west of Madrid, where a total of 24 cars crashed during the event, and which on the RACE-organised Spanish Rally last year, also caused many problems. Last month a total of eight people were retained in hospital, but by far the most serious incident befell Jorge de Bagration's private Stratos which flew over a crest rather further than the driver intended, landed on some loose gravel at the edge of the road, and instantly went out of control. Apparently the Lancia then slammed sideways into a tree which almost cut it in half. Co-driver Manuel Barbeito was killed instantly.

The accidents, of which this was easily the worst, stem from a long-standing argument in Spain over the use of gravel roads for stage rallies, which is itself a legacy of the RACE Rally last year and concerns the payment due for damage to the roads caused by rally cars. In the meantime tarmac roads only have been utilized while the club decide on responsibilities in this matter, and the result is that drivers are now travelling that much faster in places where perhaps they should be exercising more caution.

The row over the use of gravel roads has seemingly caused as much furore in Spain as an infamous incident several months ago when a Spaish private entrant managed to get the works SEAT team excluded from a Spanish national after an allegation that they were using non-homologated parts!

● One of the ever growing British contingent to Ypres this weekend will be clubman rally driver Phil Turner in his Group 2 998cc Mini. This will be Philip's second visit to the event as a competitor—last year he rolled his Mini. Co-driving for him will be Jim Sanders and they are getting some support for the venture from Topmoor Motor Accessories of Queensway.

● From the Jim Clark Rally onwards, Nigel Rockey's RS1800 will be entered and supported by English of Bournemouth, who already support the Donald Heggie George Dean Escort. The company are also hoping to add the Castrol '77, Raylor and RAC Rallies to Donald's programme of events if additional sponsorship can be found.

A blast from the past surely? A clip from a Russell Brookes film show? Jeff Churchill's new rally car? Wrong again! Taken recently in Hungary, these exclusive "scoop" shots portray a works Trabant undergoing spinning tests 'under a cloak of intense security'. An RAC Rally assault could be imminent.

Riddle of the Festival

Bill Riddle and Paul Burt set six fastest times to win the Bath Festival Stages, a BTRDA Esso Uniflo Gold Star Championship round, which started from Bath last Saturday night, and used much of the territory opened up by the original Cheltenham Festival.

The event, the premier rally of the Bath MC, attracted only 70 entries, although it offered 65 miles of quality stages in the area south west of Bristol. A large crowd gathered to watch the Mayor of Bath flag the competitors away, led by the immaculate black Mercedes of Tony Fowkes/Joe Hawkins, which was acting as course car. John Ferguson/ John Billett, last year's winners, started at number one with leading BTRDA entrants Robin Farrington and Dave Wallis at two and three.

Riddle set the pace by taking 4m 30s on the first Witham Park stage, a five mile tarmac test, 17 seconds quicker than Llewelyn Jones before getting into the remaining 15 predominately forest stages. After the very fast Kingswood Warren (SS3) Bill had nearly a 30 second lead despite a glancing blow with a tree.

Grovely Wood, a very slippery private forest, followed before the hillclimb venue, Gurston Down. This stage was somewhat different to the hillclimb as it was run downhill. Ferguson took fastest here, 1m 26s, in his Dolomite Sprint.

The event then moved South to use the Wareham complex (SS6 to SS9). These stages were very soft due to recent rain and prone to cutting-up, claiming 20 retirements, including the top three seeds, Ferguson, Farrington and Wallis. Mike Bayliss was quickest on the first of the Puddletown stages, where only nine out of the top 20 runners were left in to enjoy the quality stages.

Although the rain had kept off for most of the night it returned to make the remaining stages slippery, where local man Dennis Moody earned himself the man of the meeting award by taking fastest on the last three stages giving him seventh overall despite a maximum.

Although the route, in tulip style, and target times, was compiled in a road book that would credit a top national event, several competitors accrued road penalties by taking early times out of time controls. Times were computed by the Tynemouth Motor club results system and were made final at midday on Sunday.

Bath Festival Stages

1, B. Riddle/P. Burt (Escort RS) 94.3s; 2, G. Jackson/R. Harris (Escort RS) 96.19s; 3, H. Stevenson/R. Pease (Escort TC) 97.17s; 4, M. Bayliss/R. Green (Escort RS) 98.39s; 5, C. Jackson/S. Lloyd (Porsche Carrera) 100.4s; 6, P. Gould/M. Thompson (Escort RS) 100.22s; 7, D. Moody/A. Graham (Escort RS) 100.52s; 8, P. Dillow/D. Biggs (Escort RS) 102.36s; 9, M. Gormley/Mrs T. Gormley (Escort) 104.56s; 10, M. Skinner/G. Mockridge (Escort) 106.45s.

Esso

BTRDA Gold Star

Rumour factory

Nasty rumours appear to have been circulating on the Scottish Rally—namely that Ford were cheating by using that Spectator Control car, the Rally School's Mexico, as a recce car. That sounded unlikely, and as one of our principal contributors, Graham Robson, was crewing the car with Ford's AVO man Paul English, we asked him for his comments. This is what he had to say: "Apparently we were supposed to be recceing all the stages for special hazards, to advise on a choice of tyres, and even to provide pace notes—for Ari Vatanen, Russell Brookes, Andy Dawson, John Taylor, and Co. According to the rumours, we were doing this by radio!

Of course we were doing no such thing, but a simple denial isn't enough to scotch such malicious talk. The fact, however, that the Mexico doesn't *have* a radio is one thing (and plenty of people had a good close look inside to prove that), and if we'd had a portable set, then you'd have been treated to the sight of me rushing away every time we stopped the car with a suspicious package hidden under my anorak.

There was also no way that we could actually meet the crews to turn over such information, as we were always trying to run between 15 and 30 minutes ahead of the first car (that is, if the stage marshals allowed us to be so far ahead—as you know, on one stage Russell nearly caught us because the stupid marshals let him start a stage *20 minutes* ahead of his 40 average schedule!).

We actually met the rally cars going into Culbin on the last morning as we came out, and I do recall Andy Dawson asking me if all the brows were flat. I also remember calling him chicken and nearly getting a fist in my face as a result. . . .

The other way we were supposed to be getting information to the cars was by stopping at the service barges to let them relay the data, but as that little Mexico is so reliable (we didn't even have a puncture, and that was on the same set of worn M&S covers for four days) the only excuse we could find to stop was either to scrounge some petrol or to have a drink or a bite to eat.

Now I know why John Davenport and at least one other team manager had a really close look inside the Mexico at the rest halts. Incidentally, we usually left it unlocked so that people could take a look round—if we'd been cheating you can be sure the doors would have been locked and the equipment hidden away.

There is one other thing, of course, and I suppose I should be flattered. I haven't done a modern rally for nearly ten years, and anyone believing what I have to say about tyres and surfaces must be very hard-up for experience. Also I can't see how our low-speed passage, talking to spectators all the while, and occasionally stopping to reason with them, could be put to any use for providing pace notes!

The tragedy of this sort of scandalmongering is that it has now made Ford think twice about offering the Spectator Control car for use in future events. Since no charge is made, and it undeniably gives a very useful service, that means that idle tongues are likely to destroy a bit of good will, handsomely given.

All this, of course, stems from jealousy on the part of non-Ford runners, and when you look at the pace of people like Ari Vatanen and Russell Brookes you can see why.

Finally, I'll let you into a secret. Because Paul English and I were tired, and because—rightly as it happens—we judged there would be no spectator control 'business' for us after Rest and be Thankful, we didn't visit the group of stages around Loch Eck and made straight for the breakfast halt at Dalmally. As I recall, Russell and Ari were equally as fast on those stages as they had been before, or would be later."

● The newly formed High Eggborough MC is to promote its first event, a closed status single venue rally to be held on Tony Drummond's test track at High Eggborough (only a few yards from the M62) on Sunday July 31. At least 18 miles of stages are envisaged and the entry fee is £10 which includes membership to the Club until December 1977. £120 in awards. Maximum entry 60. If all goes well a series of similar events is proposed for next year. Regulations and further details from Peter Williams, 107 Old Orchard, Haxby, York YO3 8DS; telephone: York 769593.

● Should any quick drivers find themselves without an experienced co-driver on the Burmah, they might like to consult Bryan Harris who will be without a drive as it is expected that Tony Fowkes will be driving across the World on the Singapore Airlines escapade at that time. Bryan can be contacted on Maidenhead 30913.

Toyota traumas

The black cloud that has been lurking heavily over the fortunes of Team Toyota Europe of late, remains firmly in position. We gather that Ove Andersson, who recently competed on the week-long Dama Putra rally in a locally prepared Corolla, while on his way to Japan to discuss homologation possibilities with the Directors of the company, retired with just three stages to go on the final day when the new Corolla suffered head gasket failure! Nothing seems to be going right at the moment and we hope that Hannu can persuade the cloud to move at the weekend when he competes in Ypres with the Celica. Testing with the new 2-litre Corolla around the Ypres loop began on Tuesday, and the car, which of course is destined for the Jim Clark in two weeks time, now sports a new design of 'front skirt' air dam along G5 Carrera lines. Various detail changes have also been made to the suspension.

● Entries so far received for the forthcoming ATS Stages, Castrol/Autosport round seven, which takes place on Saturday 16th July, indicate that a number of the top names are still missing. The man to contact for entries is Dave Davies, 23 The Struet, Brecon, Powys. Tel: Brecon 4489. Castrol/Autosport classes have now been amended as from those originally published in the championship regulations and are now in line with correct championship classes.

● The crew of Ralph Lockey and Chris Pringle finished third overall and not fourth in the Southern Stages Rally and this means they are now joint second in the *Triple C* Championship.

● Following remarks made to us (and published in these pages last week) by officials of the Lanarkshire Car Club in relation to group categories on the Burmah, we gather that they have been in contact with the RAC, and now wish to retract all these stipulations. Thus cars eligible for events like the Scottish (in whatever group), will be equally acceptable on the Burmah. The organisers of the rally would thus like to apologise to competitors for any alarm they may have spread. . . .

Bro Myrddin

Round seven of the Esso Uniflo BTRDA Gold Star championship takes place this Saturday in south west Wales. It is of course Teify Valley/Vale of Cothi MC's Rali Bro Myrddin. Scrutineering and documentation take place on Friday evening at Howells Garage in Carmarthen from 4.00pm, and there will be a rally forum taking place at HQ, the Ivy Bush Royal Hotel, which starts at 8.00pm. Chaired by Richard Davies, the forum will comprise Colin Francis, David Stephenson, Tony McMahon, etc, and the film show will include the Hinchliffe epic "Tough at the Top".

The 90 starters will be led away by last year's winner Geoff Simpson, who on this occasion is being partnered by the experienced Colin Francis, since Alan has deserted his brother in favour of a holiday! There is also a rumour that since his car has been commandeered by Goodyear for display purposes, he may be seen in Nigel Rockey's RS1800.

The area to be used by the rally was only opened up for restricted stage events last year so the tests will still be comparatively new to most of the entry.

Spectator information is limited but such as can be revealed is as follows: *Pîb and New Tower:* these two stages can be seen from the (50p) car park situated at Map Reference 495354, and this is approached along the A485 Lampeter/Carmarthen road, near the New Inn. Refreshments will be on hand in the park and first car is expected through Pîb at 09.00; New Tower is scheduled to start at 13.30.

Top ten entries are as follows: 1, Geoff Simpson/Colin Francis (RS1800); 2, Frank Pierson/Arthur Brick (RS1800); 3, Richard Iliffe/Ed Morgan (RS1600); 4, Derek and Terry Evans (Vauxhall Magnum); 5, David Grainger/Julia Richards (Triumph TR7); 6, Jeff Churchill/Roger Evans (RS1600); 7, Robin Farrington/Tony Francis (RS1600); 8, Robert James/Rob Davies (Chrysler Avenger); 9, Graham Lepley/Malcolm Harvey (RS2000); 10, Chris and Ed McAuliffe (RS1600).

● The 1977 Lancia Pointer Stages Rally, a round of the Esso/BTRDA Gold Star and AEMC Stages Rally Championships, will be run on Sunday July 17 and will follow the well tried and proven format of combing airfields, private woods and tracks with a reasonably tight road mileage. There will be at least 12 stages totalling approximately 40 miles with 120 miles of linking route. Start and finish will again be at the Pointer Motor Co's premises in Norwich. The entry fee is £17.50 and the limit is 160 crews.

Reine's Curtain raiser

Porsche reliability and power brought victory to Reine Altenheimer at the Zlatni Piassatzi ("Golden Sands") Rally, when despite some poor showings early in the event the West German driver was able to withstand the might of the Eastern European Renault challenge. Altenheimer was able to take over the lead halfway through the two-night event which, although based at a Black Sea holiday resort, stretched halfway across the country of Bulgaria. He was forced to conserve his car which had been damaged in a pre-rally collision with the Lancia Stratos of Andrezej Jaroszewicz during the races at Albena, which ultimately enforced the non-starting of the Polish driver because of engine trouble. Sweltering heat by day and sometimes tropically torrential rain by night made this European Championship event very tiring, despite a very small proportion of the route being on gravel roads.

Bulgaria is a country that is very alert to its potential in the modern world, and it has a reputation of being one of the most 'free' of Communist countries. For a start it is not necessary to obtain a visa if one is visiting as a tourist, and if the number of cars on the roads of the country is any guide, it seems to enjoy a good standard of living. It is a country of strange paradoxes. Despite its freedom, its language is very similar to that of Russia, even to the use of the Russian alphabet. It has quaint customs. To signify assent, Bulgarians shake their heads from side to side. To signify a negative, the head is shaken up and down!

Maybe much of the apparent freedom is engendered by the holiday atmosphere of Zlatni Piassatzi, a resort about 20km north of Varna, which is the third biggest town in the country. This resort has an abundance of hotels all within easy walking distance of each other and of the celebrated "Golden Sands," where sunbathers start business at eight o'clock in the morning before the humidity of midday gets too bad. Just ten kilometres to the north of Zlatni Piassatzi is another resort. Albena, where scrutineering is held and also where the street racing takes place in the afternoon before the start.

The country has not yet developed its inter-town network of roads, and even on major roads it can take a long time to travel from place to place. This assumes that the correct roads are taken, that the few petrol stations can be found—and that the signposts written in a strange language can be understood!

ENTRY

The entry was a little smaller than in previous years when, for example, the factory Fiats have appeared in their quest for European championship points. Basically the favourite was Jaroszewicz, who has been maintaining a lower profile in his rallying activities following his disappointment last year in the ECR. He still has his Stratos, maintained in Italy by Maglioli at Biella, still two valve per cylinder, and on paper the car which could and should win easily.

The only car that could remotely maintain some pressure on the Stratos was Altenheimer's Porsche. This was a normal 2.7 litre car with competition exhaust and about 240bhp, which the German had entered as a trial run for the Tour d'Europe later in the year. This event which began its life as a glorified touring run is now a major rallying fixture in the German world. It is a sponsors' delight, as it passes through about 15 different countries. Since last year when it adopted special stages within its format it has become a

tive drivers as well. Altenheimer is no stranger to Bulgaria, however. He won the first ever Zlatni Piassatzi in 1970 and has often been well placed since then.

After Altenheimer in order of competitiveness came a group of G4 Renault 17 Gordinis, all from eastern countries. These were driven by Attila Ferjancz (Hungary), Ilia Tchubrikov (whose spelling varies like the passing clouds, depending on how one chooses to translate the name from his original tongue) from Bulgaria and Jerzy Landsberg from Poland. We have seen Landsberg many times recently in the west: he was the man who was almost allowed to beat the Polski Fiat team in his own country last year with a Renault 5TS, and since then has used an Opel Kadett GT/E G4 in Spain and elsewhere. This Renault 17 Gordini was the car that Blazej Krupa has often used. He and Krupa run in the Stomil team, a team which publicises Stomil tyres, which permits the drivers to use other makes of tyres when they are more suitable, for instance Michelin on asphalt. It was the first time he had rallied such a car.

By way of a contrast Krupa himself had gone over to Renault 5, in his case an Alpine which he had only a few days earlier collected from Billancourt in France. Krupa was very quickly converted to this little car. "It forgives everything you do to it", he said. All the time he was thinking about Le Mans, held at the same time, wondering how Renaults were faring, thinking that perhaps a good result might enable Renault to concentrate on rallying and benefit him more. The car was so much quicker round the corners than either the 12 Gordini or the 17 Gordini that he had used previously. All it needed was another 20 bhp so that the car could see off those little plastic Skoda 130RSs from Czechoslovakia.

Skoda entered three officially: for Sedivy, Havel and Blahna, and between the four of them the competition for G2 honours was to be fought. Experience had showed that they ought to be faster than the Russian cars, of which five were entered: three Lada ("Vaz" in these regions) 1600s for Brundza, the same cars complete with flared arches as seen in Acropolis for Giraudskas and Kozircikov, the latter navigated by his wife who makes for all the world a passing Russian imitation of French belle "Biche"!

Group One came as a complete anti-climax: for British people it was interesting to see four RS2000s, the incredible Mark 1 car from Portugal of Giovanni Salvi that went so well on this year's Portuguese, whilst Chris Wathen had a Mark 2 bearing Withers and Vospers stickers and supported by Castrol and Champion. Wathen proved to be quite a bit faster than Salvi on the event, despite doing no practice and also having taken some poor advice from a well-wisher about tyres. This event demanded racing tyres on nearly all the stages and on the few loose surfaced tests they would probably have sufficed.

RALLY

The purpose of the racing at Albena was publicity. The organisers reckoned that 120,000 people saw the racing (free) and the mammoth traffic jams away from Albena afterwards helped to justify this estimate. The times taken to cover the five laps of the 3-km circuit were used as special stage times but did not decide the starting order later that night: in any case with so few gravel stages the starting order was of little consequence. The Skodas, incidentally,

Above: Altenheimer clings determinedly to the lead in the Albena race while the Polish Stratos prepares for another fanatical lunge. Evidence of previous contact is obvious! Below: Chris Wathen outpaced all the G1 runners and was a most unlucky retirement when water was mistakenly poured into the RS2000's tank.

started in the 60s.

It was an occasion for the vain, and nothing appeared to have incensed the crowd-pleasing Jaroszewicz more than to have the yellow Porsche nose of Altenheimer challenge him for the first corner. The Pole went wild! Altenheimer then added insult to injury by taking the lead in the race. Jaroszewicz fought back angrily. In every possible way he tried to pass the Porsche. For a moment we thought they would touch each other, then on the next lap the Porsche's plastic nose was sadly adrift: it seemed as though they had.

In the middle of the race the flags (any flags, so long as they were waved and created a sense of urgency) were shown. A Peugeot 304 from Italy had gone off backwards, dangerously near the crowds, and with the rush of spectators to the corner in question, it seemed certain that the race would be stopped. But no. Then the Porsche and the Lancia arrived again, neck and neck, each daring the other to start braking first. By a miracle, the cars avoided the crowds, the marshals who were engulfed in them and the police who were blowing their whistles and in passing, doing little except heighten the sense of panic.

In this confusion, Altenheimer won the race, the Stratos stopped with smoke pouring from the exhaust and the Peugeot got going three laps down and proceeded to keep circulating at maximum speed oblivious of the crowds who assumed the race was over.

At 10pm the rally proper started under floodlights in front of the International Hotel. Rain hung in the air and in fact many of the stages were due to be wet. Landsberg started to attack, even though he had an unfamiliar car and gradually began to reduce Altenheimer's lead. Only after dawn could the Porsche begin once more to set the pace, by which time Landsberg was two minutes ahead. In the first night, only two important retirements occurred: Giraudskas's Lada had engine trouble, and so did Sedivy, who had been the fastest Skoda at Albena.

Landsberg had been off a couple of times, each for a half minute or so, when too much braking was apportioned to the rear. Halfway through the day the rally lost Tchubrikov with half-

shaft failure, whilst the same problem put the Portuguese RS2000 out as well.

The four-hour rest was barely long enough to allow crews to recuperate. There was only a perfunctory *parc fermé*, and for most of the halt crews were able to work on the cars. Lidbury had grave problems with his alternators: a contact behind it had fused and shorted. Altenheimer had an oil leak which gradually got a lot worse and forced the crew to replenish the car with a litre every 100kms, whilst the battery would not hold its charge and they had to resort to push starts frequently. Ferjancz had a series of punctures and also had misfiring problems. The stages used in the second part were mainly those already used but in the opposite direction, and usually those done previously in the dark were in daylight, and vice versa.

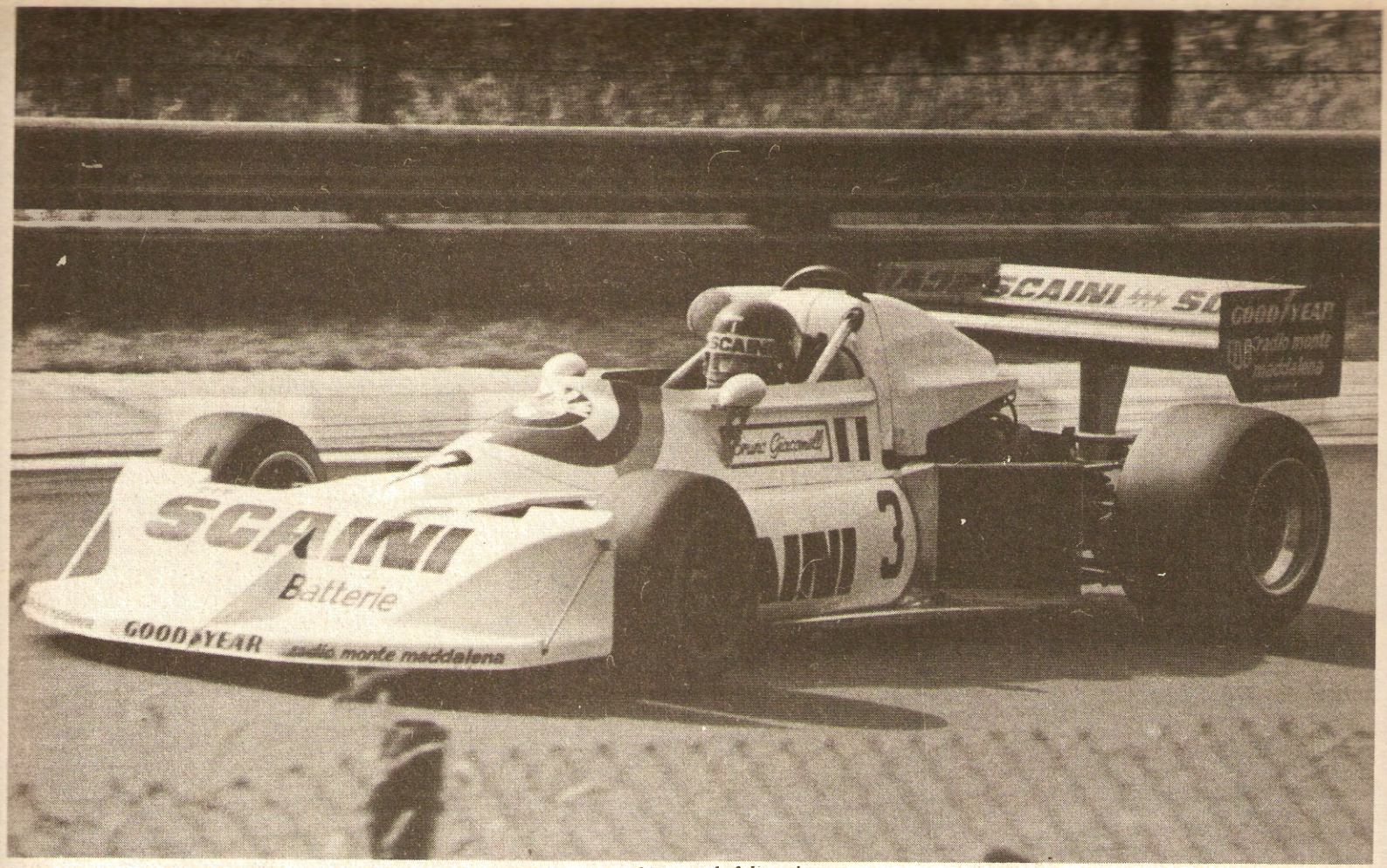
There were three gravel stages and Landsberg was forced to tackle these on racing tyres after mislaying his service crew. This gave the hard-charging Pole a couple of punctures and the loss of a minute penalty at the ensuing time control.

Tiredness was creeping up on the crews. Gunther Scheffel with his Group 1 Kadett GT/E from West Germany snoozed at a time control—and was woken by the Belgian Jan van der Bosch (Group One Datsun Violet) after he had waited three minutes too long. It was not only the drivers who felt the effects. Sadly Chris Wathen suffered the cruel fate of a tired mechanic filling his tank—with water. It took 45 minutes to drain the tank, far too late to continue.

The Porsche was four minutes clear of the Polish Renault, with another one minute before the Hungarian Renault whilst the last remaining Skoda was another 6 minutes back. This was Havel; Blahna having suffered gearbox trouble just before dawn.

Back at Zlatni Piassatzi the early morning sun worshippers gathered to witness the arrival of the cars and also the non-competitive slalom which many tired drivers hardly cared about. Certainly the route taken by many bore little resemblance to the plan produced in the programme!

MARTIN HOLMES



Bruno Giacomelli takes the works/Scaini March 772P to an impressive victory, his second of the series.

Unbeatable Bruno

Giacomelli scores his second F2 victory for March—Patrese's Chevron second from pole—Martinis fail—Report: BOB CONSTANDUROS.

"I know the problem of today, so I drive very smoothly", said Bruno Giacomelli after winning the 42-lap seventh round of the European Formula 2 Championship, held at Mugello, Italy, last Sunday. The problem to which he referred was the heat, which could ruin a set of tyres in a few laps if a car was driven with too much oversteer. Giacomelli took an easy victory, his second in front of his home crowd, and no one came near to challenging him.

Second, and the only non-March in the first six, was Riccardo Patrese driving the Trivellato Chevron-BMW B40. Patrese started from pole position, but first of all had to get by Giancarlo Martini, and then had the gearknob break off in his hand after a few laps, but he too took a steady second place with no further problems. Third and fourth were the black March 772s of Alberto Colombo and Sandro Pesenti Rossi, again finishing in the points after steady, unflustered drives.

Cheever, Hoffman, Martini, Pironi and Rosberg were all front runners, but Martini ruined his tyres, Cheever was not happy with the car when running a full fuel load and then hit a backmarker, Hoffman broke his nosecone splitter early in the race but came back to finish ninth, and Rosberg had a pump drive break.

As for Renault, it was not their weekend. Leclere, Pironi and Arnoux were all well back on the grid, and Leclere never made the start when the timing belt broke on the warming up lap. The two Elf-Renaults went better in the race, Pironi running well, but his gearbox linkage broke and he ruined his tyres. So did Arnoux, who also lost all but second gear and then ran out of petrol.

Surprisingly, the entry was a little disappointing in numbers. At times during the season, the entry has been oversubscribed, but at Mugello, just north of Florence, 27 cars practised. Apart from the regular competitors, there were a number of extra Italian runners, but we can expect to see many more entries at Rouen.

There were few changes to the regular line-up as the cars assembled in the sunny paddock of this interesting 3.1-mile circuit. The usual two-car teams from Renault, Project Four, Euroracing Italy and Ralt-Ferrari were present, while Fred Opert had a further runner in Jacques Laffite's regular Chevron, Gregg Young, a former CanAm driver returning to racing after a five-year lay-off. Willi Kauhsen's Renault powered cars were down to one for the race when Michel Leclere opted for the shorter wheelbased car, which meant that Klaus Ludwig would have to change cars; rather than do this, the former German saloon car champion left the team altogether.

The Italian Formula 2 regulars were joined on this occasion by Luciano Pavesi, the Ralt driver who went so quickly at Vallelunga, while Gaudenzio Mantova was another rapid Italian runner. Maurizio Flammini had extensively modified his March 742 suspension, but had had little time to test it—the car had been completely rebuilt since his Vallelunga race. Flammini won this race two years ago in exactly the same car! Lorenzo Niccolini came back to Formula 2, this time in the Chevron at one time raced by "Gianfranco", while Tino Brambilla's Lancia-engined March was back trying for a race again, although this time in the hands of F3 driver Guido Pardini.

A new addition to the grid was Danny Sullivan, the Kentucky driver who tried to qualify a Toj at Hockenheim, immediately left the team, and has brought along enough money to put Brian Lewis's Boxer team back in the championship. Hans Royer, who scored a single point in the opening Silverstone round but was unpopular for baulking overtaking drivers, reappeared this time in one of Willi Kauhsen's 1976 Marchs. The back end of the grid included one Gerd Biechteler, who had tried to qualify a Toj at Hockenheim and now reappeared with an ex-Markus Hotz March.

With these entries, the full number of cars was 27, and with 30 available places on the grid, all would start.

Mugello's facilities are available from very early in race week, and there is no problem about pre-race testing, although on this occasion, one afternoon was taken up when the Tour of Italy car event passed through with a number of races for the competitors.

The team to take the most advantage of the unofficial testing was Ron Dennis's Project Four, with its Ralts for Eddie Cheever and Ingo Hoffman. As well as rear suspension modifications as part of a continuous development programme, the team trying an adjustable rear roll-bar for the first time: "I wonder how long it will be before they all copy us and everyone has them?" Dennis wondered. However, on Thursday Cheever left the track and severely damaged the tub of their spare car, although he was unhurt.

By Friday, the sun shining down mercilessly, most teams were out for unofficial testing. During the morning, the ICI/*Newsweek* Chevron team lost an engine with a broken crank, which meant that they had one Hart engine for practice and race.

The official timing was in two sessions, one in the heat of mid-day and the second early in the evening, when the weather was cooler. This would mean a rush

for a fast time when the tyres would not be so hard worked.

The final rush for a quick time really only worked for one driver, Patrese, who with two Grands Prix added to his limited experience, now seems a different person, less shy, more outgoing. After pre-race testing of his Trivellato Chevron on old tyres, the team thought that a new set would mean a 1m 46s time, but in the morning the new set simply upset the handling, so they changed the car back almost to standard settings. Down came the times of the young Italian, ending up with six laps in the low 47s shortly before the end. Twenty-five bottles of champagne were his for the effort.

Giacomelli's last-minute effort in the works March 772P was thwarted by a rear tyre that was not doing its share of the work, and by the time the works March mechanics had discovered this, time had run out, so Bruno's time was set in the morning session.

A surprise on the second row was Giancarlo Martini in his private Martini-Renault MK22, chucking the car through the corners with tremendous determination. Martini was a lot quicker than the works Elf sponsored Martinis, but he was using more wing, which perhaps had something to so with the better time. Also on the second row was Cheever, who was getting into the 47s when Royer got in his way. The two had a few words afterwards about mirrors.

Keke Rosberg was once again well up, although his style in the Opert Chevron was so extrovert that many people thought that his chances of finishing were slim. His time was set in the hotter session, but it ruined a set of nearly new tyres, and in the afternoon he overrevved the engine, so would have to use the older one of Wink Bancroft for the race. Luciano Pavesi, again in his Concord-sponsored Ralt, only comes out for the Italian races, but he set a respectable time despite his lack of miles.

The fourth row comprised the Italian Marches of Alberto Colombo and Gaudenzio Mantova. Colombo, who has a fine record of finishes this year, complained that the handling was not quite so good in the second session, while Mantova sorted out an engine problem during unofficial practice which saw him happy for the official sessions.

Ingo Hoffman felt that he could have set a quicker time at the end of the second session but for the busy track, his Ralt benefiting from lots of testing, while Didier Pironi, like Renault team-mate Arnoux, was puzzled by handling. Team manager Hughes de Chaunac could not say exactly what the problem was, but this sort of thing has afflicted the team before, and never really upset their race form. Arnoux, however, was two rows farther back.

It was good to see a Ferrari-engined Ralt on the sixth row, probably their highest starting position this year. Lamberto Leoni seemed very happy with his car, although team-mate Gianfranco Brancatelli, back on the eighth row, was not so happy with his, complaining of lack of revs despite an airbox fitted to his car only. Mugello debutant Marc Surer had all sorts of problems, including a bolt coming loose in the gearbox in the morning and tyre trouble, too.

Sharing the seventh row with Arnoux was Sandro Pesenti-Rossi in the second Italian Euroracing March, the final runner in the 48s, and basically happy with his car. On the same time as Arnoux was Bernard de Dryver, who sorted out the Gubelmann March 778 well during the second session. A row farther back were Ray Mallock in the ICI/*Newsweek* Chevron and Michel Leclere's Kauhsen-Renault. Ray could not balance the car in the morning, and then in the afternoon the timekeepers decided not to time the car as the numbers were difficult to read. Leclere was a long way back for him, for he could not get a front suspension vibration out of the car; he had changed to the shorter wheelbase car as the longer one had a handling problem.

