

# Autosport

Inside: 32 pages  
Grand Prix guide

Haymarket publication

July 14th 1977 30



## Silverstone: Grand Prix d'Europe



## Waldegaard: The other SuperSwede

Jaguars at the 'Ring □ Colour: F1 Renault Turbo □ Private Ear



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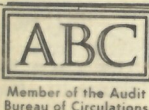
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## Don't miss it

Next weekend, the new Elf-Renault Formula 1 car will make its world debut at Silverstone. The whole of motor racing awaits the appearance of this car, wondering about the effects of a competitive performance by its 1½-litre turbocharged engine.

Britain's John Watson has driven the Martini-Brabham, with its Alfa Romeo engine, at the extreme front of recent Formula 1 races, and a second victory by the popular Ulsterman seems a definite possibility next Saturday. His fellow-Briton, World Champion James Hunt, showed in France that the latest Marlboro-McLaren is becoming a real threat to the front runners. Most of Hunt's year has been spent in the wilderness. Can he emerge from it this weekend? Silverstone always sees him at his absolute best.

For Jody Scheckter, the last three races have been trying, his Wolf taking no points at all from them. However, the South African can never be discounted, as is the case with both the Ferrari drivers, Niki Lauda and Carlos Reutemann. With only two wins from nine races, the Italian team is having a poor season by its normal standards, but still they lead the Constructors Cup. Another man to be reckoned with is Jacques Laffite, whose Ligier-Matra won the Swedish Grand Prix just a month ago. The Frenchman was one of the very quickest during the two days of testing last week.

Fastest of all, however, was the amazing Mario Andretti and the equally amazing JPS. Having taken the pole in the last three Grandes Epreuves, the signs are that Mario will make it four at Silverstone. The American starts the weekend with a definite psychological advantage.

Yes, Silverstone this weekend has all the makings of a classic meeting. The F1 race—this year the *Grand Prix d'Europe*—has attracted a colossal number of entries, and could well prove to be the race of the year. And Silverstone invariably produces drama. . . .

As well as the Grand Prix itself, there is a Formula 3 race with a really tremendous entry—the best seen at any F3 race this year. All the hotshoes from the European F3 Championship are coming over to do battle with the British-based brigade, and the last few laps should be heart-stopping. There is also a Group 1 race, featuring all the usual front runners, and do not forget the Historic race. It is more than likely that this will provide your one and only opportunity of seeing Stirling Moss in the car in which he really made his name—the Maserati 250F. He will be joined in the race by Jack Brabham and Roy Salvadori, two more great names from the not-so-distant past, and the sight of the three of them should be stirring. Stay and watch them!

As you all know, the BBC's shutters are still up to motor racing and there is little sign of their being lowered in the foreseeable future. So you won't be able to watch the race on the box.

Come, therefore, to Silverstone, The Grand Prix is wide open in the closest, most exciting season most of us can remember, and Saturday should be a *memorable* day. There is but one opportunity each year to see a full complement of Grand Prix cars in this country, and this is it. Don't miss it!

## cover picture

**Top: One of the sensations of the first half of the Grand Prix season, the Wolf Formula 1 car has scored no World Championship points for Jody Scheckter for three races. Will things be different for the 1974 British GP winner next Saturday? Photo: David Winter.**

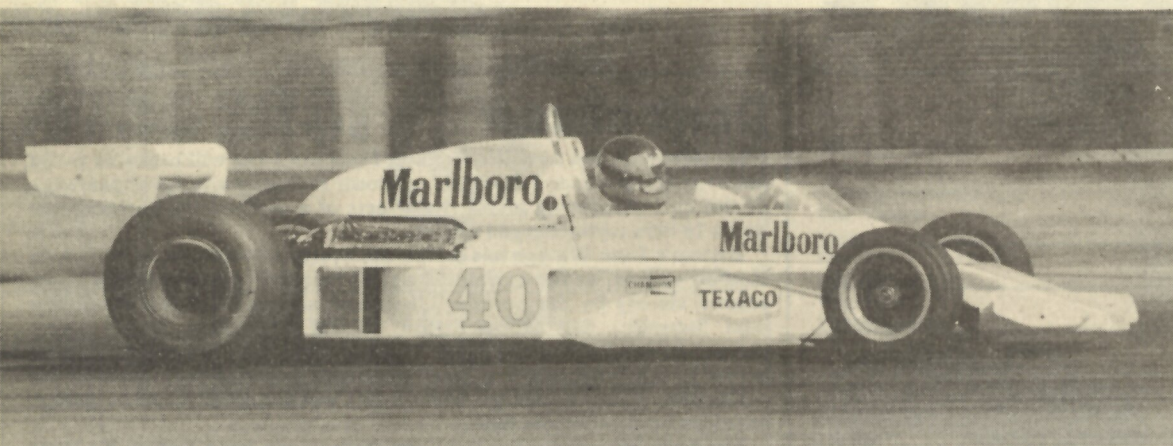
**Bottom: Surely one of the greatest rally drivers we have seen, Bjorn Waldegård is the subject of an in-depth profile in this issue (page 26). In this shot, his works/Alitalia Lancia Stratos is shown winning the San Remo Rally last October. Photo: Hugh Bishop.**

## next week

**Who will win Britain's major motor race of the year? Read our full report of Silverstone in next week's issue—Detailed coverage of the superb supporting programme—Nigel Rockey defends his Castrol/AUTOSPORT Rally Championship points lead on the ATS Stages—The full story of the Nogaro F2 race—Chrysler Avenger GLS test, plus the new Sunbeam—James Hunt reports on his own John Player British Grand Prix.\***

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





Despite having several spins on the first test day, Gilles Villeneuve was generally very impressive in the McLaren M23.

## Andretti quickest again

There seems to be no end to it. Mario Andretti once more showed them all the way during the two days of Formula 1 testing at Silverstone last week.

The American had two cars at his disposal and seemed equally quick in both. At a time when other leading runners were lapping at around 1m 20s, occasionally putting in the odd 19.6s or so, Mario was consistently getting the JPS 78 round in 1m 19.2s or thereabouts, putting in a quickest time of 1m 18.54s, virtually half a second clear of anyone else. In between winning the French Grand Prix and the first testing day—about 60 hours in all—Mario had been home to Pennsylvania! "I went out on Concorde. Really, I just wanted to be at home for the Fourth of July!"

Second quickest, predictably, was John Watson and the Brabham-Alfa BT45, who lapped in 1m 19.00s. Team-mate Hans Stuck was not present for these two days. Just a mite slower, on 1m 19.03s, was James Hunt, still feeling unwell but quite pleased with the Marlboro McLaren M26's behaviour at one of his favourite circuits. Behind the World Champion were the two Ferraris of Niki Lauda and Carlos Reutemann, on 1m 19.22s and 1m 19.67s respectively. Jacques Laffite's Ligier-Matra was

next up, with 1m 19.78s, the Frenchman testing on the Wednesday only. The only other driver to better 1m 20s was Vittorio Brambilla with the Surtees TS19, the Beta driver recording 19.96s.

Alan Jones's Shadow DN8 was eighth quickest, with 1m 20.42s, followed by Patrick Depailler, the only Elf-Tyrrell driver present, who did 1m 20.45s. During the course of the two days, Patrick appeared in the normal 1977-specification car and also in the wide front track chassis which he raced in the French Grand Prix.

Very close behind his former team-mate was Jody Scheckter, very unhappy with the 1m 20.49s which he recorded in the Wolf. On the first day, Jody had a horrifying experience when the car's rear wing flew off as he went through Maggotts at close to 150mph. The car apparently started spinning—in mid-air! Finally, it landed on one wheel, but miraculously did not turn over. Scheckter frankly admitted to being well and truly shaken up: "I really thought it was all over for me." Amazingly, the car did not hit anything and was undamaged. . . .

Just behind Jody was his brother, Ian, who did a commendably quick 1m 20.52s with the March 771. And next

up, mighty impressive, was Gilles Villeneuve in James Hunt's old McLaren M23, who got round in 1m 20.90s. The young French-Canadian impressed everyone with his coolness and confidence.

This was, after all, his first time out in a F1 car and his first sight of Silverstone, yet he drove like a seasoned campaigner. Equalling Villeneuve's time was Rupert Keegan, who drove both Ertl's and Rebaque's Heskeths, his own undergoing surgery at the factory.

And then there was the Renault, screaming and whistling its way round in 1m 21.00s. The session began badly for the new French team, the V6 engine melting its pistons after only a few laps. On Thursday, however, Jabouille put in a total of 100 laps, and there were no major dramas. At the very end of the day, there was a small breakage in the rear suspension. All in all, however, the Renault men were very happy with the RS01, and Jean Sage said it would definitely run in the John Player British Grand Prix—so long as it qualifies, of course. It left no one in any doubt about its power, however, the car being 13kmh quicker through the speed trap than Lauda's Ferrari and Watson's Brabham-Alfa, the quickest of the normally aspirated brigade!

Harald Ertl, there for Wednesday only, recorded 1m 21.16s, quicker than Emerson Fittipaldi's Copersucar, which still refuses to handle to the Brazilian's liking, and soaked the place with oil when an engine blew up on Thursday afternoon. Emerson's time was 1m 21.29s.

Last, there was the Durex Surtees which seemed to have different crash helmets in it every time it passed! John Surtees was testing three drivers in the car: Larry Perkins, Bob Evans and Henri Pescarolo. The Australian drove the car on Wednesday, setting a time of 1m 21.91s, which was very nearly equalled the following day by Evans, who did 1m 21.98s. Pescarolo, however, was much slower, his best lap being 1m 23.19s.

## Bell out

After our supplement had gone to press, Derek Bell's Penske PC3 entry of the John Player British Grand Prix was withdrawn. Paul Michael's Hexagon team had only one engine, said Derek, and it was thought unlikely by all concerned that the car would qualify.

Even if it did, Derek doubted that the one and only DFV would last for four days' hard running, and they had decided it would be better to withdraw than to disappoint their sponsors.

## Sutcliffe's RAM 761

Chris Andrews, whose Baty Gauging Equipment company has sponsored several F3 cars in the past, announced after our preview had closed for press, that he is to sponsor the 'veteran' British driver Andy Sutcliffe in five of this season's Grands Prix, beginning with Silverstone this week. Sutcliffe will drive the RAM March 761 previously occupied by Dutchman Boy Hayje. The latter's future with the team is uncertain, although it is likely that he will drive the car at Zandvoort for his home Grand Prix.

This is yet another comeback for Sutcliffe, whose career so far has never quite got off the ground. But Andrews is confident that Andy will do a good job. "He did 1m 22.8s at Silverstone last Tuesday—and that was without any front brakes," he said. "I am confident that Andy will qualify for the British Grand Prix."

## Edwards for BRM

When the Stanley-BRM runs at Silverstone this week, it will have a new driver, its third this year. Following tests at Snetterton last week, the Bourne management (?) has asked Guy Edwards to drive in the John Player British Grand Prix. "Well, they've asked me to try to qualify it, and I think I might as well have a go", said Guy on Tuesday, adding that what the car really needed was an intensive four-day test session. Also tested the same day was longtime BRM fringe man, Francois Migault, who finally wiped the back of the car off against a bank.

While the Steamer was at Snetterton, its usual driver, Conny Andersson, was at Silverstone, wistfully watching the FICA-only test days. He had no idea at that time that his services would not be required this week. Presumably someone has told him by now. . . .

## Swan back Henton

Brian Henton's privately-entered March 761 will be sponsored at Silverstone by Swan Lager, the sponsors of Derek Bell's Hexagon-run Penske PC3 at the Race of Champions. During testing last week—the day before the FICA arrived—Henton put in a lap at 1m 20.8s, which would indicate that his chances of qualifying are excellent.

Also to receive Swan backing at the GP will be the popular Irish F3 star, Derek Daly. Although Daly's deal was done first, it seemed briefly that he might lose it when Henton appeared on the scene. However, Swan have agreed to back both men.

● For the British Grand Prix, David Purley's Lec is to receive additional backing from Mopar. This is very welcome news, Purley's gallant F1 effort needing all the financial assistance it can find at the moment.

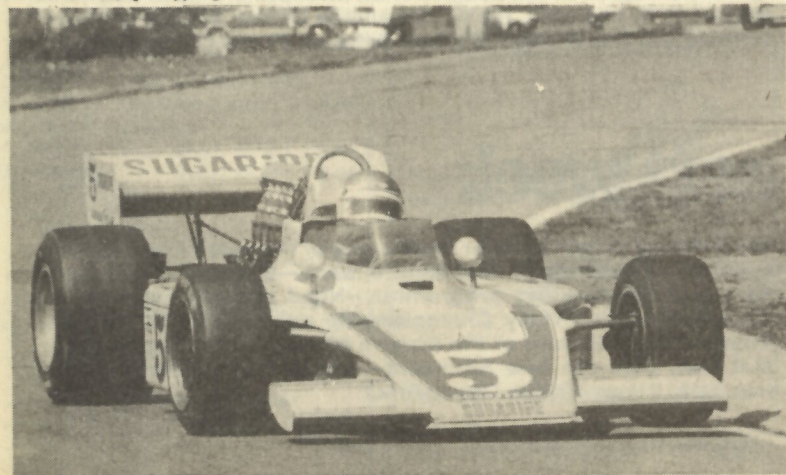
## Schuppan's TS19

As we closed for press, news came in of yet another driver change for the British Grand Prix. Driving the second Surtees TS19 this weekend will be Vern Schuppan, and not Larry Perkins, Bob Evans or Henri Pescarolo, all of whom

tested the car at Silverstone last week.

The popular and under-rated Australian has been out of Grand Prix racing for some time now, his last appearance being in a Hill GH1 at Anderstorp two years ago.

Vern Schuppan, back in F1 this weekend, drove this old Eagle in the recent Mosport USAC race, qualifying a brilliant fourth.





# 1978: Lauda and Depailler moving?

On September 1, team managers may start officially to approach drivers from other teams with a view to next year's contracts. The silly season, therefore, is beginning to get into gear. Johnny Rives, in the French daily *L'Equipe*, recently devoted quite a lot of space to speculation about changes for 1978, particularly with reference to the French contingent.

First of all, what of Patrick Depailler, whose season with Ken Tyrrell has been rather less successful than he would have hoped? Speculation is rife in France that he will leave Ken, after four years, and will drive alongside Jean-Pierre Jabouille in the Renault team next year. Patrick's ties with Renault are strong, of course. He has long been a member of the sports car team, and such a move would be entirely logical. The other possibility—again logical—is that he will stay put with the Tyrrell team, driving a new Phillippe-designed four-wheeler next year—powered by Renault! Currently, of course, there is no way of knowing whether Renault have any intention of selling their engines to other teams. If they have, it is reasonable to expect that Depailler in an Elf-backed Tyrrell would be their first choice. Should Patrick stay with Ken, it is thought that Didier Pironi would be the Renault team's first choice to back up Jabouille.

There are also rumours in France of a return to Grand Prix racing by Matra, suitably encouraged by their V12 engine's triumph in the back of Laffite's Ligier at Anderstorp. Were this to happen, Ligier would presumably have to look elsewhere for engines. The driver mentioned in connection with a new F1 Matra is Jean-Pierre Jarier. Going on from there, Jarier's leaving the ATS team would leave a spare seat with the German outfit, who have their

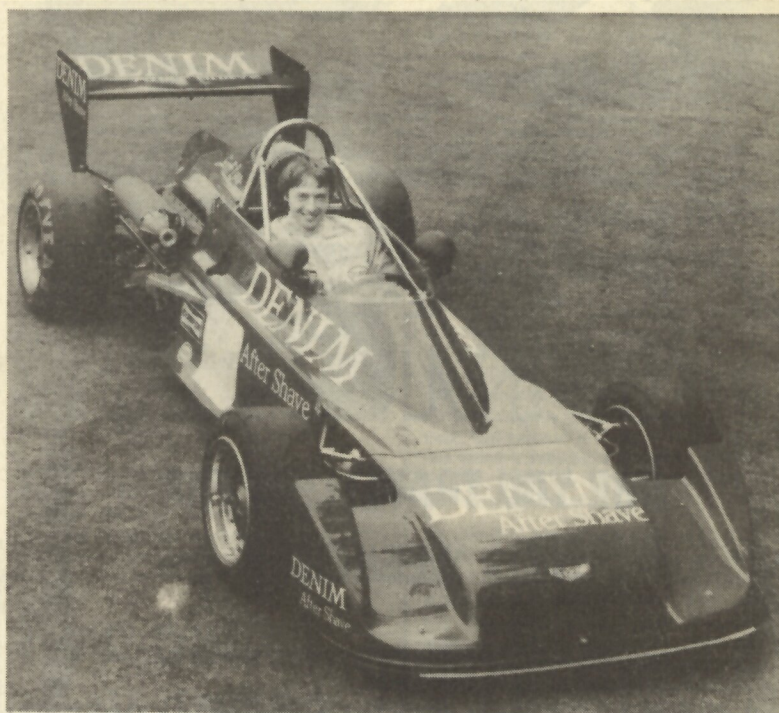
own car well on the way and are desperate to put a German driver in it. Mass? If he were to go to ATS, that would open up a vacancy with McLaren—for Villeneuve? No, no, we're getting ahead of ourselves here. . . .

Back to Rives. He goes on to suggest that Patrick Tambay might well drive a F1 Ralt, financed by Teddy Yip. Once more, quite logical. Ron Tauranac recently said that the F1 project would have to take second place to his huge customer commitments, but admitted that the drawings for the F1 car had all been done. Before Alan Jones went to Shadow, there was talk that he might appear in a Yip-backed Ralt. Tambay is now Yip's man and has driven a lot for him this year. It could easily happen.

All season long, of course, there have been rumours that Niki Lauda would be making a move at the end of the season. Should this happen, the front runner to secure Niki's talents must be Walter Wolf, who has become a close friend of Lauda in the past few months. Somehow, though, we find it difficult to envisage Jody and Niki in the same team. And it seems very unlikely that Lauda would make a decision before the Ferrari 312T3 appears.

Should Niki leave Maranello, who will partner Carlos Reutemann next year? Recent Italian reports have constantly suggested the names of Giacomelli and Patrese, but the choice of Emerson Fittipaldi could be closer to the mark. It has been said that Coper-sucar, having paid for three largely unsuccessful years, will not continue with the Fittipaldi team next year unless there is a considerable improvement in their results.

Quite probably, most of this will never come to pass, but still it's fun to speculate. . . .



At Silverstone this weekend, Geoff Lees will have Denim backing for his F3 Chevron.

## G2 dry sumps for Jaguar and BMW

Talk at the 'Ring naturally centred on the regulations allowing dry sumping in Group 2. The initial suggestion that dry sumps should be allowed met with heavy opposition from the CSI, and yet suddenly they became legal. Who had applied the pressure? It wasn't thought that Leyland had much to do with it.

In the top class, Alpina expect to

have a dry sumped engine at the next race, while Luigi Cimarosti's BMWs will almost certainly remain wet sump for the season. Luigi hasn't, of course, a great deal of time and money to play with, being essentially an amateur.

Leyland's attitude to dry sumping is that the system should be properly tested and developed before the modification is run, so it really depends on how well testing goes as to when a dry sumped Jaguar will be seen. Naturally, following the difficulties this year, it's at the forefront of Ralph Broad's mind. BMWs on the other hand, have previous G2 dry sumping experience.

The USAC race at Mosport Park (report on page 42) was a very important experiment. Dick King, the President and Competitions Director of USAC, has said that there are several road racing promoters who have indicated that they would like to stage similar races at their circuits. USAC has been keen to expand its championship, and to increase prize money at the lesser-known events. A prize money minimum of \$125,000 has been established for any road race which might become part of the USAC Championship, and King feels that three such races would be the ideal number to run each season. Some team managers—particularly the Parnelli crew, we would think—are in favour of having at least six. Whatever, the future of road racing for USAC cars seems assured and we're very glad to see it.



## Dron unlucky

Tony Dron was an unexpected visitor to the Nurburgring paddock on the Thursday before the Group 2 race. He was expecting to find a Group 2 Dolomite Sprint to which the works had lent backing and which was to be constructed by former Novamotor engine man Freddy Kessler from Switzerland. Kessler wanted to do Group 2 with a Sprint, and so too, after Salzburgring, did Leyland, so the deal was put together for Dron to share with Swiss G1 driver Jean-Claude Bearing. However, despite the car not being ready and no entry appearing in the programme, Kessler somehow forgot to inform either Tony or Leyland leaving a rather deflated Dron who was thoroughly looking forward to driving at the 'Ring.

● If you are intending to go to the British Grand Prix, don't take your instructions from the *Grauniad*. Last Saturday's edition, heaven help us, suggested that the race would be held on Sunday at Brands Hatch. . . . If the Kent countryside is invaded on Sunday, you know whom to blame. Surely it is not asking too much for the journal to get either the circuit or the date right, is it?



# All Alfa Romeo F1 car next year?

One day last week, the Italian daily newspaper *Corriere della Sera* carried an interview with Alfa Romeo's Carlo Chiti, in which the Italian engineer was quoted as saying that the chances of an Alfa Romeo F1 car appearing in the next year or so were excellent.

For some time now, as the Alfa Romeo flat-12 engine has become increasingly competitive, there have been stories of a full-time return to Grand Prix racing by the Italian company, but now there seems to be a very real possibility of this. Chiti said that such a car could be ready by the middle of 1978, with a view to entering competition at the beginning of 1979. Who

would design the chassis? Did the questioner not think that Alfa themselves were capable of it? retorted Chiti.

Signor Cortese, the current President of Alfa Romeo, is known to be very much more in favour of racing than was his predecessor, Guanni, who made efforts to close down Autodelta at one time. As well as that, Alfa Romeo has been enjoying something of a boom recently, and the financial climate is much more favourable than was the case two or three years ago.

And what about drivers? Chiti said that one of them would have to be Italian—public opinion demanded it. There should be no problem there, for



Chiti—optimistic.

Italy abounds in promising drivers, particularly Giacomelli and Patrese. As well as that, of course, should turbo-charged engines become a necessity, Alfa are in good shape. . . .

## Briefly . . .

● Toyota USA are to sponsor the US GP this year, the race's full title now being "The Toyota Grand Prix of the United States". Total sponsorship of the event, including advertising and promotion, is put at close to \$500,000.

Sad news from Watkins Glen is that a recent fire at the circuit destroyed all their records, which went back 30 years.