The race was to be run over 42 laps, and there was some doubt as to whether the Renault-engined cars could carry enough petrol. But, despite an appeal to shorten the race, the distance remained the same.

Race day was somewhat cooler in the morning than the previous two days, and drivers hoped that there would be no tyre problem, but slowly the clouds cleared and, by the start, the sun was burning again. For Leclere, though, the tyres problem was never to arise. On his warm-up laps, a timing belt broke and put him out of the running altogether. "Now", said team manager Domingos, "the car is ready for Rouen, it's all prepared".

Riccardo Patrese	Chevron-BMW B40	1m 47.20s
Bruno Giacomelli	March-BMW 772P	1m 47.42s
Giancarlo Martini	Martini-Renault MK22	1m 47.66s
Eddie Cheever	Ralt-BMW RT1	1m 47.72s
Keke Rosberg	Chevron-Hart B40	1m 47.74s
Luciano Pavesi	Ralt-Hart RT1	1m 47.78s
Alberto Colombo	March-BMW/Heidegger 772	1m 47.89s
Gaudenzio Mantova	March-BMW/Trivellato 772	1m 48.20s
Ingo Hoffman	Ralt-BMW/Mader RT1	1m 48.28s
Didier Pironi	Martini-Renault MK22	1m 48.36s
Marc Surer	March-BMW/Heidegger 772	1m 48.45s
Lamberto Leoni	Ralt-Ferrari Dino RT1	1m 49.61s
Sandro Pesenti Rossi	March-BMW 772	1m 48.62s
Rene Arnoux	Martini-Renault MK22	1m 49.13s
Bernard de Dryver	March-BMW/Mader 772	1m 49.13s
Gianfranco Brancatelli	Ralt-Ferrari Dino RT1	1m 49.49s
Ray Mallock	Chevron-Hart B40	1m 49.56s
Michel Leclere	Kauhsen-Renault/Mader	1m 49.57s
Danny Sullivan	Boxer-Hart PR276	1m 50.08s
Freddy Kottulinsky	Ralt-BMW/Heidegger RT1	1m 50.25s
Maurizio Flammini	March-BMW 742	1m 50.34s
Ricardo Zunino	March-Hart 772	1m 50.4s
Lorenzo Nicolini	Chevron-BMW/Nesti B35	1m 50.64s
Gregg Young	Chevron-Hart B40	1m 50.835s
"Gimax"	March-BMW 752	1m 51.20s
Carlo Giorgio	March-Hart 742	1m 51.48s
Hans Royer	March-Hart 762	1m 51.54s
Wink Bancroft	Chevron-Hart 762	1m 51.60s
Guido Pardino	March-Lancia/Brambilla 752	1m 46.03s
Gerd Blechteler	March-BMW/Heidegger 762	1m 57.30s

RACE

Martini's left-to-right manoeuvre had the crowd gasping at the start, the Italian shooting from one side of the grid to the other, but he got away with it and followed Giacomelli away. Pironi made a good start and after two laps was third, but Patrese was right behind and soon passed him. As the early laps reeled out, Giacomelli slowly opened up a gap to Martini, and in turn Patrese slowly caught his compatriot. Behind them were the two Project Four Ralts, Pironi, Colombo, Pavesi, Mantova and Rossi.

By the sixth lap, Patrese was in second place, but the excitement was for fourth, where Pironi was leading the battle, and Rosberg had joined in. But Pironi was pulling away and closing slowly on Martini.

Patrese could not make any impression on Giacomelli, partially because the gearlever broke off and he was only using the stub that remained. Hoffman, who had been up with Pironi, Colombo, Cheever and Rosberg, began to fall back after tangling with Mantova and damaging the front splitter, while Pavesi had had clutch trouble on the start line and was never to run particularly well. Mallock was some way back after being delayed at the start and then spinning on the first lap.

After 15 laps, the leading bunch did not look like altering very much. Giacomelli had a lead of about 10secs over Patrese, who was in no position to do much about it. Martini was still third, with Pironi closing in. But before the Frenchman swooped the gearbox linkage broke, and another good drive had come to naught. This left Martini in a relatively easy position as they came up to 20 laps, although the two black Euroracing Itály Marches of Colombo and Pesenti-Rossi were closing in on him, with Cheever just behind them before Arnoux. René was having oversteering problems with his tyres on the hot track, and before long Martini also started to slip down the order with the same problem, perhaps due to his scorching pace at the start. Finally he was to retire altogether, the effort really hurting an injured arm and a rear tyre badly blistered.

At half-distance, Patrese was still not making any impression on the leader, and Pesenti-Rossi in third place was being shadowed by his team-mate, Cheever, Rosberg and Arnoux. Arnoux's gearbox started smoking, only for a couple of laps, but he was soon only able to use second gear and he dropped back.

Cheever came up to lap Bicheteler and ended an unhappy weekend without a nosecone and steam pouring from the radiator. The Euroracing Marches had their problems, too, for Pesenti-Rossi was pressured into a spin by the following Colombo, and he dropped back. But the little driveshaft on the petrol pump fitted to Rosberg's Hart engine broke, and the Finn retired after a promising drive, so Pesenti Rossi was soon back in fourth position, and that's the way they finished.

Fifth and sixth were Surer and de Dryver, who both drove well and benefited from the retirements ahead, de Dryver dropping a place at the end with a broken clutch. Seventh and eighth were the two Ferrari-engined cars, equally reliable. Ninth was Hoffman, who stopped for a new nosecone on the 27th lap and dropped to 18th place, but slowly came back up through the field and came up on the Sullivan/Kottulinsky battle, which raged throughout and was joined by Mallock late in the race. Hoffman got by Mallock fairly easily, and Sullivan was running short of petrol, so Ingo took both the Boxer and Kottulinsky (who thought that Cheever was in the lead) and finished ninth, with Freddy completing the top ten

At the front, it had not been a close race, but early on the battle for fourth place had been hard and fast. But the survivors were those who had looked after their cars, not forced an early pace.

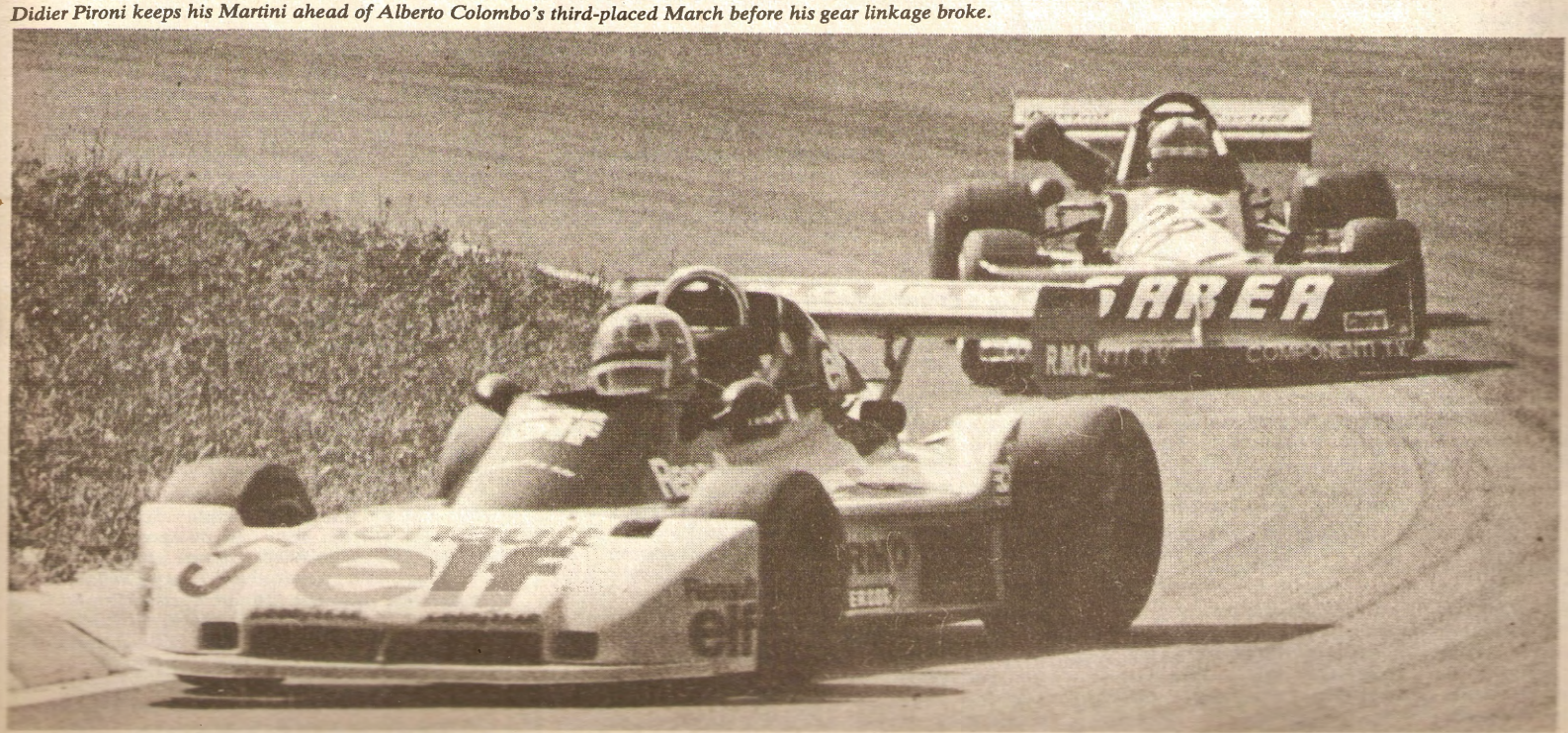
The Ferraris were the only non-BMWs to finish in the top ten, and Patrese's Chevron was the only non-March in the top six, the next four cars being Ralts.

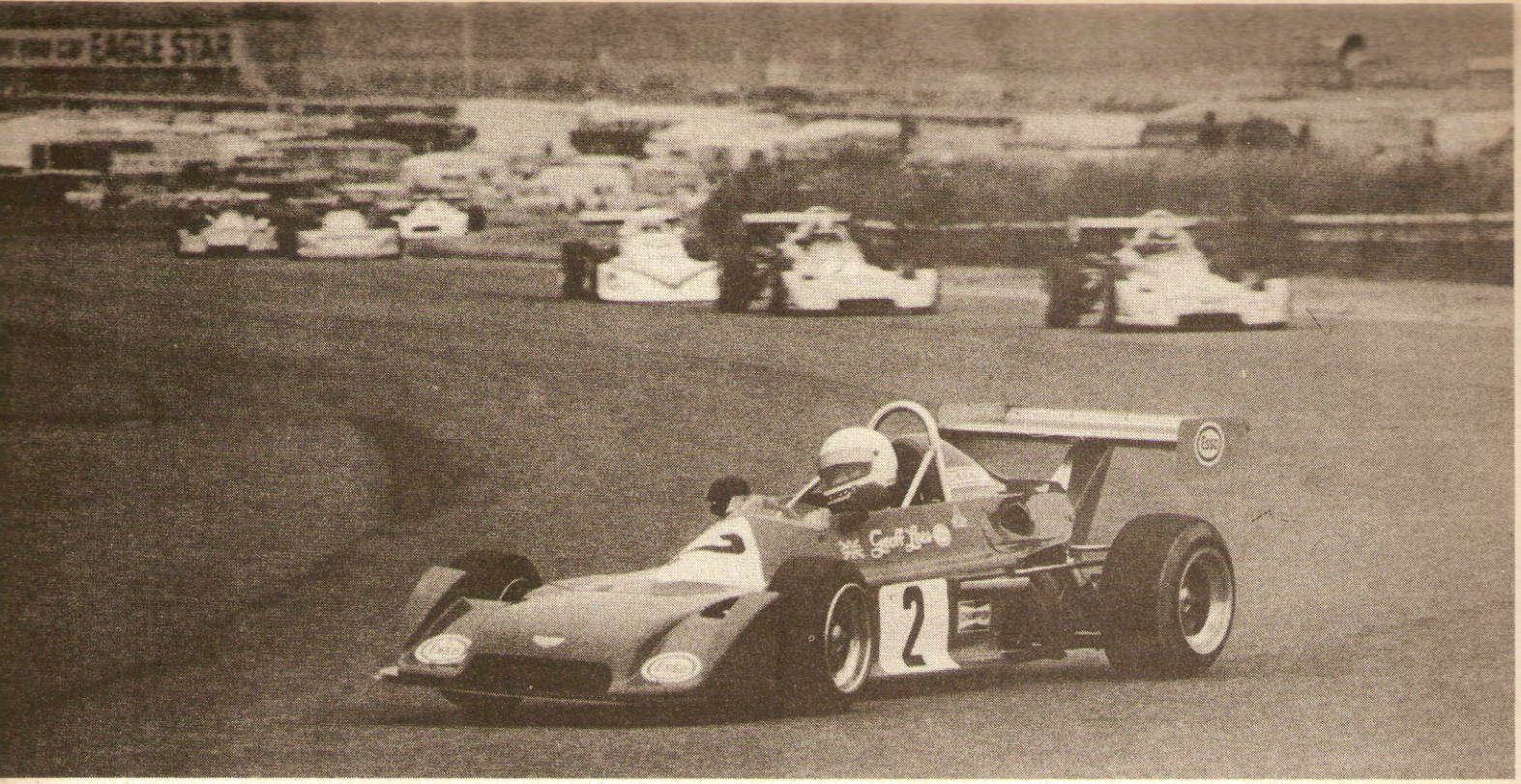
Gran Premio Etienne Aigner
Mugello, June 19
European Formula 2 Championship, round 7
42 laps—130.2 miles

1, Bruno Giacomelli (March-BMW 772P), 1h 16m 35.5s 107.23mph;
2, Riccardo Patrese (Chevron-BMW B40), 1h 16m 55.9s;
3, Alberto Colombo (March-BMW/Heidegger 772), 1h 17m 6.5s;
4, Sandro Pesenti Rossi (March-BMW 772), 1h 17m 17.6s;
5, Marc Surer (March-BMW/Heidegger 772), 1h 17m 44.7s;
6, Bernard de Dryver (March-BMW/Mader 778), 1h 17m 46.2s;
7, Lamberto Leoni (Ralt-Ferrari Dino RT1), 1h 18m 6.2s; 8, Gianfranco Brancatelli (Ralt-Ferrari Dino RT1), 1h 18m 6.8s; 9, Ingo Hoffman (Ralt-BMW/Mader RT1), 1h 18m 19.5s; 10, Freddy Kottulinsky (Ralt-BMW/Heidegger RT1), 1h 18m 20.7s.

Fastest lap: Pesenti-Rosi, 1m 48.4s, 108.24mph.

Didier Pironi keeps his Martini ahead of Alberto Colombo's third-placed March before his gear linkage broke.





Lees stamps his authority on the F3 field, leading fellow Chevron drivers Daly and Warwick and South's March into the complex.

THRUXTON

Lees at last

Geoff Lees scores his first 1977 F3 victory—Chevrons fill first three places—Tricentrol honours to Craft—Report: COLIN MASTERMAN

The eight-race Oceanair spectacular at an overcast Thruxton last Sunday saw some highly enjoyable racing with six new class records as a bonus. The latest BP Formula 3 Championship round resulted in a reversal of fortunes for Ralt, because Chevrons filled the top three places, Geoff Lees leading with flair from flag to flag, and Derek Warwick snatching second place from Derek Daly. Unfortunately some of the driving left something to be desired in this race.

The standard of driving was better in the Tricentrol Saloon Car Championship race which saw Chris Craft, fresh (?) from his latest Le Mans trip, score a faultless win in his Hammonds Sauce Capri, with Tony Dron successfully holding off the BMW of Tom Walkinshaw for second place.

There was only one 45mins practice session for the BP F3 contenders and since this was held in mainly wet conditions (whereas the race was dry) it was of little value. However, sitting on pole was Geoff Lees in a brand new Chevron B38 which, in narrow track form, handled better than his old car which was written off at Silverstone. Geoff recorded a 1m 24.0s, just 0.2sec faster than the acknowledged wet weather expert Derek Daly, his B38 entered as usual by Derek McMahon. The genial Irishman claimed that he could not put together a fast practice lap, but he still put the wide-tracked Chevron on the front row, with James King's March Racing 773 sitting on the outside a whole second slower. Stephen South's Team BP March 763 took the inside of row two with a time of 1:25.6s, but he missed the drier last part of the session because his Toyota engine blew, a less powerful "hack" unit being fitted for the race. Derek Warwick's B38 completed the powerful Bolton attack at the front by claiming the other second row spot after having a duff time sorted out after practice.

Of the others, both Unipart Marches were in trouble, while Geoff Brabham was baulked badly on the crowded track and could not put up a representative time in his Ralt RT1; his fellow Ralt pilot, Ian Flux, was absent because of illness. Mario Ferraris and Brett Riley also did not arrive, although Brett spent some time talking with Mario Pati, who was out in a new Ralt RT1.

From the start, Lees made no mistake and as they swarmed into the tight right-hander at Campbell Lees held the inside and squeezed over to get on to the racing line, bashing Daly's wheel as he did so. Poor Derek collected it back together only to clash with South, but when he landed he was still in second place. Through Club, Lees had a good lead from Daly, Warwick, South, King, Eje Elgh's Chevron B38, Tiff Needell's 773-Dolomite, Brabham and the rest.

As they poured off the bump at Church for the second time, Elgh spun harmlessly, and by one-third distance Lees was away. Then came Daly and Warwick, and then a gap to King and Brabham, South having hit Warwick's rear wheel at Club and retired with a damaged front end. Needell had been hit by King at Allard having caught him following South's problem coming out of the Club chicane, the Unipart March continuing with a bashed nose and grass everywhere before spinning off for good at Kimpton with Ian Ashley's troublesome Lola T570. Thus Paul Bernasconi's Ralt RT1 was up into sixth after a good start, having pulled away from the dicing Ian Grob (B38), Patrick Gaillard (B38) and Ian Taylor (Unipart 773).

At the front, though, nobody was going to catch Lees, who bumped his way over the kerbs to a splendid victory. Maximum points now take him back into the BP championship lead and, to make the day complete for Chevron, they also filled the next two places. But it was Warwick in second place, because Daly had fallen foul of Ivor Jones's March at Segrave, Warwick nipping through on the inside and pulling away from Daly until the end.

Brabham had tried too hard making up ground and left his braking impossibly late at Club, which sent his Ralt up the escape road. Naturally fellow Aussie Bernasconi took full advantage of this and closed on King, catching the American five laps from the end. Bernasconi's desire to take King's fourth place meant that the gap to Daly, who was fighting massive oversteer as he turned into the tight corners, dwindled rapidly until, on the last lap, there was nothing; but still the Irishman led the American and the Australian.

Taylor's engine cut out, which gave Gaillard and Grob some respite, but soon a recovering Brabham was past Gaillard and after Grob, who had made a slow start because he was scrubbing in new tyres. Grob managed to put some backmarkers between himself and his pursuers two laps from the end and, as Grob crossed the line, he was still 0.8sec ahead of Brabham, who dropped Gaillard a little on the last lap. John Bright's Wheatcroft had a ding-dong dice with Pati, who got too excited and spun at Church, leaving Bright a good ninth having stayed out of trouble.

BP Formula 3 Championship, round 9
Thruxton, June 19
15 laps—35 miles

1, Geoff Lees (Chevron-Toyota/Novamotor B38), 19m 16.6s, 110.00mph;
2, Derek Warwick (Chevron-Toyota/Novamotor B38), 19m 21.6s;
3, Derek Daly (Chevron-Toyota/Novamotor B38), 19m 26.0s;
4, James King (March-Toyota/Novamotor 773), 19m 26.4s;
5, Paul Bernasconi (Ralt-Toyota/Novamotor RT1), 19m 27.0s;
6, Ian Grob (Chevron-Toyota/Novamotor B38), 19m 44.2s;
7, Geoff Brabham (Ralt-Toyota/Novamotor RT1), 19m 45.0s; 8, Patrick Gaillard (Chevron-Toyota/Novamotor B38), 19m 47.2s; 9, John Bright (Wheatcroft-Toyota/Novamotor R18), 19m 54.6s; 10, Chris Farrell (Chevron-Toyota/Novamotor B38), 20m 0.2s. **Fastest lap:** Brabham, 1m 16.0s, 111.60mph.

GROUP 1

Practice for the sixth round of the Tricentrol British Saloon Car Championship was one 40mins session which started out very damp, but got drier. For the second half, most drivers opted for intermediaries and then full slicks for the last ten minutes. On pole, and determined to make up for Easter Monday, was lanky Tony Dron, who whirled the Broadspeed Dolomite Sprint round in 1m 31.6s. His only real problem came towards the end of the session when Stuart Graham spun his Capri right in front of the Dolomite at Church, Dron claiming that he missed the errant Capri by a whisker while the phlegmatic Graham thought it was more! Just 0.4sec slower than Dron was the inevitable Chris Craft in his Hammonds Sauce Capri, and then came a similar gap before Graham (who stayed on intermediaries too long). Three cars tied on 1m:33.0s, with Gordon Spice's Capri recording it first from Win Percy's Samuri/Bradshaw Hire Plant Capri and the ebullient Gerry Marshall's DTV Magnum.

First place was never in doubt from the moment that the flag dropped, because Craft scorched off the line behind Dron and shadowed him all the way round to Club, where he squeezed through on the inside, and that was that. No mechanical problems this time: Craft controlled the race from the front, keeping just enough over the others. A tremendous scrap evolved for second, and on lap 3 Dron held a tenuous advantage over Percy, Spice, Graham, Tom Walkinshaw (BMW 530i), and Colin Vandervell (Capri). On the next lap, Percy pushed through a non-existent gap at Club, leaving Dron to hold off the others, and by quarter-distance these two had opened a gap to Graham, Walkinshaw and Spice.

Spice began to drop even farther back and called into the pits at half-distance to change a punctured tyre, while Percy was also having to cope with evil handling, soon dropping to the tail of the dice and then falling behind Vince Woodman's Capri, before retiring on lap 13 with either a faulty tyre or something amiss in the suspension.

Graham had recaught Dron and was himself passed by Walkinshaw, Vandervell dropping away but out of the reaches of Woodman. For the latter half of the race Walkinshaw harried Dron, the two drivers closing the gap to Craft, but there was still a second in it at the flag. Graham was finding it hard going on his tyres, and he also suspected the front suspension was out after clouting a kerb early on, so Vandervell moved up into fourth. Woodman speeded up and rapidly caught Vandervell and Graham, but he left his challenge too late and finished a couple of lengths behind.

Brian Muir's Dolomite Sprint had a lonely race in seventh having eased away from Marshall, who was a spirited third coming out of Segrave on the first lap but then lost ground due to the power difference and the tyres on his Magnum, which have to be hard compound to last the race. Nevertheless, Marshall soldiered on secure in eighth, for the Magnums of Holman Blackburn and Jeff Allam retired with a puncture and overheating respectively.

One of the best dices of the race was for small class honours: Richard Longman, having thrown down the gauntlet at Silverstone, chased and passed Bernard Unett's Chrysler Avenger. On his home circuit, Longman was formidable, and for lap after lap the Mini and the Avenger would come into Club side-by-side as the Chrysler man made yards on the straight. Unfortunately, as they chased through Club for the 12th time the two inevitably touched, Unett sending Longman spinning and then hitting the Mini on the passenger's door. Unett recovered the quicker to take another class win, with Longman recovering just 5secs behind.

Richard Lloyd took the other class honours after a boring drive, the feared challenge from Martin Brundle's Celica not materialising because the Toyota had a bad practice and was then baulking in second gear, causing Brundle to swipe the armco at Club heavily, luckily without injury.

Tricentrol British Saloon Car Championship, round 6
Thruxton, June 19 (20 laps)

1, Chris Craft (3.0 Ford Capri), 30m 53.8s, 91.51mph;
2, Tony Dron (2.0 Triumph Dolomite Sprint), 30m 55.4s;
3, Tom Walkinshaw (3.0 BMW 530i), 30m 56.2s;
4, Colin Vandervell (3.0 Ford Capri), 31m 03.4s;
5, Stuart Graham (3.0 Ford Capri), 31m 04.6s;
6, Vince Woodman (3.0 Ford Capri), 31m 05.2s;
7, Brian Muir (2.0 Triumph Dolomite Sprint), 31m 18.0s; 8, Gerry Marshall (2.3 Vauxhall Magnum), 31m 43.0s; 9, Brian Robinson (3.0 Ford Capri), 31m 57.0s; 10, Derek Lawrence (2.0 Alfetta GTV), 32m 09.6s.

2300cc to 3000cc: 1, Craft; 2, Walkinshaw; 3, Vandervell; 4, Graham, 5, Woodman; 6, Robinson. **Fastest lap:** Win Percy (3.0 Ford Capri), 1m 31.6s, 92.59mph record.

1600cc to 2300cc: 1, Dron, 91.43mph; 2, Muir; 3, Marshall, 4, Lawrence; 5, Jon Dooley (2.0 Alfa Romeo Alfetta GTAm); 6, Holman Blackburn (2.3 Vauxhall Magnum). **Fastest lap:** Dron, 1m 31.6s, 92.59mph.

1300cc to 1600cc: 1, Richard Lloyd (1.6 VW Golf), 31m 46.8s, 84.51mph: 2, Peter Hilliard (1.6 Alfa Romeo Alfetta) only finishers. **Fastest lap:** Lloyd, 1m 39.0s, 85.67mph.

Up to 1300cc: 1, Bernard Unett (1.3 Chrysler Avenger GT), 31m 36.2s, 84.99mph; 2, Richard Longman (1.3 Leyland Mini 1275GT); 3, Barrie Williams (1.3 Alfa Romeo 1300GT); 4, Jim Burrows (1.3 Leyland Mini 1275GT); 5, John Myerscough (1.2 Alfa Romeo Alfasud) only finishers. **Fastest lap:** Longman and Unett, 1m 38.0s, 86.55mph **(record).**

SUPPORTING RACES

After the problems at Mallory the previous week, John Homewood's very quick Godfrey Hill Integral Imp completely dominated the Forward Trust Special Saloon race, even though his fastest lap was nearly 3secs off Ginger Marshall's prodigious record. Andy Holloway had to work very hard in second place with his comparatively "standard" Imp, the drum brakes of which were locking furiously at Club as Richard Long's black spaceframe Wallinger Imp searched for a way through. As they crossed the line to start the last lap they were side-by-side; as Holloway forced Long on to the damp outside line at Allard, the Mean Machine slid straight on, Holloway taking an easy second with Long content in third on his first visit to Thruxton. Basil Dagge completed the quartet of Imps having pulled away from Charles Bernstein's immaculate Patrick Motors Group 850 Mini.

Jonathan Palmer, his racing programme rescued by Casbah Racing, led the Steel Tubes Modsports race throughout, despite being in desperate need of new tyres. His now blue Marcos featured a large rear air dam and has been extensively lightened and, although Jonathan had to hold it in top gear, his new lap record was just short of the magic 100mph. Mike Franey's Carrera was not allowed to race for championship points because of its IMSA specification, but he had been expected to lead this race, as he did practice; however plumes of smoke every time he braked for Club suggested that a safe second place would be best. The dice for third was incredible, Jon Fletcher's Elan powering into Club alongside Bob Jarvis's Davrian and successfully passing on the apex of the chicane on his second attempt. Jarvis would not let Fletcher go, despite losing touch behind some backmarkers, and as they came out of Club for the last time Jarvis clambered over the kerbs and the grass on the inside to finish a bonnet behind Fletcher. Richard Gamble's 4.5 E-type had an uneventful race in fifth, while David Mercer took things steady running in a new 1.8-litre engine in his self-prepared Elan, but still managed to finish sixth having passed Guy Bedington's powerful 5.4 Jaguar V12, which was further demoted by John Bury's 1.8 Elan before the end.

The Mini 1000 races this year have provided some great entertainment and this race kept up the standard, with a tremendous five-car dice for the lead, which dwindled to a four-car dice on lap 2 as poor Andy Devine retired from the front yet again, this time with a blown engine. Then the engines of Peter Richman and John Hazell expired, leaving championship leader Paul Gaymer inches ahead of Phil Spurling. On the last lap Derek May was also in contention, the drivers coming into Club three abreast and exiting with Gaymer still ahead of Spurling and May. Colin Bigmore jumped two places at the chicane on the last lap to fourth, having got the better of a dice with Bob Taylor and Tom Shephard.

There were some strange practice times during the FF1600 session and the track was crowded, but it was not strange to see David Heale's Reynard on pole. But up into second place at the end of lap 1 was Trevor van Rooyen, who made an incredible start to make up nine places on the first hectic lap of this RAC race (sponsored by Alcoa). The South African took the lead on the next lap, but Heale remained right behind, retaking the lead three laps from the end. Then van Rooyen took control again to give his SDC Royale RP24 a brilliant victory.

Yves Sarazin lost his nosecone during a wild moment at Club on the first lap, but this did not seem to hinder him, the Frenchman remaining third throughout. After Richard Trott's Royale RP24 had spun at Club trying to outbrake Rick Morris and had taken Nigel Gough's Van Diemen off with him. Morris was then hauled in by David Sears (Royale RP24) and Bernard Devaney (Hawke DL17). Morris, trying Roy James's black car, held on despite a bad engine, with Sears and Devaney right behind (the latter with no oil pressure), and then came a gap to Trott and John Peters's Jomic, which passed Trevor Templeton's Crosslé 32F on the last lap with John Reichelt's Crosslé 30F just behind.

Dud Moseley raced down from Silverstone, having won there in his own Mallock Mk18BX, to contest the Oceanair Clubmans championship round in Don Cressy's shorter chassis Mk18. Unfortunately Nick Linney tried the same, towing his car, but missed the race, so for the first three laps Guy Woodward led from the similar cars of Robert Glass and Moseley, with Michael Barnby's Spectrum Engineering Special just out of touch. Woodward left the door wide open at Club on lap 4 letting both Moseley and Glass through. Two laps later Glass tried an imprudent overtaking manoeuvre on the outside line coming into Club, got on to the marbles and hit the barrier hard, rebounding back in front of Moseley, who stopped abruptly and relinquished the lead to Woodward. Thereafter Dud got his head down and, coming up to Club for the last time with Woodward holding tight to the inside, he galloped round the outside to take victory and a new class record in championship style. Barnby dropped back to sixth with a disintigrating nose, while Andrew Neilson's Mallock Mk18B (which had headed a mighty five-car battle) just managed to hold off Steve Collier's Haggispeed Mk6B on the last lap, but he dropped to fifth in the results with the addition of a 10secs penalty. Thus behind third-placed Collier was Clive Wood's Mallock Mk18, having benefited from the retirement of Peter Ludford (a hose came loose on his Diamond R76) on the last lap.

The first lap of the Century Supreme Special Saloon race was nerve tingling stuff, with Nick Whiting's Escort V6 just leading Rob Mason's Bevan Imp and Jon Buncombe's Capri V6 (Vince Woodman's Team Esso Uniflo car). But, despite momentarily knocking off his ignition, Whiting's *Kent Messenger*/All Car Equipe Escort pulled away, smashing Colin Hawker's record by nearly 5secs in the process. Buncombe, having nearly missed the race as the Capri failed to raise fuel pressure, messed up his first racing start in the car but flew past Mason on the second lap and pulled away. Behind Mason, who also pulverized the 2-litre class record, Tony Dickinson's Escort was caught by Peter Barton's similar car, the two finishing in that order, with Peter Baldwin's class winning Allen BDA-engined Mini a long way behind in sixth.

Chris Craft takes the Hammonds Sauce Capri to a fine Tricentrol victory.

Forward Trust 1000 Special Saloon Car Championship round (8 laps), overall and 851cc to 1000cc: 1, John Homewood (1.0 Sunbeam Imp), 23m 37.6s, 89.56mph; 2, Andy Holloway (1.0 Sunbeam Imp), 12m 50.4s; 3, Richard Long (1.0 Chrysler Imp), 12m 52.2s; 4, Basil Dagge (1.0 Hillman Imp), 12m 58.2s. **Fastest lap:** Homewood, 1m 33.0s, 91.20mph. **Up to 850cc:** 1, Charles Bernstein (Mini), 13m 06.4s, 86.28mph; 2, Mike Kirby (Chrysler Imp); 3, Peter Harding (Mini). **Fastest lap:** Bernstein, 1m 36.8s, 87.62mph.