● On page 11 of this issue, there is a crossword competition for which Terry Ogilvie-Hardy, of Griffin Helmets Ltd, has kindly agreed to award three prizes. The applicant with the first correct entry will win a Griffin Clubman helmet, the second a Griffin Speedstar and the third a Jetstar. Send your entries to Griffin Helmets Ltd, Highfield Road, Halesowen, West Midlands.

● CanAm promoters will be glad of the news that George Follmer is to join the series later in the year. Herb Kaplan, who owns the McLaren M20 which George drove to second at Mosport last season, has bought an ex-Haas/Hall F5000 Lola, driven by Brian Redman in 1976. Kaplan intends to have it converted to CanAm specification, and Follmer will then give the series a much-needed boost.

● The CanAm association between Randy Lewis and the Shadow team is apparently at an end.

● What a very civilised idea. Entry to last weekend's USAC Sprint Car meeting at New Bremen, Ohio, was free to all girls in bikinis. . . .

This incredible device is Champion's new hot air balloon. Some idea of the contraption's size may be gained from the VW Microbus on the right! In fact, its overall height is 117 feet. . . .

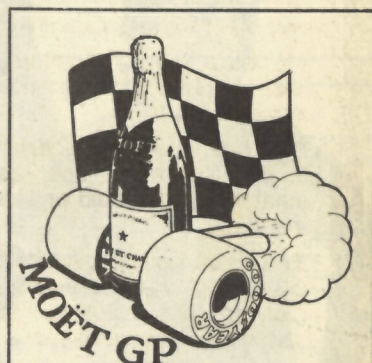


## Foyt out until 1978?

In a recent interview at Mosport Park, A. J. Foyt said that possibly he would not take part in any more Citicorp USAC Championship events this season. Despite his much-publicised row with FNCB's Fred Stecher at Pocono, it seems that this has nothing to do with his decision.

"I haven't decided if I'm going to run any more this year or not", said A. J. "I'm tired and worn out, and I'm not really doing myself any justice because I've been running around and I have a lot of other businesses to run". The 42-year-old Texan's schedule has been tough recently. Take the other weekend, for example. On Friday, he practised and qualified his USAC Coyote at Mosport, flying to Florida the same night, in order to qualify his NASCAR Chevrolet for Daytona's Firecracker 400. After that, he flew back to Toronto, won the Sunday Mosport race and returned immediately to Daytona for Monday's stock car race, in which he finished fifth. . . .

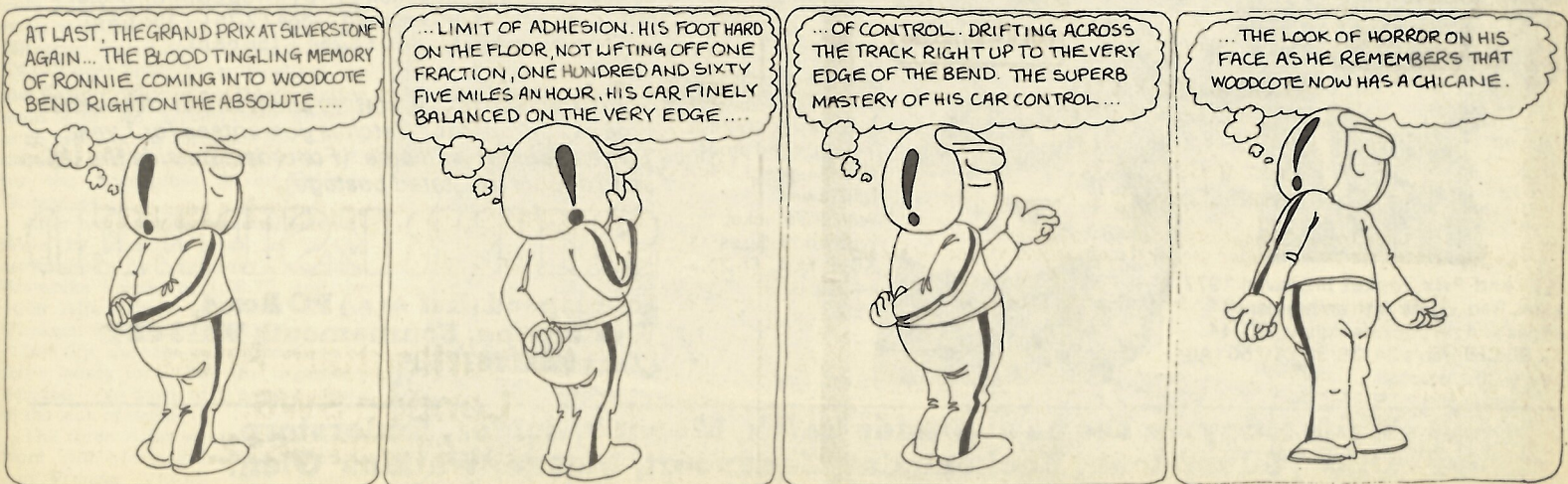
Whether or not he runs again this year, however, Foyt has not the slightest intention of retiring, and is already at work on a pair of entirely new Coyotes for next year's Indianapolis 500. He also said that no way would he use any engine other than his own: "If I decide to use a different engine in my new Indy cars next year, I'll build my own!"



If you haven't already entered for the Silverstone round of the Moët et Chandon competition and wish to do so, be thou quick about it. We must have your entries by tomorrow, Friday. Send your postcards, please, to Autosport Editorial, Haymarket Publishing Ltd, 76 Dean Street, London W1A 1BU.

## catchpole

by Barry Foley





edited by Quentin Spurring

# Easy for Arnoux at F2 Nogaro

The terrible floods which have afflicted parts of France in the past few days took their toll on last Sunday's F2 European Championship at Nogaro in the middle of one of the worst affected areas. Only 5000 spectators came along, and a heavy atmosphere hung over the circuit all weekend.

The race provided a welcome return to the results for René Arnoux, who took the pole in his Martini Renault, led from start to finish and increased his lead in the championship. It was a very easy win for the little Frenchman, whose Martini was clearly the quickest car on the circuit. The Ralts, so dominant at Rouen, were unable even to get near the Martini.

Behind Arnoux on the grid were Giacomo (March 772P); Patrese (Chevron B40), Pironi (Martini Renault), Laffite (Chevron B40), Cheever (Ralt BMW), Hoffman (Ralt BMW) and Rosberg (Chevron B40). At the start, René took the lead immediately, followed by his team-mate, Pironi. The second Martini was in trouble almost immediately, however, the oil pump spewing its contents all over the rear brakes. This made life difficult for Didier—particularly at the end of the straights—and the fact that he was still able to run with Arnoux indicates how easily René was stroking along, and how uncompetitive with them were those behind.

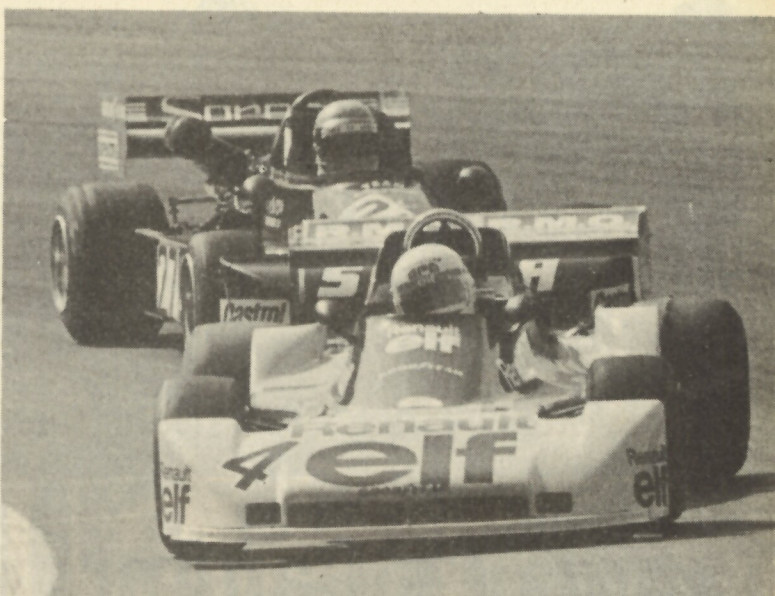
On the fourth lap, Patrese and Giacomo had a coming-together, but

both continued, and there was a similar incident between Brancatelli's Ralt-Ferrari and Pesenti-Rossi's March, bringing about the immediate retirement of the latter and a long pit-stop for Brancatelli. On the 12th lap, he was joined in the pits by Pironi, whose motor finally ran dry of its oil and decided it didn't want to go any further.

While Arnoux continued serenely in the lead, Patrese, despite a spin on lap 25, established himself firmly in second place, in no way able to worry the Martini but well clear of the bunch—Leclere, Hoffman and Giacomo—who were scrapping over third place. The March driver was having a tough time, his car damaged during his earlier incident with Patrese, and was battling along with bent rear suspension and a slow puncture. Third spot looked like going to Leclere, whose Kauhsen was going infinitely better than of late, but the luckless Frenchman retired with fuel feed problems only nine laps from the end. Hoffman therefore took over third, with Giacomo fourth, and that was the order at the end.

Behind the first four came Cheever, Colombo (March-BMW), Surer (March-BMW), and Martini (Martini Renault). Further back, in 10th place, was Super Renault ace Alain Prost, having his first F2 race, at the wheel of the other Kauhsen, Klaus Ludwig having left for good.

Our full report of the race will appear in next week's issue.



Martini-Renault's René Arnoux further increased his lead in the European F2 Championship with a win at Nogaro last Sunday.

EUROPEAN FORMULA 2 CHAMPIONSHIP										Total points	
		Mar 08 Silverstone	Apr 11 Thruxton	Apr 17 Hockenheim	May 01 Nurburgring	May 15 Vallelunga	May 30 Pau	Jun 19 Mugello	Jun 28 Rouen	Jul 10 Nogaro etc.	
1	René Arnoux	F	9	—	9	—	9	—	—	9	39
2	Riccardo Patrese	USA	1	2	8	—	4	6	6	6	31
3	Eddie Cheever	—	—	8	—	4	—	9	9	2	30
4	Bruno Giacomelli	—	—	—	2	9	—	—	—	3	23
5	Didier Pironi	F	—	—	4	—	—	—	4	—	20
6	Alberto Colombo	GB	2	3	2	2	3	4	—	1	17
7	Brian Henton	I	—	9	4	—	—	—	—	—	12
8	Pesenti Rossi	—	—	3	—	3	—	3	—	—	10
9	Ingo Hoffman	BR	3	—	—	—	—	—	2	4	10
10	Keke Rosberg	SF	—	—	1	—	—	—	—	—	7
etc.											

# Alfa Romeo parade at Estoril

With its future compromised by next year's proposed FIA regulations, the World Sports Car Championship is now merely fulfilling its schedule, completely dominated by the Alfa Romeo Group 6 team. The fifth round was the Costa del Sol Trophy, disputed last Sunday at Estoril, 30kms from Lisbon, and the race was ruled by the three 33SC12 Alfa Romeos of Arturo Merzario, Vittorio Brambilla and Giorgio Francia/Spartaco Dini. In fourth place came the new Lola T296 of Chris Craft, winning the 2-litre class on its debut.

There were only eight entries, and the Autodelta team came with three of them, Dini now recovered from his hepatitis. The team tried new front suspension at Estoril, and also a variety of front and rear body sections (long and short). The 520bhp Alfas were the only 3-litre cars, so in the 2-litre class there were five cars: Craft's brand new Ultramar Rizla/Lola, the Sauber-BMW C5 of Eugen Strähli/Peter Bernhard, the two Lolas T290/4s of the Dorset Racing team with Ian Bracey/Tony Birchenough and Martin Birrane/Peter Clarke driving, and an old local GRD S73 for the Portuguese driver Orlando Gonçalves.

After two practice sessions, pole was taken by Merzario with 1m 38.43s, established on Saturday morning. Brambilla lapped in 1:38.77, and the other Alfa Romeo in 1:38.83 and the Ultramar/Rizla T296 in 1:43.95.

Initially, the race was supposed to be three hours long, but the organisers decided to go down to 2½ hours because of the lack of runners.

The three Alfas went straight to the front, with Merzario leading Brambilla and Francia. Vittorio spun (again!),

and at the end of the first lap Merzario was first from Francia, Strähli, Craft and Brambilla. On the next lap, the Italian was third again, and second on the sixth lap.

The race had no story. Carlo Chiti had decided to give the victory to Merzario this time, but on the 78th lap Brambilla decided to go to the front. However, Chiti immediately put out a board saying 1—Arturo, 2—Vittorio, 3—Dini, and Vitt returned to second

place to wait for the end, shadowing his team-mate across the line. The other Alfa was lapped three times in third place.

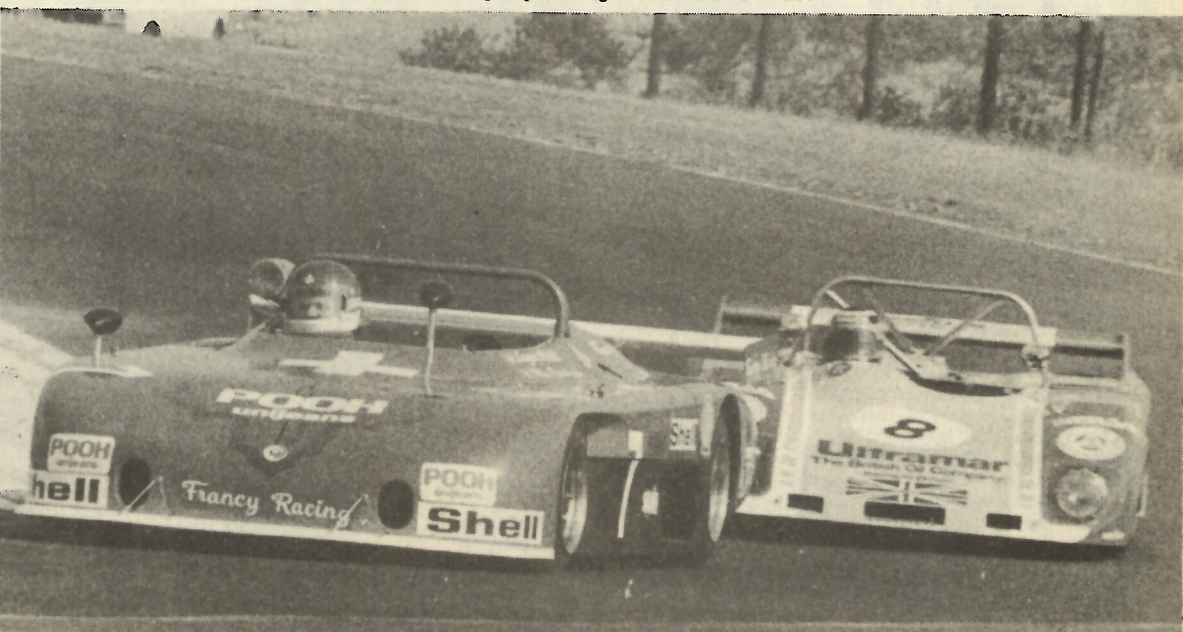
Craft drove a nice race to finish fourth with the new works Lola, easily beating the Swiss Sauber although he had been troubled by poor braking since as early as the eighth lap. Chris completed 84 laps (two down on Dini/Francia), the Sauber 82 and Bracey/Birchenough 72. Birrane/Clark completed

only 52 laps, and Gonçalves retired after 10 with the GRD. Brambilla set the fastest race lap in 1m 37.73s (160.237kmh), 3.28secs outside René Arnoux's F2 lap record.

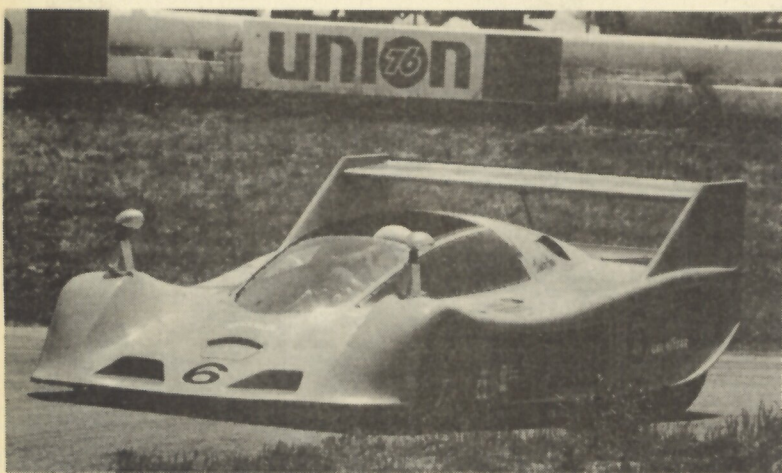
World Sports Car Championship (after five rounds): 1, Alfa Romeo, 100 pts; 2, Osella, 54; 3, Lola, 34; 4, Chevron, 31; 5, Sauber, 23; 6, McLaren, 10; 7, Cheetah, 6; 8, AMS, 5; 9, Porsche and GRD, 3; 11, Toj, 2.

● Fastest laps by each competitor at the French Grand Prix were as follows: Andretti, 1m 13.75s; Watson, 1:13.88; Nilsson, 1:14.12; Hunt, 1:14.44; Lauda and Reutemann, 1:14.87; Laffite, 1:14.98; Regazzoni and Brambilla, 1:15.06; Jones, 1:15.21; Mass, 1:15.24; J. Scheckter, 1:15.39; I. Scheckter, 1:15.47; Fittipaldi, 1:15.52; Stuck, 1:15.54; Merzario, 1:15.62; Peterson, 1:15.68; Depailler, 1:15.69; Jarier and Keegan, 1:16.25; Patrese, 1:16.89; Purley, 1:17.75.

Chris Craft's fourth-placed works Lola T296 comes up to pass Eugen Strähli's Sauber C5.







After Villeneuve's Wolf had retired, Tambay's only challenge came from Klausler's Schkee.

# Tambay's CanAm

With Patrick Tambay replacing Brian Redman, the Haas/Hall team made their first start of 1977 a successful one. On his first visit to Watkins Glen and his first time in the FNCTC Haas/Hall Lola T333CS, Tambay qualified on the pole and led last Sunday's third Citicorp CanAm round from start to finish. In the early laps he was chased by Tom Klausler's Schkee DB1 and Gilles Villeneuve's Wolf-Dallara WD1, but Villeneuve stopped after seven laps because of a broken gear linkage, and Klausler pulled off eight laps later with a failed differential. Tambay, leading by a dozen seconds at the time of Klausler's retirement, went on to win by 46secs from Peter Gethin's VDS Lola T333CS, which was equally far ahead of Elliott Forbes-Robinson's Bill Freeman Racing Lola T333CS. Notably, the first three cars were all equipped with Chaparral-Chevrolts.

The entry was a little better than the first two races. Twenty cars made the start, six of which were 2-litre machines and one a 3-litre. Tambay qualified fastest on 1m 44.635s, some 2secs slower than Brian Redman's best with an F5000 Lola last year. Klausler, still dissatisfied with the Schkee's traction, qualified second (1:45.934) from Gethin's Lola (1:47.251) and Villeneuve's Wolf (1:47.394). Gethin had a small problem with a drooping nose, while Villeneuve could manage only three laps at a time before the Wolf's brakes would disappear. The brake line connecting the twin calipers on the front wheels was rerouted for the race as well as extra ducting being added.

Fifth fastest qualifier was Forbes-Robinson (1:48.518) who at last has a regular chief mechanic. Laguna winner Don Breidenbach qualified his Hotel Tropicana Lola next to EFR (1:49.680), and completing the top ten qualifiers were Bob Nagel (Lola T332), John Gunn (Lola T332), David Briggs (Lola T333CS) and Horst Kroll (Lola T300). Fastest 2-litre cars, 11th and 12th, were Tony Cicale's Chevron B26 and Bobby Brown's March 77S.

Tambay led away from the start with Klausler nestling hard up behind and Villeneuve slotting in ahead of Gethin. Right away the first three began to leave the others behind, and when Gethin spun on the third lap (changes to his car's nose had given him substantial oversteer) it became a three-car race. At the same time, however, Tambay began to break away from Klausler and Villeneuve, and by the sixth lap the Haas/Hall car was 4secs to the good.

The next lap, Villeneuve dropped out, and through the following four or five laps Klausler was able to slow down Tambay's escape. Then the Schkee, after smoking for a few laps, dribbled to a stop out on the circuit.

That left Tambay with a 40secs lead to Forbes-Robinson, and a pair of mandatory pitstops to be made. After 23 laps, Patrick stopped for his first 11 gallons of fuel, and got going with a lead of 21secs. After 38 of the 49 laps, Tambay made his second fuel stop, also taking on a new left rear tyre.

Meanwhile Gethin, who had been catching EFR steadily, benefited by a couple of very quick stops (8secs apiece) which put him clearly into second place. Forbes-Robinson, running the same engine he used at both St Jovite and Laguna, settled in to finish an unlapped third, having lost some time in the early going when Breidenbach passed him at the first turn and kept ahead for the first eight laps.

Breidenbach, pleased with another good run, finished fourth a lap behind Tambay and 20secs ahead of Tropicana teammate Briggs. Sixth, two laps behind, was Nagel, a lap ahead of seventh man Kroll who had both braking and fuel feed problems. First 2-litre car home was Brown's March, which had a vapour-lock in the fuel system and a problem with the pedal assembly which left Brown with no brakes on the last lap. Ninth, 40secs behind Brown, was Cicale's Chevron, which was slowed by a slipping clutch from the start.

## EUROPEAN FORMULA 3 CHAMPIONSHIP

- 1 Piercarlo Ghinzani
- 2 Anders Olofsson
- 3 Beppe Gabbiani
- Piero Necchi
- 5 Oscar Pedersoli
- Elio de Angelis
- 7 John Nielsen
- 8 Bertram Schafer
- Ulf Svensson
- etc

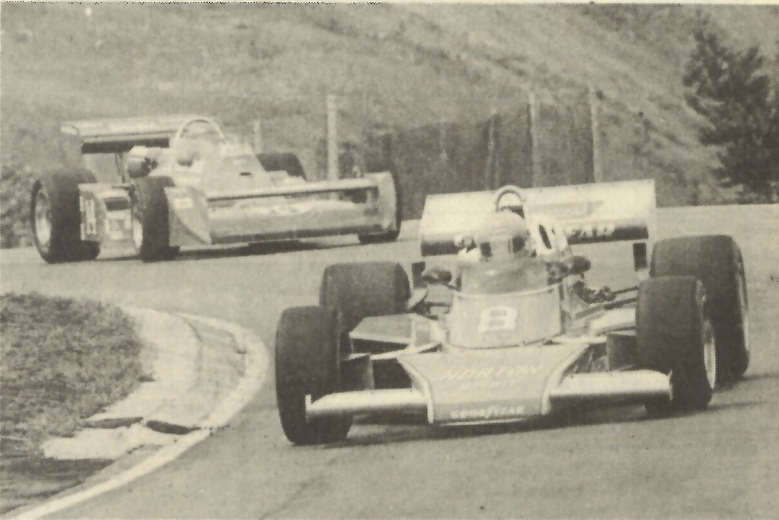
	Net	Mar 20 Ricard	Mar 27 Nurburgring	Apr 11 Zandvoort	Apr 24 Zolder	May 08 Osterreichring	May 29 Imola	Jun 12 Enna	Jun 26 Monza	etc	Total points
1	1	4	6	4	6	6	6	6	3		50
2	1	3	1	1	1	1	1	1	1		29
3	1	1	1	1	1	1	1	1	1		16
5	1	1	1	1	1	1	1	1	1		16
7	1	1	1	1	1	1	1	1	1		15
8	1	1	1	1	1	1	1	1	1		15
etc	1	1	1	1	1	1	1	1	1		8
	1	1	1	1	1	1	1	1	1		8
	1	1	1	1	1	1	1	1	1		6

## CITICORP CUP USAC CHAMPIONSHIP

- 1. Tom Sneva
- 2. A. J. Foyt
- 3. Wally Dallenbach
- 4. Al Unser
- 5. Johnny Rutherford
- 6. Gordon Johncock
- 7. Tom Bigelow
- 8. Mike Mosley
- 9. Mario Andretti
- 10. Gary Bettenhausen
- etc

	Mar 08 Ontario	Mar 27 Phoenix	Apr 03 College Station	May 01 Trenton	May 28 Indianapolis	Jun 12 Milwaukee	Jun 26 Pocono	Jul 03 Mosport	etc	Total points
1	20	—	400	60	800	240	1000	280		2800
2	400	240	—	—	1000	—	—	400		2040
3	—	45	280	400	600	—	600	—		1925
4	320	60	320	—	700	210	—	—		1610
5	—	300	240	100	—	300	500	60		1500
6	200	15	80	320	100	15	700	—		1430
7	240	180	20	—	400	80	—	100		1230
8	—	120	200	280	—	180	250	—		1030
9	—	—	—	—	—	—	800	—		800
10	60	30	—	40	—	—	300	—		750

After eight rounds of the Citicorp USAC Championship Trail, Tom Sneva leads on points, followed by A. J. Foyt (who also follows him here at Mosport).



John Bright takes a novel inside line to get by the Ralts of Paul Bernasconi and Mario Pati at Donington last Friday. The Wheatcroft went on to score the former FF1600 driver's first Formula 3 victory.







## Mario fans

How the roles reverse! Among the sweltering crowds at dusty Dijon were two spectators who approved of Andretti's victory. Or two in particular, I should say. Stirling Moss thought that Mario had hung in there and done a good job. Even the hard-nosed Denis Jenkinson had to admit that Mario had done a professional job out there.

What neither of them knew was that in 1955 a 14-year-old Andretti had bicycled 14 miles through the night to watch the pair of them flash past on the Mille Miglia. And bicycled home again, dreaming one day of becoming a real racing driver himself.

## Fred

A culinary word of warning to those of you who may be planning to invite Fred Stecher to dinner. Don't serve shrimp.

It would seem that shrimp does strange things to First National's vice-president. The last time he was publically confronted by the crustacean was at the Long Beach race in 1976. At the First Nat VIP post-race reception, the caterers

had created a centrepiece for the buffet of 150lbs of shrimp artistically arranged as a pyramid.

Stecher, as the guests were about to enter, nibbled one, and the effect was instantaneous. He upturned the centrepiece, spilling all 150lbs to the floor and screaming, "They're bad. Get them out of here!"

Shrimps are quoted on the New York exchange at \$15 a pound.

## Legit

Standing on the outside of the tricky right-hand hand loop at Dijon with two laps of the race to go, Jody Scheckter was explaining to me just how Clay had come thundering down the inside of him and clobbered his rear wheel, rending his wheel airless and his car *hors de combat*. I asked if it had been a legitimate move on Clay's part.

Scheckter's reply was that in that place on the circuit *nobody* passed *anybody*. At which point we looked up to witness Andretti coming down the inside of Watson and passing him.

At which point Jody shrugged his shoulders and sloped off, mumbling that he would have words with Andretti about ruining his version of the story.

## Run out!

Seen in the nets at the Sussex county cricket ground recently was John Watson, fitting in some sneaky practice for his public debut as a cricket star next Sunday when he joins the Duke of Gloucester's XI. The match, at Althorp in Northamptonshire, is in aid of the National Association of Boys Clubs, and the Duke's XI will meet a Lord's Taverners XI.

Watson quipped that he hoped he didn't get his motor racing technique confused with his cricketing. "It would be a disaster if I got a spin-off when I wanted an off-spin."

## Moon shot

How subtle is the game of one-upmanship that the drivers and hangers-on play? There was Niki, perhaps hoping to score a point or two with his tale of being offered a ride (if that's the term) on a DC10 simulator. Niki is very big on the flying scene, flying his own rather heavyweight aircraft.

Jackie Stewart, who has never much gone for the self-fly job, and has a lucrative contract with a European airline to prove it, was listening. Had he ever had a simulated jet plane flight with him at the wheel?

Jackie replied no. But went on to qualify it by saying that, back in 1967 or thereabouts, he had done a simulated flight. With John Conrad in the right-hand seat. To the moon.

That rather prematurely closed the conversation about simulated DC10 flights.

## Ghosts

Whenever I see the hopeless, hapless Rotary-BRM lads at work I cast my mind back to that glittering evening at the Dorchester when Lou Stanley dazzled the motor sport press corps with tales of wondrous intent. The new reborn revitalised BRM team, its amazing new chassis, the powerful 500 horsepower engine and how it was going to go out into battle flying Rotary colours.

But what has gone wrong between then and now? Where did all the horsepower go? What happened to the magnificent new chassis? We know it was too big to get into the Argentina-bound plane—what else? We know that Larry Perkins gave up the ghost. So, it would appear, has Big Lou.

Once a familiar sight around the race tracks of the world, the ruddy-faced Lou would loom along the pit counter like a bishop carrying a beer barrel.

No longer the sepulchral tones and the meaty damp handshakes for the favoured few. Lou is missing. Presumably the ignominy of not matching his words with deeds is something that Lou cannot bear to face.

So, alone, the mechanics, scruffy in their dirty overalls and ignored by all but themselves, have been



Happy days.

striving to make the best of what is patently a load of rubbish, aided by a bemused and out-of-his-depth Conny Andersson. They all have that look that says they wished they were elsewhere.

Sending men out with equipment like that is a bit like sending Connors on to the centre court with a cricket stump instead of a tennis racquet.

Rotary, fed up with gags like if - your - watches - perform - like - your - Formula - One - car - I - don't - think - I'll - buy - one - it - may - explode - on - my - wrist, are known to be less than enchanted with their foray into the world of GP racing, Stanley-style.

Meanwhile the Constructors have placed Lou's lot on 'suspended from membership pending an end of season review of results'.

I doubt that anyone will strike you a Gold Medal for this year's activities, Lou. Happy Jubilee.

## Quotes of the week

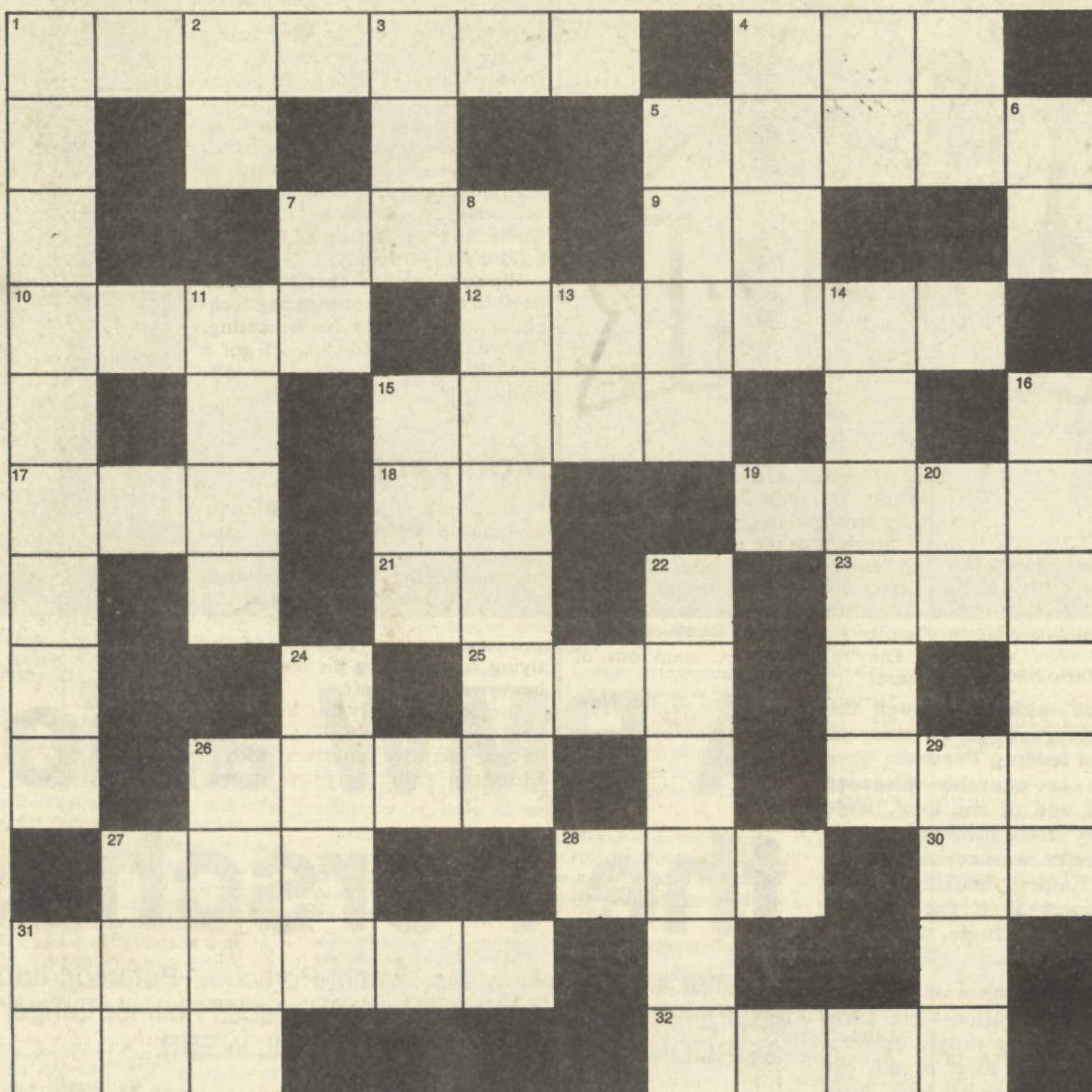
**Ken Tyrrell**, to me, after reading my less than flattering observations on his team in the last *Ear*. "I've always said it's a good column. So long as you're not in it."

**Ian Scheckter**, pilot of the ill-handling Rothmans March, answering the question, does it always feel as bad as it looks? "No. Sometimes it feels worse than it looks."

Stecher and Tyrrell—united in adversity. . . .







## Clues Across

- 1 Hardly a museum piece, even if it was a one-off.
- 4 Unsuccessful British club single-seater manufacturer.
- 5 Most can win in these, but only a Scot, a Swede and an Italian have managed it at the top.
- 7 Not allowed in.
- 9 Italian manufacturers top family saloon (type letters).
- 10 One of the very best all rounders.
- 12 South American who promised much, but suddenly retired from F2.
- 15 One time Jolly Club Suisse F2 March man.
- 17 Initials behind a constructor.
- 18 Initials of a driver who won one of his first half dozen GP's, and went on to win quite a few more.
- 19 Australian-New Zealand alliance.
- 21 Initials of one time F2 team with agricultural connections!
- 23 Testing time for old cars?
- 25 Big money F2 sponsor.
- 26 Man behind ticking bandits car.
- 27 Important in carburettor.
- 28 Shadow sponsor for a couple of races.
- 30 Initials of defunct sports car manufacturer.
- 31 Occasional F1 man in 60s, came right in early 70s.
- 32 Competitive F2/F3 car—soon to be F1?

## Clues Down

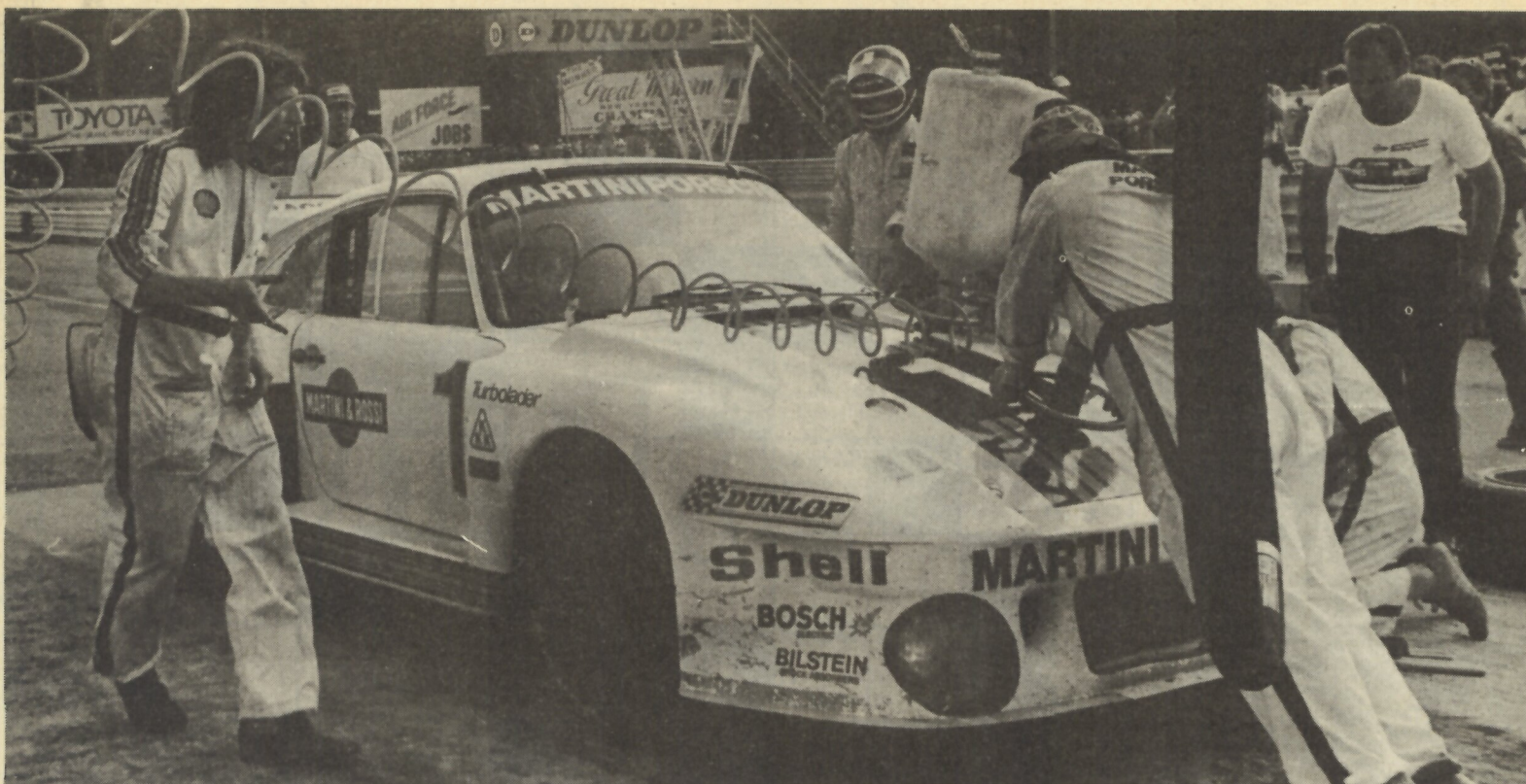
- 1 Antipodean F1/Atlantic/F2 driver who ran well but without any money. Now retired (full name).
- 2 F1 circuit by the sea. Initials only.
- 3 Goes up hills quickly. Initials only.
- 4 Fast in F3 at Castle Combe in Brabham BT35. Now established in higher echelons.
- 5 Drove ancient F2 Brabham for Bill Jones Racing in '68. Now keeps to clubbies with hopefully British exotica.
- 6 Initials of driver who had to retire injured thanks to a French circuit.
- 7 Initials of Southendian outfit.
- 8 Guess who's ahead?
- 11 Roy Pike drove one; later McRae renamed them.
- 13 CSI could approach this organisation for help!
- 14 Road circuit where British F1 man won 3 GP's in a row.
- 15 Frozen F1 assets?
- 16 Australian constructor.
- 20 Get up and . . . .
- 22 Slow F1 Brabham privateer of late 60s.
- 24 They hold wheels on.
- 26 Drove F1 car around Birmingham for Nationwide.
- 27 Rocket propelled petrol?
- 29 F3/F2/Sports team of early 70s.
- 31 Type initials of F2/F3 car.



With compliments from  
**GRIFFIN HELMETS**







Refuelling stop for the victorious Martini-Porsche 935/77 of Jacky Ickx/Jochen Mass.

There was a point midway through the Watkins Glen 6 Hours when as many as half a dozen of the leading Porsches were clumped together in anarchic disorder along the forward end of the long, wide Glen pitlane. Everywhere mechanics were hunched over or under some corner of their machines, elbows flailing, bodies smeared in oil. It was almost as if the Porsche phalanx, all white and Teutonic, was floundering amid a sea of excess.

Indeed, even the pacemaker of this most recent Porsche demonstration—the Ickx/Mass Martini 935/77—was caught up for a while amid this turmoil. First of all, the works car lost time with an oil leak, later the alternator belt broke, and near the end the turbo manifold failed as well. Even so, the lone European Porsche still cruised home to a comfortable three-lap victory from a string of 11 domestically-run Porsches. Rather than foundering in its own wash, the sea of Porsches (as ever these days) swept all before it.

Following the Ickx/Mass car home was the production-style Porsche 935 of Follmer/Lunger, which spent the early laps amid a fine battle with the McLaren/BMW 320i turbo. Remarkably, the BMW, Ronnie Peterson driving, had qualified only a few tenths slower than the Ickx/Mass Porsche, but its race ended before the first hour when the rear brakes suddenly failed and Peterson plunged into a maze of catch-fencing. Chicken wire and wooden posts trailing behind, Ronnie made it back to the pits but the steering had been damaged. End to that threat.

That shifted attention to John Greenwood's latest, tube-frame SuperCorvette which had been hammering along in fourth place. However, problems with a fuel leak, then a broken exhaust system and finally more terminal engine woes finished that challenge, too.

So the Porsche phalanx, its internal order shifting and changing because of a run of minor problems, pushed on as one to another Teutonic sweep. Remarkable.

# A BMW among the Porsches

Another win for Ickx/Mass Martini-Porsche—Peterson turbo BMW quick but frail again after dice with second-placed Follmer/Lunger 935—Report: GORDON KIRBY—Photography: PAUL WEBB.

## ENTRY & PRACTICE

The good thing about Porsche's domination of Group 5 racing is that the company does their damndest to ensure a good field for most of the races. For Watkins Glen, for instance, round 5 of the World Championship for Makes, first race in the series since Silverstone, Porsche-Audi America competitions boss Joe Hoppen saw to it that everyone who had any kind of competitive turbo Porsche was on hand.

Vasek Polak entered three cars, one a new 935, the others '76-spec 934s. The Polak 935 was sponsored by the latest Decade, Liggett & Myers cigarette brand, and driven by George Follmer and Brett Lunger (whose consortium had done the sponsorship deal). The older, more mundane cars were to be driven by Randy Lewis/Janet Guthrie (Tram CB Radios) and Roy Woods/Gary Belcher.

These latter 934s would be running in the TransAm class, which allows considerable bodywork modifications and, although the Polak cars were in their usual trim, most of the other leading 934 Porsches were suitably kitted out to take full advantage of the TransAm regulations. Peter Gregg was running the same car he usually races in TransAm events, partnered on this occasion by Claude Ballot-Lena. Similarly-modified 934s (these are equipped with 935-type wings and spoilers) were entered for Hurley Haywood/Bob Hagestad, Ludwig Heimrath/Paul Miller and Dick Barbour/Johnny Rutherford. A more conventional IMSA-spec 934, turned out in the black and red of Interscope Racing, was entered for Danny Ongais/Ted Field, while Jim Busby brought along his G5-935 for himself and Tom Frank.

The only cars which seemed to hold much hope of challenging this cream of the Porsche entry where the pair of BMWs, one a turbo and one a non-turbo 320i, and the Greenwood Corvette. With Ronnie Peterson joining David Hobbs in the 2200lb, 540bhp turbo

McLaren-BMW, there seemed a good chance that car might do exceptionally well, while the normally-aspirated Jägermeister 320i for Hans Stuck/Benny Parsons was expected to do well from a point of view of reliability. The Greenwood Corvette, turned out in silver paint and fitted with a huge tailwing was, as ever, an unknown quantity. For this race John was partnered with singer/comedian Dick Smothers. Other interesting entries included the TransAm-spec Monza of Gregg Pickett, who would share the wheel with Tom Gloy and Dave Mock, while Bob Tullius and Brian Furstenu had their well-sorted Group 44 Jaguar XJS.

The most interesting thing during practice was the pace of the McLaren/BMW. With Peterson doing most of the driving, the car was consistently faster than all save the Martini Porsche, and after the McLaren team lowered the Bimmer, on Hobbs's insistence, Ronnie was suddenly able to pick up two full seconds! A couple of hard laps on soft rubber yielded a series of laps which were nearly 3secs faster than the best times turned in last year by the works/Martini 935, and that made Jochen Mass jump into the newest 935 so as to steal pole position back from the little BMW!