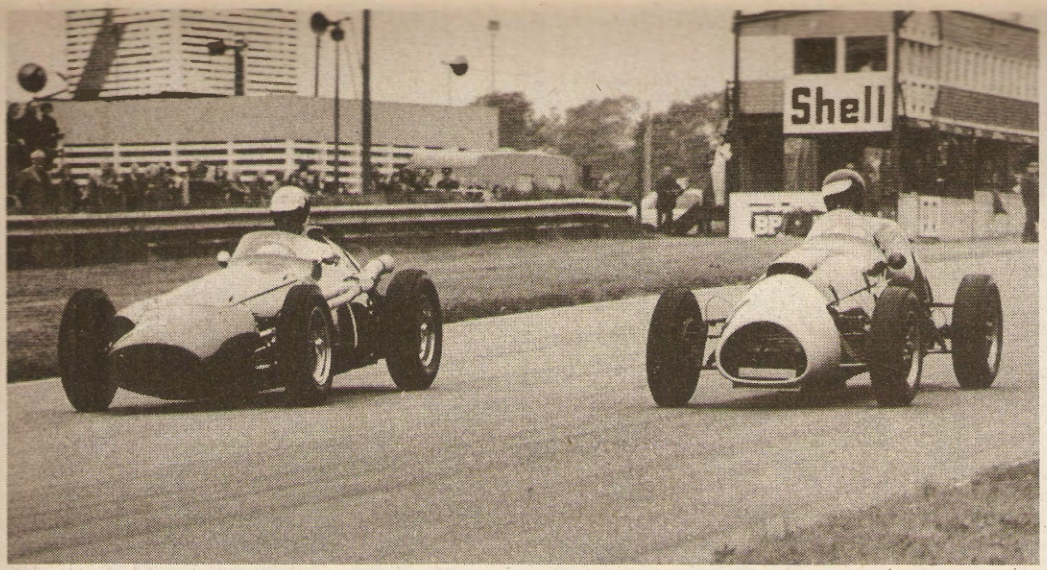
Steel Tube Services Modified Sports Car Championship round (8 laps), overall: 1, Jonathan Palmer (3.0 Marcos-Ford GT), 11m 35.4s, 97.57mph; 2, Mike Franey (2.8 Porsche Carrera), 11m 39.0s; 3, Jon Fletcher (1.8 Lotus Elan), 11m 53.2s; 4, Bob Jarvis (1.0 Davrian MkVI), 11m 53.4s. **Over 2000cc:** 1, Palmer; 2, Franey; 3, Richard Gamble (4.5 Jaguar E). **Fastest lap:** Palmer, 1m 25.6s, 99.08mph **(record). 1501 to 2000cc:** 1, Fletcher, 95.14mph; 2, David Mercer (1.8 Lotus Elan); 3, John Bury (1.8 Lotus Elan). **Fastest lap:** Fletcher, 1m 27.4s, 97.04mph. **1151 to 1500cc:** 1, Keith Ashby (1.5 MG Midget), 12m 37.4s, 89.59mph; 2, Ian Bax (1.5 Ginetta G4); 3, Barrie Mutlow (1.5 Austin-Healey Sprite). **Fastest lap:** Ashby, 1m 33.4s, 90.81mph. **Up to 1150cc:** 1, Bob Jarvis, 95.11mph; 2, Pat Longhurst (1.1 Davrian MkVII); 3, Bill Sheppard (1.1 Austin-Healey Sprite). **Fastest lap:** Jarvis, 1m 27.8s, 96.60mph.

Leyland Cars Mini 1000 Challenge round (6 laps): 1, Paul Gaymer, 13m 32.8s, 83.50mph; 2, Phil Spurling, 13m 32.8s; 3, Derek May, 13m 33.0s; 4, Colin Bigmore, 13m 47.8s; 5, Bob Taylor, 13m 49.2s; 6, Tom Shephard, 13m 51.0s. **Fastest lap:** May, 1m 38.8s, 85.85mph.

Alcoa RAC Formula Ford Championship round (10 laps): 1, Trevor van Rooyen (Royale-Minister RP24), 14m 35.4s, 96.89mph; 2, David Heale (Reynard-Rowland), 14m 36.0s; 3, Yves Serazin (Royale-Rowland RP24), 14m 38.6s; 4, Rick Morris (Hawke-Scholar DL17), 14m 48.0s; 5, David Sears (Royale-Scholar RP24), 14m 48.0s; 6, Bernard Devaney (Hawke-Minister DL17), 14m 48.6. **Fastest lap:** Van Rooyen and Heale, 1m 26.2s, 98.39mph.

Oceanair Clubmans Sports Championship round (8 laps): 1, Dud Moseley (Mallock-Holbay), 11m 46.0s, 96.11mph; 2, Guy Woodward (Mallock-Holbay Mk18B), 11m 46.6s; 3, Steve Collier (Haggispeed-Titan Mk6B), 12m 04.0s; 4, Clive Wood (Mallock-Scholar Mk18), 12m 11.0s; 5, Andrew Neilson (Mallock-Dawson Mk18B), 12m 13.4s; 6, Michael Barnby (Spectrum Engineering Spl), 12m 20.2s. **Fastest lap:** Moseley, 1m 26.0s, 98.62mph **(record).**

Century Supreme Special Saloon Car Championship round (8 laps), overall: 1, Nick Whiting (3.4 Ford Escort V6), 11m 20.0s, 99.78mph; 2, Jonathan Buncombe (3.4 Ford Capri V6), 11m 24.8s; 3, Rob Mason (2.0 Stiletto-Ford), 11m 36.6s; 4, Tony Dickinson (2.0 Ford Escort), 12m 13.8s. **Over 2500cc:** 1, Whiting; 2, Buncombe; 3, Brian Evans (6.0 Chevrolet Camaro). **Fastest lap:** Whiting, 1m 22.8s, 102.43mph **(record). 1301cc to 2500cc:** 1, Mason, 97.13mph; 2, Dickinson; 3, Peter Barton (2.0 Ford Escort). **Fastest lap:** Mason, 1m 25.2s, 99.55mph (record). **1001cc to 1300cc:** 1, Peter Baldwin (1.3 Mini-BDA), 12m 28.4s, 90.89mph; 2, David Smith (1.3 Mini); 3, Alan Humberstone (1.3 Hillman Imp). **Fastest lap:** Baldwin, 1m 31.2s, 93.00mph.



Willie Green (Maserati 250F) and Roderick Macpherson (Cooper-Bristol) during their tremendous dice in the Allcomers Scratch Race.

OULTON PARK

An historic fifth

Martin Morris notched up his fifth consecutive victory in the Richard Seaman Memorial Historic Trophy Race at Oulton Park on Saturday but, although this gave him a total of seven wins in this event, it was no walkover as the Hon Pat Lindsay did his level best to catch Morris, very nearly succeeding. Ron Footitt took the Cognac Special to its second successive win in the Seaman Vintage race with a fairly untroubled victory over the Bugatti of Bernard Kain and Willie Green put on a splendid dice with Roddy Macpherson's Cooper Bristol before winning the 20-lap Allcomers race in the Bamford Maserati 250F. In addition to the main races, the VSCC laid on a variety of scratch and handicap races in their usual style and these produced plenty of entertainment both for the large crowd and, no doubt, for the participants.

Ron Footitt started the Vintage Seaman race a hot favourite to win in the AC-engined Cognac Special, winner last year in the hands of Freddie Giles, but it was the other front row occupant, Bernard Kain, who made the best start in the Type 35B Bugatti and led into the Old Hall. Unfortunately, Hamish Moffatt had wheeled his single-seat Bugatti 35B away from its front row position and back into the paddock before the flag dropped so Footitt and Kain were left to fight among themselves. By the end of the first lap, the Cognac was through into the lead and there it stayed until the end with Kain an equally secure second. Third place was held initially by Irishman Harvey McWhir in his Frazer Nash (also AC-powered) but on lap three he was passed by Harvey Hine's 4½-litre Bentley while, behind these two, John Warden was going well in the Alvis-powered Norris Special until a spin and then a pit-stop put and end to his run. Up into fifth place thereafter came Ray Fielding in The Earl of Moray's beautiful Maserati 8C which seemed to be recovering well from an indifferent start to the race, Neville Farquhar completing the first six with his ex-Freddie Dixon Brooklands Riley.

Interest in the historic Seaman event centred on whether Martin Morris in ERA R11B could make it five in a row and from the start it looked as though Hamish Moffatt was going to make things as difficult as possible for Morris. Moffatt, in the older R3A ERA, led away followed by Morris and Tony Merrick in the first of the *marque*, R1A. These three stayed in close touch at the head of the field until lap eight when an oil pipe to the blower on Moffatt's car broke and he spun on his own oil. Morris thus moved into the lead where he stayed to the finish. Merrick enjoyed second place for a time but it was temporary for farther back, Pat Lindsay was pulling out all the stops to make up for a terrible start from the outside of row one and, at the time of Moffatt's demise, was engaged in a tussle with Bill Morris in Romulus, the ERA entered by Bira's niece, Nerisa Chakrabongse. At this point also, Romulus' engine died, probably due to magneto failure, so Lindsay was free to concentrate on chasing the leaders. This he did in fine style, closing rapidly on Merrick going towards Old Hall to start lap 14, the spectacle enhanced by the great sheets of flame issuing from Lindsay's exhaust each time he backed off the throttle. Once past Merrick, Lindsay took Remus in pursuit of the lead and might have brought it off, for Morris was by now handicapped by an engine which was firing on only five cylinders, and one more lap just might have made the difference. Peter Mann in ERA R9B was well up initially, lying fourth at one stage, but an unscheduled stop dropped him well back and his drive back up through the field to an eventual fifth place behind Patrick Marsh in R1B earned him the honour of setting fastest lap, only 0.2secs off Martin Morris's record set two years ago. Alain de Cadenet in the Alfa Romeo P3, which he has rebuilt with a 2.9-litre engine since importing it from Argentina, was finding the handling less than perfect but was not letting that stop him from enjoying himself and the results were spectacular to watch as he hurled the car through the corners with fistfuls of opposite lock.

The 20-lap Allcomers Scratch Race might have been a walkover for Willie Green in the ex-Temple Buell 250F Maserati, chassis number 2534, had he not been forced to stop at the pits on lap two "to make sure I was in the right race." Simon Phillips in the ex-Bob Gerard Cooper Bristol assumed the lead as Green resumed and began a chase up through the field, but it was short-lived for on lap eight a half-shaft sheared clean off and the Cooper was out. Roderick Macpherson then took over at the front in his Cooper Bristol, the works car once driven by Ken Wharton, and *he* knew he was in the right race but seeing the red Maserati coming up from behind, he thought Willie was a lap ahead. Nevertheless, these two put on a splendid display, passing and re-passing with the Cooper driver really working hard to stay with the very relaxed Maserati driver. At the flag, Green led by only a couple of lengths or so, while some way back in third place, Martin Morris had for the second time that day got the better of Pat Lindsay in the battle of the ERA's. This time Morris's car was running much better thanks to some softer plugs but it was an error by Lindsay which was the deciding factor for a missed gear caused him to go straight on at Foster's and, although he fought back, the time lost was just too great. Peter Mann had another good run to come in fourth with his ERA ahead of the Cooper Bristol of Stephen Langton which has just been restored after its return from the USA.

The six-lap Scratch race which opened the meeting was led throughout by Derek Edwards's Aston Martin but the progress of Garfitt's BMW as it closed on Mann's Talbot replica was the main source of interest. The second six-lap Scratch Race was a contest between Campbell's BMW 328, Lees-Milne's Leaf S.S. and the 1936 AC of Dods who circulated in that order while, in the Handicap which followed, Neville Farquhar seemed to have outwitted the handicappers—or at any rate to have outdriven them—as he took both the Melville and Geoghegan Trophies for his overall and 1500cc class wins respectively; what's more he did it despite suffering from a bad cold. By contrast, Roderick Macpherson had no chance as scratch man in the closing event, starting off just as limit men Dunn (Lagonda) and Barbet (Riley) were completing their first lap. Barbet finished second behind the Alvis of Dunham while the Cooper Bristol was still down around fifteenth place amongst the other really fast men. D. Johnson's Frazer Nash took over the lead on the last lap from M. J. Rushton's little MG to win the first handicap race after limit man T. D. McGrath had hung on to his advantage as long as he could with his 747cc Austin. The four-wheeled Morgan "three-wheeler" of Roger Richmond held onto a long lead in the second handicap race before being engulfed by D. J. Duffy's 3.6-litre 1937 Riley Alvis but still held off Peter Evans's Chawner GN. The Concours d'Elegance award went to D.A.C. Royle for his 1930 Lagonda 3-litre and the Maintenance Competition was won by M. Ellis's 1930 MG.

PETER McFADYEN

Richard Seaman Memorial Vintage Trophy Race (16 laps): 1, Ron Footitt (2.0 Cognac Special), 71.023mph; 2, Bernard Kain (2.3s/c Bugatti); 3, Harvey Hine (4.4. Bentley 3/4½). **Fastest lap:** Footitt, 1m 20.8s, 73.69mph. **Handicap Result:** 1, Adrian Liddell (1.9 Straker Squire); 2, Neville Farquhar (1.1 Riley); 3, John Kirby (748 Austin).

Richard Seaman Memorial Historic Trophy Race (16 laps): 1, Martin Morris (2.0 s/c ERA), 75.19mph; 2, Hon. Pat Lindsay (1.5s/c ERA). **Fastest lap:** Peter Mann (1.5s/c ERA), 1m 16.6s, 77.73mph. **Handicap Result:** 1, Richard Dunham (2.5 Alvis); 2, J. W. T. Crocker (1.2 Lagonda); 3, Peter Cranage (1.3 MG).

Allcomers Scratch Race (20 laps): 1, Willie Green (2.5 Maserati 250F), 77.97mph; 2, Roderick Macpherson (2.0 Cooper Bristol); 3, Martin Morris (2.0s/c ERA). **Fastest lap:** Green, 1m 12.6s, 82.02mph. **Pre-war Award:** Morris, 76.51mph.

Scratch Race (61 laps): 1, Derek Edwards (1.5 Aston Martin), 59.96mph; 2, Stanley Mann (3.0 Talbot); 3, M. R. Garfitt (1.9 BMW). **Fastest lap:** Mann, 1m 36.4s, 61.77mph.

Handicap Race (5 laps): 1, D. Johnson (1.5 Frazer Nash), 58.40mph; 2, M. J. Rushton (847 MG); 3, P. D. Colborne (1.8 Riley). **Fastest lap:** D. Whittaker (4.1 Chrysler), 1m 33.8s, 63.48mph.

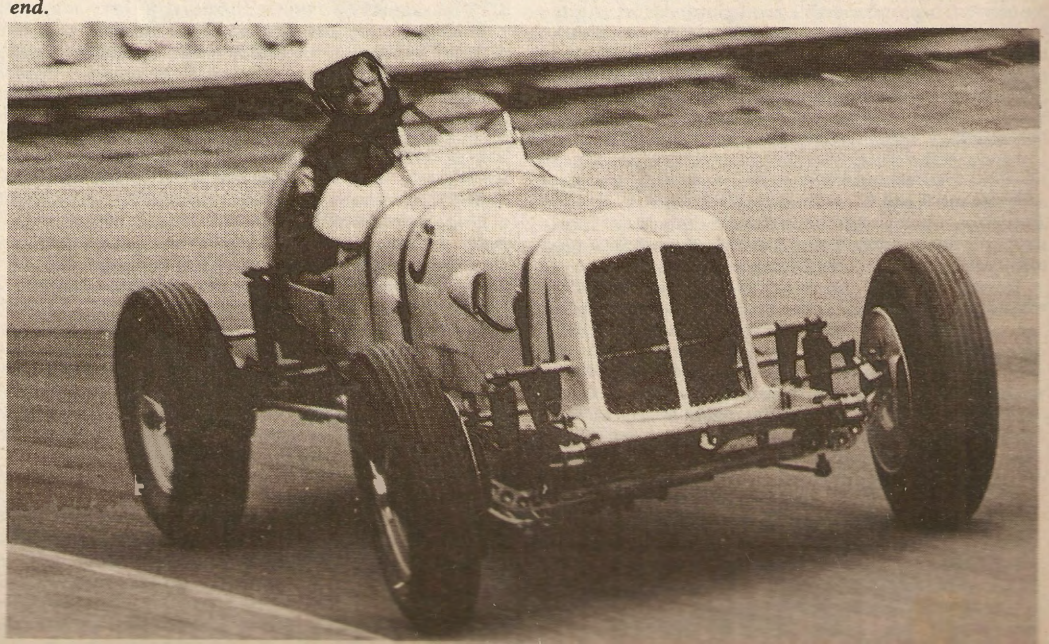
Handicap Race (5 laps): 1, D. J. Duffey (3.6 Riley Alvis), 61.84mph; 2, Roger Richmond (1.1 Morgan GN); 3, Peter Evans (1.0 Chawner GN). **Fastest lap:** Evans, 1m 30.6s, 65.72mph.

Scratch Race (6 laps): 1, M. D. C. C. Campbell (2.0 BMW), 66.18mph; 2, S. C. Lees-Milne (3.5 Lea Francis SS); 3, M. H. Dods (2.0 AC). **Fastest lap:** Dods, 1m 27.6s, 67.97mph.

Handicap Race (7 laps): 1, Neville Farquhar (1.1 Riley), 61.08mph; 2, D. W. Llewellyn (4.4. Bentley); 3, H. R. G. Conway (1.5s/c Bugatti). **Fastest lap:** Llewellyn, 1m 26.8s, 68.59mph. **Class winners: Over 3000cc:** Llewellyn; **1501-3000cc:** Conway; **Up to 1500cc:** Farquhar.

Handicap Race (5 laps): 1, D. G. Barbet (1.1. Riley), 64.61mph; 2, H. R. Dunham (2.5 Alvis); 3, D. W. Dunn (4.5 Lagonda). **Fastest lap:** Roderick Macpherson (2.0 Cooper Bristol), 1m 15.4s, 78.97mph.

Martin Morris—Seaman Trophy winner for the fifth consecutive year despite running on five cylinders towards the end.



6
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Arrival of the Schkee

Tom Klausler wins first time out—Redman accident a severe blow to the CanAm—Amon retires new Wolf/Dallara—Old Lolas second and third as Gethin is delayed—Report: GORDON KIRBY

Vaudeville is the thing. Out of the myopic confusion which was the rebirth of the CanAm that message, beyond all else, came through with crass distinction.

In North America at least, it would appear that what matters in a motor race is not well-conceived, well-prepared or well-driven machines. What matters is the gimmickry of it—zoomy cars, comic pitstops, snatches of light entertainment. The show's the thing, not the competition. The first CanAm race of 1977 was, you see, a miserably uncompetitive race, almost a tragi-comedy of an event, yet many people were left smiling, pleased, entertained. It was as if the return of the CanAm had been a success rather than a sick joke!

As far as we dilletantes who watch or work or compete in this sport may be concerned, there were but two things which mattered at last weekend's opening round of the new-look CanAm. The first was that Tom Klausler, a driver of great skill, a man almost ignored, won the race convincingly, from pole position, in the Schkee DB1. The second was that Brian Redman survived a crash which pointed out not only the stupidity and consequent danger of changing regulations with as little deliberation and as short notice as those concerning the CanAm, but also that the level of safety management at most North American racing circuits remains well below what it should. Redman's Haas/Hall Lola flipped onto its back at the very place where, between six and ten years ago, three other men suffered the same fate in the old CanAm, and a fourth was similarly launched, although mercifully without injury, barely one hour before Redman was grievously injured. A very dangerous situation—a combination of type of car and condition of track—was ignored (more, not even acknowledged) until it contrived almost to kill a man.

Otherwise the bare facts of the opening CanAm read: Seventeen starters, nine of which were full, 5-litre machines. Eleven finishers. Tom Klausler won by a lap, despite a 4 mins pitstop, from John Gunn's rebodied, three-year-old Lola and by two laps from Horst Kroll's rebodied, five-year-old Lola. Even so the gentlemen of the daily press and the SCCA, as well as many spectators, thought it was a Good Show! Read on, dear friend, and draw your own conclusions.

G7 CITICORP CANAM CHALLANGE — **ST JOVITE** — **1**

Facing page: The new style Canadian-American road race series gets under way with the warm-up lap at St Jovite. In pole position in the Schkee is race winner Tom Klausler, with Chris Amon alongside in the new Wolf/Dallara; behind are the Lolas of Bob Nagel and John Gunn, and Randy Lewis's Shadow with Tony Cicale's little Chevron.

As you might recall, the rebirth of the CanAm came about because of the apparent lack of audience appeal to Formula 5000. It has long been theorized by the likes of promoters and officials that single-seaters are not marketable to the North American public. Even after the old CanAm died a death caused by mismanagement of both regulations and promotion the theory remained—formula cars were a box office disaster; sports cars carried an uncanny, uniquely American appeal. Last winter of course, the SCCA and its closest friends convinced themselves that the ploy of putting bodywork on F5000 cars and calling them CanAm cars would bring the public back to its races in droves....

There are five subdivisions to the CanAm. The first calls for 5-litre, stock-block-engined cars of either two or single-seat configuration which must weigh no less than 1631lbs. The next two classes cater to 3-litre racing engines installed in either two-seaters weighing no less than 1543lbs or single-seaters weighing a minimium of 1631lbs. Finally there are a pair of classes for 2-litre racing engines fitted to two seaters of more than 1213lbs or single-seaters of more than 1267lbs. All cars are restricted to a fuel capacity of 30 US gallons.

Well, from an entry of more than 40 F5000 cars at the last race for that formula eight months ago, we were blessed with an entry of ten 5-litre CanAm cars and eight 2-litre machines for the opening CanAm. We are assurd however that it will Get Better. Yes, well now, let's see....ah yes, considerable beavering unearthed as many as seven more 5-litre cars which should appear within the next month. Mind you, not one of those additional cars comes from a front rank team. And given that the prize money remains at less than it was in CanAms of a decade ago, you cannot expect much else.

This opening race to the Citicorp CanAm Challenge was staged at Le Circuit Mont Tremblant-St Jovite. Nestled among the lakes and forests of Quebec's Laurentian Mountains, St Jovite has not seen either a CanAm or F5000 event in half a dozen years. Management and cash-flow problems have blighted the track in that time but this year, with considerable backing from Molsons Breweries, a number of professional races have been scheduled at St Jovite.

The circuit itself is considered to be one of the best in North America but at the same time it's a bit on the narrow side and rather bumpy. Worst of all, the guardrailing and earth banks surrounding the 2.65 miles of race track are almost identical to the specification of 1970. Chris Amon, one of the few world-class drivers campaigning this year's CanAm, described St Jovite: "I like it a lot, it's a real driver's circuit, but it's hopelessly substandard from a safety point of view. There are so many places where either the guardrail or an earth bank will do nothing else but launch you for a long flight into a swamp or some trees."

On Friday's first day of official practice these problems were soon underlined by a fearful crash. Elliott Forbes-Robinson, driving the Bill Freeman/Paul Newman Lola T333CS, suddenly found himself flying through the air just after cresting a hump-backed rise on the back straight. The rise comes a few hundred yards after a looping, third-gear turn, so that the brow of the hill is approached at perhaps 140mph. It was at this very spot six years ago that Jackie Oliver flipped the Autocoast Ti22 CanAm car, and a few years before him the Lola T70s of Paul Hawkins and Hugh Dibley had similarly nosed into the air and rolled over onto their backs.

Forbes-Robinson had been taking it very easy with his unsorted T333CS. Knowing that the car's nose had a tendency to lift, even on the flat, at perhaps 5000rpm, EFR was cruising over the hump-back without any throttle. "Then I just cracked it, the nose came up, went down, then it came up again and woosh! Over it went." The Lola whirled lengthwise through 360deg and, miraculously, came down on its wheels. Smartly EFR locked up the brakes and slid off the road into the dirt. The driver jumped out to survey his car, now missing its right front wheel, and contemplated his incredibly good fortune.

Not long after Brian Redman, who had been lapping some 5secs faster than any other driver, had a similar, but much worse crash at precisely the same spot. Redman's Haas/Hall Lola, fitted with a different nose than any other Lola (testing at Rattlesnake Raceway in Texas had told engine man and test driver Franz Weis that the T333CS nose would not do the job, so he and the Chaparral mechanics grafted on a F5000 T332 nose to the car) had been working well but suddenly it too jumped into the air. But unlike Forbes-Robinson's experience Redman felt his car come down on its tail, then barrel-roll onto its back. The car slid down the road for as much as a hundred yards, folding up its roll bar and pushing the driver down into the cockpit. Then the car scuffled into the dirt, rolled over onto its wheels and came to a stop almost at the very point where Forbes-Robinson's car had ended up. Redman, however, was badly injured. His helmet had been partially worn through in two places and sand and gravel had ground its way into his face. It took some time to cut him from the car before he was rushed away to hospital, unconscious and with suspected internal injuries and broken back. For some time the worst was expected.

Very soon, however, the news came through that Brian's injuries were not as bad as originally reported. By Monday morning it seemed that he was suffering no internal injuries, although it was confirmed he had a multiple fracture of one collarbone, a pair of compressed vertebrae in his neck and some broken ribs. Redman remained in the intensive care unit of a Montreal hospital until the end of the week, and will probably be in traction for some time.

Immediately after Redman's crash, practice was stopped, and that evening officials decided to install a chicane marked by bales of tyres two-thirds of the way up the rise. Curiously few of the drivers were told or consulted about this decision. They learned about it either in the rumour of the evening or when they arrived at the track the following morning. As a final note, in reply to the question: Could you see any chance of a single-seater flipping at this hump? Chris Amon said, "No, none at all".

With the chicane lengthening the lap time by some 3 to 5secs, the times from Friday were declared void (well, not entirely, as it turned out). With Redman hospitalized, with EFR's car being rebuilt in the paddock, with Peter Gethin's VDS Lola suffering a fuel-feed problem and Chris Amon's Wolf a vibration problem, pole position was taken by a car and driver which didn't practise until Saturday.

Tom Klausler's Schkee DB1 arrived at the circuit late because its transporter broke down nearly 1000 miles from St Jovite. Previous to that, Klausler had driven no more than 50 miles in the car. Built up on a Lola T332 F5000 chassis, the Schkee is the brainchild of Doug Schulz and Bob McKee. It is fitted with a rollcage and all-enclosing bodywork which covers the rear wheels. The car is also notable in that it does not have an airbox and is finished in the dayglo orange colour of George Bignotti's STP cars. That's because Schulz, who owns a large machine shop in Chicago, last year bought and briefly raced the ex-Johncock F5000 Lola T332 on which the Schkee is based. Finally, it was Schulz who convinced the circuit owners in America to replace F5000 with CanAm!

Klausler himself has been one of the best drivers in North American Formula Atlantic, and was pleased to have the first racing car of his career which he does not have to prepare and pay for on his own. But he was surprised to find himself as fastest qualifier. "Oh yeah, is that right?" he said in reaction to that unsuspected piece of news. "Aw I don't think I'm driving it that well. I'm kinda stompin' on it and being pretty rough, you know? Once I get the gears sorted out it'll be better."

And what did he think of the power and torque from his Chaparral-built Chevy? "Oh it feels nice you know," says he, "but I expected it to have more power. I mean, it's got some punch but it's much smoother than I thought it would be." No, Tom Klausler, the only man to challenge Gilles Villeneuve in last season's North American Atlantic races, was neither satisfied nor awed with snatching the first CanAm pole of the year. "Gee," he said later with a curious grin, "we should be way down the grid, you know?"

All through practice, Chris Amon's beautifully constructed Wolf-Dallara WD1 was troubled with a serious high-speed vibration. The team, led by John Gentry, changed everything conceivable but without success. Initially they thought a CV joint which had boiled away its grease and subsequently suffered ovulated bearings was the cause. They rebuilt the gearbox, changed the driveshafts and yokes, and finally put in a new Falconer & Dunn Chevy when they discovered a loose thrust bearing. Come race morning, however, and the Wolf *still* had the problem. Even so Amon almost had the pole, despite missing the final practice session altogether!

Continued

Third fastest was CanAm/F5000 veteran (he's 52) Bob Nagel. Using his well-worn Lola T332 fitted with a Bob Riley-designed body, Nagel qualified further up the grid than ever before. Right behind him came another CanAm/F5000 veteran. John Gunn also had his trusty F5000 Lola T332, a car he sold nearly a year ago and which the new owner gave back to Gunn for the Floridan to run the new CanAm. Fitted with the same engine and gears it has carried since Gunn last raced it, and with the addition of Gunn's self-modified Lola CanAm conversion kit, it was surprisingly competitive.

The single Shadow in the race was the Tram CB Radio-backed DN4B driven by Randy Lewis which would start from fifth place. Fitted as it is with the cast-iron F5000 spec Dodge engine, the otherwise unmodified Shadow was some 100lbs heavier than it used to be with an 8.1-litre Chevy!

Final competitive qualifier was New York school teacher Tony Cicale, who shamed much of the field with his pace and precision in his self-preprared Chevron-Hart B31. A truly dedicated amateur, perhaps the only man in the field who could be so described, Cicale was aghast at the miserable state of preparation and competitiveness of the field.

Of the others, Gethin's lone VDS Lola was harangued by fuel pressure problems (ultimately solved by Chaparral's Franz Weis), Bobby Brown's 2-litre March 77S had clutch and differential difficulties, and EFR sat out the second day of practice while Chevy Monza constructor Horst Kwech carried out a remarkable paddock rebuild of the Freeman/Newman Lola. More than merely rebuilding the car, Kwech re-engineered the troublesome Lola with a F5000 nose and hand-cut and hammered aluminium panels to fit where Lola Cars had preferred to leave gaping spaces. Incidentally, the SCCA in their wisdom decided to place Forbes-Robinson on the seventh row ahead of a few qualified cars, despite the fact that he did miss the second and only day of practice with the chicane.

QUALIFIERS

Tom Klausler	5.0 Schkee DB1	1m 38.27s
Chris Amon	5.0 Wolf/Dallara WD1	1m 38.73s
Bob Nagel	5.0 Lola T332S	1m 39.36s
John Gunn	5.0 Lola T332S	1m 40.17s
Randy Lewis	5.0 Shadow DN4B	1m 40.60s
Tony Cicale	2.0 Chevron B31	1m 41.85s
Horst Kroll	5.0 Lola T300S	1m 46.84s
David Johnson	2.0 Lola T290	1m 48.24s
Peter Gethin	5.0 Lola T333CS	1m 48.72s
Tex Arnold	2.0 Lola T294	1m 50.05s
Peter Smith	2.0 Chevron B26	1m 52.03s
Dean Dietrich	1.8 Lola T292	1m 52.59s
Bobby Brown	2.0 March 77S	1m 54.18s
Elliot Forbes-Robinson	5.0 Lola T333CS	no time
Brian Burgess	2.0 Chevron B19/21	1m 55.91s
Leonard Wanke	5.0 McLaren M6B	1m 55.91s
Gary Hirsch	3.0 Porsche 908	no time

RACE

Although both days of practice had been sunny and warm, the weather turned on Saturday night. It rained off and on throughout the evening, and come morning the prospects for anything other than a wet race looked slim. Indeed it rained heavily during the brief pre-start warm-up and all save one car (Bob Nagel's Lola) went to the grid on rain tyres.

Even as the cars set off for their pace lap, however, the rain stopped and in places the track began to drain itself of water. Given that this was to be a 137-mile race and that the 30 gallon fuel capacity of the 5-litre cars was not expected to get them through without a pitstip, we had at least the chance of some cagey tactics determining the race's outcome.

Klausler, however, made a superb start and leapt away on his own, thinking of winning by outdriving the rest. How presumptuous of this "small-bore driver" to make the CanAm opener look so silly, even by the third turn!

Through that first lap Klausler tossed and twitched his way around the circuit with sharp, inspirational precision. At the end of the lap the bright, batmobile of a machine hove into a view all on its own. Seconds passed. Seven of them to be exact. Then the blue Wolf of Amon grumbled by, the driver treating his machine with care, that damnable vibration still shaking at the chassis.

Then we waited. And waited.

Finally, a glut of cars. Lewis's Shadow, chased hard by Brown and Forbes-Robinson, both up smartly from the nether reaches of the grid, then Gunn, Gethin, Kroll and the rest.

Barely had the spray time to settle before Klausler again zapped into sight. Keen and sharp, the driver's flashing arms and bending body plainly visible through the giant plexiglass canopy, the Schkee hammered off into its third lap more than a dozen seconds clear of Amon and half a minute ahead of the rest!

Midway through the third lap, however, Klausler got it a little *too* cocked up. The tail swung round. Thump over the curb. Stopped it. Stalled it!

Tom banged a thumb at the starter button. Nothing. He kept at it. Still nothing. Darn! Electricity fading....got it! The V8 burbled back to life and Tom dropped the clutch. Still ahead!

Right away he started pulling away again, much like before, a little easier perhaps. After seven laps, 13 secs down, Amon made for the pits. A discussion. Still vibrating badly. Shut it off, nods Walter Wolf. No, Amon says with a shake of the head, I'm going back out. No, Wolf gesticulates more emphatically. Strides forward, one step. That's it, finished.

That let Forbes-Robinson, up into third by the second lap, through to second, and already the first two were lapping the slowest of the slow. Not long after that, however, and something was dragging from EFR's rebuilt, untested Lola. Lap 16 and he pulled off, the gearbox oil cooler askew and oil lines spewing forth lubricant. That was too bad. A good run finished

Let's see now, must be....Horst Kroll in second!

Thank God for Tom Klausler. What a farce this race would be without him. At least he deserves to take this moribund affair.

By lap 20 however, the track is drying out rapidly. Six laps later Klausler comes in for slicks and fuel. It's a long stop. No air wrenches. The rear bodywork must come off to get at the rear tyres. Four minutes and six seconds later, the dayglo Schkee sets off in third place more than a lap behind leader Kroll and half a lap down on John Gunn, who had come in and out for his set of slicks while Klausler was stationary.

Lap 35, and Gunn passes Kroll for the lead. Two laps later Klausler, having picked up more than 20 secs a lap on Kroll, passes the Canadian's Lola for second. Fourteen laps to go, and Klausler, catching Gunn by around 2 secs a lap, just might pull it out of the bag.

A few laps later, however, and Klausler is knocking off four and sometimes more seconds each lap. Ten from the end and he's little more than a dozen seconds down. Looking good.

Then, on the next lap Gunn banged into a curb and broke a front wheel. "I got too anxious trying to pass Gethin," was how Gunn described it. He had to limp into the pits for a new wheel and tyre while Klausler cruised on towards the flag. And that was it.

"Well no, not really," said Tom later, "it felt all metallic and rough in the last ten laps. So I short-shifted and all that stuff." Nevertheless the Schkee came home happily and Klausler, almost embarrassed at having won, unused to so much applause and limelight, kind of *blushed*. "Aw, I woulda been lucky to finish eighth in an Atlantic race the way I drove today. Know what I mean?"

Gunn recovered to—finish a lap down in second. "I tell ya," he boldly told Klausler later, "I woulda won this thing if it had stayed dry today."

"Well, ahhm, yeah, I guess so, I guess you could've," said a bewildered Klausler. He turned and looked away quizzically, shaking his head.

If that's what you were thinking Tom, you were right. There's not much room for realists in the CanAm. "Boy," he says all wide-eyed and confused, "this sure is different from Atlantic. Know what I mean?"

Yeah Tom. We *know* what you mean.

Amid the celebration of this superfinemotorrace we saw Horst Kroll take third place without having stopped for either tyres or fuel. It was all in the carburettors and the tactics, that's why he got so much mileage, you see.

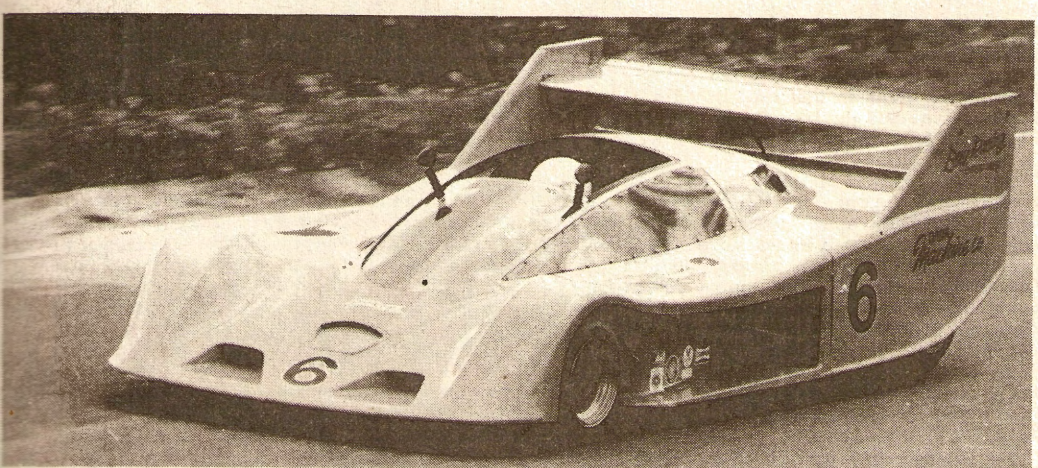
And fourth was David Johnson's Lola T290, another not to stop.

Peter Gethin finished fifth, bothered by not being able to breathe or see because his Lola's nosewing was tossing so much air above the cockpit, and troubled also by having to finish with slicks on the rear and wets on the front because a wheel jammed during his pitstop.

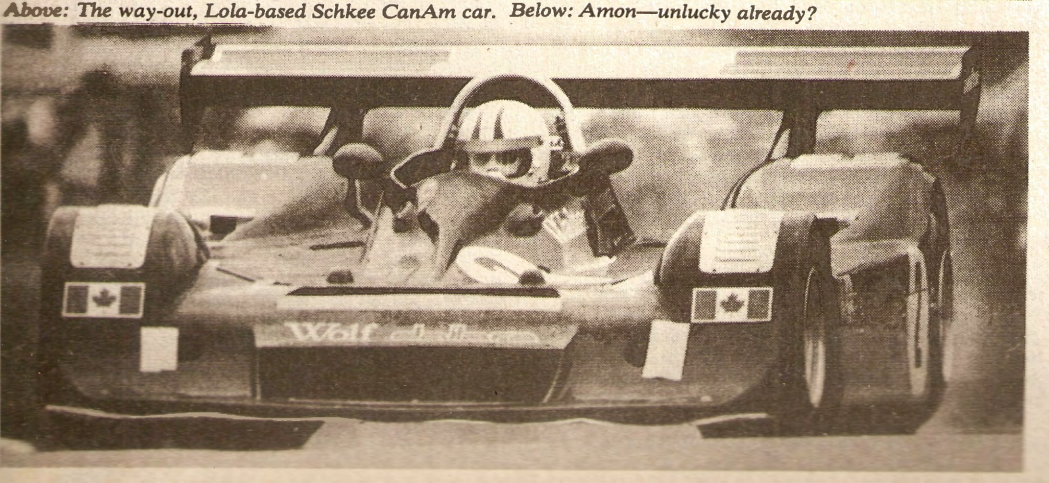
Of the others, Lewis stopped four times to change three batteries after leaving the electric fuel pump on during the early laps, Bobby Brown dropped from fifth place when his engine blew, and Bob Nagel quit with a failing gearbox and busted bodywork after hitting the chicane tyre markers.

And Tony Cicale, a man with a fine heart and a fine spirit, finished ninth because he couldn't stand soldiering around slowly on wet tyres and decided instead to make a long stop for slicks. "That was a mistake," he said unhappily, "that cost me a lot of money. But it was no fun at all driving on the wets in the dry, and I came here to enjoy myself, not to just cruise around."

And what did he, an amateur who had to pack up and hare off home (a twelve hour drive), so that he could be back teaching school the next morning, think of this first CanAm? "Well I thought I might feel a lot of satisfaction and pride in being here like I did in that sports car race at Mosport last year (where Oliver's Shadow beat Ickx's Porsche 936 and the Alpines of Depailler and Jabouille), but I don't feel any of that at all. It's so unprofessional, so badly organised, and so few of the drivers are really trying."



Above: The way-out, Lola-based Schkee CanAm car. Below: Amon—unlucky already?



Le Circuit Mont Tremblant
SCCA Citicorp CanAm Challenge, round 1
laps—137.80 miles
June 12

1, Tom Klausler (5.0 Schkee-Chevrolet/Chaparral DB1), 1h 37m 6.8s, 84.74mph; 2, John Gunn (5.0 Lola-Chevrolet/King T332S), 51 laps; 3, Horst Kroll (5.0 Lola-Chevrolet/Kroll T300S), 50 laps; 4, David Johnson (2.0 Lola-Ford/Cosworth BDG T290), 49 laps; 5, Peter Gethin (5.0 Lola-Chevrolet/Chaparral T333CS), 49 laps; 6, Peter Smith (2.0 Chevron-Ford/Hart 420S B26), 48 laps; 7, Tex Arnold (2.0 Lola-Ford/Hart 420S T294), 48 laps; 8, Dean Dietrich (1.8 Lola-Ford/Richardson FVC T292), 47 laps; 9, Tony Cicale (2.0 Chevron-Ford/Hart B31), 46 laps; 10, Leonard Wanke (5.0 McLaren-Chevrolet M6B), 45 laps; 11, Bob Nagel (5.0 Lola-Chevrolet Fredericks T332S), DNF, gearbox & bodywork, 37 laps; 12, Randy Lewis (5.0 Shadow-Dodge DN4B), 36 laps; 13, Bobby Brown (2.0 March-Ford/Hart 420R 77S), DNF, engine, 22 laps; 14, Elliot Forbes-Robinson (5.0 Lola-Chevrolet/Chaparral T333CS), DNF, gearbox oil cooler, 15 laps; 15, Gary Hirsch (3.0 Porsche 908), DNF, engine, 12 laps; 16, Chris Amon (5.0 Wolf-Dallara-Chevrolet/Falconer & Dunn WD1), DNF, vibration, 7 laps; 17, Brian Burgess (2.0 Chevron-Ford/Hart 420S B19/21), DNF, engine, 2 laps.

Fastest lap: Klausler, 1m 38.15s, 87.20mph.

Ferrari Fever

MAURICE HAMILTON visits David Clarke's Graypaul Motors, where Ferraris receive the attention they deserve

There's a doctor's surgery in Shepshed, Leicestershire. Nothing unusual about that, you may say; people are prone to illness in Leicester, the same as anywhere else. But this is no ordinary doctor; not the usual surgery with stethoscopes and thermometers. Instead of white coats, they wear blue overalls. For "bandages" read "spanners" and the patients lie on ramps instead of couches. The patients? Well they are a rare breed of aristocratic Italians; hot blooded—usually with a red complexion; brutal, yet beautiful; impeccably bred and in need of loving care and attention. These beautiful people are of course Ferraris, and the man who understands their whims and weaknesses is David Clarke of Graypaul Motors. He should know. He is the father of six—including a GTO and a 330 P4—and was responsble for the preparation of the 512M used in the recent successful British Land Speed record attempt.

David Clarke's links with fast motoring go back to the era when Alberto Ascari was driving for the Prancing Horse. In the early fifties, Clarke raced a Cooper-Norton 500 and during this period he met Bob Gerard, who at that time was racing 1½- and 2-litre ERAs. Clarke was keen to try his hand at sports car racing, and he bought a 1951 Le Mans Replica Frazer Nash through Gerard's garage. Don't forget that this was in the days when sports-racing cars could be driven on the road, and the Frazer Nash was to be "a very reliable form of transport." The friendship with Bob Gerard flourished and Clarke was asked to share Gerard's earlier Nash for long distance events.

The Leicester duo were due to find 1953 was to be a busy year. Their first outing was at Le Mans, where Gerard's car was accepted as one of the two official Frazer Nash entries against such notable competition as Alfa Romeo, Ferrari, Gordini, Cunningham and Jaguar. In the true spirit of the day, the car was driven from England to the circuit. The drivers knew the car intimately and could judge the oil consumption to the drop. The level was never checked throughout the race and the drivers pumped oil from a supplementary tank every second or third lap.

A loose crankshaft damper caused retirement around 5.30am, but the weekend had not gone without incident. One occurrence which Clarke remembers clearly happened when the Nash suffered a puncture during night practice. As Clarke was trying to change the wheel out on the circuit he received an offer of assistance from a local who had been watching the proceedings from the roof of his home. Clarke said that a light would be useful and the Frenchman scurried indoors. To Clarke's disbelief, the man slowly returned nursing a lit candle and held it by the car. Within seconds, a passing car had blown the flame out and the *mecanicien* lit the candle once again—a procedure that was to be repeated several times before the wheel had been changed. Then, to cap it all, the fellow offered Clarke a glass of the local plonk to see him on his way!

Le Mans was followed a month later by the Reims 12 Hours, where the Nash netted a third in its class before being driven home and prepared for the Tourist Trophy at Dundrod—in the days when the TT was one of *the* events at one of *the* circuits. Perhaps I am slightly biased when I say that, because the 1953 TT was the first motor race that I ever attended. Even as a seven-year-old, I had managed to wangle a pit pass, but the ironical thing is that I had been parked by my enthusiastic father at none other than the Gerard pit.

In true Irish tradition, there was drama before the start. The drivers had lined up opposite their cars for a Le Mans start. David Clarke takes up the story. "Everyone was ready. Then someone said, 'Where's the starter?' We couldn't see him anywhere. Suddenly there was a shout, 'Look! There he is. He's on top of the pits.' We could just see his head and shoulders above an advertising hoarding as he swayed around trying to keep his balance."

Somehow, the race started, but it was to be fraught with difficulty for the Nash team. The abrasive Dundrod surface caused excessive tyre wear and a tyre burst while Gerard was at the wheel. Later, a pipe to the oil cooler split, and they finished well down the field.

The final event of the season was the Goodwood 9 Hours, in which they won the 2-litre section and finished fourth on the road. During this time, Clarke's prowess at the wheel had not gone unnoticed and he was offered a test drive by Jaguar for the 1954 season. It was decision time for David Clarke. His commitment to the family firm, Clarke's Boxes, was growing, and his next step in the world of racing would be as a full-time professional. He decided to stop racing.

During his racing exploits on the continent, Clarke caught an infection. A bug for which there is no known cure. He heard and saw Ferraris. "They looked right, sounded right and certainly went right," he recalls. "I was immediately hooked; they were cars that were designed by enthusiasts for enthusiasts. The sound of a V12 on song is something that has no equal. It's wonderful." As he worked at the family business, the bug was incubating and finally manifested itself in the shape of a rough but beautiful 1951 Ferrari 212 Export which Clarke bought in 1960. The complete restoration of this car was a time for learning, and things took a further turn for the worse when he bought a 1962 250 GTO. "It had never been raced seriously. It was brought over as the 1962 Earls Court Show car for the Ferrari stand. Col Ronnie Hoare used it for a while, and then it was sold to Ron Fry who did the odd race and hillclimb with it. It was then sold to a chap in Essex and it stood in a shed for a couple of years. I found it in 1966," says Clarke, as if he had found a homeless child on the street. "It was very badly corroded and rusted. I bought it and overhauled it completely. I would say that

Above: The 4-litre Ferrari P4 now owned by David Clarke winning the 1967 Monza 1000 Kms in the hands of Chris Amon/Lorenzo Bandini. Below: During the 1953 TT at Dundrod, Bob Gerard pits his Frazer Nash; David Clarke is fourth from left behind the pit counter.

it has done less than 15,000 miles from new and it must be one of the best around." The fever was taking a grip.

The next addition to the fold was a 365 P2/3. This machine was originally the Maranello Concessionaires car which Clarke bought at the end of the 1966 season. "I flew to Modena and Michael Parkes demonstrated the car at the Modena autodrome. I bought it on the spot. Since then, we have rehashed the car slightly—without going too far away from the original specification—and turned it into a super road car. And believe me, it really is a super sports car!" I took one look at it, and I believed him.

But that was not the end of the story. Where do you go after a P2/3? Well, after a visit to your bank manager, it has to be a P4. But there were only a handful built and Mr Ferrari isn't renowned for making them readily available. David Clarke continues to describe the symptoms of his infection which by now was reaching fever proportions. "It was a stroke of pure luck. I was at the Earls Court Motor Show in 1969. I met Mike Parkes and he told me that they (Ferrari) had a car that I *had* to have. He said that it was a P4; the one that had won at Daytona and Monza. It took several minutes to sink in. To me this was the greatest Ferrari ever; I thought that it was just not possible. Nobody can have a P4. Anyway, a deal was fixed up. I was really honoured that they had chosen me to have this car," added Clarke reverently. "I was told that it had to go to a good home."

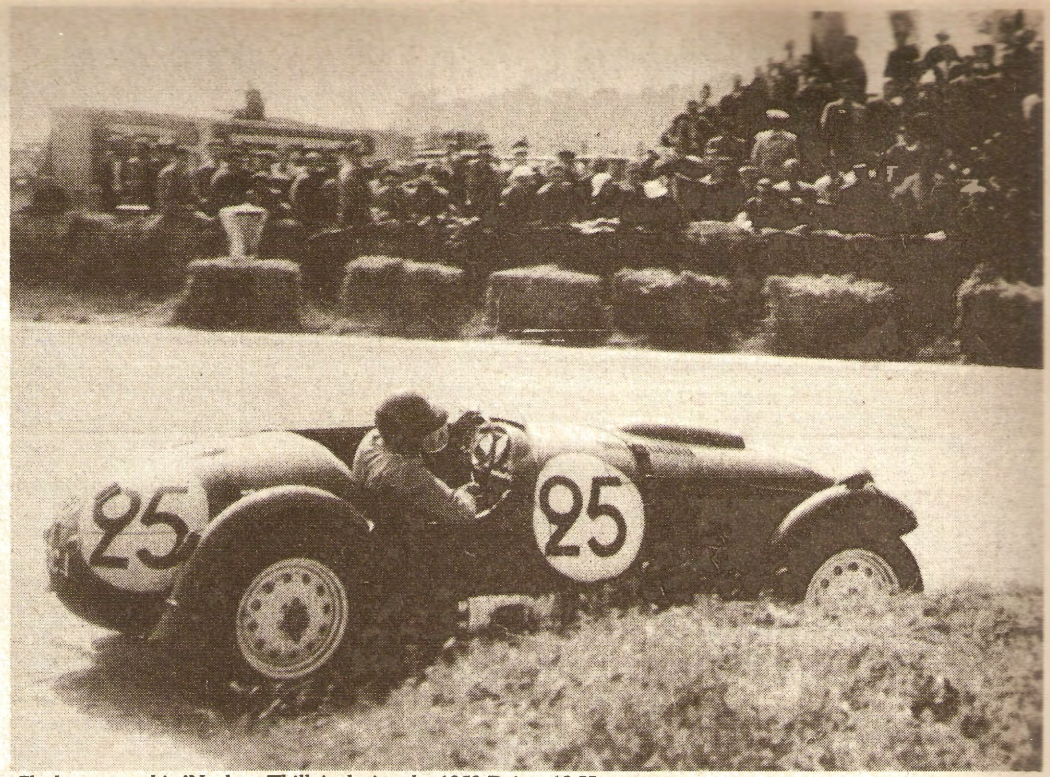
Seven years later, Clarke still can't believe that he has the P4. And it does not sit silently in the workshop either. The car is taken periodically to a track for a run. On one particular occasion, Chris Amon was invited to drive the car at Oulton Park. Such is the high standard of Clarke's preparation and attention to detail that Amon was moved to remark that the car looked a lot better than it did in 1967!

While Clarke had been building up his collection (he also owns a 250 Lusso and a 250 2+2) he naturally gathered together a fund of knowledge. The word soon got around that here was someone to turn to if you were in need of advice or information on early Ferraris. It was not long before enquiries were coming in from all over the world. In 1971, Robert Houghton was employed to look after the collection and in 1973 Clarke decided to take the plunge and offer a service to Ferrari owners.

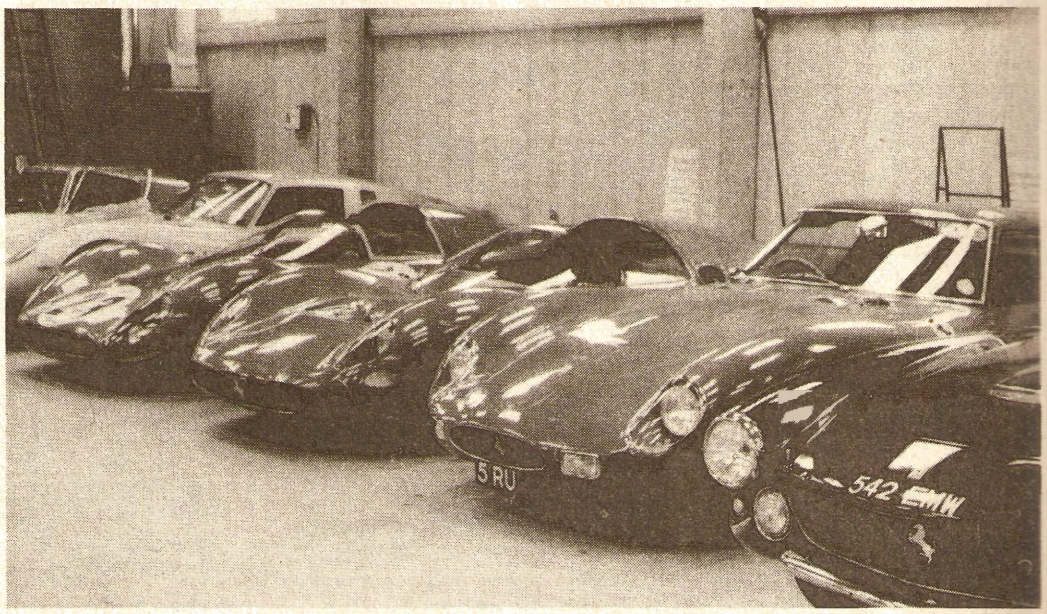
A workshop capable of holding 25 cars was built next door to one of Clarke's box factories, and this year the company is moving into even larger premises. Facilities include stores, engine shop and heated spray booth. Graypaul Motors can undertake everything from a routine service to major transmission, suspension and engine rebuilds; complete restorations, new bodies and resprays. Robert Houghton and a team of mechanics look after the workshop, while the comprehensive stores are managed by Geoff Hales. Naturally, many of the parts required for some of the earlier Ferraris are no longer available, but Graypaul Motors will go to great lengths to track down rare parts around the world. And if a part cannot be found, then they will have it specially manufactured. A similar first class operation is carried out in the body and paint shop, where Tom Selby will remake body and coachwork if necessary.

When I visited the workshops, David Clarke guided me round and I was assured that the cross section of "patients" in for treatment was quite typical. Robert Horne's 512M sat alongside the ex-Rob Walker 250 Lusso which is now owned by a South African (service and a few modifications); a New Jersey registered 275 GTB4 (respray and fitting of air conditioning); a 250 Berlinetta (rear axle overhaul); a 1955 750 Monza from Sweden (overhaul); and 15 others.

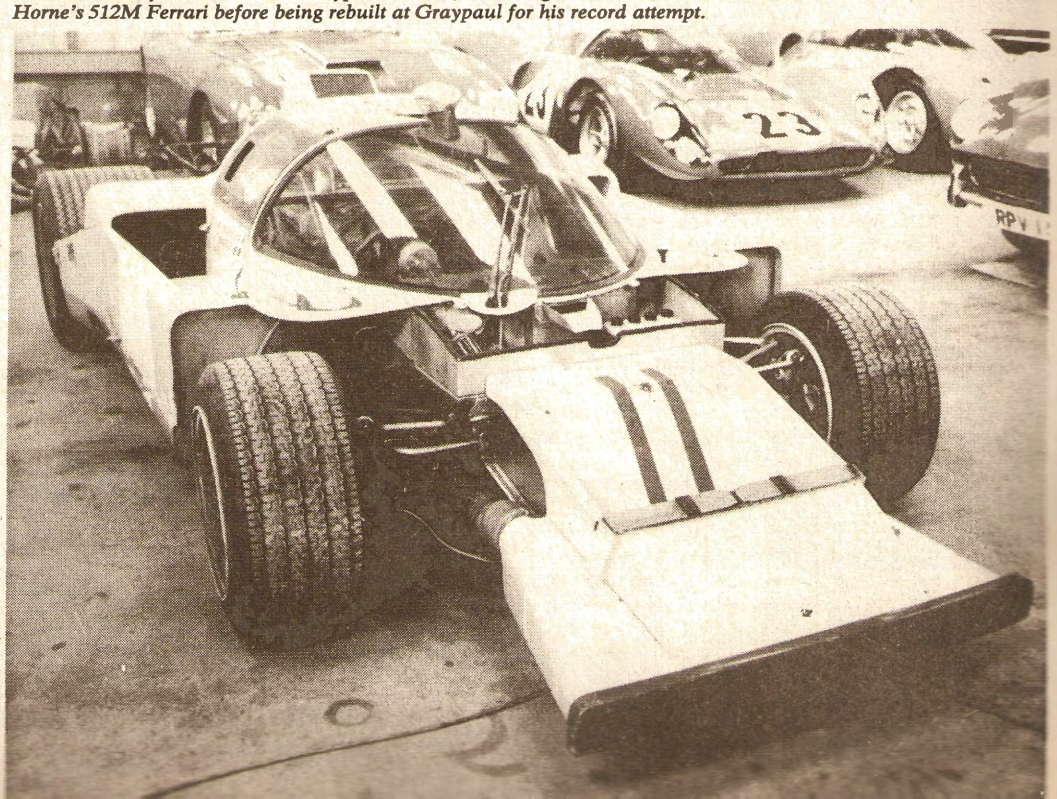
Lurking among them was the P2/3 and the P4, their shining appearance complementing the immaculate workshop. I looked at them, and went red with envy. As I left Graypaul Motors, it occurred to me that it was the first time that I had come away from a doctor's surgery feeling worse than when I had gone in. I suppose that I must have caught a bug of some sort in there. ■



Clarke corners his 'Nash at Thillois during the 1953 Reims 12 Hours.



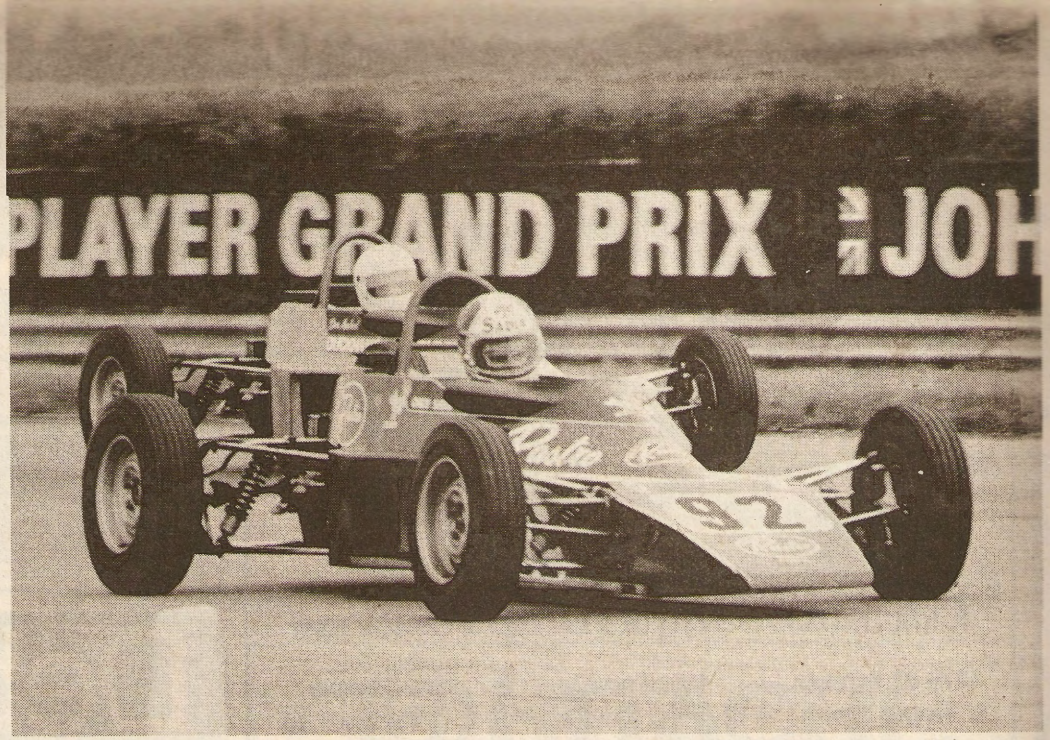
Above: Some of the Ferraris at Graypaul Motors, including the 330 P4, the P3/4 and the 250 GTO. Below: Robert Horne's 512M Ferrari before being rebuilt at Graypaul for his record attempt.



SILVERSTONE

Reynards rampant

Sunday's BRDC National Championship meeting at Silverstone featured the latest round of the Lord's Taverners British Formula Ford 2000 Championship which was won not by Rad Dougall, for a change—the South African's engine lost its oil pressure when he was challenging for the lead dropping him back to fifth place—but by Jeremy Rossiter, who celebrated his twenty-sixth birthday the day before in fine style. It was also a good day for the Reynard *marque*, which took three of the top four places. Behind Jeremy's Spax-entered car, Kenny Gray came in second with his Scorpion Race Hire Royale but was followed by two more of Adrian Reynard's cars driven by former Mini ace and F4 champion Ian Briggs and Australian Mike Quinn. The Brazilian Francisco "Chico" Serra scored another most impressive Townsend Thoresen FF1600 win and, on his very first visit to the Northamptonshire circuit, set a fastest lap within 0.2s of the "impossible" lap record. He was, therefore, a most deserving APG Driver of the day, while other championship wins were scored by Derrick Brunt (BMW), Alan Webb (Mallock U2) and Willie Green (Ford GT 40).



Chico Serra and Don MacLeod duel for the lead of their Townsend Thoresen FF1600 heat.

At the end of the opening lap of the first FF1600 heat it looked as though the battle for the lead would be between four cars, those of James Weaver (Hawke DL17), Tom Wood (Royale RP21), David Leslie's newer RP24 and the Van Diemen RF77 of Spaniard Peré Nogués; but young Weaver, in his first Silverstone race and having led at the end of lap one, tried to regain the place from Leslie in a rather desperate manoeuvre at Becketts on lap two. James said later that he thought Leslie missed a gear in his borrowed Clann Race Hire RP24, though eye-witness reports suggested that perhaps Weaver was at fault—Leslie agreed! Anyhow, the Hawke rode up over the Royale and left the former without either a nosecone or a right-hand side-pod and the latter spun round and rejoined at the tail of the field. Tom Wood was therefore left with a clear road and duly won from a close gaggle of cars fighting over second place which finished in the order Rick Whyman, who is going much quicker of late in his Weatherseal Royale RP24, Winfield Racing School 1977 finalist Randy Blomqvist (Tiga), David Wheeler (Royale), David Wigdor (Image) and Weaver, whose denuded car was now some 400 revs short on the straights. Leslie, meanwhile, struggled back to tenth place behind Nogués, who spun at Becketts on lap six, though the Cumbrian was unable to obtain full throttle thanks to his accelerator linkage having been attacked by Weaver!

Ardmore/Team Camborough mechanic-cum-driver-when-Creighton Brown's-away Alan Webb had little difficulty in winning the Tricentrol Car Group Clubmans race in the team's usual Mallock U2 Mk18B. Alan practised a full second faster than anyone else and, although Vernon Davies gave a strong chase for most of the distance, was never in any real bother, winning by nearly 15 seconds. The Welshman, Davies, then made a mess of Becketts on the last lap and stalled his Engineering Products U2 so had to sit helplessly as everyone else went sailing past. Martin White benefited from Vernon's error to take second place, having stalled on the grid, while Chris Hill was third after Richard Groombridge's Hustler retired with a cracked cylinder head. Ruari Gillies inherited fourth in his Diamond R6 though Charles Tilley was making up ground rapidly after having needed a push start on the grid. Dud Moseley maintained his championship lead with a good 'B'-Sports win in his S. H. Wilson & Son U2 from Nick Linney's Pica Racing U2 and Robin Henderson's similar car with all three sharing the fastest lap. Dud didn't even have time for the lap of honour after the race as he had to nip off down to Thruxton where he was due to contest the Oceanair round in a borrowed U2!

The second FF1600 heat was much quicker than the first and saw the lead hotly disputed by the two works Van Diemen RF77s of Chico Serra and Donald MacLeod. These two swapped places continuously while pulling well away from their pursuers, until the Brazilian came through nicely at Woodcote to win. John Village just got the better of Paul Smith's similar Royale RP24, with Barry Pigot in fifth, though Andy Harben, in his ex-Lees/Village RP21, and Mike Blanchet (Lola) tangled on the penultimate lap at Woodcote when also dicing with these three.

Suart McCrudden enlivened the British Radio Prodsaloon race by matching the pace of Derrick Brunt's Manitou-LE BMW, despite the fast nature of the circuit normally favouring the slightly larger-engined cars. The Team Imagine/Iron-ons Commodore led for most of the first half of the race though Brunt asserted his superiority over the last couple of laps and won by 0.4s—"I really had to work hard for that," said the St Albans farmer afterwards. Alan Minshaw had his bonnet fly open on the warm-up lap and his mechanics had to remove the part completely, to the side of the grid, just as the race was about to start. Minshaw then roared down the pit-lane and joined the race at Copse in fourth place! He later moved up ahead of Dave Taylor's BMW but was the subject of a post-event protest by Mike Smith, who didn't approve of the Cheshire man's tactics. Fourth place went to Adam MacMillan's BMW after Taylor's Manitou-LE BMW suffered a puncture and dropped to fifth, running on the rim at the end!