The fastest 20 qualifiers, with the man who set the time listed first, were as follows:

Jochen Mass/Jacky Ickx	Porsche 935/77	1:52.518
Ronnie Peterson/David Hobbs	BMW 320T	1:52.997
George Follmer/Brett Lunger	Porsche 935	1:56.062
John Greenwood/Dick Smothers	Corvette	1:56.814
Hurley Haywood/Bob Hagestad	Porsche 934	1:57.824
Peter Gregg/Claude Ballot-Lena	Porsche 934	1:57.879
Jim Busby/Tom Frank	Porsche 935	1:58.353
Danny Ongais/Ted Field	Porsche 934	1:58.380
Ludwig Heimrath/Paul Miller	Porsche 934	2:00.460
Dick Barbour/Johnny Rutherford	Porsche 934	2:01.831
Greg Pickett/T. Gloy/D. Mock	Chevrolet Monza	2:02.713
Hans Stuck/Benny Parsons	BMW 320i	2:03.399
Randy Lewis/Janet Guthrie	Porsche 934	2:03.516
Roy Woods/Gary Belcher	Porsche 934	2:03.844
Paul de Piro/Burt Greenwood	Corvette	2:05.931
Warren Agor/Paul Nichter	Chevrolet Monza	2:06.065
Elliott Forbes-Robinson/M. Tillson	Porsche 934	2:06.120
John Paul/Phil Currin	Porsche RSR	2:07.565
Craig Carter/David Laughlin	Camaro	2:07.608
Norm Riddle/Jim Cook	Porsche RSR	2:07.692

**G5** WORLD CHAMPIONSHIP OF MAKES **5**  
WATKINS GLEN 6 HOURS



The Group 44 Jaguar, Furstenau setting the quick time, qualified 21st in the field of 44 cars, which otherwise consisted almost entirely of Porsche Carreras and old Corvettes.

## RACE

Whether the turbo BMW could hang on to the Martini Porsche in the opening laps of the race seemed doubtful. Ickx and Mass smiled benignly at the suggestion they might have a challenger, while Follmer, confident as ever in the third-placed Porsche 935 felt the BMW was going to have trouble staying ahead of him.

Gregg, meanwhile, was nursing a wrist sprained in practice the day before. It had begun to give more pain that evening, but Peter decided not to bother having it X-rayed, "Because if they found it to be broken the doctors here would definitely not allow me to race".

The start was like some kind of keen-edged projectile gone wrong. At the front the flat whistle of the turbos narrowed into a soft wail that was soon blasted apart by the growling, barking, abusive V8s which themselves trailed away so that at last only the least effective of their type, coughing and wheezing already, scrambled raggedly out of hearing.

It is not long before the first of the white machines looms out of the last turn and rushes silently toward the pits. It is Mass, of course, alone already, braking with definition for the first turn so that the car settles itself against the pavement and for a few, swift moments, glides almost powerless across the road before the light hiccup of the accelerating turbine wheel flings it forward with a proud kind of impetuosity. More than three seconds later, Follmer and his car dive through the turn, chased hard by Peterson and the boxy little BeeEm. Then a few more seconds before Greenwood's rolling Corvette hammers by ahead of Haywood, Busby, Ongais, Heimrath, Gregg and the rest.

Mass is running away even now. On the third lap he sprints around with his best lap of the day, and by the seventh lap he is well among the backmarkers. Meanwhile Peterson is attacking Follmer, passing him under braking for the first turn, holding him off a few laps later as Fumbler moves hard inside him on the run to the chicane, only to lose the place the next lap. Ten laps after that, and Ronnie gets by again, but before this can settle into the battle it could have been the BMW loses its brakes. A rear caliper had begun to leak some laps before, but on the 20th lap the fitting broke altogether, and when Peterson went for the brakes at the tight left-hander which brings the Glen extension back to the old circuit he found himself sliding straight off into the catchfencing. Whack!

Ronnie being Ronnie, he drove the BeeEm out of the turmoil and made for the pits. Lengths of fencewire slapping about behind him, he ran for the pits where the McLaren mechanics, eyes rolling no doubt, bent into tearing away fence and bodywork and finding out what else was bent or broken. Finally, Hobbs took the car out, but he was quickly in to retire. Seems the BMW didn't want to turn left.

So, right away it was all Porsche. Greenwood, driving well despite the infrequency with which he races, held a strong third. Running alone, between Follmer in second and the train of Busby, Haywood, Ongais and Heimrath battling for fourth, Greenwood handed over to Smothers after one hour. Driving well, if not with Greenwood's pace, Smothers helped keep the Corvette among the first half dozen for some time. . . .

Among the Porsches, meanwhile, the odd, early problem began cropping up. Gregg, who had been running back in eighth place, his wrist hurting him enough so that he was using the gearbox as infrequently as possible, came into the pits with a further complication. One of the gearbox mounting bolts had worked loose, so that the shifting mechanism wouldn't work. That lost Gregg/Ballot-Lena three laps, and at the same time Gregg decided to drive no more than the two hours necessary in order to earn TransAm points.

Then Busby's car, Frank at the wheel, ran over a piece of broken exhaust pipe which holed the Porsche's nose-mounted oil tank. It took more than 20mins to repair that damage, and not long after Busby got going again Lunger, having just taken over from Follmer in the second-place car, came wobbling into the pits with a front wheel falling off.

"It actually came off four turns before the pits", Brett explained. Clumping along with the wheel jammed inside its well, Lunger thought he was going to be OK, but about a hundred yards before his pit the wheel finally worked itself from beneath its surrounding coachwork and bounded off down the road. That of course, allowed the brake caliper to bang against the road and damage itself enough so that it had to be replaced.

Then the leading Porsche, Mass at the wheel, came in with a problem too. A valve cover gasket had

chafed through, and oil was leaking on to an exhaust pipe. Twelve minutes later the car was running again, back in third place behind Haywood/Hagestad and Heimrath/Miller. Suddenly people were thinking about Hurley Haywood, a slight, blond youth of a man, who was long known as Peter Gregg's teammate but who suddenly, on his own, has become the only man to ever win two 24-hour races in the same season. Now he seemed to have a chance of yet another long-distance win.

For two hours, Haywood and his 43-year-old teammate kept themselves clear of the works 935/77. But Ickx and Mass are as irresistible a sports car combination as any that has ever been, and just before the five hour mark Mass took the lead again. Half an hour earlier, Ickx had been ready to do that very thing, but the alternator belt broke so the Belgian stopped and handed over to the German while that was replaced.

While Ickx and Mass had been playing catch-up, Follmer and Lunger had been hard at work doing the same. Into the last hour it began to look as if their chase, however, would be unsuccessful. Quick as both Follmer and Lunger were going, they had lost too much time because of that lost wheel. Haywood/Hagestad looked like beating them home by as much as a minute.

Twenty minutes from the end, though, and Haywood makes for his pit with a torn front spoiler and a complaint about the handling. Quickly, his team manager sent him on his way, but right away the team began to prepare for a possible tyre change. Something was wrong with the chassis. It had caused Haywood to run over a kerb, and it seemed to be getting worse.

Lap by lap, Haywood reduced his pace more and more. Lap by lap, Lunger bent harder into eating up the space to second place. Ten minutes from the finish, and Brett goes by. Phew!

But six minutes after that, Lunger comes thumping into the pitlane, surprising everyone because Warren Agor's Monza has pulled off in front of the control tower and a fuming oil fire has enveloped both the car and that part of the pitlane. The Porsche skirls into its pit, a mechanic jumps at it, pulling at the big fuel hose as he goes, cramming in a few quick gallons. Lunger smokes away, tyres skittering.

Meanwhile Haywood's problem is getting worse, and finally, within a minute of the finish, the right rear tyre explodes. He limps home, where a buckled lower suspension arm is found to be the cause of his eleventh hour damnation.

Into fourth comes the unlikely combination of Barbour and Rutherford—a plump, middle-aged, effective amateur and a lean, keen-edged USAC oval racer, each man matching the other's pace. Not a problem to speak of, either.

Fifth is the black Interscope Porsche of Ongais and Field, which lost 10mins replacing a brake caliper which had sprung a leak while Field himself was driving. Sixth is Gregg/Ballot-Lena, with John Gunn stepping into the car for 90mins in the injured Gregg's stead.

Heimrath/Miller lost sixth in the final hour when the turbo manifold cracked. Eventually they slipped to eighth place behind the untroubled Carrera of Monte Shelton/Robert Frostrom. Ninth overall and winner of the G4-style TransAm Class II was the 2.7-litre 911 driven by John Wood/Bob Lazier, which ran the last half of the race without first or third gears. Tullius/Furstenau in the Jaguar XJS had led this class in the early stages, but first a broken wheel and later an electrical problem dropped them to 14th, four laps behind Wood/Lazier.

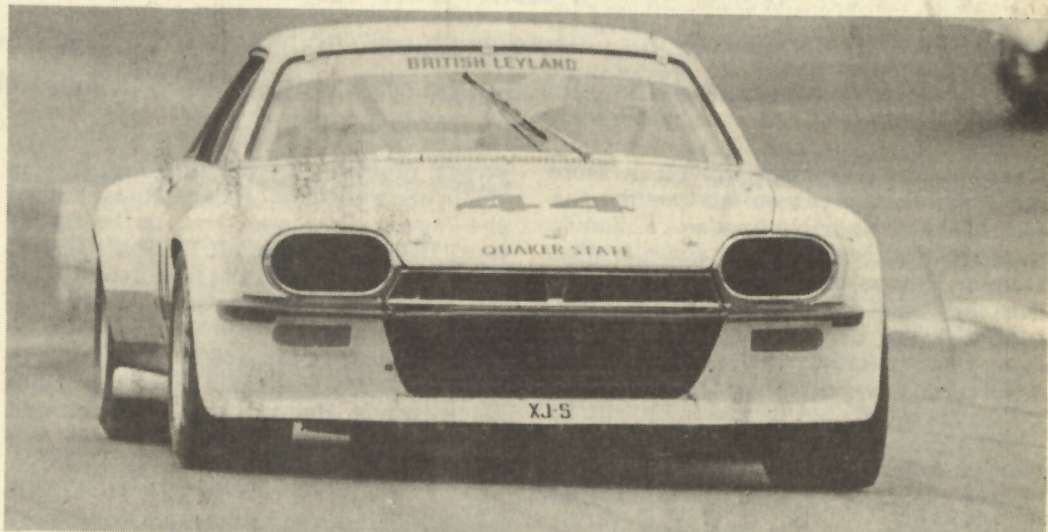
Of the other non-Porsche challengers, Greenwood's Corvette lost time with a fuel feed problem, then a broken exhaust pipe and finally a dropped valve which ended the car's race. The Stuck/Parsons BMW suffered a broken water pump drive belt, and the subsequent overheating eventually finished the engine.

In the final 20mins, even the leader ran into troubles which would have been incurable had the race been much longer. Quite suddenly, the engine went off song and over the final laps Mass slowed right down. Later he reported the flat-six had lost 2000rpm because of a broken valve in the turbo system, and as the car was pushed away its turbine seemed to have broken away from its manifold.

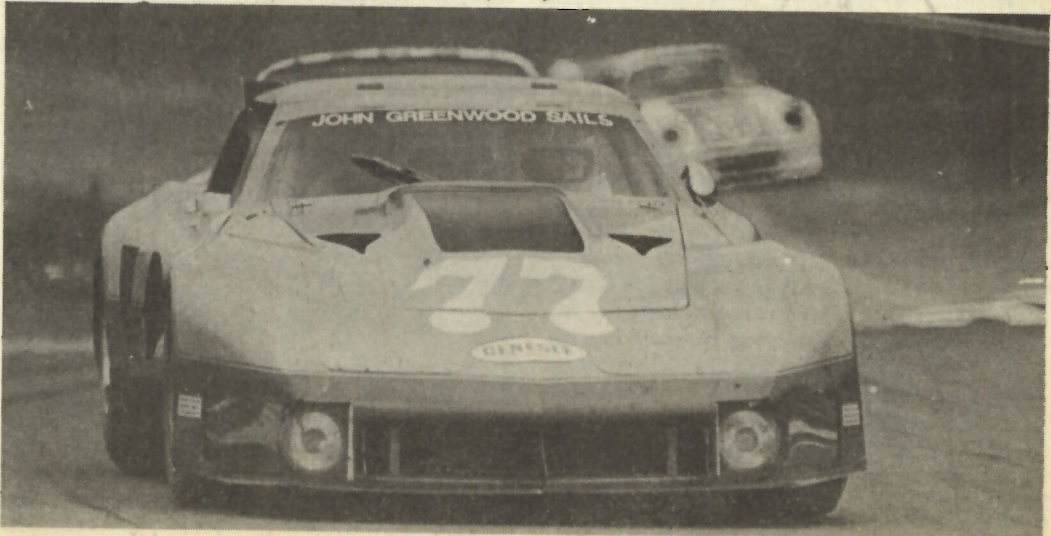
Had this year's Watkins Glen 6 Hours gone on for even one hour more, there's no telling what would have happened . . . except that a Porsche would have won!

### Watkins Glen 6 Hours World Championship of Makes, round 5 Watkins Glen, USA, July 9

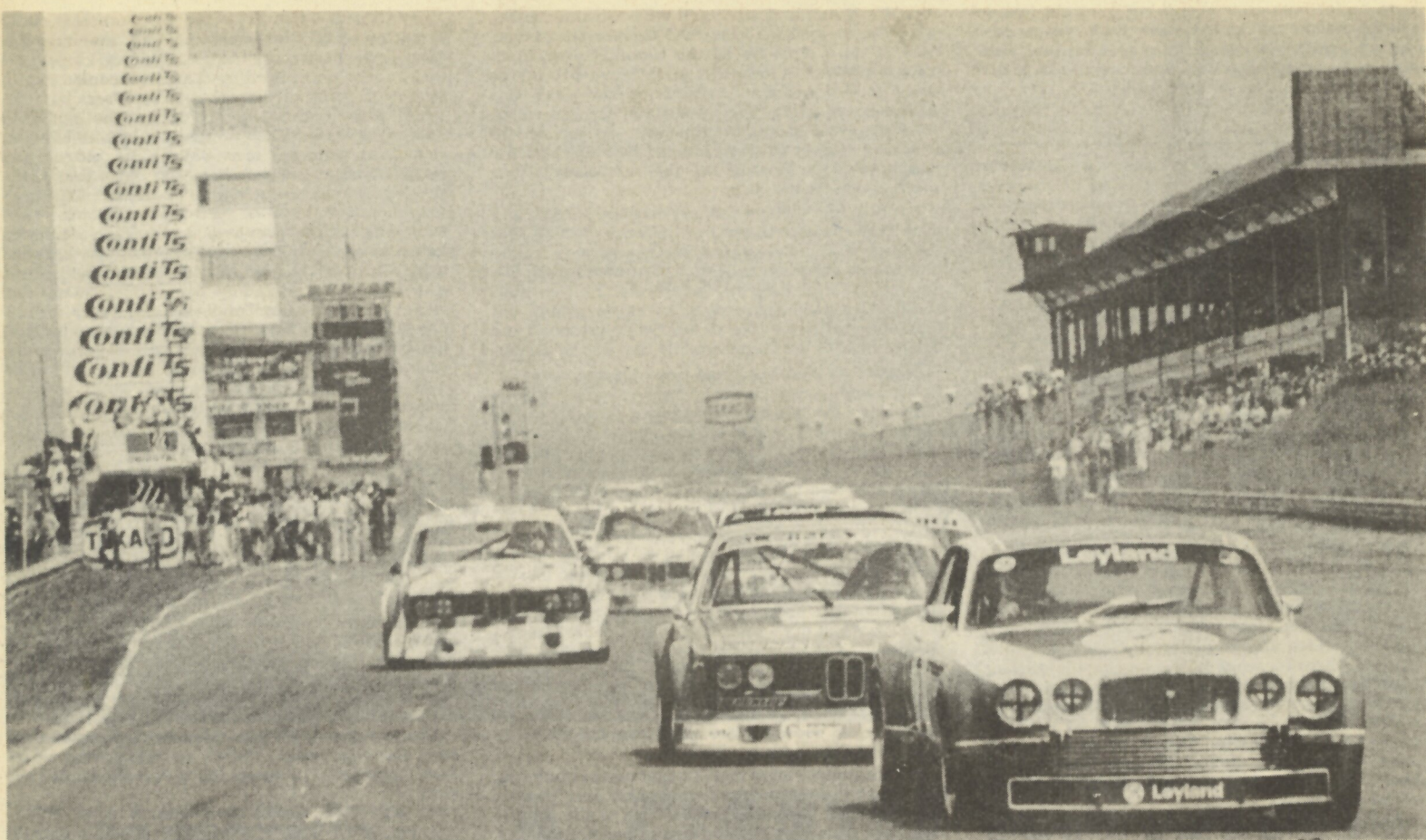
- 1, Jacky Ickx/Jochen Mass (Porsche 935-77 turbo), 173 laps, 96.487mph;
  - 2, George Follmer/Brett Lunger (Porsche 935), 170 laps;
  - 3, Hurley Haywood/Bob Hagestad (Porsche Carrera RSR), 169 laps;
  - 4, Dick Barbour/Johnny Rutherford (Porsche 934 turbo), 165 laps;
  - 5, Frederick Field/Danny Ongais (Porsche 934 turbo), 165 laps;
  - 6, Peter Gregg/Claude Ballot-Lena (Porsche 934), 162 laps;
  - 7, Monte Shelton/Robert Frostrom (Porsche Carrera RSR), 162 laps;
  - 8, Ludwig Heimrath/Paul Miller (Porsche 934 turbo), 160 laps;
  - 9, John Wood/Bob Lazier (Porsche Carrera), 158 laps;
  - 10, Janet Guthrie/Lewis (Porsche 934), 157 laps; etc.
- Fastest lap: Mass, on lap 3, 1m 53.277s, 107.32mph.



Not seen in British waters: Bob Tullius in the Group 44 Jaguar XJS, eventually classified 14th (above), and John Greenwood's latest Corvette, which dropped a valve (below).







Fitzpatrick shot away at the start chased by Quester and broke the lap record from the rolling start.

# Bell rings the changes

Nilsson wins again with Dieter Quester—Jaguar second after troubled weekend—Fitzpatrick's one-lap record—All Luigi BMWs have problems—Report and photography: BOB CONSTANDUROS.

"For the last seven laps, the oil pressure gauge was in the red on left-handers and just above it on right-handers. I had to back right off to finish. But finish is what Gunnar Nilsson did, taking last Sunday's Nurburgring 4 Hours round of the European Touring Car Championship for the second year running, this time sharing an Alpina BMW with Dieter Quester. After two hours of driving, he was faced with no oil pressure and there was another car four minutes behind, but for seven laps of the 14-mile circuit he kept his cool and nursed the car home.

The car that wasn't far behind was Leyland's Jaguar XJ12C, driven by Derek Bell and Andy Rouse. Yes, in the unlikely setting of the Eifel mountains, Leyland tasted Group 2 success at last. The weekend was fraught from the word go, but very hard work by the mechanics (led by Gil Sills and Clive Wilcox) was rewarded with another pole position by John Fitzpatrick. Fitz shot into the lead from the rolling start, and on the completion of his first lap had broken the lap record and had a healthy lead over Quester in the Alpina car. But sadly Fitz's effort came to naught, for on the second lap the oil pressure dropped and the temperature rose, and he switched off the engine.

That left the green Alpina car in the lead, while a few seconds back Bell was hounding the BMWs of Harald Grohs/Jean Xhenceval/Pierre Dieudonné and Carlo Facetti/Martino Finotto. However, both

struck problems on the fifth lap, leaving Bell a secure second. He and Rouse nursed the Jaguar along and then, in the closing laps, Bell took 2mins off Nilsson's BMW. Jaguar at last scored the first decent placing after a lot of hard work, disappointment and worry.

Third place, a lap down, went to the 2-litre dry-sump Zakspeed Escort of Hans Heyer/Armin Hahne, who drove a rapid race despite a late misfire.

Ralph Broad "lost count how many times we've had the engine out."



**G2** EUROPEAN CHAMPIONSHIP **6**  
NURBURGRING

## ENTRY & PRACTICE

Few followers of the Group 2 scene can doubt that the series is a healthy one—there have been good grids at nearly all the races. But hardly anyone was prepared for the 131 entries listed in the programme! We did not expect all of them to turn up, but 115 of them did. . . .

The Nürburgring is a big circuit, but 115 cars! The pits were crammed, the track crowded with cars from Autobianchi A112s to Leyland's mighty Jaguars, and those at the back of the queue at the start of a practice session could lose as much as half an hour. . . .

Those 115 cars were fighting for 80 places on the grid, and they had a mere four hours to set the time which would see them there. Four hours may seem quite a lot, but not last weekend at the 'Ring.

Of particular interest in the entry was the appearance of two Zakspeed Escorts for Hans Heyer/Armin Hahne and Sigi Müller/Werner Schommers. Last year, of course, Zakspeed contested the Group 2 series with an Escort, but the wet sump rule made the cars extremely unreliable; following the recent reversal of that rule, Zakspeed are again interested in the series. Amerigo Bigliazzi of Autovama appears to have withdrawn his Alfetta from the series, and the Swiss driver, Armin Buschor, has pulled out because he prefers shorter races. His former co-driver, Kurt Mirer, continues with fellow Swiss Marco Vanoli and a brand new BMW 2002.

"This is the worst practice I've had in my life", said Ralph Broad on Sunday morning. The Leyland team had been at the circuit since Thursday, when Broad hired the circuit for the whole day. The problems started very early: "I've lost count of how many times we've had the engines out", Broad said wearily. The intricate sump had to be painstakingly 'tuned' for this long, complex circuit, with its myriad bends. The team had visited Nürburgring after Brno, when Fitzpatrick set a time of 8m 26s, but after four laps, practice had been curtailed, and the team had obviously not learned much. Thursday was going to be the day, but on the Bell/Rouse car an old engine lost its oil pressure early on, and the Fitzpatrick/Schenken XJ12C ran its bearings. By that evening, the engines



were out of both cars, everything being changed for official practice on Saturday (for there was no practice on Friday). On Saturday, in those four hours, both cars were going to have to qualify and have their sumps modified.

The engine came out of the Fitzpatrick/Schenken car on three occasions—this is a ten-hour job—and twice on the Bell/Rouse car. The Bell car needed new piston liners and then blew a head gasket. The Fitzpatrick car ran its bearings twice, and when it was fitted with a brand new engine, the metering unit packed up. However, just before this Fitzpatrick set an 8m 30.9s despite the traffic, and that gave him pole position, keeping up Jaguar's splendid run of front row positions. Even then the problems did not stop, for Dunlop forgot to bring the adaptor for their wheel balancing machine and the wheels would not balance properly. Neither Jaguar did many laps, Bell and Rouse not completing a single lap in the morning.