The first six finishers in the FF2000 qualifying race would join the back of the grid for the championship thrash thus ensuring a good race among the lesser lights. Last year's F1300 champion Phil Lloyd led from the start in his home-built Mobil-supported Nomad Mk3 but was then overhauled by Roger Orgee's Elden, Jack Hemming's Dulon and finally Richard Piper's Sark. Orgee led for most of the way but was challenged for the last couple of laps by Piper and Hemming. On the last lap, Hemming took second from Piper at Becketts but then collided with Orgee at Woodcote before taking the flag first to win from Piper and Lloyd with Orgee recovering from a spin, somewhat dangerously, in fifth.

The sight of Richard Bond's Lola T70 Mk3 harrying Willie Green's similarly immaculate Ford GT40 really is a marvellous spectacle and one which brings back memories of *proper* sports car racing. These two circulated very close together throughout the 10-lap BAT Builders Products race but the Lola was never able to summon up that extra power to oust Willie's JCB-entered car, which actually began its life as a Mirage before being converted to GT40 spec. John Beasley's BMW-powered Chevron B8 had a good scrap with Rodney Bloor's rare FVA-engined example until the latter spun at Copse and was then unable to restart the stalled motor.

John Village made the best start in the Townsend Thoresen final and led into Copse corner but Serra took over as leader of the pack at Becketts and never looked back. Donald MacLeod fought clear of the second-place battle at half-distance but was unable to make any real impression on the young Brazilian's lead, while Paul Smith slip-streamed past Village for third place on the penultimate lap. He held on to the position when John made a slight error at Copse, only just managing to keep Tom Wood and Barry Pigot at bay, the latter thinking that he would be able to make up a place or two on the final corner but then being left with no room in which to do so. David Leslie drove exceptionally well to move from the very last row of the grid to seventh place at the end followed, at an increasing distance, by a dicing Weaver and the American Blomqvist.

The FF2000 race had to be red-flagged following two incidents on the first lap: first, three cars collided underneath the foot-bridge including an unfortunate Miki Dee, who had to be cut out of his Elden and removed to hospital with two fractured ankles, and second, Steve Farthing rolled his Reynard at Becketts, luckily without personal injury. At the restart, Jeremy Rossiter made his second excellent start to head Dougall, Kenny Gray and surprise front-row man Ian Briggs, while Frank Sytner received a nudge from behind and spun at Becketts before being collected by several other cars including Philip Bullman's Hawke. Rad Dougall started to put the pressure on Rossiter until his Titan engine's oil pressure dropped suddenly and he had to slow down considerably. Fellow-countryman Gray moved up into second place, but out of touch with the flying Rossiter, while Briggs scored an excellent third ahead of Mike Quinn, a lagging Dougall, David Macpherson, whose Dulon picked up some debris in its airbox and then refused to pull properly and Richard Wills, who drove extremely well in the attractive Delta and might easily have finished fourth but for a hefty punt from the rear at the hairpin on the last lap from Quinn.

JEREMY SHAW

Townsend Thoresen Formula Ford 1600, Heat One (7 laps): 1, Tom Wood (Royale-Scholar RP21), 7m 45.0s, 87.14mph; 2, Rick Whyman (Royale-Scholar RP24), 7m 49.0s; 3, Randy Blomqvist (Tiga-CES FF76), 7m 49.8s **Fastest lap:** Whyman, David Wheeler (Royale-Harris RP21A), and Wood, 1m 05.0s, 89.06mph.

Tricentrol Car Group Clubmans Sports Championship round (10 laps)—overall and 'A' class: 1, Alan Webb (Mallock U2-Morgan Mk18B), 9m 40.6s, 99.70mph; 2, Martin White (Mallock U2-Longman Mk18B), 9m 54.2s; 3, Chris Hill (Mallock U2-Hill Mk14), 10m 08.2; 4, Ruari Gillies (Diamond-Swindon R6), 10m 08.8s. **Fastest lap:** Webb, 57.0s, 101.56mph. **'B' class:** 1, Dud Moseley (Mallock U2-Davron Mk16BX), 90.79mph; 2, Nick Linney (Mallock U2-Fewkes Mk18B); 3, Robin Henderson (Mallock U2-Minister Mk18B). **Fastest lap:** Moseley, Henderson and Linney, 1m 02.6s, 92.47mph.

Townsend Thoresen Formula Ford 1600, Heat Two (7 laps): 1, Francisco Serra (Van Diemen-Scholar RF77), 7m 33.2s, 89.41mph; 2, Donald MacLeod (Van Diemen-Scholar RF77), 7m 33.6s; 3, John Village (Royale-Titan RP24), 7m 35.6s. **Fastest lap:** not given.

British Radio Production Saloon Championship round (10 laps): 1, Derrick Brunt (3.0 BMW SI), 12m 09.2s, 79.39mph; 2, Stuart McCrudden (2.8 Opel Commodore GS/E), 12m 09.6s; 3, Alan Minshaw (2.8 Opel Commodore GS/E), 12m 12.2s; 4, Adam MacMillan (3.0 BMW SI), 12m 21.8s; 5, David Taylor (3.0 BMW SI), 12m 26.0s; 6, Jock Robertson (2.8 Opel Commodore GS/E), 12m 31.6s. **Fastest lap:** McCrudden, 1m 11.8s, 80.62mph (record).

Willie Rushton Formula Ford 2000 Qualifying Race (10 laps): 1, Jack Hemming (Dulon-RMG MP18/20), 10m 22.4s, 93.00mph; 2, Richard Piper (Sark-Sark CR01), 10m 22.6s; 3, Philip Lloyd (Nomad-Lloyd Mk3), 10m 26.0s; 4, Malcolm Jackson (Reynard-Nelson SF77), 10m 28.0s. **Fastest lap:** Piper, 1m 00.2s, 96.16mph.

BAT Builders Products Historic Sports Car Championship round (10 laps)—overall: 1, Willie Green (5.0 Ford GT40), 10m 07.4s, 95.30mph; 2, Richard Bond (5.0 Lola T70 Mk3-Chevrolet), 10m 08.2s; 3, John Beasley (2.0 Chevron-BMW B8), 10m 42.2s; 4, Simon Phillips (2.0 Chevron-BMW B8), 10m 56.4s **Over 2000cc:** 1, Green; 2, Bond; 3, Brewster Righter (4.7 AC Cobra). **Fastest lap:** Bond, 59.2s, 97.79mph (record). **Up to 2000cc:** 1, Beasley, 90.14mph; 2, Phillips; 3, Ian Marshall (1.6 Lotus 47). **Fastest lap:** Rodney Bloor (1.6 Chevron-FVA B8), 1m 01.2s, 94.59mph (record).

Townsend Thoresen Formula Ford 1600 Championship Final (10 laps): 1, Serra, 10m 40.8s, 90.34mph; 2, MacLeod, 10m 42.4s; 3, Paul Smith (Royale-Harris RP24), 10m 47.6s; 4, John Village, 10m 47.8s; 5, Wood, 10m 48.4s; 6, Barry Pigot (Van Diemen-Scholar RF77), 10m 49.0s. **Fastest lap:** Serra, 1m 02.8s, 92.18mph.

Willie Rushton, Lord's Taverners British Formula Ford 2000 Championship round (10 laps): 1, Jeremy Rossiter (Reynard-Piper SF77), 10m 05.6s, 95.59mph; 2, Kenny Gray (Royale-Scholar RP25), 10m 11.6s; 3, Ian Briggs (Reynard-Rowland SF77), 10m 13.2s; 4, Mike Quinn (Reynard-Nelson SF77), 10m 14.6s; 5, Rad Dougall (Royale-Titan RP25), 10m 15.0s; 6, David MacPherson (Dulon-Auriga MP20), 10m 15.4s. **Fastest lap:** Rossiter, 59.2s, 97.79mph (equals record).

edited by Robin Bradford

ytner—no luck.

Sytner's waste

ilverstone just doesn't seem to be rank Sytner's lucky track at the oment! Twice in recent weeks he has een forced to have a push start when is battery went dead, while his fortune n Sunday was no better. After a grim ractice session he found himself on the ird row—an unaccustomed low plac- g for the Nottingham BMW dealer.

At the start, though, he shot away om the grid and, coming into Wood- te on the first lap he outbraked both hilip Bullman *and* Kenny Gray to ove up to fourth place. However, the ce was then stopped and he had to sign himself to starting from the third w once again!

"One of my *best* out-braking anoeuvres *totally* wasted," he reflec- d, "totally wasted. I needn't have ne it! Gray and Bullman came side- -side into Woodcote and I came past th of them on the inside. Okay, I cked up a brake but it was beautiful, st beautiful."

Running-in aps

you had just purchased a £20,000 ad car, where would you choose to n it in? It is unlikely that you would ect to use a practice session at Silver- one for the Aston Martin Owners' lub's annual St John Horsfall historic eeting.

That, however, is exactly what Gor- on Proctor will be doing this weekend. is brand new Vantage—similar to the works" loaned car he raced at Brands latch last month—will be delivered on riday when Win Percy will run it und the Northamptonshire circuit for few laps.

The first time that Proctor will sit ehind the wheel will be in practice for e production race on Saturday morn- g. Strange people!

Briggs back n style

rkshire driver Ian Briggs raised more en a few eyebrows by qualifying his F2000 Reynard on the front row of the d at Silverstone last Sunday. Ian was rmula 4 Champion in 1975, having ced special saloon Minis prior to that, d last year finished second in the yland Mini 1000 Challenge. He now urns to the single-seater world hav- built the Reynard up from kit form. is was only his second race in the car, his eventual third place represents a od effort.

Aintree problems

The Aintree race meeting planned for Saturday, July 2, has been cancelled because, according to an Aintree CC announcement, the club cannot "maintain the circuit to the current safety specifications as laid down by the RAC".

The immense problems of running the circuit, increased by the lack of interest and assistance offered by the landowners, is making life very difficult for the limited resources—and manpower—of this enthusiastic club.

The statement continues: "It has now got to the stage where it is impossible to continue paying out extortionate hire fees to the owners for 1.64 miles of tarmac that is devoid of any semblance to a race circuit without a lot of money and effort being put in by the very few to change it to the scene of many a day's good sport, enjoyed by the very many."

Our own investigations during this week have already revealed a number of competitors and enthusiasts in the Aintree area who would be quite willing to help the club and, in some cases, put at its disposal their office facilities. If you would also be willing to help, please give Aintree Circuit Club's competition secretary, Ian Smith, a ring on 09285-68692. Unless a few enthusiasts start to rally round, the future of the Aintree club seems by no means certain.

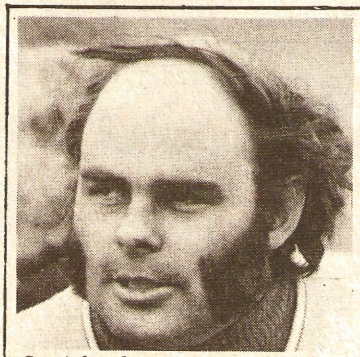
Sportsmanship in . . . Hillclimbs and Libre

Stokenchurch Porsche hillclimber Josh Sadler has been an outstanding addition to the ranks of Guyson/BARC contenders this year. Until now his fully road-going car—driven to each meeting—has competed in the *Marque* Sports Car class. However, Josh's silent but shatteringly fast yellow bomb is something of a *bitza*, a 2687cc collection of 911, 'S' and Carrera parts and, at Scammonden, the owner approached Championship supremo Mike Wilson and said that although his car had been passed by scrutineers as eligible for *Marque* classification he felt that it was not in the spirit of that category.

Closer examination of the car revealed fibreglass panels where steel ones should have been and the Porsche has been reclassified as a Modified and Limited Production Sports Car. With Josh's approval all the marks he has earned up until now have been reviewed and his times recalculated against the Class 10 bogeys. In fact Josh has only lost 0.83 of a mark which drops him one place to fifth behind Anthony Boshier-Jones with 37.52 to 37.55 marks.

So far the yellow Porsche has only run in five events to the seven of leaders Barter, Meredith and Tattam and actually has the highest average mark per event in the top twenty, despite the move to a theoretically tougher class, although it should be remembered that the two events which Sadler missed were very wet and did little for anybody's averages. It is very refreshing to be able to report this example of unprompted sportsmanship.

Martin Watson punctured a slick on his GRD in practice for the Cadwell Park *Libre* race and did not have a spare available. He was able to take up his front row grid position, however, thanks to poleman Richard de la Rue making a suitable tyre available. In the race Richard retired when leading, leaving Martin to win. This win puts Watson clear of everyone else in the points for the "King of Cadwell" title, a title for which De la Rue himself is also a strong contender.



Special saloon ace Tony Strawson can no longer tell the time as some uncharitable spectator in the Paddock at Mallory Park on June 12 stole his watch. Tony would very much like to have it back, as it was one of his awards for winning the Esso Uniflo special saloon series a couple of years ago. If you did pick it up from his van, please mail it to him at 3 Lynton Avenue, Finchley, London N12.

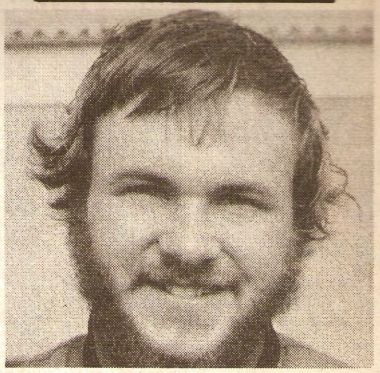
Poxon runs the Osella

John Poxon's rare FF2000 Osella made its first appearance in the owner's hands in a Brands Hatch *libre* race on Sunday. Domestic problems have kept Poxon out of the cockpit until now but he hopes to race the car regularly from now on. One of ten FF2000 cars built by the Italian concern, it has F2 suspension parts but this did not stop the steering virtually seizing over the Paddock Bend bumps—not the kind of experience a driver looks forward to on his debut. The Osella has been seen once before, driven by Mike Wilds in a championship FF2000 round at Thruxton.

Smith takes "Dish" award

Birmingham's Paul Smith was nominated as the Silverstone Lady marshals' "Dish of the Day" last Sunday. He then showed what he's made of by taking third place in the Townsend Thoresen FF1600 final with his attractively liveried BMTR Royale RP24, which has now reverted to using one of Peter Harris' engines.

● Regs are available for the Sevenoaks & District MC's Valence Hill Climb on July 9. Applications, please, to Harvey Crush on 01-283 2434 or Sevenoaks 51995.



PHIL WINTER

It was with deep regret that we learnt of the death of 25-year-old Phil Winter in the Isle of Man last Tuesday. His hired Mini was reportedly in collision with a Jaguar, Phil being killed and his father Jack and mechanic Chris Darley suffering severe injuries. Although Jack is now at home in West Moors, Chris will have to stay on the Island for another ten weeks.

We have come to know the jolly yet efficient Winter entourage as "the family that race and win together". Both Phil and Jack were popular BARC marshals at Goodwood and Thruxton, Phil starting his racing career in 1973 in an ex-Tony Pearce Mini. The family then built a second racer with a short-stroke Longman 1300 engine for 1974, Phil driving with tremendous verve to lose the Forward Trust championship and the President's Cup by only one point.

The family travelled the country again in '75, Phil finishing the season a popular winner of the Forward Trust series and the President's Cup. 1976 was, by comparison, an anti-climax with the abortive Ford-engine Mini.

For this season, Phil was racing the ex-Geoff Wood former spaceframe lowline Escort which proved to be troublesome with a 1.3 BDA, so a new 2.0 power unit was substituted. Phil had also raced a Merlyn FF.

Essentially they were happy with the friendly club atmosphere relishing their wins and taking defeats philosophically and without malice. To Jack, his wife Betty, Phil's sister Susan and brother Richard and all their relatives, AUTOSPORT offers sincere condolences.

The memorial service is provisionally set for Monday, June 27, at 2pm at Bournemouth Crematorium. Family flowers only are requested but any donations, which will go towards the benefit of motorsport, may be sent to the Phil Winter Memorial Fund, National Westminster Bank, West Moors, Dorset.

Dee's bad accident

The likeable Surrey driver Miki Dee became involved in a nasty accident soon after the start of the Lord's Taverners FF2000 race at Silverstone on Sunday and is now slowly recovering in Northampton General Hospital nursing two fractured ankles. The footwell of his Hiwatt Amplification Elden collapsed around his feet when the car crunched into the sleepers on the outside of the track under the bridge and poor Miki had to be cut out of the wreckage. The marshals, as usual, dealt speedily with the incident but he is likely to be out of action for quite some time. We wish him a full and speedy recovery.

Richard Delta blow

Beaconsfield, Buckinghamshire, driver Richard Wills had a most encouraging outing in the "works" Delta FF2000 at Silverstone on Sunday finishing a competitive seventh. Richard has struggled so far this season with a four-year-old MRE, which he converted himself from FF1600 to FF2000 specification but has still put up some creditable performances.

He was recently offered a test drive in the Delta, which Rod Bremner was to have been driving this season until his Canadian sponsorship fell through and this, at Silverstone last Friday, apparently went very well. The Patrick Head designed car uses a works-loaned Holbay engine and Richard was most pleased with its performance.

The Horseless Carriage Company of Hove, Sussex, headed by Nick Crossley, who drove the car in its first couple of races, are building an initial run of four of the very attractive cars with the third one nearing completion at the moment and, if the Silverstone race is anything to go by, this could become a most competitive combination.

Sunday double

Dud Moseley, whose plans to flit from Thruxton to Silverstone and back to contest two clubmans races at the weekend were noted in *Sports Extra* last week, was very successful, winning both races.

After wet practice at Thruxton, where he achieved a middle of the front row place in Don Cressey's Mallock, he drove to Silverstone where he put his own yellow A. H. Wilson Mallock on pole position. He then raced at the Northamptonshire circuit, won his class and set fastest lap jointly with Robin Henderson and Nick Linney, before returning to Thruxton for another class win and a new lap record.

Needless to say, Moseley is keen to thank all those who helped in this stragically rather difficult operation as it has enabled him to score the necessary points to maintain his two championship leads.

Under the bonnet

Alan Minshaw, prodsaloon driver with the Manchester Liners-Demon Tweeks Opel Commodore, was protested at Silverstone on Sunday for joining the race at "racing speed" causing many people to swerve . . . and was completely exonerated.

On the warm-up lap, Minshaw's bonnet had flown open and was removed by his mechanics in the pit road. He was then told to join the race as soon as the flag had dropped, so he stormed through the pits joining at Copse in about fifth spot.

At the Stewards enquiry, Minshaw was completely exonerated, the Observer at Copse stating that he saw no drivers take any unnecessary avoiding action and that Minshaw had joined the race at a safe speed. After losing his bonnet and consequently running the whole race 300 revs down on power Minshaw could be excused for considering a protest after the event somewhat unnecessary.

Jubilee hire deals

Stewart Veitch, the ambitious Formula Ford driver who sold virtually everything he owned last winter to embark on a David Kennedy-style nomad's existence with a brand new Royale RP24, has returned to the Brands Hatch scene in the last couple of weeks. Sadly, though, he's back in the role of spectator. With pressure on him to do well early on, the first six races of the year brought an equal number of crashes which totally exhausted his finances.

Now he's hiring the Royale out under the name Jubilee Race Hire, and the man currently in the cockpit is Brazilian Gilmar Camolesi de Souza, who started the season in a Van Diemen. Veitch says he plans to be racing again when the hire business raises enough money to get him going. Optimistically, the name of Veitch can still be seen on the cockpit sides, not quite completely obscured by Portuguese decals.

Renting a problem

It seems that renting a drive, even in a Group 8 championship race, is not without its shortcomings as Evan Clements found at Thruxton during Jubilee weekend. He arrived with the Lec-Chevron B30 V6 only to be thrown out of scrutineering because of non-conforming tyres. After some deliberation he was allowed to practise but this produced further problems as some wrongly fitted wet covers had to be hastily changed.

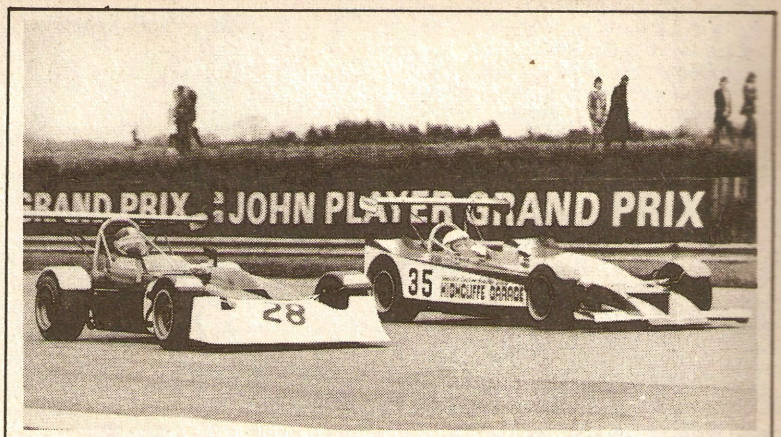
A misfire at high revs did not help Clements who was having his first outing since his Brabham BT28/35 *Libre* days. A nearside rear puncture dropped him out of ninth place after a push-start and, in the absence of any suitable spare, he was forced to resume an unequal but gallant battle on a slick!

Honeymoon mistake

Married on Saturday, racing his Special Saloon on Sunday! No-one can deny that Geoff Byman is an enthusiast—or that his fair lady is tolerant! The Geoff Byman Developments team had arranged to have Geoff's rally car waiting in the Cadwell Park pits, along with the relatives, so that he could step out of his Mini into the waiting rallycar and whisk his newly acquired wife away on a belated honeymoon. Unfortunately things did not quite go to plan.

On the fifth lap, after a spirited drive that had seen him as high as sixth overall and second in class, Geoff put the Mini into the armco at the Hairpin—lack of concentration perhaps! Congratulations anyway, Geoff!

● Several people were perturbed by the length of time taken by marshals to reach Tony Harris' burning Jaguar 2.4 after it had rolled exiting the final corner of the Cadwell Park Classic saloon thrash last weekend. One official timed the interval as 40 secs during which Harris, fortunately, had been able to extract himself from the inverted stricken car.



Clubmans' bodies

Having its first outing at Silverstone on Sunday was Tony Norton's new 'A' series Norton Mk 6 clubmans car (above right). As you can see, the rear wheels are fully enveloped by bodywork, a possible hint of future clubmans regulations. Norton, from Bournemouth, has only been racing in clubmans since the start of last year, having arrived in the formula from the world of stock car racing. After running a Gryphon in order to learn the circuits—and the style of racing—he decided it was time to construct his own racer, something he always used to do as a stocker. The new racer features aerodynamic bodywork which, says Norton, certainly works creating considerably more downthrust than he had expected. As a result he found the new Norton to be very undersprung and he spent much of the race cornering hard on the bumpstops. The new shape, with "side-pods", is likely to become a feature of clubmans cars in the next couple of years for both safety and aerodynamic reasons. The current Clubmans Newsletter, *as well as featuring a very pleasant body design on its centrespread (human!) cites Peter Morgan, who had a very nasty accident at Brands in April, Gavin Scott, Peter Wingfield and Malcolm Myers as people who could have benefited from "side crush" structures.*

Briefly . . .

● Jon Buncombe was having a trial outing in Vince Woodman's fabulous 3.4 Ford Capri at Thruxton because Vince would find it difficult to adjust from his Group One car to the Special Saloon. Buncombe drove like the master he is, making light of the tight chicane in the big beast.

● Cornish driver Willie Pascoe made a fruitless 600-mile round trip from Truro to Brands Hatch in the hope of racing his unusual March-bodied Crosslé sports car in Sunday's BBC Radio Medway *formule libre* race. His experimental 2.0 Dolomite engine broke beyond immediate repair after only three practice laps, so it was back to the drawing board for Pascoe, who bought a March body from Roger Heavens, cut it in half lengthways and narrowed it by several inches to fit the elderly Crosslé chassis!

● It appears that we got hold of the wrong end of the stick slightly last week *(Sports Extra)* in our remarks about Tony Trimmer and his F1 Surtees being at the Valence Hill Climb on July 9. Sadly the date clashes with a G8 race at Oulton Park and the team cannot attend.

● New sponsors attracted for this year's AMOC St John Horsfall historic meeting at Silverstone are Fribourg & Treyer, who saved the Brighton Speed Trials from extinction last year. This famous tobacco company, established in Haymarket, London, in 1720, are supporting the historic sports car event.

● Well pleased with himself at the Silverstone Lord's Taverners FF2000 race on Sunday was Phil Lloyd, whose Nomad MkIII is of his own design and construction. After leading his heat, but settling for an easy third, he finished 14th in the final—the best result so far for his Mobil-supported car.

● At the wheel of holidaying Adrian Reynard's FF2000 at Silverstone on Sunday was Alex Ferrada, who has been trying very hard to get enough money together to do F3. It appears that he enjoyed the experience and will be back in the car this weekend at Brands as Reynard is still away.

● Keith Lester suffered a broken jaw and his navigator John Cottingham a broken leg when their Mini collided with a concrete post while competing on the Dronwood Stages Rally run by Roding CC in Cambridgeshire on Sunday. Both were treated in hospital.

● Guess what? Malcolm Johnstone, the Nottingham special saloon ace, has bought another Imp—it is, after all, only a fortnight since he bought Roger Tebbut's. This time, it is the ex-Graham Lavis one. He must have a very *Imp*-ressive collection by now.

● Mark Syms was in the wars again at Thruxton, being put off the track by an errant Scorpion backmarker in practice. With only one session the track was very crowded, like the F3s, and all the top drivers were complaining about driving standards. Perhaps it is time for graded FF races at the premier races?

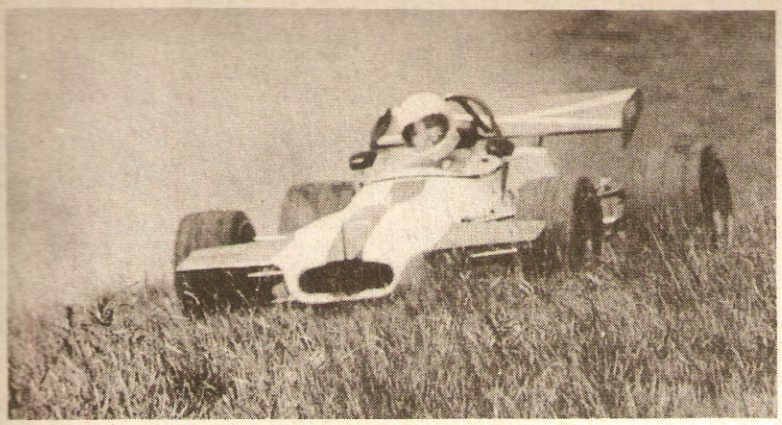
● Graham Goode debuted his brand new Mk2 Escort at Thruxton on Sunday but the ex-Broadspeed employee was out of luck, a fractured diaphragm in the fuel metering unit preventing him from racing his immaculate machine.

● The Monoposto race scheduled for the now cancelled Aintree race meeting on July 2, will be run at Donington on the same date thanks to the quick work of Monoposto secretary Suzy Livingstone. The formula had already lost a couple of dates following the cancellation of early Donington meetings.

● North Humberside MC are holding a motorsport quiz night on Tuesday (June 28) at the Grange Park Hotel, Willerby. Competing clubs will be Auto 66, York, 62 CC and the hosts and the action, including a short film show, will start at 8pm.

● The armco at the Thruxton Club chicane was hit hard many times on Sunday the most memorable occasions (not for the drivers though) being Robert Glass in the Clubmans race, and Martin Brundle and Rex Greenslade in the Tricentrol Group One race. Greenslade went in backwards, hurting his back as the seat in his Alfasud collapsed.

edited by Robin Bradford



Jim Campbell reached the Top Ten despite this excursion at East Brae.

ADO best up Doune

With the RAC Hill Climb Championship moving to the Doune hill last weekend, Scotland laid on its most brilliant weather for the Parker Pen-sponsored event. Saturday was a scorcher and Sunday afternoon being likewise although tempered by a cool breeze. Climbs, too, were in the scorching category as class records tumbled and Alister Douglas-Osborn's 42.78secs in the Waring & Gillow Pilbeam R22 ended Martyn Griffiths's recent run of hill climb victories. In the championship climbs a really brilliant first climb by ADO clinched his superiority on this hill, although the Severn Advertising car of Griffiths improved to 42.31secs, keeping the latter ahead by a mere point of the Pilbeam, with David Franklin, who did not make the journey north, maintaining his third place ahead of Mike McDowell and Roy Lane.

With the start line now moved back to a level abreast the paddock, just short of the original start, Jimmy Jack in 51.97secs set the target for the up to 1300cc Special Saloons, beating Barrogil Angus in their shared Jack Crane Hire Imp, while John Meredith (1428 Austin Cooper) shattered the previoous over 1300cc record by almost four seconds with a fine 51.15secs, this being emulated by Kenny Allen who took the up to 1300cc modsports in 50.92secs in his ASM Clan Crusader, which could not be matched by Duncan Welch's 53.34secs in his MG Midget. The local man John Fyda annexed the over 1600cc class in 52.26secs, his Elan being too fleet for Reg Phillips's Ferrari 308 GTB.

On his home hill Norman Galbraith in the rebuilt Clydesdale Retreads Mallock U2 lowered his own 1600cc Clubman & Sports racing record by two seconds leaving it at 46.58secs and the other Mallocks breathless, led by Tom McMillan 51.54secs and John Pascoe, 51.75secs. Tony Bancroft had to be content with one climb (48.30secs), but this was sufficient to hold the over 1600cc category in the Chevron B19, the clutch of which gave out with the urge of the 3-litre BMW power.

Graham Inglis's 55.12secs somewhat shattered the driver of this diminutive but fleet 250cc Motus, the sole up to 500cc entrant. Eryl Davies, however, found his journey north worth while as 51.12secs in the March 73D pipped the Cymru Vixen of Les Jones, who improved his personal best to 52.25secs. Peter Kaye, on his first visit to the hill with the Brabham BT 35X, was in scintillating form, completely shattering the 1100-1600cc group with 44.48secs despite Jim Campbell's 47.08secs in his Brabham which earned him a Top Ten placing.

The sun-baked spectators edged closer as Roy Lane led the 1600cc racers off, his Fenny Marine March setting 45.81secs but Alister Douglas-Osborn followed with 42.78secs, which was the target for the rest. Chris Cramer got down to 43.16secs in the March as Mike McDowell extracted 44.07secs from two litres of Ralt RT2 while Rob Turnbull had two impressive climbs (44.24secs) in the B&W Motors Ralt. Martyn Griffiths hurled the Severn Advertising March 74P at the hill to attain second fastest in 42.98secs.

To balance the thunder of the racing machines, Brian Hopkins tweaked his Fraser Nash TT Replica through the traps in a fine 68.93secs, demolishing his April record and securely ahead of the Lagonda Rapier of Elliot Elder 76.48secs, and the Rileys of Tom Richardson (MPH) and Peter Graham (Special), both of which were beaten by John Barker in 76.71secs with his MG TA.

In the road saloon classes which followed, Mike Wakefield-Brand demonstrated that his 1275 Mini was the fleetest in the Scottish Hill Climb championship with 56.05secs, Gordon Bruce in his noisy 2-litre Vauxhall Viva taking the over 1300cc group while Ian Gardiner (Hillman Imp), 58.56secs beat class record holder Ronnie Graham in his Sunbeam Imp on 58.82secs.

The road sports classes found Grainger Robertson (1275 MG Midget) on 59.59secs taking first-round honours from the frog-eyed Sprite of Alistair Carr only to have the tables turned next climb 59.47secs, as farmer David Milne (Lotus 7) knocked almost two seconds off his previous best on 55.85secs.

The top ten contenders for the RAC Championship climbs found Jim Campbell improve to 46.97secs. Malcolm Dungworth in the big W and G Brabham BT35XP getting down to 46.21secs while Richard Jones in the McEvoy Surtees TS10 produced tidy 45secs runs, fractionally slower than Roy Lane. Then Peter Kaye rocketed the red BT35X off the line, got into a slight wiggle out of the first left hander to smite the barriers and slither to a silent stop at the first marshal's post, with the offside of the car considerably damaged, but fortunately not the driver. The delay that followed in no way deterred Rob Turnbull who got his B&W Motors Ralt to the top in 43.57secs, Mike McDowell urged his Ralt up in a deceptively relaxed 42.91secs bettered by Chris Cramer whose Grunhale Lager March benefited from a plug change, taking 42.76secs and third place. As everyone strained to catch the times Martyn Griffiths shuddered the March 74P off the line to record 42.69secs, this bettering ADO's class best, then it was his turn, he fairly hurled the Pilbeam between the trees in an absolutely breathtaking climb in 42.18secs. Second climbs found Griffiths down to 42.31secs which was communicated to Osborn as he waited to warm his tyres, but he streaked off in an obvious attempt to better his previous time only to take to the grass and that was that.