Beside Fitzpatrick/Schenken on the 80-car grid were Gunnar Nilsson/Dieter Quester in the Alpina BMW CSL, troubled by poor handling. Gunnar asked for the car to be hardened, but on new tyres. "It was jumping around like a goose", said Quester. "Then we tried to put on the old tyres from the morning, but they hung out the chequered flag, so we still don't know what's wrong". During the race morning warm-up the clutch gave out, so that had to be replaced, but both drivers set 8:33.9.

Trying out Goodyears for the first time were Carlo Facetti/Martino Finotto in the 1976 Luigi BMW sponsored by UFO, who captured a second row position with 8:38.6. Their problems started on Thursday, for a new Imberti-built engine lost it oil pressure, and the team were reduced to their old faithful which Facetti insists has no power but which has then taken the two Italians to wins in the last two races. One advantage they did have, especially over the two Luigi BMWs, was that they knew the suspension settings for the circuit, while the Luigi team were fishing for the correct settings due to the redesigned suspension on the new cars. However, Jean Xhenceval/Pierre Dieudonné, joined by Harald Grohs for this race at the whim of the organizers, were sharing the second row with Finotto/Facetti, having set 8:43.6.

Back on row three sat the second Jaguar, Bell/Rouse managing 8:47.9 before the wheels went out of balance. Sharing their row was the first of the Zakspeed Escorts on 8:52.4, this being the car for Heyer/Hahne, the drivers of Zakspeed's Group 5 Escorts. This was a brand new car, whereas their other one was one built up at the beginning of the season for the national Group 2 series. The dry sump engine was giving between 245 and 250bhp.

The second of Luigi's BMWs sat on row four, this to be driven by Belgians Eddy Joosen and Claude de Wael with Umberto Grano of Italy as third driver. Sharing this row was the phenomenally quick Scirocco of Willi Bergmeister/Helmut Henzler, a car that continues to delight.

The fifth row comprised two more 2-litre cars, the BMW 320i of Walter Brun/Helmut Kelleners, and the second Zakspeed Escort of Müller/Schommers. The former pair were of course driving a new Eggenberger BMW after Brun had crashed his badly at Enna, Walter still nursing a rather tender collarbone. The car was brand new, but they were quite happy with their 9:5.0. Müller/Schommers were on 9:8.9 in their Ford, which needed a new gearbox in the afternoon.

There were many interesting entries outside the fastest ten. Audi's brand new 80GTE was on the eighth row, driven by F1 driver Harald Ertl with Hans Nowak (normal driver Freddy Kottulinsky was doing F2 in Nogaro). The Audi was all-new: new body (20kgs lighter), new fuel-injected engine, new close ratio gearbox. On the ninth row was the G2 RS2000 entered by the KWS team for an interesting array of drivers: German F3 man Rudolf Doetsch, F3 and FSR Frenchman Jean-Louis Schlesler, and rally driving Finn Ari Vatanen. The AUTOSPORT columnist was doing this event because he wanted to race on the 'Ring, and was very mindful of a new-found respect for Formula 1 drivers who do like to race there. Doetsch set the time (9:27.9), but Ari was only a second slower, having spent some time learning the circuit.

The first of the 3-litre class cars was the BMW 530i which Mypelm Engineering have built up for Tom Walkinshaw, Richard Lloyd and Gilbert Greenall to drive in Group 2. In fact, this car was still Group 1 apart from a spoiler, so they did well to qualify 23rd fastest, quickest in class by nearly 20secs. Only oil surge troubled this Grunhalla Lager and Castrol sponsored car.

There were more BMWs, VWs, Opels and so on before the ex-McMahon Arrow Shirts Escort of Dutchman Ron Kluit and Alec Poole. A wheel came off this car in the morning, and then they couldn't get any gears.

Right at the back, in fact first and second reserves, were the Mazdas from Britain, John Markey/David Palmer in the Smith Kendon RX5 and Tom Hunt/Wendy Markey in the RX2. The latter two were

really learning the circuit and were too slow, but the gremlins had afflicted the RX5 again. A gearbox oil leak stopped the car in the morning, and in the afternoon session, immediately Markey got into the car, the selector for third and fourth gears broke, so he qualified with three gears. The various non-starters pointed to an eventual start, but uncertainty about the time of the race caught them out, and they got onto the grid late; then the car wouldn't start. With great rapidity, the marshals pushed the RX5 off the track, and that was their lot. The RX2, however, started.

## RACE

Fitzpatrick shot away at the start, chased by Quester, Grohs, Facetti, Bell and the second Luigi BMW before the dicing 2-litres of Kelleners and Heyer. The latter lost his team-mate Müller on the first lap, for Sigg got out of control in the little Karrusel and hit the Armco, which prevented him taking any further part.

At the end of the first lap, Fitz had a near 10 secs lead over the rest, and had broken the lap record from the rolling start. But it wasn't to last. At the Foxhole, the oil pressure dropped alarmingly, and Fitz decided that he should switch off. Some two miles down the road, at Adenau, the car came to a halt, its race over.

When Quester came round on his own, there seemed little that the following cars could do. He had a lead of nearly half a minute over the BMWs of Grohs and Facetti, closely followed by Bell. Then came another lengthy gap before the remaining Zakspeed Escort of Heyer, with the second Luigi BMW just behind, another gap to Kelleners's 320i before Bergmeister in the ever present Scirocco.

Bell now moved up to split the BMWs, but a couple of laps later he came by on his own. Both the Bee-Em's headed for the pits, Facetti to have a new petrol pump fitted, and Grohs to have his battery relocated. At five laps, the order was Quester, out on his own, Bell (equally lonely), and Heyer's Escort still being tailed by the de Wael/Joosen/Grano Luigi BMW. Fifth was the Eggenberger 320i, well ahead of the Jägermeister VW of Bergmeister. Second in that class was Ertl, really pulling out the stops for there was another Scirocco on his tail and a couple of BMW 2002s.

Early retirements included two of British interest. The RS2000 which Vatanen was due to drive blew a head gasket before the British Rally Champion even had time to drive it, and Ron Kluit's new clutch was apparently as useless as the old one, and Poole was soon rendered a spectator. Greenall got off to a steady start in the BMW 530i but lost a few places early on, while Wendy Markey and Tom Hunt were equally steady, if further back.

Facetti went out for good at around the two-hour mark when the differential packed up; for the first time in the six rounds run, the wily Italian failed to finish a Group 2 championship round. The new accelerator cable on the Luigi car of Joosen etc came undone again, but the other car, with its battery back in position, was charging along and already back up to tenth. At the two-hour mark the Audi team were in trouble. Ertl had been up in seventh place, but then the exhaust broke, and although the car still ran it was slipping down the order.

At this time, Bell/Rouse were 78secs behind Nilsson/Quester, the former now driving and destined to do so until the end of the race. Heyer/Hahne were a further 4mins back, the only remaining car on the same lap as the leaders. Due to a routine pitstop, the 320i had dropped behind the little Scirocco, but Stocker/Siegrist in their VW were in sixth. A remarkable 11th overall was a German pair in an Opel

Commodore, essentially a rally car, but leading the 3-litre class. The British entered 530i, now driven by Lloyd, was in 23rd position.

After the second of the leaders' scheduled stops, a very rapid one, Nilsson only had a 47secs lead over the Jaguar at the 2½ hour mark. The order had changed very little, although the Luigi BMW had climbed up to sixth, while Nowak/Ertl had dropped back to tenth. The British BMW 530i, now with Walkinshaw driving, was charging along and on the same lap as the class leading Opel.

In the next half hour, the surviving Jaguar had a brief and unhurried stop to fit a new radiator grille! Both the 320i of Rainke/Brun and the works Audi were in trouble, the former having had ignition trouble and then needing a new fuel filter, while down in 12th place the Audi was now making a really horrible noise. The British BMW 530i, now with Walkinshaw driving, was charging along and on the same lap as the class leading Opel.

It was at this stage that Nilsson began to worry about the oil pressure. He cut his revs so drastically that the Jaguar began to make up real time, chopping 20secs a lap off the lead which was about 4mins. But there was only an hour left, about seven laps, and the Jaguar duo were not about to throw away second place. In the last hour they had another two stops, one for an out-of-balance tyre, which proved to have turned on the rim, and then right at the end for a quick refuel. Bell was so mindful of finishing that he did the last lap at 6000 revs.

Nilsson won by a full 2½mins to the considerable acclaim of his team, who appreciated the way he had nursed the car home. Heyer who brought the Zakspeed Escort home into third place and a fine class win which showed that on a tight circuit the car will no doubt be very competitive.

Xhenceval/Dieudonné, reflecting a neater driving approach to long-distance races than Grohs, picked off both the Heyco 320i and the Jägermeister Scirocco during the final laps to finish fourth, leading the BMW by just 5secs. They were only a minute behind Heyer, so it was a good drive to recovery. Stocker and Siegrist were a lap down on Bergmeister in seventh place after a determined if not quite so competitive drive. Tenth, having picked up seven places in the last hour, were Walkinshaw/Lloyd Greenall in the near Group 1 530i, aided by the last hour retirement of the Commodore. Thus they won the class, and the strains of the British National Anthem were heard throughout the Nürburgring for them, if not for the Leyland team. The Argentine 43/70 team ended with a class victory again in their Alfa Sud Sprints, and Wendy Markey and Tom Hunt soldiered on with their Mazda RX2 to finish 35th.

It had not been a fantastic race, but with plenty of incident and a good result, and it pointed to new hope for the future. As Derek Bell said, "It was nice to break the ice."

### Grosßer Preis von Tourenwagen Nürburgring, 4 Hours, July 10

#### European Touring Car Championship, round 8

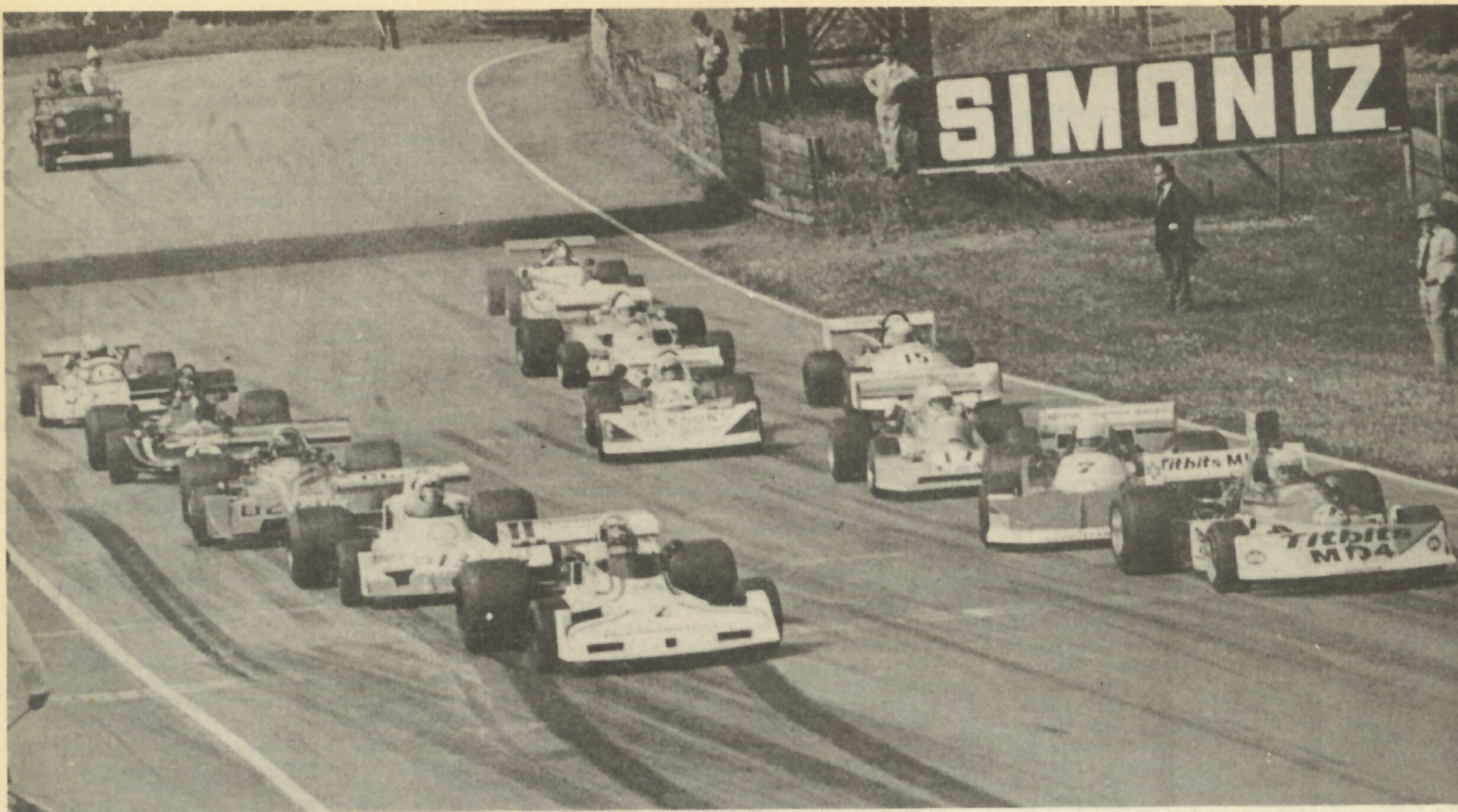
1. Gunnar Nilsson/Dieter Quester (3.2 BMW 3.0 CSL), 27 laps, 4h 3m 42.2s, 151.793kmh;
2. Derek Bell/Andy Rouse (5.3 Jaguar XJ12C), 27 laps, 4h 6m 10.5s;
3. Hans Heyer/Armin Hahne (2.0 Ford Escort RS2000), 26 laps;
4. Jean Xhenceval/Pierre Dieudonné/Harald Grohs (3.2 BMW 3.0 CSL), 26 laps;
5. Walter Brun/Helmut Kelleners (2.0 BMW 320i), 26 laps;
6. Willi Bergmeister/Helmut Henzler (1.6 VW Scirocco), 26 laps;
7. Anton Stocker/Jörg Siegrist (1.6 VW Scirocco), 25 laps; 8. Peter Ochs/Peter Kuhlmann/Rolf Rummel (2.0 BMW 2002 GT), 25 laps; 9. Tarisco Fornara/Ruedy Franz (2.0 Alfa Romeo 2000 GTV), 25 laps; 10. Tom Walkinshaw/Richard Lloyd/Gilbert Greenall (3.0 Ford Escort RS2000), 24 laps; 11. Mathias Schneider/Holger Soltwedel (2.0 Ford Escort RS2000), 24 laps; 12. Raine Braun/Jürgen Reinke (2.0 BMW 320i), 24 laps; 13. Frank Mayr/Marcel Mohr (2.0 Alfa Romeo 2000 GTV), 24 laps; 14. Eddy Joosen/Claude de Wael/Umberto Grano (3.2 BMW 3.0 CSL), 24 laps; 15. Harald Ertl/Hans Nowak (1.6 Audi 80 GTE), 24 laps.

Fastest lap: John Fitzpatrick (5.3 Jaguar XK12C), 8m 29.8s, 161.251kmh.

Tenth overall and first in class was the Walkinshaw/Lloyd/Greenall BMW 530i.







Val Musetti (7) tries a novel line away from the start of the G8 race; Trimmer (left) and Edwards lead

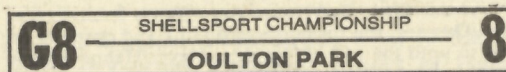
# Triple for Trimmer

Trimmer crushes opposition and equals lap record—Rouff and Galica in exciting duel—Edwards takes over championship lead with good second place—Report & photography: PETER McFADYEN.

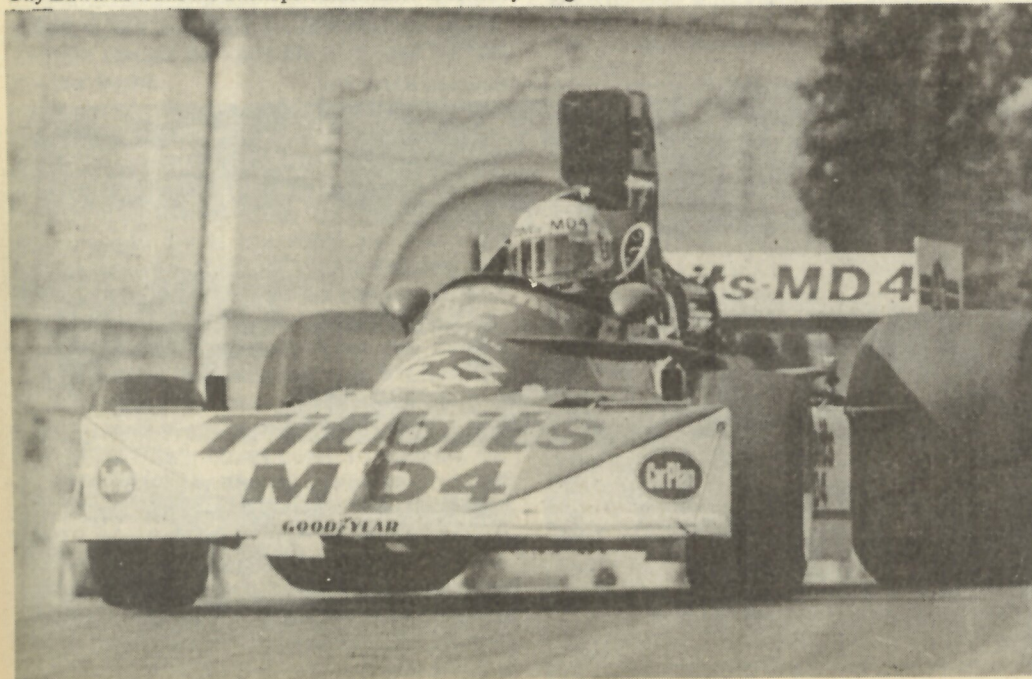
Tony Trimmer dominated Saturday's ShellSport Group 8 round at Oulton Park, only Guy Edwards being able to stay anywhere near the flying Surtees. Starting from pole, Trimmer led throughout, and he equalled the lap record set up by Edwards during the 1976 Gold Cup. The main interest in the race centred on the duel between Tony Rouff's Ralt and the Surtees of Divina Galica, which were separated by only 0.2sec at the finish.

The BRSCC NW Centre put on a programme which was virtually a repeat of the

earlier Gold Cup meeting. The British radio Production Saloon round went to Alan Minshaw and the Debenhams Escort qualifier to Basil Wainwright, while Rad Dougall took the honours in not only the Formula Ford 2000 race but also in the Sports 2000 event as well. On the Friday, the Dunlop Star of Tomorrow FF1600 win went to Willy Ribbs from Jeremy Plunkett.



Guy Edwards leads the ShellSport International series after eight rounds



Practice for the Group 8 competitors was held in very warm conditions on Friday, with a further untimed session on Saturday morning. Tony Trimmer in the Melchester Racing Surtees TS19 was third fastest in the first session, hampered by a water leak, but after a change of ratios and some chassis tuning he emerged on pole at the end of the day. He had, however, been "really working" for his time of 54.4s. Second fastest overall, and leading the first session, came Guy Edwards in the Titbits/MD4 March 751, Guy also having found things a bit hectic during practice, although his time of 54.6 was below his lap record. Equalling the record of 54.8 were three drivers, led by Divina Galica in the ShellSport Surtees TS19. Val Musetti was next up in the David Price March 761, and the trio was completed by Bruce Allison. The Australian was having all sorts of problems, which started on Thursday evening when the Chevron's Smith engine dropped a valve; a brand new unit (actually built up from one Bruce brought with him from Australia) was installed, but it proved to have more oil leaks than the North Sea, and trying to make the whole thing sanitary left little time to sort the rest of the car out.

Alo Lawler was back out in a Lola T462 and going well, although he was baffled by the change in handling when he swapped from one set of G50s to another supposedly identical set. Lawler's 55.4 was equalled by Brian McGuire, who changed the spark-box on the McGuire BM1's Cosworth to cure a misfire which plagued him throughout Friday. Norman Dickson was next, his March displaying too much oversteer, but as it was controllable he wasn't too unhappy. On 55.8, 0.2sec behind Dickson, was Tony Rouff in the Harrisons/Eden Ralt; the team missed most of the timed sessions while the car was being put together, so Tony used the untimed session to sort it for the race.

Tom Belso had the misfortune to have a gearbox bearing seize on his Lola, and as he was unable to remove it with either drill or cutting torch (Tom was doing the work himself as his mechanic was ill with 'flu') he became a non-starter. Kim Mather was having his first outing in the ex-works development Chevron B35D, back from South Africa and running with the engine from Kim's March under the Dinorben Arms banner. Finally, Robin Smith (Lola T330/2) and Dennis Leach (Chevron B28) were having all sorts of problems, and right at the back came Kevin Bowditch in the Lyncar 005.



## RACE

Trimmer held first gear all the way into Old Hall to take the lead at the start from Edwards, Galica and Musetti, whose March snaked off the line leaving thick black lines curving across the grid. This order held at the end of lap one, with Musetti pressing the ShellSport Surtees hard, followed by Allison, Rouff—already going well—and Dickson. Mather and Smith touched at Fosters, the Chevron retiring with damage which extended to the tub itself. Before he could do anything about Divina, Musetti was pulling onto the grass opposite the pits, a rod having punched its way through the block without warning.

With nine laps completed, Trimmer was very slowly extending the gap over Edwards, who was pulling away from the third place battle between Galica, Allison and Rouff. But then the Australian spun the Chevron backwards into the barrier on the Avenue, and the car refused to restart. This elevated Lawler to fifth, but a spin dropped him back a place behind McGuire. Dickson had earlier pitted from sixth place to complain of clutch problems and, having rejoined in eighth place, he soon retired with something seriously amiss in the flywheel department.

By half-distance, with only half a dozen competitive cars left running, interest centred on Rouff, who had Divina firmly in his sights now. As these two came up to lap Bowditch, the Lyncar driver moved over at Old Hall to let them through, and very nearly lost it on the outside. Rouff dropped back for a few laps, and then, with four laps remaining, he made his move. Staying wide as they entered Fosters, he cut in and passed the Surtees as they left the corner. Divina, who was having to use all the power of the DFV to make up for the Ralt's superior stopping and cornering abilities, hung on and made a last desperate effort to get back into third place as they crossed the line, but the American held on.

Almost overlooked at the front, Trimmer had led Edwards home by 5secs, the March driver having been handicapped from early on by understeer resulting from a rear top link of the suspension having come adrift; incredibly, the link had jammed in the mounting and held there throughout, but Guy was very lucky to have finished. McGuire and Lawler finished a lap down in fifth and sixth respectively, while Smith changed a wheel (the incident with Mather had removed a valve) and recovered to finish seventh ahead of Bowditch. Edwards's second place gives him the series lead from Trimmer and Musetti, Rouff moving up to fourth ahead of Holland, who was absent from this round.

### ShellSport International, Round 8 Oulton Park, July 9 40 laps—66.16 miles

- 1, Tony Trimmer (3.0 Surtees-Cosworth DFV TS19), 37m 16.2s, 106.5mph;
  - 2, Guy Edwards (3.4 March-Ford 751 V6), 37m 21.2s;
  - 3, Tony Rouff (2.0 Ralt Swindon-RT1), 37m 46.6s;
  - 4, Divina Galica (3.0 Surtees-Cosworth DFV TS19), 37m 46.8s;
  - 5, Brian McGuire (3.0 McGuire-Cosworth DFV BM1), 39 laps;
  - 6, Alo Lawler (2.0 Lola-Swindon T462), 39 laps;
  - 7, Robin Smith (5.0 Lola-Chevrolet T330/2), 35 laps; 8, Kevin Bowditch (2.0 Lyncar 005), 35 laps; no other finishers.
- Fastest lap:** Trimmer, 54.8s, 106.65mph (equals record).

## SUPPORTING RACES

The racing opened on Friday with two heats and a final in the Dunlop Star of Tomorrow FF1600 series. The first heat was led for three laps by Bill Shepherd (Tiga-CES) before a broken driveshaft gave the lead to Gilmar Camolesi de Souza in a Royale RP24. Willy Ribbs led the second heat all the way from Jeremy Plunkett, while Martin Longmore passed Terry Blanchet on the last lap to snatch third. The final was a repeat of the second heat, which was by far the faster of the two, Ribbs again winning from Plunkett and Longmore.

Sensation of the Sports 2000 event was the presence of Rad Dougall in Ted Toleman's Lola, the current FF2000 star taking pole and predicting a lap record for himself of 64.2s before the start. Second spot on the grid should have been filled by Divina Galica, but a coming-together with John Brown's Lola crumpled the floor of the Kelly Girl Lola, making it a non-starter. Dougall led from flag to flag and duly set a new lap record exactly as predicted, while Chris Alford looked a comfortable second until his engine began to go off, even cutting out completely at one point. Thus, John Cooper moved up to second place once he had disposed of John Webb, who ultimately spun the Monsieur Rochas Tiga trying to take Cascades flat out, which is apparently not possible.

The day's best race was probably the Piccadilly Radio Production Saloon event, which featured a fascinating four-car fight for the lead throughout. Derrick Brunt took the initiative at the start, followed by the Commodores of Jock Robertson, Alan Minshaw and Stuart McCrudden. These four swapped places continuously, Robertson taking over at the front from laps 5 to 9, when McCrudden made a big effort and went through on the inside at Old Hall. Minshaw remained in second, but then Robertson's



Above: Adrian Reynard (Reynard) leads Kenny Gray (Royale) in the FF2000 event. Below: Robertson, Minshaw and McCrudden prove that you don't need a BMW to win prodsaloon races



car began to overheat and he rapidly dropped back, leaving Minshaw eventually to retake the lead ahead of McCrudden and Brunt. Fifth place had been equally hotly contested between the BMWs of David Taylor, who was running in a brand new engine, and Adam McMillan, until their persistent leaning on one another culminated in MacMillan visiting the Old Hall barrier. Graham Miles brought his Manitou BMW into fifth place ahead of the ailing Robertson, while Mike Smith opposite-locked his Capri into seventh.

Geoff Friswell was pleased to be on pole for the first time this year in his Hawke DL16 for the FF2000 race. Indeed, it was the first time he had been on a front row, and he was looking forward to a good race on a circuit which he likes. Unfortunately, it was not to be, for a startline fracas, probably set off when Stu Baird anticipated the start somewhat, saw Geoff luridly sideways as the field set off. Rad Dougall, who had been quite happy with third fastest time as it put him on the outside (and he believes better) position on the front row, was soon in his customary first place and was never again headed. Behind the Kismet RP25, Oscar Notz had recovered from the shock of seeing Friswell climbing over his rear wheel at the start, and was in a secure second place ahead of an equally lonely Kenny Gray. The engine of the Scorpion Royale was not up to Kenny's expectations, but he was working very hard to make up for it and stay ahead of the following dice which was led by Frank Sytner. The Foxwood Dulon eventually drew away from its pursuers, and Jeremy Rossiter was left to fend off a very strong challenge from the South African girl Desiré Wilson and Steve Farthing. Desiré was challenging Rossiter hard when he slowed going through the normally flat Knickerbrook; the Reynard and Crosslé touched, and Farthing could not avoid ramming Mrs Wilson's car rather severely, putting her out of what would have been a very fine finish in the first six.

David da Costa led the Debenham Escort round most of the time, but he was never exactly alone at the front. The three BRMB/Opposite Lock/Withers cars of Wayne and Basil Wainwright and Neil McGrath fought ferociously for the lead, and when Wainwright Junior suffered a puncture on the last lap and fell rapidly to eighth place, the other two joined forces to perform a scissors movement on the Valprint car as they came up to the line, successfully squeezing David back into third although unseparat-

ed on times. Cyd Williams had occupied pole in the car normally driven by Barrie Williams, but Cyd's race came to a sudden end when a broken seat caused him to spin off at Old Hall. He narrowly missed the abandoned car of the second fastest man in practice, Graham Hollis, which had been involved with the Withers car of David Winstanley. The latter was at last going better, thanks to some sorting by Cyd Williams earlier in the week, and as result had been joint fastest along with three others.

## results

**BRSCC Dunlop "Star of Tomorrow" Formula Ford 1600 Championship Round, Heat One (10 laps):** 1, Gilmar Camolesi de Souza (Royale-Minster RP24), 11m 52.2s, 83.60mph; 2, Dave Hoban (Bert Ray-Brown), 12m 09.8s; 3, Martin Fittman (Royale-Scholar RP24), 12m 09.8s; 4, Brian Holloway (Elden Mk10), 12m 11.8s. **Fastest lap:** Bill Shepherd (Crosslé 30F), 1m 10.2s, 84.82mph.

**BRSCC Dunlop "Star of Tomorrow" Formula Ford 1600 Championship Round, Heat Two (10 laps):** 1, Willy Ribbs (Royale-Scholar RP24), 11m 40.6s, 84.26mph; 2, Jeremy Plunkett (Crosslé-Rowland 30F), 11m 42.2s; 3, Martin Longmore (Hawke-Rowland DL11), 11m 52.2s; 4, Terry Blanchet (Lotus 61M), 11m 52.6s. **Fastest lap:** Plunkett, 1m 8.8s, 86.55mph.

**BRSCC Dunlop "Star of Tomorrow" Formula Ford 1600 Championship Round, Final (16 laps):** 1, Ribbs, 17m 31.6s, 84.93mph; 2, Plunkett, 17m 32.2s; 3, Longmore, 17m 44.8s; 4, Blanchet, 17m 52.8s; 5, Fittman, 17m 57.0s; 6, Hoban, 18m 7.0s. **Fastest lap:** Plunkett, 1m 8.8s, 86.55mph.

**SodaStream Sports 2000 Championship Race (20 laps):** 1, Rad Dougall (Lola T490), 21m 40.6s, 91.56mph; 2, John Cooper (Lola T490), 22m 1.4s; 3, Chris Alford (Lola T490), 22m 11.8s; 4, Mike Ostroumoff (Lola T490), 22m 12.2s; 5, John Webb (Tiga SC2000), 22m 16.8s; 6, John Brindley (Tiga SC77), 22m 38.6s. **Fastest lap:** Dougall, 1m 4.2s, 92.75mph (record).

**Piccadilly Radio Production Saloon Car Championship Race (15 laps):** 1, Alan Minshaw (2.8 Opel Commodore GS/E), 19m 52.4s, 74.90mph; 2, Stuart McCrudden (2.8 Opel Commodore GS/E), 19m 52.4s; 3, Derrick Brunt (3.0 BMW 3.0Si), 19m 56.6s; 4, David Taylor (3.0 BMW 3.0Si), 20m 04.6s; 5, Graham Miles (3.0 BMW 3.0Si), 20m 12.8s; 6, Jock Robertson (2.8 Opel Commodore GS/E), 20m 25.0s. **Fastest lap:** Minshaw, 1m 17.8, 76.53mph.

**Lord's Taverners Formula Ford 2000 Championship Race (20 laps):** 1, Rad Dougall (Royale RP25), 21m 18.6s, 93.13mph; 2, Oscar Notz (Crosslé 31F), 21m 21.8s; 3, Kenny Gray (Royale RP25), 21m 29.4s; 4, Frank Sytner (Dulon MP20), 21m 34.8s; 5, Jeremy Rossiter (Reynard 77SF), 21m 41.6s; 6, Rob Wilson (Tiga SF77), 21m 50.8s. **Fastest lap:** Dougall, 1m 3.0s, 94.51mph.

**BRSCC Debenham Ford Escort Sport 1600 Championship Race (10 laps):** 1, Basil Wainwright, 13m 58.0s, 71.05mph; 2, Neil McGrath, 13m 58.0s; 3, David da Costa, 13m 58.0s; 4, Derek Speight, 14m 4.0s; 5, Bill Postins, 14m 4.2s; 6, Geoff Evans, 14m 4.6s. **Fastest lap:** Wayne Wainwright, 1m 21.4s, 73.15mph.





Darniche 'tiptoes' across the very slippery Sowotka main street during the "Speed test." The team are now off on holiday before preparations begin for the Tour de France.

# Holiday time

Four hundred and sixty points now stand to the credit of Bernard Darniche in the European Championship after his latest win, on the Polish Rally. His nearest rival Ari Vatanen has a lowly score of 170 whilst other challengers have considerably fewer still. The Chardonnet team have satisfied even their own demanding standards and have announced that now it is time for a holiday before preparations begin for the Tour de France in September. Darniche and Mahe have now won eight international championship rallies this year with their light blue Lancia Stratos.

Spanish driver Antonio Zanini finished second for the second year running, whilst third place went to a surprising entry, the Czechoslovakian Skoda of Vaclav Blahna, which naturally won the G2 category and actually won five of the 50-odd special stages.

The group one category went to the Belgian entered Opel Kadett GT/E of Guy Colsoul who was eventually awarded sixth place overall after some confusion about stage times at the end.

Not many rallies can claim to be celebrating their 37th anniversary these days, but this is just one of many typical surprises that will greet an enthusiast arriving in Poland. Apart from a few relatively minor problems, most of which only manifested themselves right at the finish, the rally was very well run. Another surprise was the computer-produced results supplied at the finish, although this excellent service did not readily compensate for the inaccurate supply of results during the event.

The rally this year started at 10am on Friday morning and proceeded almost non-stop until 10pm Saturday evening. There was one one-hour and one two-hour halt, but this apart it was an unrelenting struggle for any competitor who suffered any form of trouble with his car.

The stages themselves were mainly asphalt, and several were faster than many would have preferred, but the main challenge came from the weather. With remarkable fickleness the weather would change from bright sunlight to heavy rain, and back again within minutes. There were many accidents due simply to the slippery surfaces.

Most of the stages were repeated many times which facilitated training. Darniche, the current master of the quick practice, spent two days although he was a little confused by the lack of accurate maps and could not make notes of all the stages. The nearest stage was about one hour away from Wroclaw, the rally base, but the furthest stage was less than two. The special danger of rallying in Poland are the trees that line the roads. These are completely unyielding and any car that leaves the road and hits one is due for a very serious accident.

Earlier this year there had been a fatality on a national event for this reason, and on this rally there was another. The rally was held in the south-western region near the borders with Czechoslovakia, in hilly and very beautiful countryside.

## ECR EUROPEAN CHAMPIONSHIP POLISH RALLY 25

### ENTRY

Around 100 entries were received. Factory entries came from SEAT (two 124 Especials) for Zanini and Canellas, three Skoda 130RS (plus two others from the Barum team), the Russian Lada and Moskvich cars, three Polski-Fiats 125P and one 126P (entered in the 600cc G2 class, a real scourge for the Trabants!) and the Wartburgs, but perhaps the strongest challengers were the other cars, like the semi-official Stratos of Darniche, the private Stratos of Jaroszewicz, the RS1800 (David Sutton built) of Spanish driver Beny Fernandez and the private Eastern European cars. Of these the two Poles Blazej Krupa and Jerzy Landsberg, who this year have been rallying in various countries in Europe, East and West, were the most experienced. Krupa had a Renault 5 Alpine and Landsberg a 17 Gordini.

### RALLY

Trying to follow the events on a rally like the Polish is somewhat problematic! There came stories of amazing adventures, some of which were true and others false. Immediately came rumours that Jaroszewicz had crashed. This seemed to have been a confusion. He had had an accident during training (he was showing the Polski-Fiat 126P driver how to drive at speed when he himself went off the road!) but surely the Polish Lancia man could not have destroyed two Stratos within a week? The wreckage was removed as quickly as possible, so nobody could say whether the damage was serious or not, but it quickly became evident that he had retired through an accident.

Then came stories of more. Frenchmen Andre Kempf/Roland Spitz had gone off the road in their Ascona and needed an ambulance, then later the Bulgarian, Boris Radickov, left the road in his Lada, hit a tree and sadly no ambulance would be able to give him any help. With all these stories circulating the rally office at Wroclaw, anything might well be true.

Who was leading? Before Darniche's time had been corrected it seemed that Jaroszewicz had been ahead and after that Fernandez, but later it seemed that after the second stage Darniche was in fact pulling ahead steadily. Fernandez was certainly going well, he was ahead of the two team-SEATs, whilst Servia was in miseries with fuel pump problems. Stasis Brundza with his very racy looking Lada was in no better shape. He had a broken float chamber which led to misfiring and eventually a backfire which set fire to the engine compartment.

We talked afterwards to this Russian rally master and asked how many of these super looking Ladas there were. "As many as I want", he replied. How many actually exist? "Actually two at the moment!"

After 12 stages the rally came to a town called Sowotka. Here there was a 'speed test', which in reality was a race around a 3km loop in the town itself. It began to rain, but nevertheless the 40,000 spectators stayed rigidly to their vantage points through it all. Darniche arrived first and had the best

of the conditions. Gradually the surface became more slippery. From here the rally headed south again and into the night. Darniche was now safely ahead, leading Fernandez by 2½ minutes. Then came Zanini, Canellas, Blahna and the first Polish driver, Landsberg.

The best Polski-Fiat, Stawowiak, was seventh but soon he was going to be in problems. A rear caliper broke and in turn the wheel studs snapped as well. It was a long and difficult job to change the halfshaft. Then when this was sorted out he had alternator failure and had to drive through the night with a supply of batteries changed at every service point.

Then Landsberg had even worse problems. He arrived at a corner on stage 21, braked—and the pedal went to the floor. He was committed to going off the road and the car was badly damaged. His second rally running (the other being the Antibes) had ended when he had crashed thanks to the same problem.

Just after dawn the cars arrived back in Wroclaw for a short break before the restart. Subject to various errors being resolved, the order was like this: Darniche 11587.8, Fernandez 11971.7, Zanini 12159.1, Blahna 12558.3, Havel (Skoda) 12631.0, Krupa (the best Pole) 12666.3, Canellas 12755.4 and Vovkowsz (a Russian with a Lada) at 12766.6.

The pattern of the first half was to be repeated. Rain, sun, rain, sun. Fernandez's car sounded a little sick at the start of stage 33 and then it did not appear at the end of 34. Eventually came the news that the unlucky Spaniard had in fact gone off the road and was out. Zanini was up to second, once again with only a Stratos ahead. Canellas was in problems with missing second and third gears, and finally fourth went as well. Not only this but the organisers seemed to have found things to affect him. There was a report that his exhaust had broken. 100 points were awarded against him. Aguilera, the team's service manager, reminded the organisers that this was a scrutineering penalty, and that the scrutineers had said that both the team's cars were good. No go, 100 points.

Then, another blow! A one-minute time control penalty. "Please may we see the time card, to check? Ferrater says he lost no time at all!"

"No, you may not see it, penalty 60 points".

More after-event problems were to come. Havel was no better off. Having restarted with part of the front of his Skoda missing, he then had a deadshort in the electrics and had to retire. Colsoul moved up the field, even though now he was driving simply '50%' and when the provisional results were announced he was fifth. He appeared to have a real 'flier' on stage 37, where most of the penalties appeared to be a jumble, but without warning, a fresh set of penalties for this stage were announced, after the prizegiving, which put him back to sixth.

By general consent the Polish Rally, 1977 edition, had been considerably better than previous years, and apart from the matter of handling, the results were excellently run. Darniche returned to France having virtually achieved his championship after only seven months had elapsed.

MARTIN HOLMES

37th Polish Rally  
ECR coeff 4 round 25 7-9 July 1977  
1, B. Darniche/A. Mahe (Lancia Stratos) 18453.8;  
2, A. Zanini/J. Petisco (SEAT 124 Especial) 19314.1;  
3, V. Blahna/L. Hlavka (Skoda 130RS) 19754.3;  
4, B. Krupa/P. Myskowski (Renault 5 Alpine) 20268.3;  
5, J. Sevelinge/A. Jeannard (Opel Kadett GT/E) 20270.1;  
6, Guy Colsoul/Alain Lopes (Opel Kadett GT/E) 20305.5;  
7, Salvador Canellas/Daniel Ferrater (SEAT 124 Especial) 20388.4;  
8, Jiri Sedivy/Jiri Janecak (Skoda 130RS) 20410.4; 9, Siergiej Vovkowsz/Wiktor Moskowski (Lada 21011) 20527.6; 10, Leo Pavlik/Oldrich Gottreid (Skoda 130RS) 20655.7.  
ECR championship: Darniche 480; Vatanen 170; Brookes 120; Coleman 115; Fernandez 105; Pond 101; Zanini 84; Altenheimer 76 etc.  
Fastest on stages: Darniche 37; Blahna 5; Fernandez, Zanini and Stawowiak 4; Canellas 2; Krupa 1.





Jan Hettema's rather battered car bears testimony to his considerable good fortune.

# Total luck

Hettema's fifth win in 10 years, but a very lucky and somewhat controversial one—Ove Andersson's Toyota leads for over half of the event—Munari's steady Stratos finishes second overall—Report: DAVID RICHARDS—Photography: ROGER SWAN.

It has taken Jan Hettema 10 years to score his fifth win of the Total Rally. But while he waited for that elusive victory his luck has been building up in reserve. Without detracting from a fine win by himself and Franz Boshoff in their RS1800 luck played a significant part, as the incidents that befell them could so easily have caused their retirement on at least half-a-dozen occasions.

The challenge from overseas crews, which has been so successful for the past few years, was upheld to some extent by Sandro Munari/Piero Sodano in their works entered Stratos. Driving a very calculated rally they finished second in a situation that could so easily have produced a win; while the Toyota of Ove Andersson/Arne Hertz held a commanding lead for half the rally, until an oil pipe broke and forced their retirement.

The Total, celebrating its 20th anniversary, is one of those tremendously individual events whose basic formula is moulded on our own RAC Rally, but whose local conditions determine a character of its own.

With a total distance of 2,450 kilometres including 730 kilometres of stages, this year was the longest although perhaps not the toughest Total ever. Out of the 78 starters only 14 reached the finish, which gives some idea of the severity of this rally. Tough stages and little time for service determine a high casualty rate which in the past has rendered as few finishers as four! Last year they numbered only five. It is not without significance that one section of the regulations starts "in the event of no car arriving at the finish...etc, etc."

For many years the Total has justified World Championship status, only to be thwarted by its regulations concerning non-homologated vehicles. South African law demands 66% local content in vehicles for sale in South Africa in order to avoid prohibitive import duties levied on foreign manufacturers. This has created some very hybrid motor cars in standard production. It is therefore not surprising that the Total rally throws its doors open to virtually anything on four wheels and the results are most interesting with some decidedly 'mongrel' motor cars.

The relatively new FIA cup for rally drivers (or

world championship for drivers, to put it in lay terms), has, however, given a certain amount of latitude for the inclusion of such events, and the Total rally, quite justifiably, gained this status for 1977.

Fuel restrictions in South Africa, which has no natural oil resources, must be one of the most stringent of any country in the world and it is quite significant of the support and publicity given to motor sport, that the rally gains exemption from these restrictions. Indeed the start was featured live on television on the Tuesday evening for 30 minutes and up-to-date results shown on every news bulletin.

## ROUTE

From the start in Pretoria on the Tuesday evening the rally covered 125 kilometres of mostly farm track type stages before its return to the capital the following afternoon. It is unfortunate that there are no forests nearer the start but this has to be accepted. And these stages are a necessary evil for the sake of both publicity and the lay-out of the rally in its present form.

A reclassification after the first leg and a 24-hour rest gave a new starting order for the "meat" of the rally, which took place in the forests of the Transvaal Low Feld, returning again to Pretoria for Friday lunch time. A new idea this year was to reinstate anyone who had retired from the main event for a separate award over the final six stages on Saturday morning. Again mostly farm tracks were used and a stage at Kyalami; this proved a very successful part of the rally.

Running at number one, and untroubled by dust, Ove Andersson dominated for over half the event.



## ENTRY

The starting order for the Total is determined by putting the entry into seeding groups and then drawing them out of a hat. A very fair system, where the dusty conditions can play such a decisive part in the results of the event.

There were six FIA graded drivers in the first seeding group and it was thus that Ove Andersson/Arne Hertz started at one in their Toyota Corolla. They actually had a second entry which was drawn out at five for another car, but the attraction of a dust-free run at the front was obvious and it was therefore they who were first down the start ramp on Tuesday evening.

Roger Clark first teamed up with Stuart Pegg to win the Total a couple of years ago and it was this same combination in the familiar RS1800 that drew the number two spot on this occasion.

Harry Kallstrom/Claes Billstam at number three are another pair of regular visitors to South Africa and in this position they formed the spearhead of the very strong Datsun challenge.

When an entry arrived from Sandro Munari in the Alitalia Lancia Stratos it was obviously accepted with rather mixed feelings, as the regulations were specific about non-conflicting advertising on competing cars. The Lancia not only featured Alitalia, in obvious conflict with SAA, the South African carrier who were so helpful in transporting foreign competitors, but also Agip Oils in direct opposition to Total themselves. An amicable solution was found which resulted in Alitalia being accepted as a co-sponsor while Agip did not feature at all. The Lancia co-driver remained a mystery right up until the last minute but eventually transpired to be Piero Sodano who took up the vacant seat in car number four.