BILL HENDERSON

results

BTD: Alistair Douglas-Osborn (3.0 Pilbeam R22), 42.78s.

Class winners: Jimmy Jack (1.0 Hillman Imp), 51.97s; John Meredith (1.4 Cooper S), 51.15s; Ken Allen (Clan Crusader), 50.92s; John Fyda (1.6 Lotus Elan), 52.26s; Norman Galbraith (1.6 Mallock U2), 46.50s; Tony Bancroft (3.0 Chevron B19), 48.30s; Eryl Davies (1.1 March 73D), 51.12s; Peter Kaye (Brabham BT 35X), 44.48s; Alistair Douglas-Osborn (3.0 Pilbeam R22), 42.78s; Brian Hopkins 1.5 Fraser Nash), 68.93s; Ian Gardiner (1.0 Hillman Imp), 58.56s; Gordon Bruce (2,o Vauxhall Viva), 56.41s; Mike Wakefield-Brand (1275 Mini), 56.05s; Alistair Carr (1275 Austin Sprite), 59.47s; David Milne (Lotus 7), 55.86s.

RAC Championship Top-Ten Run-off: 1, Alistair Douglas-Osobrn, 42.18s; 2, Martyn Griffiths (2.2 March 74P), 42.31s; 3, Chris Cramer (3.4 March 76A), 42.76s; 4, Mike McDowell 92.0 Ralt RT2), 42.19s; 5, Rob Turnbull (2.0 Ralt), 43.57s; 6, Roy Lane (3.0 March 741), 45.42s; 7, Richard Jones (2.0 Surtees TS10), 45.50s; 8, Malcolm Dungworth (5.0 Brabham BT 35XP), 46.21s; 9, Jim Campbell (1.6 Brabham), 46.97s.

RAC Championship, position after seven rounds: 1, Griffiths 63pts; 2, Douglas-Osborn, 62; 3, David Franklin, 42; 4, McDowell, 36; 5, Lane, 35; 6, Dungworth and Turnbull, 34; 7, Cramer, 26; 8, Ken McMaster, 12; 9, R. Brown, 11; 10, Kaye, 10.

Franklin: record record

Bristolian David Franklin is the record record holder at the Curborough sprint course. Competing at the non-championship Graham Hill Trophy meeting, run for the 14th time by the Owen Motoring Club, he shattered the course record by 0.11secs on his first timed run with the March 752 to collect the coveted steering wheel trophy for the first time.

Franklin was in sparkling mood from the start of practice and went close to the record in training. He went even better on his second run stopping the clock at 30.01secs but he had swiped a couple of bollards on the way which nullified the time. Former holder of the Trophy John Ravenscroft was somewhat below his best and could only manage 31.43secs which left him a poor second in the class behind Ted Williams (March 752), who beat the Token driver with a time of 30.68secs.

With sponsorship from Tyre Services (Gt Britain) and W. L. Cotton, the club attracted 90 competitors and there were some very close calls in the class runs. Closest was the sports car clash between Godfrey Evans (Elan) and Peter Langley (TVR 300M), the difference being a mere 0.13secs in Evans' favour. Terry Dutton, in his RS2000, beat Paul Ashford (Cooper S) by four tenths in Class 1 and Neil Johnstone (Cooper S) had to pedal smartly to stay ahead of the Cooper S of Ian Sargeant, the gap being half a second.

The day's biggest class, with 18 entries, was the over 1-litre saloons and Mark Williams took this with his Cooper S on 36.42secs. Alan Payne's Riley 1.5 did 36.60secs and a spirited first time sprint man of rally fame Geoff Simpson was spectacular in his RS2000 for third. The up to 1600cc racing car class fell to David Render in his Brabham BT29X with 32.93s well ahead of the Lotus 61 of Nick Harrison.

The three winners in the *Concours d'Elegance* were Dave Hopper (MGTA), Herbert Shepherd (Jag E Type) and Keith Boyer (Healey 100m).

BTD: D. Franklin (March 752), 30.39s **(record).**

Class winners: C. Milner (Capri), 41.16s; K. Ball (Lotus 7), 51.49s; G. Evans (Elan), 40.60s; T. Dutton (RS2000), 40.90s; N. Johnstone (Cooper S), 38.30s; M. Williams (Cooper S), 36.42s; H. Shepherd (Jag E Type), 39.31s; M. Overton (Marcos), 36.98s; W. Cole (Jaguar V12), 36.55s; R. Waldron (Lotus Seven), 40.77s; J. Dillard (Cooper), 38.74s; A. Hinds (Mallock U2), 34.04s; D. Render (Brabham BT 29X), 32.93s; T. Williams (March 752), 30.68s.

Ladies: Miss C. Ashford (Magnum), 42.4s.

Improving British 2CV Cross

Hertfordshire workshop manager David O'Keefe became the first British driver to win a British round of the International 2 CV Cross Championship hotly contested by the foreigners.

O'Keefe, driving the Graveley Motors mount, won an exciting final at the two-day Hants & Berks MC meeting at Blackbushe, after a wheel to wheel tussle with Tony Humm's Lovekyn Garages-entered car. After a couple of the top foreigners had dropped out in the middle of the final, these two Brits set about entertaining the rather small crowd with a superb display of 2 CV Crossing.

This year's circuit at Blackbushe is tighter than last year's, offering few opportunities for overtaking and O'Keefe and Humm proved without a doubt that, despite the relatively low speeds at which these lurching French cars travel, the racing can be every bit as exciting as high-speed circuit racing.

Only two foreign drivers finished in the top ten, a tribute to the improving standard of the British drivers, the first being Frenchman Gerard Tilliette from Dunkerque who was fifth and won Total's award as best foreign driver.

1, David O'Keefe; 2, Tony Humm; 3, John Waghorn; 4, Jeff Wilson; 5, Peter Havaux; 6, Gerard Tilliette; 7, Roger Arnold; 8, Dave Holt; 9, Steve Diggins; 10, Marjorie Cheetham.

Smith again in autocross

Bearwood printer Terry Smith scored his second best time of day award in this year's BTRDA Autocross Championship when he headed an entry of 55 at the Welsh Counties Club event at Cowbridge near Cardiff on Sunday. A second run time of 1m 33.3secs with his 1600cc Mini Ford gave him victory by just over a second from Bob Light in his Scorpion Special.

The day's outstanding class battle was in the up to 1600cc category, where another Midlander, Paul Bell, came from behind to snatch the class in his Mini from John Hawkins in his Mini-Jem by three tenths of a second.

The ex-Roger Clark works four wheel drive Capri, now owned by S. Hunt, scored an impressive win in the 13 strong over 1600cc class beating the BDA Escort of Dimi Mavropoulos by 3.2 secs. The latter just took second place from a very determined Terry Westley in his VW, but the redoubtable George Warren was a long way back in fourth place using his son's 1300cc Escort in this class for reasons best known only to himself.

Frank Morris, fellow member of the HF Sprinteam with Smith, took the up to 1300cc class by over 3secs, the major casualty here being Clive Trueman whose Escort threw a rod on the first run.

BTD: T. Smith (Mini Ford), 1m 33.3s.

Class winners: I. Gill (Mini), 1m 37.5s; T. Smith (Mini), 1m 35.6s; F. Morris (Mini), 1m 38.2s; P. Bell (Mini), 1m 40.3s; S. Hunt (Capri), 1m 35.2s; B. Light (Scorpion), 1m 34.5s; R. Easton (TVR Tuscan), 1m 44.5s.

● Steve Roberts, the Hitchin building worker who won the first chance to race the Brands Hatch Racing Rolatruc opportunity car (*Sports Extra* June 16), acquitted himself well at the weekend. He finished fifth in his heat—and first public race—and ninth in the final of the *Kent Messenger* FF1600 series with the Elden.

Stu Lawson takes double at Knockhill

Racing returned to Knockhill on June 12 with the Dunfermline Car Club organising seven ten-lap races. Practice started wet but the races, which were all rather processional, were run on a dry track.

The first event of the day, for Formula Fords, was a walkover for Stu Lawson (Hawke DL17) from George Franchitti's DL15. Duncan Hall's chances were ruined when someone used the back of his car as a brake during the first lap.

Doug Niven (Border Rievers Escort) had an easy victory in the special saloon race in spite of a ten-second penalty for a push start. Walter Robertson (Sportstune Escort) and Jimmy Robertson (Turbo Escort) fought over second place, the battle being resolved in favour of the latter.

Although Norman Dickson (March 772) started well back down the grid, he finished the *libre* race 45 seconds ahead having lapped everyone but Charlie Munro (Chevron B25/29), who was second, and third placed man Andy Smith (Mallock 17DD).

Race four for production saloons provided another flag to flag win, this time for Ian Stirling (Capri) who was closely followed for the ten laps by up to 2000cc class winner Andrew Jeffrey (Dolomite Sprint) with Hamish Irvine (Dolomite Sprint) six secs in arrears.

Stuart Lawson (Hawke DL17) won the second Formula Ford race but Duncan Hall (Hawke DL17) was only three seconds behind after starting from the back on the grid, with George McMillan (Hawke DL17) third.

The sixth race, a combined event for special saloons and production saloons, was won by Doug Niven (Escort) who was follwed by Walter Robertson (Escort), these two lapping the entire field.

The clubmans/modsport event was won by John Mackie (Gryphon 1600) after Ken Allen (Mallock 17DD) had his engine tighten at Clark Corner on the last lap spinning out of a very comfortable lead.

NORMAN KENYON

results

Formula Ford Race: 1, Stuart Lawson (Hawke DL17), 10m 22.0s; 2, George Franchitti (Hawke DL15), 10m 23.8s; 3, George McMillan (Hawke DL17), 10m 35.8s; 4, Bernard Hunter (Van Diemen), 10m 39.0s; 5, Bryan Gowans (Hawke DL12), 10m 45.0s; 6, Dave Steedman (Hawke DL12B), 10m 59.0s. **Fastest lap:** S. Lawson, 60.8s.

Special Saloon Race: Overall and Class 1: 1, Doug Niven (Ford Escort), 10m 08.8s; 2, Walter Robertson (Ford Escort), 10m 10.0s; 3, Jimmy Robertson (Ford Escort Turbo), 10m 10.8s; 4, Colin Simpson (Ford Escort), 10m 40.0s. **Fastest lap:** Niven, no time given. **Class 2:** 1, Ewan Buchan; 2, Norman Whitmey; 3, Paul Hazell. **Fastest lap:** Buchan, no time given. **Class 3:** 1, James McGaughay; 2, Eric Patterson; 3, James Jack. **Fastest lap:** McGaughay, no time given.

Formule Libre: 1, Norman Dickson (March 772), 8m 50.6s; 2, Charles Munro (Chevron B25/29), 9m 35.6s; 3, Andy Smith (Mallock 17DD), 9m 40.4s; 4, Niel Williamson (Dulon), 9 laps; 5, Reg Forrester-Smith (Marquiss Magnum 1600), 9 laps; 6, Dave Steedman (Hawke DL12B), 9 laps. **Fastest lap:** Dickson, 51.0s.

Production Saloons: 1, Ian Stirling (Ford Capri), 12m 00.4s; 2, Andrew Jeffrey (Triumph Dolomite Sprint), 12m 02.4s; 3, Hamish Irvine (Triumph Dolomite Sprint), 12m 08.4s; 4, Hugh Birley (Ford Capri), 12m 10,3s; 5, Vic Covey (Mazda RX2), 12m 15.0s; 6, Robert Ritchie (Triumph Dolomite Sprint), 12m 32.2s. **Fastest lap:** Stirling, 70.8s.

Formula Ford Race: 1, Stuart Lawson (Hawke DL17), 10m 19.6s; 2, Duncan Hall (Hawke DL17), 10m 22.6s; 3, George McMillan (Hawke DL17), 10m 23.4s; 4, Bryan Gowans (Hawke DL12), 10m 28.6s; 5, George Franchitti (Hawke DL5), 10m 39.56s; 6, Dave Steedman (Hawke DL12B), 10m 46.0s. **Fastest lap:** Lawson, 60.8s.

Combined Saloon Cars Race: 1, D. Niven, 10m 4.2s; 2, Doug Niven (Ford Escort), 10m 04.2s; 2, Walter Robertson (Ford Escort), 10m 05,0s; 3, Colin Simpson (Ford Escort), 9 laps; 4, Ian Forrest (Drambuie Imp), 9 laps; 5, James Jack (Imp), 9 laps; 6, McGaughay (Imp), 9 laps. **Fastest lap:** not given.

Clubmans and Modsports Race: John Mackie (Gryphon 1600), 9m 5.8s; 2, George Franchitti (Dulon), 10m 07.2s; 3, Andy Smith (ASM Elan), 10m 17.0s; 4, Reg Forrester-Smith (Marquiss Magnum), 10m 21.0s; 5, Duncan Hall (Lotus Europa), 10m 22.0s; 6, John (Fyda (Agra Elan), 10m 47.6s. **Fastest lap:** John Mackie, no time given.

KENT MESSENGER FORMULA FORD 1600 CHAMPIONSHIP

		Apr 04 Brands Hatch	Apr 24 Brands Hatch	May 08 Brands Hatch	Jun 12 Brands Hatch	Jun 19 Brands Hatch	Jul 17 Brands Hatch	Jul 31 Brands Hatch	Aug 14 Brands Hatch	Oct 02 Brands Hatch	Total points
1.	Tony Hallwell	20	—	20	22	22					84
2.	Paul Sleeman	—	—	15	17	—					32
	Kim Furner	8	4	—	12	8					32
4.	Simon Davey	—	—	10	8	12					30
5.	Richard Trott	—	15	—	12	—					27
6.	Peter Lawrence	17	—	2	6	—					25
	etc										

Tony Sugden—a convincing special saloon win.

Cadwell to Sugden

The varied eight race programme organised by the NSCC at Cadwell Park last Sunday provided incidents, close racing and touches of both nostalgia and comedy. Of several fine drives during the day, Tony Sugden's was the most memorable, the unassuming 2.0 Escort driver convincingly beating Doug Niven and Alastair Lyall in their similar special saloons.

The FF opener promised to be, as it has often been in the past, a battle between Tony Barley (Royale RP21) and Glenn Eagling (Van Diemen RF76). Barley headed the field into Coppice at the start but Eagling chopped to the outside driving around Barley to take the advantage on the uphill approach to Charlies. At the end of the first lap Eagling had established the secure lead he was never to lose and Barley was having to cope with the combined attentions of six other very closely following front runners. This he did throughout except for a brief spell when Mick Starkey (ATS Merlyn) headed him.

Bill Pinckney's black Jaguar 2.4 had the legs of the similar but British Racing Green Weston Park Racing team cars of Gordon Bruce and Bob Meacham. Meacham was subdued by a broken gearbox casing, which caused a severe vibration, but he maintained his advantage over the dualling Chuck Nicholson (Jaguar Mk 8), Terry Harris (Jaguar 2.4) and Peter Halls (Zephyr). Harris escaped unhurt when his car rolled and caught fire exiting the final bend (see *Sports Extra*).

Onlookers stared in amazement as, 100 metres into the Monoposto event, John Lancaster (JCM6) was launched across the track and crashed heavily into the armco on the outside of the circuit without being collected by any of the following cars. Out in front Joe Applegarth (Brabham BT23C) and Julian Pratt (JPS 11A) diced for the lead with the latter eventually scoring his first ever race win by a scant 0.4s. Peter Gillett (Genie Mk 13) was a lonely third after a very slow start while behind him 'The Streaker' kept the ex-Hill Lotus 35 and its down-on-power engine just ahead of the hard trying Ray Thomas (Revoray Mk III).

Chase as they might Doug Niven and Alastair Lyall could not stop Brook Hire Liverpool Racing's Tony Sugden disappearing into the distance ahead of them and winning the special saloon thrash. Clive Watts' 1.0 Wallinger Imp was handled by the designer Richard Wallinger himself, who dominated his class and knocked over 2 secs off the lap record feeling the benefit of his new M&H tyres on his way to fourth overall. Ian Rogerson (1.3 Mini) was the other class winner after Geoff Byman (Mini) had retired nestled in the armco after bouncing off David Farrer's 1.3 Escort.

Libre and Clubmans cars contested the eight lapper. Poleman Richard de la Rue (Mallock U2) looked to be heading for maximums in both the Clubmans and the 'King of Cadwell' *Libre* points, that were at stake, until he coasted to a halt with a dead ignition system. Martin Watson took over the lead and scored a *Libre* victory with his Formula Atlantic GRD while Barry Smith (Mallock U2) inherited second spot and the clubmans spoils. Third was Joe Applegarth, his elderley Brabham looking tremendous and lapping considerably faster than in the Monoposto event.

The unlikely quartet of Sid Holle (Cooper Monaco), Rupert Glydon (Lola Mk 1), John Oxborough (Jaguar E) and Peter Richings (MG Midget) provided an intriguing and close battle for the lead of the combined modified and historic sportscar thrash. The two older cars were fast in a straight line but frustrated the wider tyred modsports cars with their cornering speed and occasional lapses of track manners. The final order was a delighted Oxborough, just ahead of Hoole and Richings, while Glydon would have been a close fourth had he not spun on the last lap.

The grids of the smaller classic saloons and MGA register cars closed the programme with processional races. Steven McHale (Borgward Isabella) won the saloon thrash from numerous A35s of which Andy McLennan's was the most prominent. Surprises in the MGA event were that Alan Ward outran Roy McCarthy all the way and that a duck, which insisted in prominading itself across the track, actually survived its race long walk.

ANDY LEEDER

results

North of England Formula Ford Championship round (8 laps): 1, Glenn Eagling (Van Diemen-CES RF76), 13m 28.6s, 80.13mph; 2, Tony Barley (Royale-Titan RP21), 13m 40.4s; 3, Mick Starkey (ATS Merlyn-Scholar), 13m 40.6s; 4, Martin Watson (Hawke-Bectune DL17), 13m 44.2s; 5, Alan Stringer (Crossié-Cheshire 30F), 13m 44.8s; 6, John Simpson (Royale-Bartran RP21), 13m 48.4s. **Fastest lap:** Eagling, 1m 39.6s, 81.32mph.

Classic Saloon Car Championship round over 2000 cc (8 laps): 1, Bill Pinckney (Jaguar 2.4), 16m 21.4s, 66.02mph; 2, Gordon Bruce (Jaguar 2.4), 16m 32s; 3, Bob Meacham (Jaguar 2.4), 17m 06s; 4, Chuck Nicholson (Jaguar Mk 8), 17m 09.6s; 5, Peter Halls (Ford Zephyr) 17m 12.4s; 6, Alan Mills (Ford Zephyr), 17m 49.2s. **Fastest lap:** Pinckney, 1m 58.2s, 68.52mph.

Varley Batteries Monoposto Championship round (8 laps): 1, Julian Pratt (FPS 2A), 12m 49.8s, 84.17mph; 2, Joe Applegarth (Brabham BT23C), 12m 50.2s; 3, Peter Gillett (Genie Mk 13), 12m 57.2s; 4, The Streaker (Lotus Mk 35), 13m 14.6s; 5, Ray Thomas (Revoray Mk III), 13m 14.8s; 6, Brian Uriwin (Titan Mk 6), 13m 22.6s. **Fastest lap:** Pratt and Gillett, 1m 34.2s, 85.98mph.

Alan Pond Trophy NSCC Special Saloon Car Championship round, over 1300 cc; 1001-1300 cc and up to 1000 cc (8 laps): Overall and over 1300 cc: 1, Tony Sugden (2.0 Ford Escort), 13m 21s, 80. 89mph; 2, Doug Niven (2.0 Ford Escort), 13m 25.6s; 3, Alastair Lyall (1.8 Ford Escort), 13m 27s. **Fastest lap:** Sugden, 1m 38.4s, 82.31mph. **1001-1300 cc:** 1, Ian Rogerson (Mini), 78.00mph; 2, Barry Reece (Mini); 3, Martin Pearson (Datsun Cherry). **Fastest lap:** David Farrer (AET Ford Escort), 1m 44.2s, 77.73mph. **Up to 1000 cc:** 1, Richard Wallinger (Wallinger Imp), 78.07mph; 2, Paul Haywood-Halfpenny (Sunbeam Imp); 3, Robert Roe (Mini). **Fastest lap:** Wallinger, 1m 41.4s, 79.88mph (record).

Nottingham Cup, Peter Wingfield Trophy & Hooley Rosebowl, Clubmans and Formule Libre 'King of Cadwell' championship round (8 laps): 1, Martin Watson (GRD), 12m 39.6s, 85.30mph; 2, Barry Smith (Mallock U2), 12m 47.6s; 3, Joe Applegarth (Brabham BT23C), 12m 48.4s; 4, Johh Ford (Gryphon), 13m 19.8s. **Formule Libre:** 1, Watson; 2, Applegarth; 3, David Whitaker (PPS 77). **Fastest lap:** Watson, 1m 32s, 88.04mph. **Clubmans A:** 1, Barry Smith, 84.41mph; 2, Ford; 3, Dave Orbell (Stallwood U2). **F astest lap:** Richard de la Rue (Mallock U2), 1m 31.2s, 88.81mph. **Clubmans B:** 1, Ken Brown (Mallock Mk 16), 77.23mph; 2, Nick Bailey (Mallock U2); 3, Dave Horsley (Mallock 16). **Fastest lap:** Brown, 1m 42.2s, 79.25mph.

Dick Protheroe Trophy Modified Sports championship round and Historic Group 1 cars (8 laps): Overall: 1, John Oxborough (Jaguar 'E; Type), 15m 04.4s, 71.64mph; 2, Sidney Hoole (Cooper Monaco), 15m 05.2s; 3, Peter Richings (MG Midget), 15m 05.8s; 4, Rupert Glydon (Lola Mk 1), 15m 13.2s. **Fastest lap:** Hoole, 1m 49.6s, 73.90mph. **Modsports 'B' 1151 to 1500 cc:** 1, Peter Richings, 71.53mph; 2, Eric Adams (A H Sprite); 3, Jan Freakley (MG Midget). **Fastest lap:** Richings, 1m 49.8s, 73.77mph. **Modsports 'C' 1500 to 2000 cc:** 1, Iain Gorrie (Triumph GT6), 69.05mph. No other finishers. **Fastest lap:** Gorrie, 1m 54.8s, 70.55mph. **Modsports 'D' Over 2000 cc:** 1, Oxborough. No other finishers. **Fastest lap:** Oxborough, 1m 51.2s, 72.84mph. **H istoric Group 1:** 1, Hoole, 71.58mph; 2, Glydon; 3, John A. da S. Lucas (Porsche 356). **Fastest lap:** Hoole, 1m 49.6s, 73.90mph.

Classic Saloon car championship round Under 2000 cc: (8 laps): 1, Steven McHale (Borgward Isabella T5), 17m 01.6s, 63.42mph; 2, Andy McLennan (A35), 17m 24.4s; 3, Marc Lawrence (A35), 17m 38.4s; 4, Charles McMullin (A35), 17m, 42.2s; 5, Philip Smyth (Wolseley 15/50), 17m 58.2s; 6, Brian Pallett (A35), 18m 12.8s. **Fastest lap:** McHale, 2m 05.4s, 64.59mph.

MGA Marque Racing Championship round (8 laps): 1, Alan Ward, 15m 51.6s, 68.09mph; 2, Roy McCarthy, 15m 57s; 3, Vic Ellis, 16m 01.2s; 4, John Halton, 16m 46.2s; 5, Jack Edney, 16m 57.2s; 6, Dennis Seabrook, 17m 10s. **Fastest lap:** McCarthy, 1m 55.6s, 70.96mph.

Hathaway at Stone

Several close class battles highlighted the Borough 19 MC autocross at Stone, near Dartford, on Sunday where the Essex driver Graham Hathaway set BTD on his third run with his 1600cc Escort.

John Revell took a narrow win in the well-supported large-capacity saloon class, beating Nick Cullins by two-tenths of a second. In an equally exciting clash in the big capacity Mini Class, Mike Crookes beat K. Billings by four-tenths of a second, Billings almost snatching the class in his last run.

Peter Cook, who set BTD at the previous, first meeting of the club in his half-a-Mo special had to settle for second place behind the Scorpion of Ian Porteous.

BTD: G. Hathaway (Escort), 1m 24.0s.

Class winners: I. Thomson (Mini), 1m 26.4s; G. Standage (Escort), 1m 33.6s; C. Haines (Porsche) 1m 31.8s; T. Mason (Mini), 1m 27.2s; J. Revell (Escort), 1m 25.6s; M. Crookes (Mini), 1m 25.2s; I. Porteous (Scorpion), 1m 27.6s; I. Ward (Mini), 1m 29.0s; M. Musson (Escort), 1m 30.8s.

● With 79 points from eight events John Larkin (Clubman GT) is the current leader in the BTRDA Autotest Championship. He is four points ahead of Steve Stringer (Lotus 7), with 75pts from the same number of events and Dick Squire (Sprite) is third with 61pts from seven events. Trevor Smith (Sprite) has only appeared at six events for a total of 59pts for fourth and Mike Sones (Clubman GT) has 52pts from six events.

Medway at Brands

BBC Radio Medway was much in evidence at Brands Hatch on Sunday, one race bearing the station's name and another catering for Medway staff and local journalists in ShellSport Escorts. Best of the Rochester MC-organised racing was once more provided by the Formula Ford boys, who had two heats and a final for the *Kent Messenger* series, although the SodaStream Sports 2000 race, with just enough cars this time to reach double figures, showed much promise in the early stages.

Race one was for Minis with classes for Mini 7 and Mini 1000. In a shambolic start it almost looked as if there were as many left behind as actually racing. Things were not in fact quite that bad, but the field spread rapidly with all the action at the front. Peter Hill led every lap across the line, but the story might have been different had Ken Brown not retired with a broken fan belt. Behind second man Stephen Hall, Gerry Hulford, Peter Daniels and Roy Finlay had a bumping and leaning battle for third which finished in that order.

Plunkett heads the FF field

The next race, the first Formula Ford qualifier, also produced confusion when a dropped sumpful of oil sent people off in all directions. Willy Ribbs coped best with the conditions to bring his Royale to the flag comfortably ahead of Tony Halliwell (Hawke), and Simon Davey was a steady third in his Nike. Gilmar Camolesi de Souza profited at others' expense, keeping his Royale pointing the right way to take fourth.

Heat two was a more orderly affair and proved faster too. Kim Furner (Royale) was the winner, but only just from a rapidly closing Jeremy Plunkett (Crosslé) who first had to get to the head of the main bunch before chasing the leader. Mike Burchett (Hawke) and Len Greeney (Royale) were next after two of their competitors flew off on the last lap.

The final at the end of the day was led initially by Ribbs from a ragged Furner, Plunkett and Halliwell, but series leader Halliwell dealt with the other two and caught Ribbs at two-thirds distance. He timed his bid for the lead just right, going ahead into lap 11 and leaving the American a little out of breath. Furner lasted in third place until lap nine, when he spun and lost two places at Clearways, but Plunkett had already gone, spinning at McLaren and dropping right to the back on lap seven. This promoted Simon Davey to third place and Mike Wallaker (Jomic) to fourth, then came Furner and de Souza.

Between the Formula Ford heats, and suffering badly by comparison, the ShellSport race for BBC Radio Medway folk and journalists from local papers was rather poor fare apart from a few entertaining incidents. Medway's regular man at Brands, John Brice, put his previous experience to good use and won the day, chased early on by Elaine Johnson until she spun and in the later stages by Tony Valence, who set fastest lap.

Incidents galore enlivened the Atlas Photography Formula 1300 race, so much so that it was quite hard to follow the course of events. Three cars—the Mallocks of Charles Allen and Brian Colvin and the Centaur of Dick Miller—dominated, but fortunes were ever-changing and some appallingly slow backmarkers made their mark by baulking the leaders at different times. Allen, benefiting from an engine rebuild by last year's champion, Phil Lloyd, strengthened his hold on the championship with a well-judged win from Colvin and Miller.

There was no question about the winner of the Radio Medway *libre* race. Keith Holland's only problem was backmarkers who didn't look in their mirrors but, even allowing a margin of safety to take care of that difficulty, he was way out in a class of his own with Len Gibbs' F5000 Lola. Don Gray's Chevron B28 stayed within about half a lap, and the F2 Wimhurst of Philip Guerola and Adrian Russell's Atlantic Lola also avoided being lapped, but the rest were doubled at least once.

The Tigas of John Webb and John Brindley gave Tim Schenken something to cheer about with two front row positions on the ten-car Sports 2000 grid, albeit behind Divina Galica's SodaStream championship leading Lola. The race started excitingly with Divina and Webb changing places for the lead, but Divina took the lead for good on lap three and Webb slipped back to an eventual third when his exhaust fell off. John Cooper (Lola) benefited from this to take second place, but never remotely looked like challenging Divina. Prodsports man Chris Alford (Lola) took fourth place. Fifth was Mike Ostroumoff, who started badly but drove well to pass front row starter John Brindley before the end, Brindley having been put off his stride when Alford and Cooper crowded him out at Surtees early on.

PAULINE PHILLIPS

results

Graham Hill Championship Race for Mini 7 and Mini 1000 saloons (10 laps): 1, Peter Hill (1.0 Mini), 10m 12.6s, 70.73 mph; 2, Stephen Hall (850 Mini), 10m 19.4s; 3, Gerry Hulford (850 Mini), 10m 22.8s; 4, Peter Daniels (850 Mini), 10m 23.4s; 5, Roy Finlay (850 Mini), 10m 23.6s; 6, David Mabbutt (850 Mini), 10m 30.2s. **Mini 1000:** 1, Hill; 2, Mike Crust; 3, Peter Major. **Fastest lap:** Ken Brown, 59.4s, 72.95 mph. **Mini 850:** 1, Hall, 69.95 mph; 2, Hulford; 3, Daniels. **Fastest lap:** Hulford, Finlay, 1m 00.6s, 71.50 mph.

Kent Messenger Formula Ford Championship, heat one (10 laps): 1, Willy Ribbs (Royale-Scholar RP24), 9m 19.0s, 77.51 mph; 2, Tony Halliwell (Hawke-Minister DL15), 9m 26.0s; 3, Simon Davey (Nike-AVJ Mk10B), 9m 41.8s; 4, Gilmar de Souza (Royale-Minister RP24), 9m 44.4s. **Fastest lap:** Ribbs and Halliwell, 52.2s, 83.01 mph.

ShellSport Escort journalists' race (8 laps): 1, John Brice, 9m 31.4s, 60.66 mph; 2, Tony Valence, 9m 32.2s; 3, George Pixley, 9m 35.0s; 4, Nick Jenkins, 9m 39.6s; 5, Keiron Wood, 9m 43.8s; 6, Mike Gunnill, 9m 48.4s. **Fastest lap:** Valence, 1m 07.4s, 64.29.

Kent Messenger Formula Ford Championship, heat two (10 laps): 1, Kim Furner (Royale-Scholar RP21), 9m 02.2s, 79.91 mph; 2, Jeremy Plunkett (Crosslé-Rowland 30F), 9m 02.8s; 3, Mike Burchett (Hawke-Thacker DL12), 9m 10.6s; 4, Leonard Greeney (Royale-Minister RP21), 9m 12.8s. **Fastest lap:** Plunkett, 51.4s, 84.30 mph.

Atlas Photography Formula 1300 Championship Race (10 laps): 1, Charles Allen (Mallock U2 Mk11B), 9m 59.6s, 72.26 mph; 2, Brian Colvin (Mallock U2 Mk11), 10m 02.0s; 3, Dick Miller (Centaur Mk13), 10m 02.4s; 4, John Law (Samantha U2), 10m 14.6s; 5, Graham Kay (Mallock U2 Mk18B), 10m 23.4s; 6, Keith Messer (Messer 3), 10m 28.8s. **Fastest lap:** Allen, 55.8s, 77.65 mph.

Radio Medway Formula Libre Trophy Race (12 laps): 1, Keith Holland (5.0 Lola-Smith Chevrolet T332C), 9m 16.2s, 93.48 mph; 2, Don Gray (5.0 Chevron-Chevrolet B28), 9m 42.2s; 3, Philip Guerola (2.0 Wimhurst-Norvic Ford), 9m 59.4s; 4, Adrian Russell (1.6 Lola-Swindon Ford T360), 10m 20.8s; 5, Wil Arif (2.0 Reynard-Piper FF2000), 11 laps; 6, John Poxon (2.0 Osella-Holbay FAF), 11 laps. **Fastest lap:** Holland, 44.2s, 98.03 mph.

SodaStream British Sports 2000 Championship race (12 laps): 1, Divina Galica (Lola-Titan T490), 10m 09.8s, 85.27 mph; 2, John Cooper (Lola-Smith T490), 10m 18.8s; 3, John Webb (Tiga-Nelson SC77), 10m 19.2s; 4, Chris Alford (Lola-Brown T490), 10m 19.8s; 5, Mike Ostroumoff (Lola-Smith T490), 10m 21.8s; 6, John Brindley (Tiga-Racing Services SC77), 10m 24.8s. **Fastest lap:** Galica, 49.4s, 87.71 mph.

Kent Messenger Formula Ford Championship final (12 laps): 1, Tony Halliwell, 10m 32.2s, 82.22 mph; 2, Willy Ribbs, 10m 33.6s; 3, Simon Davey, 10m 42.0s; 4, Mike Wallaker (Jomic-Royale Mk2A), 10m 42.2s; 5, Kim Furner, 10m 43.2s; 6, Gilmar de Souza, 10m 47.9s. **Fastest lap:** Halliwell, 51.2s, 84.63 mph.

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Shortall—at last

Mondello Park finally has a new Formula Atlantic race winner, which, after virtually total domination by Patsy McGarrity, is big news indeed. It all happened at the County Kildare Club's Bank Holiday Monday meeting, when Derek Shortall scored his first Atlantic win in his second season in Ireland's premier formula. And not only did he beat the maestro fair and square, but he came through from the back of the grid to win by 1.6 seconds.

Des Donnelly in the Kinnane Modus M3 led off the line from McGarrity's Jet/Duckhams Chevron B39 and, on the first lap, Eddie Jordan retired the Marlboro Team Ireland March 74B with a broken spigot shaft. On lap four, John Ledlie retired the ex-Phil Dowsett Chevron B29, and the hard-charging Bill Gowdy retired his B25 on lap nine. With all the attention focused on the Donnelly-McGarrity dice, the progress of Shortall in the Vista Chevron B29 passed practically unnoticed but, on the drying track, he was relentlessly closing the gap on the leaders. On lap 11 McGarrity did his usual overtaking trick at Duckhams to lead from Donnelly and a lap later Shortall relegated Donnelly to third; then going into lap 13, Shortall took the lead from McGarrity under braking for Shell. At the end of the following lap, Shortall had 1.4 seconds in hand over McGarrity, and the question now was whether Shortall could hold this lead under pressure from the wily old fox himself. Shortall put in a quick last lap of 59 seconds, fastest of the race and better than McGarrity's 59.2 secs on lap 19, to extend his lead to 1.6 seconds at the flag. Donnelly dropped back to a distant third, 11.8 seconds down on McGarrity. Richard Parsons in a Chevron B20, Mike Nugent in a Modus and Pat Woods in a B25/27 filled the runner-up placings.

Racing opened with a Formula Ford heat, won by Brendan McKenna from Arnie Black, Alan Cahoon and P. J. Fallon, all in Crosslés. Noel Kavanagh crashed heavily on lap five at Castrol, his Hawke DL12 being so badly wrecked that it took half an hour to extricate him from the tangle of twisted tubing. Noel suffered two leg fractures and a badly damaged knee but was fortunate to escape more serious injuries. A number of drivers were afterwards reprimanded for ignoring the yellow and white flags, and for overtaking when the flags clearly indicated that this was forbidden. Six cars, over half the field, retired in the modsports race, including Morgan Dempsey who spun his MG Midget on the first lap at Esso and in the ensuing melee Stee Griffin damaged the offside rear corner of his similar Midget and had to retire after two laps. Out in front, John Keaney gave a great display of car control as he sped to an almost 20 seconds win in Liam Plower's MG Midget. Harold Hagan was equally impressive in his Midget, making up time for a first lap delay to finish second, with Denis McCarthy beating Peter Fitzpatrick for third.

The second Formula Ford heat was a processional affair, in which Joey Greenan in the Martin Donnelly Royale RP24 led Vivian Candy's Crosslé 30F and Dave Griffin's Royale RP21 throughout. For the modsaloons race, the rain poured down in torrents and David Hall continued his domination of this class by beating Fintan Cunningham's 1.3 Mini by two seconds with his 1.3 Hallspeed Imp. The two leaders were both on slicks yet dominated the field, with Mick Dillon third in his 1.3 Mini and Ned Murray winning the 1-litre class with his Imp in fourth place overall. Larry Mooney threw away his chances in the prodsaloons race when, after taking the lead, he went straight on at Shell under braking. Mooney's *faux pas* handed the lead, and the race, back to Ray Moore in an Opel Commodore Coupe GS/E, Gerry McGarrity finished second with his Mark 1 Escort RS2000, and Mooney's third with the Grange Motors Audi 80 GTE at least gave him another class victory.

The Formula Ford final started in dry conditions and, after an early nonsense by Greenan on lap three, Vivian Candy led from Arnie Black. With the rain came trouble for Candy, and with a broken engine mounting necessitating having to hold the car in gear, Candy was passed by Black. The new leader spun on lap 13, and Candy was back in front to go on to score the first win for Marlboro Team Ireland and his first in Formula Ford. Black recovered to finish second and Greenan also gathered himself together to take third in front of Michael Clifford in the Irish Nationwide Building Society Crosslé 32F.

It was raining heavily for the mixed Group 1 and Mini 7 race, won by Frank O'Rourke in his Commodore GS/E, with little competition from Reg Tuthill's Mark 1 RS2000. Best of the Minis was that of Eamonn Corrigan, but this 850 class is very slow indeed to take off at Mondello and at this stage the Leyland Ireland-sponsored Mini 850 Challenge looks like being a non-event, at least until more cars appear. The last race was a mixture of Formula Ford, Clubmans "B" and Formula Vee, in which the Formula Fords of Martin Boyle (Lotus 69F) and Tom Byrne (Crosslé 20F) dominated, with Richie Conroy taking the Clubmans class at third overall in his Gryphon C73. A surprising sixth, and Vee winner, was Shay Lawless in his All Mac, only 4.4 seconds down on Johnny Flynn's U2.

BRIAN FOLEY

Derek Shortall won his first Atlantic race at Mondello Park and the Ford Star of the Meeting award.

results

Formula Ford, Heat 1 (10 laps): 1, Brendan McKenna (Crosslé 30F), 10m 58s, 67.84 mph; 2, Arnie Black (Crosslé 25F), 10m 58.8s; 3, Alan Cahoon (Crosslé 25F), 10m 59.2s; 4, P. J. Fallon (Crosslé 25F), 11m 20s; 5, Harry Johnston (Crosslé 25F), 11m 25.4s; 6, Pat Bishop (Lotus 69), 11m 26s. **Fastest lap:** McKenna, Black, Cahoon, 1m 04.4s, 69.32mph.

Modsports (10 laps): 1, John Keaney (MG Midget), 11m 31s, 64.60mph; 2, Harold Hagan (MG Midget), 11m 51.2s; 3, Denis McCarthy (MG Midget), 11m 59.4s; 4, Peter Fitzpatrick (MG Midget), 12m 00.6s; 5, John Butler (MG Midget), 12m 07.8s. **Fastest lap:** Keaney, 1m 07.2s, 66.43mph.

Formula Ford, Heat 2: 1, Joe Greenan (Royale RP24), 10m 53.6s, 68.30mph; 2, Vivian Candy (Crosslé 30F), 10m 56.8s; 3, Dave Griffin (Royale RP21), 11m 06.0s; 4, Michael Clifford (Crosslé 32F), 11m 14.4s; 5, Martin Boyle (Lotus 69), 11m 18.6s; 6, Patrick McConnell (Crosslé 32F), 11m 21.8s. **Fastest lap:** Greenan, 1m 04.2s, 69.53mph.

Modsaloons (10 laps): 1, David Hall (1.3 Imp), 14m 35.2s, 51.01mph; 2, Fintan Cunningham (1.3 Mini), 14m 37.2s; 3, Mick Dillon (1.3 Mini), 15m 07s; 4, Ned Murray (1.0 Imp), 15m 10s; 5, Donal Carroll (1.0 Imp), 15m 11.6s; 6, T. P. O'Brien (1.3 Mini), 15m 34.8s. **Fastest lap:** Cunningham, 1m 24.2s, 53.02mph.

Showroom Saloons (10 laps): 1, Ray Moore (2.8 Opel Commodore Coupe GS/E), 14m 45.8s, 50.40mph; 2, Gerry McGarrity (Ford Escort RS2000), 14m 46.6s; 3, Larry Mooney (1.6 Audi 80 GTE), 14m 47s; 4, Frank O'Rourke (2.8 Opel Commodore Coupe GS/E), 15m 05.4s; 5, Ken Fildes (Citroen GX2), 15m 10.4s; 6, Russell Connell (3.0 Ford Capri GT), 15m 14s. **Fastest lap:** McGarrity and Mooney, 1m 27.0s, 51.31mph.

Formula Atlantic (20 laps): 1, Derek Shortall (Chevron B29), 21m 02s, 70.04mph; 2, Patsy McGarrity (Chevron B39), 21m 03.6s; 3, Des Donnelly (Modus M3), 21m 15.4s; 4, Richard Parsons (Chevron B20), 21m 38.6s; 5, Mike Nugent (Modus M3), 21m 58.2s; 6, Pat Woods (Chevron B25/7), 19 laps. **Fastest lap:** Shortall, 59s, 75.66mph.

Formula Ford Final (15 laps): 1, Vivian Candy (Crosslé 30F), 17m 41.2s, 63.10mph; 2, Arnie Black (Crosslé 25F), 17m 45.8s; 3, Joe Greenan (Royale RP24), 17m 50s; 4, Michael Clifford (Crosslé 32F), 17m 59.6s; 5, P. J. Fallon (Crosslé 25F), 18m 12s; 6, Harry Johnston (Crosslé 25F), 18m 14.6s. **Fastest lap:** Candy, Black, McKenna and Griffin, 1m 04s, 69.75mph.

Group 1/Mini 7 (10 laps): 1, Frank O'Rourke (2.8 Opel Commodore Coupe GS/E), 12m 26.8s, 59.78mph; 2, Reg Tuthill (Ford Escort RS2000), 12m 38.2s; 3, Gerry McGarrity (Ford Escort RS2000), 13m 20.6s; 4, Don Kissane (3.0 Ford Capri), 13m 44s; 5, David McCullough (3.0 Ford Capri GT), 13m 48.8s; 6, Russell Connell (3.0 Ford Capri GT), 9 laps. **Fastest lap:** O'Rourke, 1m 11.8s; 62.17mph. **Mini 7:** Eamonn Corrigan, 9 laps.

Formula Ford/Clubmans 'B'/Formula Vee (10 laps): 1, Martin Boyle (Lotus 69), 11m 30.8s, 64.62mph; 2, Tom Byrne (Crosslé 20F), 11m 34.6s; 3, Richie Conroy (Gryphon C73), 11m 52.8s; 4, Tony Skinner (Lotus 61), 11m 53.8s; 5, Johnny Flynn (U2 Mk II), 11m 54.8s; 6, Shay Lawless (All Mac Vee), 11m 58.4s.

Second win for Newton . . .

A second-run time of 65.28secs was good enough to give Alan Newton his second sprint victory within seven days when he won the Derelliott Sprint, run by Wallasey MC on the seafront at New Brighton last Saturday, driving his Huron.

Now a regular and popular event in the Wallasey calendar the event had 100 entries for the thrash up and down the promenade with a course length of 1.2 miles.

G. Deakin and A. Taylor had a grand tussle in Class 16, Deakin (March 742) getting the class by just two-tenths of a second from Taylor's Ensign. At the other end of the power scale P. Wood just beat John Casey in the Cooper S struggle, the margin again being two-tenths of second. The small capacity sports car class produced a win for Des Richardson in his Midget who had 1.3secs in hand over J. Cornall's similar car. Things were a little closer in the over 2-litre class with the TVR 3000M of S. Halstead beating the Morgan +8 of F. Robson by 1.08secs.

BTD: A. Newton (Huron), 65.28secs.

Class winners: P. Wood (Cooper S), 74.86s; G. Swinbourne (Escort), 73.06s; T. Carthy (Mini), 75.77s; D. Richardson (Sprite), 76.51s; A. Wareing (Elan), 73.79s; S. Halstead (TVR 300M), 74.14s; I. Knowles (Sprite), 73.73s; B. Prest (Mallock U2), 68.43s; M. Bartram (Joeb Special), 67.99s; A. Staniforth (Terrapin), 75.79s; G. Deakin (March 742), 66.69s; D. Hartley (Brabham BT18), 71.15s; C. Wild (Capri), 79.12s.

. . . and third for Larkin

Esso-sponsored John Larkin scored his third win in successive weekends when he took his Clubman GT to overall victory by seven seconds at the Dunlop MC's autotest at the East Car Park at Fort Dunlop, Birmingham, on Sunday.

Larkin finished the 15 tests with a total of 617.4secs to head a field of 18 throughout the day. Second, and having one of his best days for some time, was Richard Yapp in his Sprite who took Class One. The small-engined Sprite of Ray Webb made mincemeat of his class finishing more than half a minute ahead of the competition while Mike Herbert, despite a wrong test and a couple of pylons thrown in, still won Class Five by seven seconds.

BTD: J. Larkin (Clubman GT), 617.4secs.

Class winners: R. Yapp (Sprite), 624.8s; R. Webb (Sprite), 634.8s; P. Jeffrey (Escort), 749.2s; M. Herbert (Escort), 690.8s.

● After two rounds qualifying for the *Aberdeen Press and Journal* Speed Trophy—a hill climb at Fintray and a 750MC sprint at Knockhill—three drivers are tied for first place, and only three points cover the top 13. Leaders are Roger Fisher (Fiat 128 Sport), Trevor Kemp (Ginetta) and Derek Russel (Austin-Healey Sprite).

Forward Trust

1000 SPECIAL SALOON CAR CHAMPIONSHIP

		class/poss	Apr 03 Silverstone	Apr 17 Cadwell Park	Apr 24 Croft	May 01 Silverstone	Jun 07 Donington	Jun 19 Thruxton	Jun 26 Brands Hatch	Jul 31 Donington	Aug 14 Brands Hatch	etc	Total points
1.	Malcolm Johnstone	A1	3	5	4	2	—	—					14
2.	Richard Long	A2	5	—	—	5	—	2					12
3.	Mike Kirby	C1	1	—	—	3	4	3					11
4.	John Homewood	A3	—	—	—	—	5	5					10
5.	Bill Richards	C2	—	4	2	—	2	—					8
6.	Malcolm Bell	A4	2	—	4	—	—	—					6
	Basil Dagge	A5	—	—	—	3	2	1					6
	Chris Roberts	C3	3	—	—	—	3	—					6
	Charles Bernstein	C4	—	—	—	—	1	5					6
	etc												

BAT BUILDER PRODUCTS HISTORIC SPORTS CAR CHAMPIONSHIP		class/poss	Mar 12 Silversone	May 15 Brands Hatch	May 28 Donington	Jun 19 Silverstone	Jun 25 Silverstone	Aug 06 Oulton Park	Sep 04 Snetterton	Total points
1.	John Bearsley	B1	9	9	9	9				36
2.	Richard Bond	A1	9	9	6	6				30
3.	Willie Green	A2	—	6	9	9				24
4.	Simon Phillips	B2	—	4	6	6				16
5.	Chris Stewart	B3	4	3	3	2				12
6.	Brewster Righter	A3	—	3	4	4				11
7.	Chris Metcalfe	B4	6	—	—	3				9
8.	Ian Marshall	B5	—	—	4	4				8
	etc									

True Lydden clubbie

The BARC South-Eastern Centre were in charge at Lydden on Sunday and held a seven race programme catering for the true clubman. A couple of minor incidents did not deter race officials who carried it all off smoothly.

In the opening special saloon race Ed Punt's Park Avenue Motors 2.0 BDG Escort always held the upper hand over Gary Streat's ultra low 1.3 Mini. Roy Marsh (1.0 Mini) retired from third spot early on and Brian Leeks (1.3 Escort) moved up a place with Mike Scott (1.0 Anglia) recovering to take fourth after a first lap rotation at the hairpin.

A startline shunt in the Formula 4 event involving Mike Brett's Brabham BT15/21, Mike Wilder's Delta and Ian Beech's GRD brought the red flag out immediately for the track was fairly littered with cars. Beech's car was the only one not to make the restart. When the flag dropped again it was Lou Wright (March) and Bob Laughton (Tecno 76H) who led away Eddie Heasell (Brabham BT38C) but the experienced Heasell took Laughton going up Hairy Hill and Wright coming down to lead going into the second lap. Wright dropped a place to Laughton and later retired with a broken throttle cable, and Mike Brett inherited third although closing right up on Laughton who had survived a last lap tour on the grass at the Hairpin.

In the Formula Ford race Paul Sleeman's absence assured a good win for Tony Howard (Crosslé 30F) and he made no mistake leading from flag to flag well in command of Len Marchant (Brabham). A close tussle for third between Ray Howard (Rostron) and Ray Schmidt (Hawke) livened up when they performed a perfect pirouette at the Elbow on the last lap, Howard getting going again to take third.

In the 750 Formula race, championship leader Roland Nix (Wessex) was on the front row as usual but not in his customary pole position, this being filled by John Giles (JGS Mk5B). But at the start it was middle of the front row man Bob Simpson (SS Reliant) who led, chased by Giles with Nix a lowly sixth until an outbraking manoeuvre at the elbow put him up to fourth. Nix had secured the lead a lap later and Simpson kept a safe second, while Giles and Chris Elmes (Silver Y) were having a frantic dice for third and fourth. After making contact at the elbow on the last lap it was Elmes, with front bodywork flapping, who took third ahead of Ian Sclanders (DNC Mk3) a quieter fourth.

The consolation race for F750 boys also had a mêlée at the start with someone going the wrong way, someone being push started and poor Colin Robinson (Panda) trying to get through them both. But Mick Harris (Darvi) made the most of this and took a clear win with Peter Barrell (Time) second and Robinson getting up to be third.

Steve Everitt (MG Midget) won the modsports race as he pleased. A fair scrap for second between Rupert Flin (MG Midget) and Colin Chalmers (MG Midget) went the former's way after Chalmers put his into the bank near the startline. This let in Barry Waterhouse's interesting and entertaining Lancia Fulvia for third place.

The final race was for *Formule Libre*, which gave all the Formula Fords another outing but this time they had to try to contend with poleman Melvyn Coon with his "ageing" Dino Four. Tony Howard (Crosslé) led for three-quarters of the first lap but, once Coon slipped inside, the result was a foregone conclusion although Coon did slow up towards the end.

PAUL HARMER

results

Special Saloons (10 laps): 1, Ed Punt (2.0 Ford Escort), 8m 10.4s, 73.41mph; 2, Gary Streat (1.3 Cooper S); 3, Brian Leeks (1.3 Ford Escort); 4, Mike Scott (1.0 Ford Anglia); 5, Hugh Birley (3.0 Ford Capri); 6, Graham White (1.0 Mini). **Fastest lap:** Street, 47.6s, 75.63mph.

Formula Four (10 laps): 1, Eddie Heasell (Brabham BT38C), 7m 51.2s, 76.04mph; 2, Bob Laughton (Tecno 76H); 3, Mike Brett (Brabham BT15/21).

Formula Ford (10 laps): 1, Tony Howard (Crosslé-Flint 30F), 8m 3.4s, 74.47mph; 2, Len Marchant (Brabham-Scholar BT21/26); 3, Ray Howard (Rostron CT4); 4, Ray Schmidt (Hawke-Scholar DL11); 5, Keiichi Nakayama (Hawke-Scholar DL11); 6, John Pairott (Merlyn-Scholar Mk30). **Fastest lap:** Howard, 47.4s, 75.95mph.

Formula 750 Championship (10 laps): 1, Roland Nix (Wessex), 8m 24.0s, 71.43mph; 2, Bob Simpson (SS Reliant); 3, Chris Elmes (Silver Y); 4, Ian Sclanders (DNC Mk3); 5, Richard Stephens (Jerric III); 6, Dick Harvey (Darvi Mk4). **Fastest lap:** Nix, 49.2, 73.17mph.

Formula 750 Consolation (10 laps): 1, Mick Harris (Darvi Mk4), 8m 42.0s, 68.97mph; 2, Peter Barrell (Time 3); 3, Colin Robinson (Panda); 4, Mike Peck (Reliant); 5, Dave Robson (Viking); 6, David Elmer (Contard). **Fastest lap:** Harris, 50.2s, 71mph.

Modsports (10 laps): 1, Steve Everitt (MG Midget), 8m 30.0s, 70.59mph; 2, Rupert Flin (MG Midget); 3, Barry Waterhouse (Lancia Fulvia). **Fastest lap:** Everitt, 49.8s, 72.29mph.

Formule Libre (10 laps): 1, Melvyn Coon (1.6 Dino 4), 8m 8.8s, 73.65mph; 2, Howard (1.6 Crosslé-Ford 25F); 3, Marchant (1.6 Brabham-Ford); 4, Howard (1.6 Rostron-Ford CT4); 5, Nakayama (1.6 Hawke-Ford DL11). **Fastest lap:** Coon, 46.2, 77.92mph.

Showery at Combe

The BRSCC's SW centre organised meeting at Castle Combe on Bank Holiday Monday was run in showery weather conditions. The Formula Junior race saw Arthur Curnow (Lotus 22) score an easy win over his fellow Lotus pilots Alan Baillie (Lotus 20) and Al Black (Lotus 18). Mike Harrison's Brabham BTZ in fourth was the only interloper in a Lotus dominated race with Eric Priestley's Cooper Mk 5 winning the 500cc class.

It was still pretty soggy for the Debenhams Escorts and there was a very close duel for the lead between David Da Costa and Wayne Wainwright. Da Costa did most of the leading but Wainwright sliced past at Quarry on the last lap and Da Costa went off at Tower leaving the young Birmingham driver an easy win. An equally close third place battle (second place after Da Costa's Demise) was won by Graham Hollis from John Morris while Cyd Williams won a four car battle for fourth.

The track was pretty dry by the time the F4s came out but all runners opted for wets—which turned out to be a mistake. Eddy Heasell (Brabham BT38C) led early on until Alex Lowe forged into the lead (after a terrible start) in his Chevron B20. Lowe pulled out a big lead, despite considerable understeer as his wets overheated, until his engine cut out on lap seven. Ken Crook (Ensign MN77) inherited the lead which he held to the end well ahead of Heasell who just held off Mike Brett's CP Hydraulics Brabham BT15/21.

Brian Prebble's Hartwell Imp had no trouble in the up to one-litre special saloon race pulling out a huge lead to win easily, his task being made easier as Andy Holloway's normally rapid Imp hit trouble early on. This left Basil Dagge (1.0 Imp) fighting off Reg Ward's super low 850 Mini.

The Newbridge Trophy for FF1600s saw a very close race on a now quite dry track. At the end, it was Mike Taylor's Royale RP24 who won despite a big effort from Peter Williams (Hawke DL15) with David Toye and David Wheeler (Royale RP21) in attendance. These first four were covered by 1.8 secs at the finish.

David Mercer had an unchallenged win in the BRSCC modsports round in his smart 1.6 Elan. John Wilmshurst in the now sorted and rapid Whitegates Ginetta G4 was untroubled in second from Tony Wingrove's Porsche Carrera.

The Monopostos were given fifteen laps and the field soon became spread out especially after a few drops of rain eerly on. Peter Gillett dominated the race in his very smart Genie Mk13. Anthony Ford (Emberton M2C) and "The Stockbridge Streaker" (Lotus 35) duelled over second until Ford stopped out in the country leaving the Streaker to take second. The only close finish was between the Javelin builder John Lipman (Javelin JL3A) and Ray Thomas (Revorary Mk III) Lipman holding third at the finish despite a side by side exit to Camp for the last time.

Colin Hawker (DFVW)was never in any risk of losing the big special saloon race winning by 39 secs in the glorious sounding car. Phil Winter had a good run to second in his 2.0 Escort BDA and, despite a top end misfire, took a new class lap record. The rest of the field was very strung out with Geoff Janes (Firenza) next up. The 1300 class went to John Routley's rebuilt Cooper.

The final race saw *libre* expert John Bowtell (March 74B—not Marcos 74B as the programme stated!) pushed all the way by Alan Baillie having his first race in his March 752. Bowtell held Baillie off until the last lap when he slipped by. Bowtell fought back only to lose it in Camp and spin backwards over the line in second. While all this went on Baillie took his debut win. Adrian Russell (Lola T460) had more luck this week and worked up to third.

PETER RICHINGS

results

Formula Junior Championship Round (10 laps): 1, Arthur Curnow (Lotus 22), 15m 15.0s, 72.39mph: 2, Alan Baillie (Lotus 20), 15m 29.8s; 3, Al Black (Lotus 18), 15m 33.6s; 4, Mike Harrison (Brabham BT2), 15m 58.8s; 5, Michael Murphy (Lotus 22), 16m 40.4s; 6, Frank Tiedman (Lotus 22). **Fastest lap:** Baillie, 1m 28.4s, 74.93mph. **500cc class:** 1, Eric Priestley (Cooper Mk5), 64.35mph. No other finishers. **Fastest lap:** Priestley, 1m 38.8s, 67.04mph.

Debenhams Ford Escort Championship Round (10 laps): 1, Wayne Wainwright, 14m 28.0s, 76.31mph; 2, Graham Hollis, 14m 35.4s; 3, John Morris, 14m 36.6s; 4, Cyd Williams, 14m 49.8s; 5, Geoff Evans, 14m 50.0s; 6, Bill Postins, 14m 50.4s. **Fastest lap:** Wainwright, 1m 24.0s, 78.86mph.

Formula Four Championship Round (10 laps): 1, Ken Crook (Ensign MN77), 11m 50.4s, 93.24mph; 2, Eddie Heasell (Brabham BT38C), 12m 1.4s; 3, Mike Brett (Brabham BT15/21), 12m 1.8s; 4, Keith Hatton (GRD 372), 12m 21.6s; 5, Lew Wright (March 713M), 12m 47.6s; 6, Ian Beech (GRD 373), 12m 53.4s. **Fastest lap:** Crook, 1m 9.0s, 96.0mph.

BRSCC Special Saloon Championship Round; up to 1000cc (10 laps). Overall: 1, Brian Prebble (1.0 Hartwell Imp), 12m 34.4s, 87.80mph; 2, Basil Dagge (1.0 Hillman Imp), 12m 56.2s; 3, Reg Ward (850 Morris Mini), 12m 56.6s; 4, Alan Cooper (1.0 Hillman Imp), 13m 9.4s. **Up to 850cc:** 1, Ward, 85.29mph; 2, John Heathcock (850 Leyland Mini), 3, Simon Lee (850 Simini). **Fastest lap:** Ward, 1m 15.0s, 88.32mph. **851-1000cc:** 1, Prebble; 2, Dagge; 3, Cooper. **Fastest lap:** Prebble, 1m 13.4s, 90.25mph.

BRSCC (SW) Formula Ford Championship Round (10 laps): 1, Mike Taylor (Royale RP24), 12m 1.0s, 91.87mph; 2, Peter Williams (Hawke Minister DL15), 12m 1.2s; 3, David Toye (Royale Minister RP21), 12m 2.0s; 4, David Wheeler (Royale Harris RP21A), 12m 2.8s; 5, Mike Taylor (Crossle Smith 25F), 12m 8.6s; 6, Cliff Webb (Image Minister FF2B), 12m 9.8s. **Fastest lap:** Taylor, 1m 10.4s, 94.09mph.

BRSCC Modified Sports Car Championship Round (10 laps). Overall: 1, David Mercer (1.6 Lotus Elan), 12m 0s, 92.0mph; 2, John Wilmshurst (1.5 Ginetta G4), 12m 18.8s; 3, Tony Wingrove (2.7 Porsche Carrera RS), 12m 24.0s; 4, Gordon Howie (1.5 MG Midget), 12m 35.2s. **1151-1500cc:** 1, Wilmshurst, 89.66mph; 2, Howie; 3, Mike Donovan (1.4 MG Midget). **Fastest lap:** Wilmshurst, 1m 12.8s, 90.99mph. **1501-2000cc:** 1, Mercer; 2, Alan Kennedy (1.6 Morgan 4/4). No other starters. **Fastest lap:** Mercer, 1m 10.4s, 94.09mph. **Over 2000cc:** 1, Wingrove, 89.03mph; 2, Michael Fuller (3.0 AH 3000). No other finishers. **Fastest lap:** Wingrove, 1m 12.8s, 90.99mph.

Varley Batteries Monoposto Championship Round (15 laps): 1, Peter Gillette (Genie Mk 13), 16m 34.0s, 99.96mph; 2, "The Streaker" (Lotus 35), 16m 58.2s; 3, John Lipman (Javelin JL3A), 17m 2.4s; 4, Ray Thomas (Revoray Mk3), 17m 3.2s; 5, David Dudley (March 703), 17m 42.8s; 6, John Lancaster (JCM 6+), 17m 43.0s. **Fastest lap:** Gillette, 1m 4.4s, 102.86mph.

BRSCC Special Saloon Championship Round over 1000cc (10 laps). Overall: 1, Colin Hawker (3.0 DFVW), 11m 29.0s, 96.14mph; 2, Phil Winter (2.0 Ford Escort), 12m 8.0s; 3, Geoff Janes (2.3 Vauxhall Firenza), 12m 14.4s; 4, Brian Cutting (3.5 Ford Escort), 12m 18.8s. **1001-1300cc:** 1, John Routley (1.3 Cooper S), 85.31mph; 2, Barry Reece (1.3 Chosen Mini); 3, Steve Cobbold (1.3 Mini). **Fastest lap:** Routley, 1m 15.4s, 87.85mph. **1301-2500cc:** 1, Winter, 90.99mph; 2, Janes; 3, Peter Farrington (1.8 Ford Escort). **Fastest lap:** Winter, 1m 10.6s, 93.82mph **(record). Over 2500cc:** 1, Hawker; 2, Cutting; 3, John Morgan (3.8 Jaguar Mk1). **Fastest lap:** Hawker, 1m 7.2s, 98.57mph.

Formule libre (10 laps): 1, Alan Baillie (2.0 March 752), 10m 42.8s, 103.04mph; 2, John Bowtell (1.6 March 74B), 10m 43.2s; 3, Adrian Russell (1.6 Lola T460), 11m 10.6s; 4, "The Streaker" (1.6 Lotus 35), 11m 18.0s; 5, Roger Orgee (2.0 Elden Mk18), 11m 18.2s; 6, Willie Pascoe (2.0 Crossle CS7/9), 11m 27.4s. **Fastest lap:** Baillie, 1m 2.2s, 106.50mph.

No Voodoo on Turner

Special driver Rod Turner scored a double with his Voodoo III Special collecting BTD and the knock out at the Falcon MC's Knebworth Park autocross on Sunday. Turner, of the West Sussex club, was almost two seconds quicker than Ron Douglas in a much altered Escort and set his best time on his last run when the course was at its very best.

Sixty-nine competitors turned up for this fourth round of the London Counties Autocross chanpionship and Douglas was the cause of much interest for his BDA engined Escort had a Granada radiator fitted in the boot. The car had tremendous grip with the additional weight over the rear, so much so that it caused both trailing arms to bend but afterwards he expressed himself reasonably happy with the experiment.

Third quickest, and only fractions of a second behind Douglas was Laurie Manifold with his 2.1 VW and he romped away from mediocre class opposition.

Best battle was among the 850 Minis where Tim Fraser beat Frank Alderman by just three tenths of a second. In the one-litre Mini class Phil Manser had 1½secs in hand over Gordon Stuart but Steve Pepper (Sprite) had less than a second advantage over Ron Johnson's Elan.

BTD: R. Turner (Voodoo III), 126.4s.

Class winners: T. Fraser (Mini), 130s; A. Davies (Escort), 131s; L. Manifold (VW), 128.7s; P.Manser (Mini) 133.2s; R. Douglas (Escort), 128.3s; S. Pepper (Sprite), 137.9s; N. Bridger (Mini), 133.7s; A. Mitchell (Macumba), 130.4s.