Sigma Motors are a relatively new company on the South African rally scene and they had imported the services of Andrew Cowan to drive their number one car, a Colt in sixth spot. Their team also featured American Henrik Blok in a similar car.

Ford, under the direction of Bernie Mariner, have the largest team in South Africa and on this occasion were represented by no less than five cars. Apart from Roger Clark they had local drivers Eric Sanders, Roelof Fekkan, Andre Liebenberg and eventual winners Jan Hettema/Franz Boshoff. A very impressive line-up which has proved successful for the two previous years.

Achim Warmbold flew direct from an Australian recce of the Singapore Airlines marathon to compete in a Toyota (Germany) car with South African co-driver Christo Kuun.

Another new team on the South African scene is that of Chevrolet Dealer team or rather a revitalised team, as the original set-up was closed with the fuel crisis three years ago. Under the supervision of Geoff Mortimer, having now turned his hand to rallying after being one of the most experienced racing drivers and engineers in the country; the new team has been formed in the past three months. The three cars consisted of two Chevairs, which are similar to our Vauxhall Cavaliers and featured Blydenstein engines for Geoff Mortimer/Chris Hawkins and in the second car Chris Swanapoe/Tony Pennell. Third car was a Chev Hatch prepared to the South African Group '11' regulations and driven by Billy Coleman/Dave Richards.

Fiat had a single entry of a Fiat 131 Abarth for expatriate Italian Alcide Paganelli and local co-driver Mike Hooper. Paganelli has been surprising everyone this year and if he drove sensibly could well be one of the surprises of the rally.

The most unlucky crew must surely have been Jill Robinson/Pauline Gullick, who were to have been driving a Colt if the engine had not blown-up on the day of the start. The car was repaired during the event and the girls were in fact able to start the Saturday morning run for the Pretoria Motor Club challenge, so the trip was not completely in vain.

TOTAL RALLY





Above: Sandro Munari drove a very subdued rally, presumably awaiting another indiscretion from Hettema. Below: Alcide Paganelli eventually finished fourth after falling foul of the Law.



## TOTAL RALLY

continued

### RALLY

As the cars left the start ramp for the first leg there must have been many co-drivers wondering what the arrowing would be like on the farm track stages, as they had caused a number of problems in previous years. They need not have worried as the arrowing was excellent this year and while there was still an emphasis on accurate navigation, especially in the dust, there were none of the problems associated with these stages in the past.

Timing on the event was done by some very sophisticated electronic printing clocks which should have simplified any timing problems. These were however prone to a number of failures in the printing mechanism and despite their accuracy one wonders whether it is not perhaps over-complicating what is basically a very simple operation.

The first section provided little drama as there were few people who didn't realise there was a long way to go. Ove Andersson with a dust-free run was setting the pace and was all set to start number one on the second day, but it was the local driver Sarel Van der

Merwe in a Datsun who was providing the closest competition.

Team mate Kallstrom retired when his gearbox jammed, while Ford had been experiencing some gearbox problems and had changed to 'Automatic' gearbox fluid.

The only real surprise of this section was perhaps the caution with which drivers like Clark and Munari were treating it, and they were to restart in eighth and sixth place respectively.

To say that no one suffered any dramas on this first section is not quite true and certainly so in the case of eventual winner Jan Hettema. Before returning to Pretoria he had hit a bank, gone through a fence, and rolled the car on yet another occasion! Spectators were few and far between, but as luck would have it they just *happened* to be on the very corner that he rolled and story has it that Jan was shouting to them to get him back on his wheels before the car came to rest.

"Bernies Boys," as the Ford service crew are affectionately known, didn't have enough time to straighten the steering after the roll, so Jan made his way to the next couple of stages with a very ill-handling car, only to find that *both* had been cancelled....

The Mayor of Pretoria flagged the rally away from outside Pretoria City Hall for the second leg in the forests of the Low Feld. The rally proper was really

underway. By midnight the overseas challenge was to disappear when Clark broke his clutch, and Andersson lost an oil pipe. Munari was left to uphold the overseas honour in a situation that now looked like producing a South African victory for the first time in five years. When the rally emerged from the Lower Creek, an 80 kilometre stage, things changed yet again as Van der Merwe, the leader, had blown his engine and Eric Sanders was stuck in the stage.

Andrew Cowan and Henrik Blok retired their Colts when fans went through the radiators in a river crossing, while at the same time the Chevrolet Tear disappeared from the scene; Geoff Mortimer leaving the road, while Billy Coleman broke a half-shaft in the middle of a stage.

Hettema was now in the lead but he had hit a tree stump and blown the head gasket, so had no reason to feel too confident with the two Italians in the Fiat and Lancia hard on his heels. Warmbold had been driving a sensible rally despite problems with dirty fuel and driving three stages with no front brakes. He was now in a strong position.

During the rally the crews had to be particularly careful of police speed traps as they carried traffic carnets in their cars, the loss of which could mean exclusion from the event. It was incidents surrounding speed infringements that caused the most controversy after the rally as Paganelli was taken to the police station and held for two hours, while lying second. A number of crews lost carnets, including leading group '1' driver, Jannie Kuun. But there seemed to be a certain amount of controversy as to whether people had got away with being stopped and not handing in their carnets. The end result was that all traffic infringement penalties were scrubbed.

Rumour has it that the winner may actually have been caught and handed in an old carnet from a previous event. Whether fact or fiction, the organisers could do little about it and everyone will have to wait for a couple of weeks, when the facts will no doubt emerge from the South African AA.

Saturday morning produced little drama except for Roelof Fekkan who had a heart-stopping moment when an oil pipe broke on his Escort, curtailing his challenge for second place. Jan Hettema had done again after 10 years and with just a little help from 'Lady Luck'.

Pretoria Motor Club had a number of problems to overcome but at the end of the day there will be few who can deny that the Total is one of the most exciting challenges in rallying offered anywhere in the world, and can expect an equally strong entry next year.

#### 20th International Total Rally

1. J. Hettema/F. Boshoff (Ford Escort RS1800) 32,610 penalties;
2. S. Munari/P. Sodano (Lancia Stratos) 33,452;
3. R. Fekkan/L. Jonbert (RS1800) 33,980;
4. J. Kuun/J. Borman (Mazda RX2) 34,119;
5. A. Warmbold/C. Kuun (Toyota Corolla) 34,353;
6. I. Miller/G. Wild (Chrysler Colt) 35,984;
7. W. Labushagne/W. Harrington (Dodge Avenger) 37,486;
8. J. Geffen (Datsun 1800 SSS) 37,552;
9. C. Van der Merwe/S. Hardin (Dodge Colt) 38,695;
10. R. Lindsey/A. Edwards (Toyota Corolla) 38,695.



# ATS Stages: tough contest in Wales

## Top drivers head for Carmarthen

The five-month 'ban' on rallying that currently surrounds the Llandrindod Wells area in south central Wales has resulted in an 11th hour 'Plan B' alternative for Epynt MC organisers in their preparations for this Saturday's ATS Stages, round seven of the immensely close fought Castrol/Autosport championship. That nesting Red Kite has a lot of answer for! In total the club was relieved of around 36 stage miles when the 'ban' came into effect around two months ago, and this distance included the brand new 12-mile test at Esgair Dafydd (Cwm Henog) and Nant-yr-Hwch itself.

However, Mike Kennet and Dave Thomas, joint Clerks-of-the-Course for the rally, along with their many hard-working co-organisers, have since worked miracles (doubtless Mike's affiliation to the Forestry Commission has helped!) and almost completely redesigned the event route. The original idea of eight stages totalling 70 competitive miles has thus been diluted somewhat, and although there are still some 65 stage miles, these are now made up from 15 stages, which do however include such names as 'Glasfynydd', first used this year on the Cheltenham Festival after an absence of some eight years. Those who drove over it in March will surely recall the carnage, due perhaps, one presumes, to a certain lack of prior knowledge?

### Route

The rally starts this Saturday at 09.00 from Carmarthen Park, scrutineering having been set for 19.00 the previous evening at Towey Garage by the bridge in the town itself. Route details are also being announced the previous evening, and the rally starts with two smooth stages in Brechfa, before a short 2½ mile test in Lludiad. Three tests around Trawscod follow before the rally arrives at Esgair Dafydd, where a new six mile stage entitled 'Fwng' (and having nothing whatsoever to do with Chinese food) will be run. It is apparently too good to miss despite having only one entry/exit, so cars will be brought out in groups of 10/15 led by a pace car.

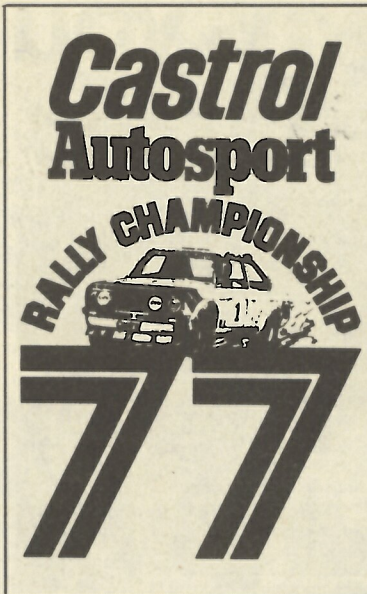
The halfway halt is at the familiar Abernant Lake Hotel from approximately 12.30 onwards; and the afternoon's entertainment then takes place in Clynsaer, plus three stages in Brechfa, one in Lludiad and then Esgair Dafydd once more. Much co-operation has been received from the South Wales forestry office and since both Crychan, Halfway and Epynt itself will be in army use at the time, the organisers have made a splendid effort to reorganise in the face of disaster. The rally finishes from around 16.30 back in Carmarthen.

Contrary to information printed in the regulations, the organisers are intending to introduce target timing similar to that used in the Cheltenham Festival last year, ie: cars will be timed from stage finish to following stage arrival control. There will be just three service points besides the lunch halt,



Nigel Rockey—championship leader.

1, Tony Drummond/Mike Nicholson (RS1800); 2, Nigel Rockey/Derek Tucker (RS1800); 3, Graham Elsmore/Stuart Harrold (RS1800); 4, Paul Faulkner/Monty Peters (RS1800); 5, David Stokes/Lyn Jenkins (RS1800); 6, Geoff and Alan Simpson (RS1800); 7, George Hill/Roger Jones (Vauxhall Chevette); 8, Malcolm Wilson/John Davies (RS1800); 9, Willie Rutherford/Hugo Kennedy (Mazda RX3); 10, Terry Kaby/Brian Rainbow (Triumph Dolomite Sprint); 11, Fred Henderson/Colin Wilson (Toyota Corolla); 12—, 13—, 14—, 15, Frank Pierson/Arthur Brick (RS1800); 16, Peter Clarke/Phil Boland (RS2000); 17, Les Barrett/Robin Laley (RS2000); 18, Charlie Wood/Mike Smith (Chrysler Avenger GT); 19, Henry Inurrieta/Dave West (RS2000); 20, David Grainger/Julia Richards (Triumph TR7); 21, Derek and Terry Evans (Vauxhall Magnum); 22—, 23, Jonathan Ashman/— (Mercedes Benz 450 SLC); 24, Steve Smith/Antony Biggin (RS2000); 25, John Ferguson/John Billett (Triumph Dolomite Sprint).



two of which are duplicated. A ban on all other servicing will hopefully be stringent and in view of the PR situation following damage sustained to two non-competing cars in the Brechfa area during the recent Bro Myrddin, everyone is advised to take it easy.

### Spectating

The prime spectator location is of course Brechfa itself and the organisers have laid on facilities here. The entrance to the areas concerned is at 146/487354 on the A485 at the New Inn. Cars can be seen from this area twice at 09.00 and twice again from 14.00 (differing routes each time). Rally HQ is the Ivy Bush Royal in Carmarthen itself.

### Prospects

The entry includes the top Castrol/Autosport runners plus the possibility of Tony Drummond/Mike Nicholson at number one in the former's new car (this is however more likely to be seen on the Burmah for the first time).

Nigel Rockey, who currently leads the championship with 166 points has astutely reserved all his ill luck for Motor/RAC series appearances so far this year, and may now possibly have made up his mind to concentrate on the Castrol championship rather than go to the Lindisfarne, Manx etc . . . .

Paul Faulkner has been driving at the peak of his considerable form this year and is thoroughly determined to push his old rival really hard. Their last two confrontations in Keilder recently resulted in the verdict going to Paul. It will be interesting to watch Nigel attempt to redress the balance in Wales.

Once more, Geoff Simpson returns to the same part of the country after a fine victory on the Bro Myrddin which, of course, used similar territory. Geoff, with 94 points to Faulkner's 134, is still very much in the hunt, but is likely to be hard-pressed by Graham Elsmore and Malcolm Wilson who share joint fourth overall with 92 points.

In Group One Terry Kaby's recently rebuilt Dolomite Sprint holds a distinct upper hand, 26 points clear of nearest challenger Peter Clarke on 70.

With drivers such as the above, plus the addition of George Hill's Martin Group Chevette, David Stokes' Warners Motors RS1800, Fred Henderson's Oates Garages Toyota and Willie Rutherford's amazing Mazda, it may not be such a dastardly wrench to miss the 'roundy-roundies' at Silverstone after all. Let battle commence . . . .



Tony Drummond—After the Scottish debacle he now has a service barge (!) and his new car is slowly taking shape, the old one having "died" after the Scottish. For the ATS he hopes to borrow an RS1800 from one of his satisfied customers. . . .

## Vatanen heads for Germany

The entry for the Hunsruck rally in West Germany, which starts next week, is most interesting and leading contenders line-up as follows: 1, Walter Rohrl (Porsche Carrera); 2, Stig Blomqvist (Saab 99EMS); 3, Ari Vatanen (RS1800); 4, Walter Schewe (Porsche Carrera); 5, Achim Warmbold (Toyota Celica); 6, Tony Pond (Triumph TR7); 7, Reinhart Heinbach (RS1800); 8, Gilbert Staepelaere (RS1800); 9, Lars Carlsson (Opel Kadett GT/E); 10, Holge Bohne (Porsche Carrera); 11, 'Didi' (Fiat 131 Abarth); 12, Brian Culcheth (Triumph TR7); 13, Peter Brink (Porsche Carrera); 14, Reine Altenheimer (Porsche Carrera); 15, Josef Heider (Opel Ascona); 16, Dessie McCartney (Porsche Carrera), etc, etc.

Names like Pond and Culcheth were expected of course, but the prospect of watching Walter Rohrl in his Porsche, plus Ari Vatanen and Dessie McCartney, certainly adds interest to the proceedings.

Vatanen will be competing on the Hunsruck. The deal was finalised on Monday at the insistence of Bilstein, one of the rally's sponsors. David Sutton will be providing and running Ari's usual car on Boreham's behalf. Peter Bryant is co-driving.







Jean-Luc Therier in Andersson's ex-Acropolis Toyota won after Nicolas retired.

## Therier raises spirits

After some protest last year, many who returned to last weekend's Mille Pistes International in the south of France hoped that in some way the Moroccan-style rough terrain had been smoothed out a little. They were disappointed, for Mille Pistes turned out once again to rank as perhaps the roughest international rally in Europe, a car breaker more fit for the tanks which littered its route, than the mere rally cars which attempted it.

Added to terrain more suitable to the All Wheel Drive club, was a tenuous and contradictory organisation which at certain points stooped to 'wrist-watching', such was the confusion. There were 120 starters of whom it rapidly became apparent that a majority had expected stages rather different from the ones on offer. Nevertheless those 120 started; and of the 17 who finished, there were few with cars that will be fit for much else besides complete rebuild.

Using a route predominantly comprising army tank testing ranges, etc, the Mille Pistes boasted a three stage loop which was to be attempted four times. Two of these stages were about 25kms in length, while a third stretched to 65kms.

To test their strength against this assault course, several prominently French crews and a few luckless British were present. Jean-Luc Therier, who has been driving a Belgian-prepared G2 Toyota this year, used Ove's G4 ex-Acropolis Celica. There were two ex-

Safari Peugeot 504 V6 coupés for Jean-Pierre Nicolas and Pierre Pagani. Jean Louis Clarr, who won this rally last year in a G1 Kadett once more started in a BP Marseilles G1 car, while Jean Paul Luc was also present with his well-known Citroen CX.

Leyland were present with two TR7s for Pond and Culcheth. The former drove a car new for last year's RAC which has since competed on every event in Leyland's programme except Spa and Ypres, while Culcheth's machine was new for Elba and has since been campaigned on the Scottish.

Chrysler (GB) turned up with two cars, an almost new G4 machine for Graham Elmore which had been driven by Fiorentino on the Welsh, and a new G1 Avenger for Robin Eyre Maunsell. Des O'Dell had been expecting some physical and moral help from Chrysler (France) but inexplicably the latter failed to appear.

With only ten minutes lateness, servicing was severely restricted, even though all major teams indulged in the illegal variety with almost total lack of stealth.

Tony Pond retired on the third stage, two kilometres into the first loop with two rather different malaises according to whom one spoke. Some said that following a puncture on the first stage, a brake pipe had been torn off by rocks, while others talked of a split axle failure and dislocated halfshaft. The latter seems a more likely explanation. Driv-

ing competitively on a rally such as this in cars like TR7s must have been a very difficult task, but Culcheth soldiered on; eighth after the first loop, sixth after the second and third after the third. However, on the first stage of that last loop a rear shock absorber broke and he was forced to drive the entire remaining distance in this condition, gradually smashing up the rear chassis, rupturing the fuel tank and causing him to run out of petrol on the final stage. He was fortunate to be 'found' and helped back to parc fermé with a partially destroyed car, a fourth place overall and a very bad back! At least it was cheering to see this tough and experienced competitor reaching the finish line again.

Jean Pierre Nicolas (using vented front discs for the first time on a coupé) was meanwhile in the lead which he held for the first two loops before retiring with piston failure near the end of the penultimate section. Last year's winner, Jean Louis Clarr, disappeared early with a holed sump on the second stage of the rally, and Chrysler's fortunes rapidly went downhill when Graham Elmore drowned in the ford on the third test of the first section after being third fastest on the first two tests.

Robin Eyre Maunsell then yumped the G1 car heavily enough to push the sump guard up into the oil pump, the impact being sufficient also to smash the distributor. He had previously destroyed his usual sump guard in practice and had been forced to 'loot' an armour-plated section from a derelict tank which was then fashioned into a makeshift 'Fred Karno' spare!

Luc's Citroen went OTL after a battery lead had come adrift and took too long to discover, but in the meantime Therier's Toyota, having broken a Panhard rod during the recce had merely to contend with a single puncture. He was firmly in the lead and remained there to lighten Team Toyota Europe's current darkness.

At results time, almost everyone took their 'turn' at being winners but eventually a set of results were finalised and even agreed upon. Andruet's Fiat (France) 131 finished third, amid allegations of short cutting, and Frequelin's new R5 Alpine (allegedly with 135bhp!) finished sixth overall.

For Chrysler the rally was a particular disappointment but as someone remarked, "at least that means they've got something to take home with them!" It was rough.

## Ford confirm WCR and Hamalainen joins for 1000 Lakes

It has frequently been discussed in these columns, and now it is hard fact. Ford have been given the 'green light' to contest all remaining rounds of the WCR. This exciting news has followed lengthy discussions with senior management, which contrary to stories circulating in the Italian press, have only very recently been concluded. Negotiations are still underway concerning support for the team on events like the Criterium de Quebec, but the principal of an all-out WCR attack has been agreed, and this must presumably mean a sanctioning of budget figure well in excess of £1,000,000.

Exactly what form the team will take for the remaining rounds-1000 Lakes, Quebec, San Remo, Corsica and Lombard RAC has of course to be decided near the time, but it seems highly unlikely that Boreham will enter three cars on each event, although they are considering a three-car attack on the 1000 Lakes, and will presumably enter four cars 'in the first division' on the home pitch in November.

Bjorn Waldegaard has publicly stated his reluctance to compete on the 1000

Lakes, and thus Vatanen is joined on this occasion by Finnish Group One exponent and Ford contractee, Kyosti Hamalainen, who has never really impressed over here, but who is nevertheless superbly efficient in Finland. He was also responsible for scoring Ford's first WCR points of the year on the Swedish. At present it is not known whether Ford will enter a third car.

The confirmation of this news is exciting indeed, and has ensured that the WCR will enjoy its most momentous finale since its conception. The remaining battles will be most enthralling, and with Boreham using Zakspeed experience to improve their car's tarmac behaviour for San Remo and Corsica, plus the ever-improving wares from Dunlop, Fiat will be much more hard pressed than they could have imagined in the early part of the season. Perhaps they will need that 2.2 litre engine sooner than scheduled... latest Italian plans seem to suggest the addition of Fulvio Bacchelli to their three-Finn team for the 1000 Lakes, and they have certainly been very busy in Finland lately.

A familiar sight this year (Waldegaard) and one which will be seen more often in the future. Boreham's hopes to compete on all remaining WCR rounds have now been confirmed.

Another gritty drive from Culcheth brought fourth place and a bad back!





## Rod's RX3 holds off NZ RS1800s

Nursing along his ailing Mazda RX3, Aucklander Rod Millen just held off Wellington's Colin Taylor (RS1800) to win the third round of the Pall Mall New Zealand rally championship series in Otago on July 2. Millen, the defending champion, took the lead near the end of the rally, after his rivals had fought out the lead, and then retired with various troubles.

Auckland Mike Marshall, who won the first two Pall Mall rounds and looked the man most likely to succeed Millen as national champion, was leading this event when, halfway through, he was forced to abandon with the engine of his RS1800 blown. Thus he failed to add to his two-round leading score of 40, but he is still running second to Millen in the series. Millen has 47 points and will retain his national title if Marshall wins the final round at Auckland in September and he finishes in second spot.

Taylor inherited the lead from Marshall but an indiscretion in the eighth special stage cost him two minutes and the lead in the rally. Jim Donald (Escort RS1800, Auckland) then forced his way to the front and looked like gaining his first championship win when he hit a cattlestop too fast near the end of the event and was forced to retire with a broken axle. Thus Millen took the lead, but it was a tenuous one, as falling oil pressure and resultant lack of power slowed the Mazda dramatically. Taylor picked up a minute and a half in the concluding stages, but that was insufficient to bridge the gap and he had to be content with second place, just 0.09m behind Millen. Third was yet another Auckland, Bob Couch, who is emerging as a major force in this series with his works RS1800.