SILVER CUB SUPER VEE CHAMPIONSHIP

		Mar 27 Thruxton	Apr 11 Castle Combe	May 22 Cadwell Park	Jun 06 Thruxton	Jul 09 Castle Combe	Oct 16 Cadwell Park	Oct 30 Snetterton	Total points
1.	Olly Hollamby	9	—	6	9				24
2.	Mark Litchfield	—	9	4	6				19
3.	Bruce Venn	6	—	9	2				17
4.	Ed Jones	3	6	3	—				12
5.	Nick Anger	1	3	2	4				10
6.	Mike Catlow	4	—	—	3				7
	etc								

● Malcolm Wilson and John Davies, as expected, won the Sultra Hillside Stages Rally, run by the West Cumberland CC on Sunday. Wilson, currently joint Group 1 leader in the RAC Rally Championship, was nearly a minute and a half faster than runners-up D. Cooke and M. Dinwoodie in another Escort. Seventy-eight crews tackled the event and 58 made it to the finish. Apart from Wilson, who was in a class on his own, competition was fairly close for the next five places.

Fordsters save Croft

Two well-stocked and well-fought Formula Ford races, narrowly won by Royale RP21 drivers Cameron Binnie and Tony Barley, saved the DDMC's Croft meeting on June 12 from mediocrity. The event received the enthusiastic backing of the Trustee Savings Bank but post Holiday *ennui* served to make the day's entry list very small. Dave Farrer (AET 1300 Escort BDA) set an unobtrusive class record on his way to virtually clinching the BARC Northern Special Saloon Championship. BARC? Yes, it was a rather odd meeting with races counting towards both BARC and BRSCC Northern Championships and with most drivers being invited to have a second race to fill out the radically reworked programme.

Cameron Binnie maintained his Rufforth form to leap into the lead of the Tate/BARC Northern FF opener which was backed by TSB. Initial challenger Mick Starkey retired the ATS Merlyn when the throttle jammed open but John Simpson's Royale soon latched on to Binnie's tail. Lap four, and Tony Barley spun wildly out of the Chicane which dropped him from third to sixth. Simpson briefly led on lap five and, before he repassed him, Binnie caught his nosecone on the Darlington driver's rear wheel. Cameron fell back with his front bodywork awry until the obstruction fell off and enabled him to get back on terms with Simpson. Despite all John's considerable skill the yellow car retook the lead at Spa last time round to take a worthy win by 0.2secs and consolidate his lead in both championships. Chris Lawson (Hawke DL17) was never far behind and finished an excellent third ahead of the battling Barley, Richard Philip (Lola T340) and Phil Tingle (Hawke DL15).

This splendid opener gave way to 14 assorted sports cars, fighting out a theoretical nine classes from three minigrids started at 10secs intervals! The results panel reveals the full complexity of this one. John Bury's Elan was untouchable overall and John Kirk (Davrian) and David Dalton (MG Midget) increased their respective championship leads. Chris Hart's U2 was potentially the fastest clubmans driver but a day of woe with a misfiring engine continued with an early retirement.

Although Bill Dryden (Toleman Group/SMT Firenza) held his expected lead throughout the special saloon feature Doug Emms hung on well with the big Camaro until hindered by back markers. Nevertheless second was enough to put Doug ahead in the Troy Tyre series. Keith Bowmaker's Escort V8 retired from third with worrying engine noises and Geoff Thompson (Escort-FVC) came through from a push-start to snatch third from David Farrer's rapid 1300. Class leader Malcolm Bell was forced to drop out when the Imp's distributor cut out when he was sixth overall.

The pace quickened again with the Formula Ford chargers out again for their Invitation race. Binnie again leapt into the lead but this time it was Barley who grabbed second from Simpson and Starkey. For a while it looked as though there wouldn't be too much excitement but then Barley closed dramatically on Binnie. Lap eight and Barley was in front for a few moments but Binnie reasserted himself with the Gains-borough man right up his exhaust pipe. Now, Barley has been known to overcook it on occasions but this time he was really driving well and, on the last lap, he squeezed past to snatch a delighted victory from Binnie. Simpson and Starkey had fairly quiet races in the next two places but Lawson was fifth from Philip and Tingle after another race-long scrap.

Dave Muter defected from pole position for the *Libre* race after a spinning car rolled back into his Lotus 69 in practice—removing a rear corner. Bob Rollo's March 73B/75B took command and his strongest opposition was removed when Warren Booth had the rear wing on the Scott collapse at Clubhouse at high speed. The resulting spin was highly alarming but ultimately harmless. Rollo's March was misfiring badly but he just held off Lawrence Jacobson's Chevron B23 with Joe Applegarth third in his 105th race in his pushrod Brabham BT23C.

The final special saloon Invitation didn't prove a lot but gave Emms, Farrer and Bell their easiest class wins for a long time. Interest evaporated when Geoff Thompson retired after a great start, with a detached petrol pipe. First timer David Leek did well to bring his very new Escort turbo to the finish.

CHRIS MASON

results

Trustee Savings Bank Formula Ford 1600, Tate Trophy and BARC Northern Championships round (15 laps): 1, Cameron Binnie (Royale-Minster RP21), 18m 58.8s, 82.98mph; 2, John Simpson (Royale-Bartram RP21), 18m 59.0s; 3, Chris Lawson (Hawke—Scholar DL17), 19m 01.2s; 4, Tony Barley (Royale-Titan RP21), 19m 04.4s; 5, Richard Philip (Lola-Scholar T340), 19m 07.6s; 6, Phil Tingle (Hawke-Scholar DL15), 19m 07.8s. **Fastest lap:** Binnie, 1m 14.4s, 84.68mph.

Richard Sutherland Trophy Modified Sports Car Championship round, up to 1150cc, 1151 to 1500cc, 1501 to 2000cc and over 2000cc; Skipton Finance Production Sports Car Championship round, classes 'A', 'B' and 'C'; and Clubmans Invitation, FF-engined and fully-modified (12 laps) Overall: 1, John Bury (1.8 Lotus Elan), 15m 11.8s, 82.91mph; 2, John Kirk (1.1 Davrian-Carter/Imp Mk5), 15m 31.0s; 3, Ken Brown (1.6 Mallock U2-Rowland Mk16), 15m 26.2s (corrected time); 4, Andy Grimshaw (2.0 Porsche 911S), 16m 20.8s. **Modsports up to 1150cc:** 1, Kirk, 81.20mph; no other starters. **Fastest lap:** Kirk, 1m 16.0s, 82.90mph. **1151 to 1500cc:** 1, Ron Harper (1.2 Triumph Spitfire), no speed given; no other finishers. **Fastest lap:** not given. **1501 to 2000cc:** 1, Bury; 2, Grimshaw; 3, Ian Gorrie (2.0 Triumph GT6). **Fastest lap:** Bury, 1m 14.6s, 84.45mph. **Over 2000cc:** no starters. **Prodsports class 'A':** no finishers. **Fastest lap:** not given. **Class 'B':** no starters. **Class 'C':** 1, David Dalton (1.3 MG Midget), 65.89mph; 2, Arthur Hannan (1.3 MG Midget); no other starters. **Fastest lap:** Dalton, 1m 33.4s, 67.45mph. **Clubmans FF-engined:** 1, Brown, 81.62mph; 2, Geoff Lambert (Mallock U2-Holbay Mk18B); 3, Peter Green (Centaur-Davron 14B). **Fastest lap:** Brown, 1m 14.6s, 84.45mph. **Fully-modified:** no finishers.

Troy Tyre & Auto Centres and BARC Northern Special Saloon Championships round, up to 1000cc, 1001 to 1300cc and over 1300cc (12 laps): 1, Bill Dryden (2.5 Vauxhall Firenza Ecosse), 14m 41.0s, 85.81mph; 2, Doug Emms (6.1 Chevrolet Camaro Z28), 14m 51.2s; 3, Geoff Thompson (1.9 Ford Escort FVC), 15m 31.6s; 4, David Farrer (1.3 Ford Escort BDA), 15m 36.8s. **Up to 1000cc:** 1, Alex Wheeler (1.0 Mini-Cooper S), 69.97mph; 2, Tony Barret (1.0 Mini-Cooper S); no other finishers. **Fastest lap:** Malcolm Bell (1.0 Chrysler Imp), 1m 20.4s, 78.36mph.**1001 to 1300cc:** 1, Farrer, 80.70mph; 2, Robin Farquhar (1.3 Mini-Cooper S); 3, John Travis (1.3 Mini-Cooper S). **Fastest lap:** Farrer, 1m 13.8s, 85.37mph **(record). Over 1300cc:** 1, Dryden, 2, Emms; 3, Thompson. **Fastest lap:** Dryden, 1m 12.0s, 87.50mph.

Formula Ford 1600 invitation (12 laps): 1, Barley, 15m 04.6s, 83.57mph; 2, Binnie, 15m 04.8s; 3, Simpson, 15m 10.2s; 4, Mick Starkey (Merlyn-Scholar Mk20A), 15m 13.0s, 5, Lawson 15m 19.2s; 6, Philip, 15m 21.0s. **Fastest lap:** Barley, 1m 14.2s, 84.91mph.

BARC and BRSCC Northern Formule Libre Championship round, up to and over 1600cc; and Clubmans, FF-engined and fully-modified (15 laps) Overall: 1, Bob Rollo (1.6 March-BDA 73B/75B), 17m 48.6s, 88.43mph; 2, Lawrence Jacobson (1.9 Chevron-FVC B23), 17m 52.2s; 3, Joe Applegarth (1.6 Brabham-Ford BT23C), 18m 27.8s; 4, Bob Birrell (1.6 Supermova-Daghorn BH5), 14 laps. **Libre over 1600cc:** 1, Jacobson, 88.14mph; 2, Andy Grimshaw (2.0 Porsche 911S); no other finishers. **Fastest lap:** Warren Booth (2.0 Scott-Richardson/BDG P1), 1m 06.4s, 94.88mph. **Up to 1600cc:** 1, Rollo; 2, Applegarth; 3, Birrell. **Fastest lap:** Rollo, 1m 06.2s, 95.17mph. **Clubmans FF-engined:** 1, Ken Brown (Mallock U2-Rowland Mk16), 79.32mph; 2, John Lambert (Mallock U2-Holbay Mk18B); 3, Bob Elliot (Centaur-Davron 14B). **Fastest lap:** Brown, 1m 17.4s, 81.40mph. **Fully-modified:** no finishers. **Fastest lap:** Chris Hart (Mallock U2-Hart Mk17B), 1m 11.0s, 88.73mph.

Special Saloon invitation, up to 1000cc, 1001 to 1300cc and over 1300cc (10 laps) Overall: 1, Doug Emms (6.1 Chevrolet Camaro Z28), 12m 53.4s, 81.46mph; 2, David Farrer (1.3 Ford Escort BDA), 13m 19.4s; 3, Malcolm Bell (1.0 Chrysler Imp), 14m 18.8s; 4, John Kirk (2.3 Vauxhall Viva), 9 laps. **Up to 1000cc:** 1, Bell, 73.36mph; 2, Tony Barret (1.0 Mini-Cooper S); no other starters. **1001 to 1300cc:** 1, Farrer, 78.81mph; no other starters. **Fastest lap:** Farrer, 1m 18.0s; 80.77mph. **Over 1300cc:** 1, Emms; 2, Kirk; 3, David Leed (2.0 Ford Escort RS2000 turbo). **Fastest lap:** Emms, 1m 15.6s, 83.33mph.

SKIPTON FINANCE PRODUCTION SPORTS CAR CHAMPIONSHIP	class/poss	Mar 06 Croft	Apr 09 Rufforth	Apr 11 Croft	May 01 Croft	May 22 Croft	Jun 11 Rufforth	Jul 10 Croft	Jul 24 Cadwell Park	Aug 29 Croft	etc	Total points
1. David Datton	C1	4	3	3	5	3	2					20
2. Chris Meek	A1	3	5	5	—	3	3					19
3. John McCaffrey	C2	3	4	2	3	1	3					16
4. Howard Johnson	C3	4	3	5	—	—	—					12
5. Colin Blower	A2	1	3	3	—	—	—					7
6. Andy Dawson	C4	—	—	—	—	—	5					5
Bob Wheatley	C5	1	1	—	1	2	—					5
8. Malcolm Wayne	C6	—	—	—	—	4	—					4
Eric Carr	B1	—	—	2	—	—	2					4
Walter Warwick	A3	—	—	—	2	1	1					4
etc												

Nine lead Euroford

Dutchman Rob Leeuwenberg (Crosslé-Rowland 30F) won the third round of the European Formula Ford Championship at Zandvoort in Holland last Sunday, after a 20-lap race which saw nine different leaders, and the first five cars crossing the line in a photo finish.

There was a very large entry including David McLelland (Crosslé) and the Image team of Frank Bayes, Murray Dudgeon and Nick Ward. The fastest 15 qualifiers made the grid, the balance trying for their places in a qualifying race held on Saturday. All three Images found themselves in the qualifying race, but none qualified, thanks to a broken clutch on one car and spins by the other two drivers. McLelland did well to qualify fourth on the grid for the main race, for which Ed Brouwer was on pole in his Crosslé 32F.

There was a race-long lead dice between Brouwer, Michel Bleekemolen (Hawke DL17) and Paul Kalkoen (Crosslé 32F), Kalkoen setting the initial pace. However, the damp track soon took its toll, leaving Brouwer in the fences while Bleekemolen and Kalkoen tangled at Tarzan. The fight for the lead then developed into a fine dice between Bo Martinson (Royale RP24), Swedish driver Stanley Dickens (!) in his Van Diemen, Leeuwenberg, teammate Christian Clabot, Arthur van Dedem and McLelland.

McLelland spun twice and dropped back, but Leeuwenberg put up an outstanding performance, spinning twice out of the leading bunch, both times catching up and crossing the line in front. The first five—Leeuwenberg, van Dedem, Chabot, Martinson and Dickens—could hardly be separated by the timekeepers.

The Benelux Championship FF2000 race resulted in a well deserved win for Ross di Giaxi di Salvi and his Old Barbers Crosslé 33F, after a long dice with Michel Bleekemolen in his similar F&S car. Di Salvi, who has been the most consistent driver in the series this year, was using a new Titan motor, while Bleekemolen used a very quick Rowland and third man Ric van Kempen had Holbay power in his old Barbers Crosslé.

Fourth was Huub Vermuelen from fellow Crosslé driver Martin Henneman in another photo decision.

Desiré Wilson did not start, the victim of a bizarre accident on the warm-up lap having qualified sixth. Driving her Crosslé flat out through the fourth gear Tunnel Oost corner, she found two cars stationary on the racing line. The drivers had chosen this most dangerous corner at Zandvoort to practise their racing starts! Desiré had to drive into the catchfencing, emerging unhurt from her 100mph accident, which wrecked her car. The guilty drivers were later fined by the stewards, but this was no consolation to Desiré, who has scratched from Brands Hatch next weekend. Her car should be repaired in time for the Luxembourg Benelux round on July 2, however.

● With all drivers competing in standard Chevettes provided by the Ryland Group, Quinton MC's two man team, running for Sandwell borough, won the Black Country Olympics autotest which the Quinton club ran at Chasewater, near Cannock, on Sunday. On five tests, all on shale which cut up badly, they came through to beat the Owen Motoring Club pair, representing Walsall, by 11secs. The Owen pair, Nick Pollitt and Steve Thorpe were leading by two seconds into the last test where Thorpe got bogged down and the victorious Mike Harris and Nick Jones came through to win.

Elliott's High Moor

High Moor Motor Club from Oldham ran their first co-promoted autotest at Birch Services on the M62 on June 12, attracting a field of 21 entries. Mike Elliott in his new MG Midget, produced a faultless set of runs to win his first FTD cup (and a radio from Renault Ltd) by 23 secs from John North in his Beetle. The lead was taken in turn through the day by John Smith (1275 GT) and Nigel Middlehurst (Midget), but a couple of penalties incurred by Smith dropped him to an eventual second in class, and Middlehurst broke a half-shaft on the penultimate test but managed to finish first in class.

A new idea was an independent award donated by W. & B. Associates and presented to the fastest competitor on the final test to stop people resting on their laurels. Mike Elliott, running as last car, gave a display of superb accuracy to take the award and to bring to a close an enjoyable, well-organised event.

FTD: Mike Elliott, 341s.

Class winners: Ray Howarth (1275S), 374s; Robert Finegan (Escort Sport), 383s; John North (VW Beetle), 364s; Nigel Middlehurst (MG Midget), 421s. **Best Novice:** Graham Oldfield (Escort Sport). **Best Lady:** Sue Smith (1275 GT). **Best High Moor:** Les Wright (1275 GT).

Hammer it home

Kidderminster CC hosted the ninth round of the AMMC Thor Hammer Production Car Trial Championship at Neon Sollars near Bewdley on Sunday and, appropriately, the winner was Mike Stephens from Thor Hammer. In his limited slip differential equipped Mexico he was an easy overall winner with 68 marks dropped on the 32 sections.

Twelve of the 38 competitors contested class one where Geoff Spencer was a comfortable winner with Ray Warrington 19 marks adrift and, in class two, the Skoda Octavias of Steve Courts and Richard Taylor finished 28 marks apart.

Malcolm Brown took his Sprite to an easy win among the sports cars with a 12 mark advantage over Andy Lees and Steve Reynolds, driving Stephens' Mexico, won the Class four award with 13 marks in hand over Phil Shale's Stiletto.

Overall: M. Stephens (Mexico), 68 marks lost.

Class winners: G. Spencer (Cooper), 107 marks. S. Courts (Skoda), 101 marks; M. Brown (Sprite), 107 marks; S. Reynolds (Mexico), 82 marks; J. Lurford (Imp), 123 marks.

Roger's Grand Cup

With Mike Hinde having to retire when almost certain of overall victory, Roger Bricknell (Anglia Estate) came through to win the Grand Cup Production Car Trial organised by Mid Surrey MC at Boxhill Farm near Dorking on June 12.

Hinde, who had moved into a clear lead after three rounds of the twelve sections, went out of the competition suddenly when his Elan broke a drive shaft. Fifty six competitors turned out for the Esso sponsored event and Geoff Spencer headed the Mini class throughout to end up with a 35 mark advantage over Barry Parker, with Ray Warrington third.

Stephen Courts gave Bricknell a hard time in class two, the Skoda man getting to within 11 marks of Bricknell's total of 66 and these two were miles in front of Harry Tregenza, in his Mexico. Things were a little closer among the sports cars, Jim Loveday (Sprite) had a margin of 20 marks over Nick Hardey in a similar car, but he was only one ahead of Mark Kemp in his Fairthorpe.

The Carr family were much in evidence in the next class, where son Robert was best Mid Surrey member on 95 marks and he took this award in precedence to the class leaving Tammy Aberg in his Imp to take the class by one mark from Philip Young (Imp). Miss Pat Carr, daughter of the household, won the Novice Award.

Overall: R. Bricknell (Anglia Estate) 66 marks lost.
Class Winners: G. Spencer (Cooper), 75 marks: S. Courts (Skoda), 77 marks; J. Loveday (Sprite), 120 marks; T. A. Bird (Imp) 132 marks; J. Ludford (Imp) 111 marks. **Best Mid Surrey:** R. Carr (Imp), 95 marks. **Novice:** Miss P. Carr (Imp), 160 marks.

● David Bruns (NGK-All Proof ADF MkII) won his first American FF1600 National Victory and the coveted Queens Trophy at the recent Portland Rose Festival.

SILVERSTONE

Saturday's International status AMOC St John Horsfall meeting at Silverstone has already attracted more than 250 entries. This annual meeting, a must for historic enthusiasts, starts at 2pm after morning practice.

Feature event is the Martini International Trophy with such notable cars as a Ferrari 375 Grand Prix single-seater, Maserati 250Fs, two single-seater Aston Martins, Cooper Bristols, ERAs and many others. The Goddard and Smith Group 4 sports car race includes Lola T70s, Ford GT40s, Ferraris and Maseratis while the standard saloon car race—with more than 30 modern Aston Martins—has been likened (a little irreverently, we think) to an up-market ShellSport Escort race!

Lord's Taverners Ford 2000 competitors will have a crack at the Tom Baker (Dr Who?) race and there are championship events for Britax prodsaloons, Forward Trust special saloons, Oceanair clubmans and BARC Thoroughbred sports cars. Racing starts at 2.30pm with action off-circuit from 10.00am. Watch for a mid-afternoon air display, too.

CROFT

Six races also feature on Sunday's NSCC offering at Croft, with rounds of the club's special saloon, Formula Ford, *Libre*, modsports and clubmans championships on the menu. A Reliant 750 Formula championship race completes the programme which starts at 2pm after practice from noon.

BRANDS HATCH

Reigning World Champion James Hunt will turn chauffeur at the Kent circuit on Sunday, rubber-scrubbing a minibus round to give his many fans free circuit rides during MCD's James Hunt Trophy Meeting. A talk-in with spectators and an autograph signing session are among the extra attractions at this special meeting.

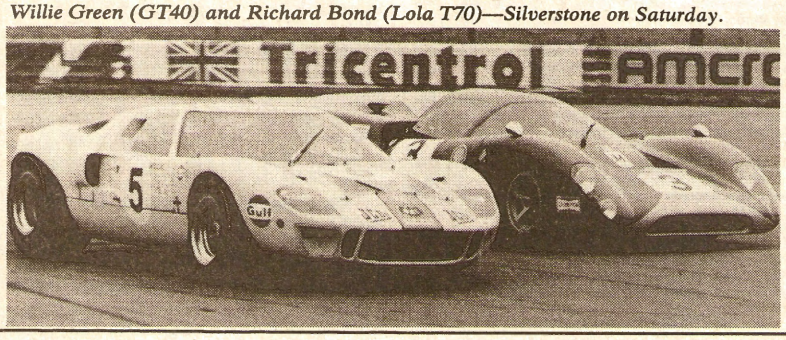
Feature event of the six-race programme, organised by the BARC, is a James Hunt Trophy race, a 60-lap qualifying round of this year's ShellSport International series, with an entry of 21 Group 8 cars.

MALLORY PARK

The BARC, a busy club this weekend, move to Leicestershire on Sunday for an eight-race championship programme with a variety of events that should appeal to a wide cross-section of enthusiasts.

Modsports competitors have a chance to score points in the STS series in two races divided by class; three heats and a final cover contenders in the BARC's own FF1600 championship and races for Formula Junior and Formula 4 complete the programme. Racing starts at 2pm after practice from 9.45am—so it's not too early a start.

Willie Green (GT40) and Richard Bond (Lola T70)—Silverstone on Saturday.



SNETTERTON

Scotland's Don Macleod and Brazil's Chico Serra will be "at home" at Snetterton on Sunday, driving their works Van Diemens (built just opposite the circuit) in the Townsend Thoresen FF1600 championship round.

The eight-race programme, organised by the BRSCC's East Anglian Centre, includes two heats and a final for the Formula Fordsters, an SKF Steel clubmans sports round and championship races for Century Supreme special saloons, Renault 5s and Leyland Cars Mini 1275 GTs. An MG 'T' Type race completes the programme, which starts at 2pm after morning practice.

LOTON PARK

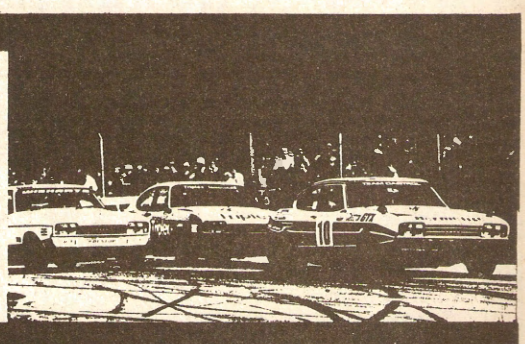
The halfway point in the 1977 Guyson/BARC Hillclimb Championship is reached on Sunday, when the Hagley & District LCC holds the first of two rounds at Loton Park. As ever Best Time of Day will almost certainly go to one of the big racing cars which are fighting for the Guyson/BARC FTD Awards Championship with arch rivals Roy Lane (Fenny Marine March-Cosworth DFV) and Alister Douglas-Osborn (Waring & Gillow Pilbeam-Cosworth DFV) currently separated by just three points. The meeting will start at noon after practice the previous day.

FINTRAY

More than 90 competitors have entered for the National Fintray Hill Climb on Sunday, which is sponsored by Butlin's Booking Offices of Aberdeen, Edinburgh, Glasgow and Gateshead, for the third year running. Variety is evident in the entry of this, the fifth round of the Grampian Television-supported Scottish Hill Climb Championship, with entries ranging from humble Minis to single-seat racing cars, from a Ferrari Dino to a Frazer Nash TT Replica. Fintray is the only venue in North East Scotland where the public can see these racing cars in action. Runs start at 2.30pm after morning practice.

International events

Date	Venue	Event
Jun 24/25	France	Antibes Rally—European Rally Championship for Drivers
Jun 24/26	Belgium	Ypres Rally—European Rally Championship for Drivers
Jun 26	Rouen, France	European F2 Championship—F3, F Super Renault, F Renault, G1
Jun 26	Osterreichring, Austria	World Championship of Makes (G5) Osterreichring 6 Hours
Jun 26	Monza, Italy	European F3 Championship
Jun 26	Brands Hatch, England	ShellSport International James Hunt Trophy Race (G8), FF2000, Production Saloons, Special Saloons, Clubmans, Thoroughbred Sports
Jun 26	Road Atlanta, USA	CanAm Challenge Cup round 2
Jun 26	Gimli, Canada	Labatts F Atlantic Challenge Series
Jun 26	Zolder, Belgium	F Super Vee, F Vee, FF, G1-5
Jun 26	Italy	Scarfiotti Trophy—European Hillclimb Championship



British events

Date	Venue	Event	Status	Club	Start	Details
Jun 25	Silverstone, nr Towcester, Northants	Race Meeting	R	Aston Martin OC	14.00	
Jun 25	Knockhill, nr Dunfermline	Rallycross	R	750 MC	13.00	Tannery Shops Scottish Rallycross Championship
Jun 25	Caterpillar Tractor Works, Uddingston (MR703616)	Autotest	R	Scottish SCC	10.30	Red Hackle Autotest
Jun 25	Loton Park, nr Shrewsbury	Autotest	C	Hagley & DLCC	—	Evening Autotest
Jun 25	Gwalia Service Station, Peniel Road, Carmarthen	Rally	R	Vale of Cothi MC	09.00	Rali Bro Myrddin Rally—BTRDA Gold Star Rally Championship
Jun 25/26	Market Place, Beverley, (MR107/02353965)	Rally	R	Reckitts MC	23.31	Cossack Rally
Jun 25/26	Scotch Corner Service Station, (MR93/2144053)	Rally	R	Stockton & DMC	23.30	Matgrove Novice Rally
Jun 25/26	Tavistock	Rally	CP	Tavistock & DMC	—	Midsummer Night Rally
Jun 26	Fintray, Aberdeenshire	Hillclimb	N	Aberdeen & DMC	14.30	Scottish Hillclimb Championship
Jun 26	Loton Park, Alberbury, nr Shrewsbury	Hillclimb	R	Hagley & DLCC	12.15	Guyson/BARC Hillclimb Championship
Jun 26	Burston Lodge, Smallfield, Surrey (MR187/315443)	Autocross	R	Sutton & Cheam MC	14.00	Mercury Despatch Autocross—LCAMC/ACSMC/ASEMC Championships
Jun 26	Hall Farm, Wolfhampcote, (MR151/518655)	Autocross	R	Rugby MC	14.00	—
Jun 26	Gurston Down, nr Salisbury	Hillclimb	R	BARC (SWC)	—	—
Jun 26	Burtonwood Services M62	Autotest	R	Ford (Halewood) MC	—	Merseyside Autotest Championship
Jun 26	Aston Ingham, (MR162/689238)	Autotest	CP	Ross & DMC	14.00	Grass Autotest
Jun 26	Eccles Precinct Car Park, Salford (MR109/778987½)	Autotest	CP	Triumph SOC	11.00	—
Jun 26	Mallory Park, nr Kirkby Mallory, Leics	Race Meeting	R	BARC	14.00	FF1600, F Junior, F4, F Libre, Special Saloons, Modsports
Jun 26	Snetterton, nr Thetford, Norfolk	Race Meeting	R	BRSCC (EA)	14.00	FF1600, BRSCC Renault 5, Club Sports, Special Saloons, Mini 1275/Mini 850, MG T Type
Jun 26	Croft, nr Darlington, Co Durham	Race Meeting	R	NSCC	14.30	Special Saloons, FF1600, F Libre, Modsports, Clubmans A & B, Reliant 750

Secretaries of the Meeting are requested to send details of all forthcoming events to Miss Linda McRae, Autosport Editorial, Haymarket Publishing, 76 Dean Street, London W1A 1BU

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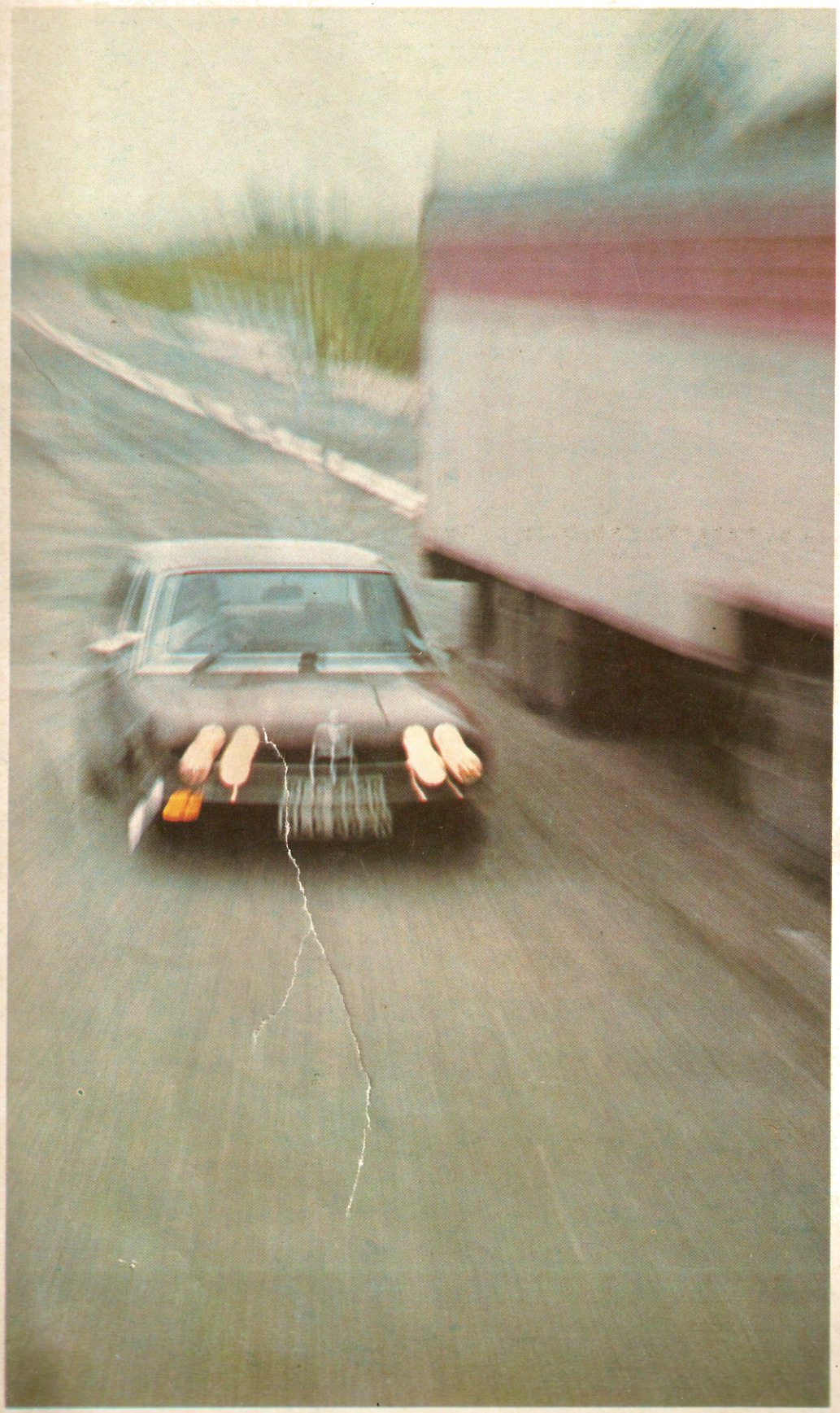

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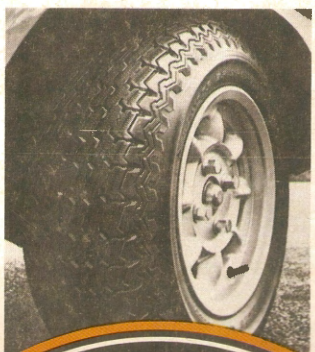

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