In many respects Taylor was the star of the 650km event, for he won five stages to the two each of Millen and Marshall and one of Blair Robson (RS1800). Auckland Robson dropped out of contention with a puncture in the third special stage and subsequently suffered brake troubles. He finished seventh and is now third on the championship ladder with 31 points.

Gripped in a nationwide cyclonic storm of a ferocity that has not been experienced for some years, the rally saw the cancellation of two special stages and the curtailment of yet another. Crews had to contend with gale force winds, driving rain, snow and bitter cold. The cancellation of a very tight 65km stage, which became impassable because of the storm, cost crews in low-powered cars any chance. The inclusion of an extremely fast 30km stage with only four corners further added to their handicap and it was on this stage that Marshall experienced engine failure. On the previous stage he had lost five minutes when he spun off the road and ended up in a culvert. In attempting to make up the lost time on the fast stage he was running the RS1800 at more than 9000rpm consistently before it finally expired.



Pistes action; above: a very quick 135bhp R5 Alpine driven to sixth overall by Freuclin. Below: Pierre Pagani's V6 Peugeot on its way to second place.



Caption competition time . . . photo taken on the Scottish. What is Mr Mick Jones telling Russell Brookes?! Perhaps . . . "just because you think you can do as much f . . . damage as Ari Vatanen. . . ." etc etc. . . . First prize for the most original suggestion will be: a relaxing day (and a night!) at AUTOSPORT's printers! Don't miss this great chance.



## Action this weekend

Rally interest in Scotland this weekend centres on the Border Counties, a counter in The Scotsman/Glayva Challengers section and Central Tyres Price Check championships. The event starts in Hawick at 11.00 on Saturday, and there are two spectator stages scheduled at Castle O'er (MR:79/248951, first car 12.27) and Twiggles (MR:79/209939, first car 12.45). In all there will be around 50 stage miles using similar stages to last year, but in a rather different order. The rally finishes in Peebles at 16.45.

Leading Challenger is at 17, John Wilson in his Escort TC, and leading Central Tyre competitor is Welshman Ian Hughes in his Gordon Ford supported Mk1 RS2000, at 18. Dominic Buckley at number two also leads the ANEC championship.

Top ten is as follows: 1, Alistair Brearley/Roger Turnbull (RS1800); 2, Dominic Buckley/Walter Duguid (RS1600); 3, Ken Wood/Allan Barron (Triumph TR7); 4, Bill Lymburn/Alan Hutchinson (RS1600); 5, Fred Almond/Chris Walker (RS1600); 6, Andy Smith/Joseph Meekan (RS1800); 7, Alistair Campbell/Alistair Robertson (RS1600); 8, Peter Tokely/David Hodges (Triumph TR7).

Next Sunday, July 17, the Esso Unifilo BTRDA Gold Star Championship moves to Norfolk for the well-known Lancia Pointer Rally. The start is at the premises of Pointer Motor Co in Aylsham Road, Norwich and first car leaves at 08.30. The rally also uses these premises for halfway halt (12.30) and finish (16.45) but there is a pre-event party on Saturday night at the City Suite, Hotel Norwich, Boundary Road, Norwich. Disco and films are free.

The Sporting CC of Norfolk event is once again over-subscribed and the entry includes four times winner Reg Mullenger, championship leader Robin Farrington and possibly Tony Drummond who wants to test his new car. Altogether there are 41 miles of competitive motoring.

Top ten: 1, Reg Mullenger (RS1800); 2, Graham Lepley/Malcolm Harvey (RS2000); 3, Geoff Lobb (Opel Kadett GT/E); 4, Robin Farrington/Phil Gunning (RS1600); 5, Mike Bayliss/Rick Green (RS1600); 6, Tony Ford (RS1600); 7, Mike Brown/John Mulford (Escort V6); 8, David Palmby (RS1800); 9, Tony Morris/Richard Lewis (RS1800); 10, Dave Wallis/Peter Mayhew (RS1600).

## Who drives the Century TR7?

Men with problems surrounding TR7s don't just include David Hardcastle and Endrust, for with Colin Malkin's imminent departure on the Singapore Airlines Marathon, the Century Oils car will be without a driver for a number of events towards the latter part of the year. We gather that no official deal has yet been signed, but there are rumours from across the border that a certain disenchanted Scottish racing driver with a famous name in motorsport may be seen at the wheel shortly. The Burmah or the Manx perhaps? You never know.

● Tony Fowkes, who is driving one of the Mercedes team cars on the Singapore Airlines Rally (this one being sponsored by Johnson's Rally Wax) was involved in a bizarre incident earlier in the week while recceing a 40 kilometre special stage in Greece. Having decided to check the notes at 06.00 in order to drive the test at the actual time of its schedule during the rally, Tony pounded through a village called Kontohorio shortly after the start, whereupon a man flagged him down in the main street and beckoned him into a nearby house where his wife was almost hysterical over the fate of their seriously ill child. Without further ado, Mr Fowkes swept up the entire family, bundled them into the back of the car and set off down the stage towards the nearest hospital at Naousa, four kilometres from the finish of the test. With Mike Broad reading notes, they made excellent time, and near the end of the test the child, who had choked during the night, seemed to improve after an attack of nausea(!). Latest reports from Greece indicate that the child is doing very well. . . .

● Russell Brookes and John Brown are organising the 'Worcester Walkabout' on Tuesday on behalf of the 60 and Worcs MC. Start is from the Dolphin, Angel Place, Worcester, July 19, any time between 7.30 and 8.30pm. Entry fee is 50p per crew of two, and all are welcome. Would-be contestants are advised to bring pencils, clip-board and torch, the latter to compensate if running late on (or off) the road! Total distance of the 'entertaining' route is 1 mile and fastest crews are expected to complete the course in approximately one hour. Equally suited to novice and dipsomaniac alike, the navigation is very straightforward (even if competitors usually become less so as the event progresses).

Following months of speculation and secret testing 'somewhere near Turin' our roving correspondent in Poland managed to grab a sneak preview of Italy's new and still highly secret rally car. Have those plans to scrap a V8 version of the Beta Monte Carlo really been carried out? The 126 is looking good. . . .







# ESSO UNIFLO BTRDA GOLD STAR RALLY CHAMPIONSHIP

## Six of the best

With six of the 11 rounds in this year's Esso Uniflo BTRDA Gold Star Rally Championship now run, no single driver has yet established real supremacy. Indeed each round has produced a different winner! Nevertheless, consistent good placings from two drivers have produced a War of the Roses at the head of the championship points table where Lancashire, as represented by Southport garage owner, Robin Farrington, leads Yorkshire, in the guise of Grimsby printing company director, Mike Bayliss, by just two points.

Bayliss has yet to win a round, but Farrington joined the winners in April when he took his Mk1 Escort to victory on the Sky Radio Phones Plains Rally. To add to that Robin has had a second place on the South West Stages and most recently, a third on the Bro Mryrdin Rally. He has also scored on two other qualifying events to give himself a championship leading total of 64 points. Arch rival Bayliss, has yet to bring his Escort RS1600 in first and his best position is fourth, which he finished in on both the South West Stages and the Bath Festival. Consistency has kept him well up on points though and he remains a strong threat to Farrington for championship honours.

Although Farrington and Bayliss are well clear at the head of the points list the championship's outcome is far from predictable. This is because each driver only counts his seven best scores from the 11 rounds. Farrington and Bayliss are the only two drivers to have scored in five rounds and so they will have to start dropping their lowest scores before any of the other drivers.



Current Championship leader Robin Farrington.

Currently third in the series is Mike Brown, who had his best result at the beginning of the year when he finished third on the Dukeries Rally. He has a nine point advantage over Dave Wallis, who is in turn seven points clear of the best newcomer, Barry McGinn. Only two points behind McGinn is a man definitely worth watching, Graham Lepley. Graham's 28 points were scored from just two events, with a second on the Dukeries and a third on the Bass Charrington. This means that he can count his scores from all the remaining championship rounds and could pose a serious threat to the leaders.

Other drivers who deserve a mention are those who, although not regular championship contenders, have won rounds. York turkey breeder, Mike Rawson took his Opel Kadett GTE to victory in the opening event, and then 1975 Gold Star champion, David Stokes, won the South West stages in his Escort. After Farrington's

win on the Plains, Steve Ward became the fourth different winner in as many rounds, taking first place on the Bass Charrington in April. Round five, the Bath Festival, fell to Bill Riddle's Escort RS and then Geoff Simpson won the Bro Mryrdin. The Lancia pointer stages will see whether any of these six drivers can score that elusive second win.

with, along with 120 miles of link roads.

With only two points separating the championship leaders competition is expected to be tough, especially with the inclusion of some new stages this year.

## Six down, five to go

Five rounds of the Esso Uniflo BTRDA Gold Star Championship have still to take place before the 1977 title is awarded. After the Lancia Pointer Stages the series takes a two month break before the York MC's Raylor Rally on September 24. Round nine is the SKF Stages on October 9, organised by the Sporting Owner Drivers' Club, and then comes the Soar Valley MC's G. B. Gems Brock Rally on October 22.

The championship goes out with a bang on November 5 when the final round, the Wydean Stages, is run by the Forest of Dean MC.

## Nothing Green about Rick

Rick Green, the regular navigator for Mike Bayliss, currently leads the co-drivers section of the Esso Uniflo BTRDA Gold Star Rally Championship, having scored 67 points in five events. Like Mike, Rick comes from Grimsby and the two have been competing together for three years.

Mike Brown's co-driver, John Mullord, is holding second place in the points table, 17 points behind Green, but with an event in hand, and third is Malcolm Harvey, who navigates for Graham Lepley and has so far scored 30 points.



## PREVIEW

The next round of the Esso Uniflo BTRDA Gold Star Championship is the popular Lancia Pointer Stages Rally, which happens on Sunday, July 17. The event follows the successful format of previous events, once again being organised by the Sporting Car Club of Norfolk and sponsored jointly by Lancia England Limited and the Pointer Motor Company.

At eight o'clock on the Sunday morning the first car in the 160 strong field sets off from the Pointer Motor Company's premises in Aylsham Road, Norwich. Between then and quarter past five that evening competitors have over 40 miles of stages on a variety of surfaces to contend



Positions after six rounds

Drivers	pts
1, Robin Farrington	64 (5)*
2, Mike Bayliss	62 (5)
3, Mike Brown	46 (4)
4, Dave Wallis	37 (4)
5, Barry McGinn	30 (4)
6, Graham Lepley	28 (2)
7, David Grainger	27 (2)
8, Chris Hicken	23 (2)
9, Guy Lockwood	22 (2)
10, Mike Archard	21 (2)

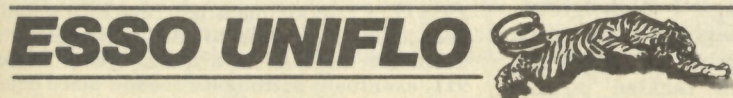
Co-drivers

1, Rick Green	67 (5)
2, John Mullord	50 (4)
3, Malcolm Harvey	30 (2)
4, Phil Gunning	29 (2)
5, Simon Warner	26 (2)
Eddie Ganderton	26 (2)

\* The figure in brackets denotes the number of events scored in.



Mike Bayliss seen in action on the recent Esso Uniflo Rali Bro Mryrdin.



## Protects better by moving faster





When he tries to catch someone, Bjorn doesn't waste time! Photo taken in Portugal earlier this year.

# The other SuperSwede

So far this season, Bjorn Waldegård's phenomenal performances have helped to catapult Ford to the top of the World rally arena. The atmosphere at Boreham is presently quite serene; after all, Bjorn might just be getting into his stride. . . . GRAHAM ROBSON recently cornered this phlegmatic Swede to discuss his life and times.

Bjorn Waldegård has cautious eyes. He talks to any press man with extreme delicacy, and chooses his words like any good company PR man. That's so unusual for a rallying superstar that there has to be a reason. I asked around, and always got the same response—it has to be the result of his traumatic years with Lancia.

The Waldegård of 1977 is already much

more relaxed, and equally successful. In four drives for Ford, in the Escorts which were quite unknown to him before November, he has won twice, finished second once and third once. Waldegård is delighted, Boreham staff are delighted—and even Mick Jones had nothing but praise for the tall blond Swede when tackled on the subject.

The problems, and the aggravation, at Lancia are easily defined. Waldegård, the modest Scandinavian with the cultured driving style, was always a better all-round driver than his Italian team-mate Sandro Munari. That must have been an embarrassment to team chief Cesare Fiorio, who once publicly stated that Munari was the world's best. In the forests, and on the rough, Waldegård is noticeably faster than Munari. Even on tarmac, where lengthy practice and pace notes should iron out basic differences, the Swede has still proved his point.

At Lancia, matters all came to a head on last year's San Remo Rally. Patriotism (and Lancia politics?) suggested that Munari ought to win, so when the two drivers in their identical Stratos team cars arrived at the start of the last stage, with Waldegård leading overall by just four seconds, Lancia tried to make Munari's chances more than equal! They instructed Waldegård to wait at the start line for four seconds after the flag had dropped! No matter—Waldegård then pulled back that four seconds to win outright. He was pleased, and had proved his point; Lancia, on the other hand, were thwarted, and showed it.

But it wasn't the first time Waldegård (in horse racing terms) had been "pulled" by his management to favour the Italian. On the 1976 Monte, for example, Lancia policy was always that Munari would win, and Waldegård finished a serene and reliable second, making it quite clear to anyone who asked that he wasn't trying his hardest.

What followed was swift and just. Those of us in the rallying business had known for some time that Timo Makinen's place at Ford was no longer secure, though he was certain to finish out his season in RS1800s.

Less than three weeks before the RAC Rally was due to start, I walked into Peter Ashcroft's office at Boreham, on a routine visit in connection with my book on *The Works Escorts*. Ashcroft greeted me with a broad grin and a snap announcement: "I've just told the comics that Timo is leaving us after the RAC—oh, and by the way, I've signed Waldegård in his place!"

The sequel was predictable, and altogether typical of Lancia's attitude to motor sport. Waldegård's Stratos for the RAC Rally immediately became 'unavailable', and Munari was nominated as the only Stratos driver. Within hours, Waldegård was on the phone to Boreham, told them of the latest display of Italian chauvinism, and asked if there just happened to be a spare RS1800 he could drive on the RAC Rally?

There wasn't, but it was soon arranged. Makinen's Total-winning car, at first intended

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"The Stratos is now right for any rally because it was designed just for competition. Mike Parkes has done a fantastic development job on it. I could use a Stratos to win anything—on tarmac, in the forests, even the Safari."

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for Jan Hettena to drive, was hastily switched for Waldegård to use. Before he rolled away from the start in Bath, Bjorn managed to have just one three-hour testing session at Bagshot in another RS1800, but it was enough. With co-driver Hans Thorszelius, he took MTW200P to a steady third place—headed only by team-mate Roger Clark in another RS1800, and by Stig Blomqvist's performing Saab 99EMS.

Don't think, however, that Waldegård is a recent superstar. His first appearance in Britain was in the 1965 RAC Rally in an under-powered rear-engined VW 1600TL. His first British success was to take third place in the 1966 Gulf London marathon, and incidentally a year later he returned to battle throughout the event for the lead in a Scania-Vabis Porsche 911, eventually settling for second place behind Ove Andersson's Lotus-Cortina.





Top: On the 1973 Swedish Rally, the "Beetle" being pedalled along ahead of other notables is being driven on ice without studs! Above: On his way to third overall on the Austrian Alpine in the BMW.

The Scania-Vabis tie-up (this organisation, now part of Saab-Scania-Volvo, made splendid trucks, but also imported VWs and Porsches into Sweden) was the beginning of Waldegård in the big time. The casual rally watcher might think that Waldegård suddenly arrived with his two Monte Carlo rally wins of 1969 and 1970; those closer to the action recall his shatteringly fast Porsche drive in the 1967 Swedish, leading a star-studded field until the transmission failed near the end of the event.

As in most other driver profiles I have presented on these pages, I have to say that it hasn't always been easy. Waldegård, aged 33 when signed by Ford last November, looks like being important to their medium-term future, but for some years he had to battle away on his own. The young man born at Rø, 50 kilometres north-east of Stockholm, might now have been a farmer, like his father before him. Father, however, was interested in motor sport, and encouraged the young Bjorn to follow him.

"My first rally," Bjorn told me recently, "was as a back seat passenger with father. I was actually only five years old! By the time I was seven, I had already decided to be a rally driver. I did my first event as a navigator in 1956, when I was thirteen. In Sweden you can drive a car when you are 18 years old—I got my licence just a week after that birthday, and started rallying straight away."

Progress to a works Porsche was logical,

**Mick Jones: "He's a winner, mate. I'll do anything for a winner. . . . When he starts losing rallies, that's when I get cross! We haven't had any body repairs to do for him yet—I reckon we'll ask Ari to have a few words of advice from him!"**

and—after a time—inexorable. Waldegård bought his very first rally car—a VW Beetle—from the local dealer, then progressed to a VW 1500 and a VW 1500S ("each with a bit more discount than the last—so I was sponsored even then!"), and won his first Swedish T-Rally (the equivalent of a British National) in 1964.

Within three years he was effectively a professional driver, certainly not having to pay for his spares, nor his cars, and by then the importers, Scania-Vabis had become quite serious about promotion through motor sport. But VW in Germany made it clear that they didn't need that sort of publicity, and for a short time Waldegård actually drove a BMC-Sweden supported 1275S Mini-Cooper. This makes him one of the few Scandinavian stars that Stuart Turner actually omitted to sign-on at Abingdon.

Shortly, Scania-Vabis approached Waldegård again, and attracted him back to their stable, with a completely sponsored Group Two Porsche 911. His partner in that team was Åke Andersson, who had already made his name in works two-stroke Saabs, and the team soon made its mark. 1967, indeed, was the year when a Porsche 911 burst into prominence as a rally car—Vic Elford began to drive a Stuttgart prepared example, with great success, at the same time. The Scania-Vabis team got off to a flying start with Waldegård's fine drives on the Swedish and the Gulf London. By 1968 they were regarded almost as a "second division" works Porsche team, and were already proving an embarrassment to the *real* works cars on the loose events that the "Two Musketeers" (Åke Andersson and Waldegård) became known loved so much.

What happened next was almost inevitable. Vic Elford, having won the Monte in 1968 moved on to sports car racing, and eventually to Grands Prix. For 1969, Waldegård, at 26 years old, gained his first Porsche contract under Rico Steinemann, and celebrated straight away by winning the Monte Carlo Rally (with Lar Helmer) outright. Within weeks the same team also lifted the Swedish Rally from under the noses of Saab. In 1970 the same combination—Porsche 911, Waldegård and Helmer—won the



# The other SuperSwede

continued

Monte Carlo Rally again, incidentally with Gerard Larrousse's Porsche 911 in second place for the second successive year. That second win was no less convincing than the first, even though the Porsche organisation still did not believe in the worth of ice notes! The Swedish again fell to Waldegård, as did the Austrian Alpine (this time with Lars Nystrom).

A year later, the gilt was a little tarnished at Porsche. Company politics dictated the use of the latest mid-engined 914/6 models, on the Monte, which didn't handle anything like as well as the traditional rear-engined 911s. Waldegård, now teamed up with Hans Thorszelius, struggled to finish fourth behind three rear-engined Alpine-Renaults.

Even in Africa, where Waldegård was tackling the Safari for the second time (the first, without success, had been 1969 in a factory Porsche), the most ridiculous mix-up between team-mates caused disaster. In the fastest-yet event, Waldegård led from the start in a beautifully built 2.4-litre Porsche, and at half distance team-mate Sobieslaw Zasada was in fifth place. After the restart, Bjorn continued to forge ahead. Even so, when he caught up with Zasada in a dust cloud, and asked him (on the two-way radio which both cars possessed) to move over, the stubborn Pole refused to do so. In the resulting mêlée, the cars made contact, Waldegård's rear suspension was smashed, and Porsche's much-wanted Safari win was denied them. Waldegård's own thoughts about this incident are still quite unprintable—and now we know why his 1977 Ford win was such a great joy!

Bjorn, incidentally, recalled with a wry smile that he *might* just have become a racing driver too. "When Steinemann was running the team, he put me down to drive at Le Mans in 1969,

but as it happened I couldn't make the start." At which moment his face became almost wistful: "The 908 was splendid, I drove one more than once, but then there was a 917. . . ." The 917 had that sort of effect on all of motor sport's brave men, and Waldegård is no less brave than most.

With Porsche policy changing yet again, Waldegård's contract ended, and until 1975 he spent some uneasy seasons freelancing (like other top-line drivers such as Tony Fall and Rauno Aaltonen). In those years he drove for Fiat, Toyota, BMW, Citroen and Opel, among others: "But it was always difficult to find a car which was as fast *and* as reliable as a Porsche. At least I have a good selection of rally jackets at home!"

For 1974 he was contracted to a season of rallying with Ove Andersson's Toyota Europe team, but that year was thoroughly dislocated by the aftermath of the Yom Kippur war and the subsequent petrol shortages. His most outstanding performance of the year was in an old love—the rear-engined Porsche 911—when once again he led the Safari at half distance by a wide margin, only to suffer suspension breakages later, and have to settle for second place behind Joginder Singh in a Colt Lancer. After a workmanlike RAC Rally drive in his Corolla: "Fiorio asked me if I would like to drive a Stratos on the next Swedish Rally. Of course, as you know, I did, and I won! After that Lancia offered me a contract for the whole of 1975, and I signed again for 1976."

In just two seasons with Lancia, Waldegård won three events—the Swedish and the San Remo in 1975, and the San Remo again in 1976. To get a true idea of his form, however, you have to stir-in the fact that he led the 1976 Safari for much of the way until mechanical trouble dropped him behind Munari to take third place; that apart from a driveshaft failure in a Clipstone stage, he completely dominated the 1975 RAC Rally, and that he could certainly have won the 1976 Monte if Lancia would have let him beat Munari.

"The Stratos is now right for any rally," Bjorn says, "because it was designed just for competition. Mike Parkes has done a fantastic



"On last year's RAC, I said I could have been winning the event in Munari's Stratos. That was when I didn't know the Escort. Now I reckon I can beat him in the Escort anyway."

*Bjorn's performances on RAC Rallies have often been spectacular. With the Stratos, he was head and shoulders above everyone.*







Safari '77 and another of Bjorn's ambitions becomes reality. Now for the RAC. . . .

development job on it. I could use a Stratos to win anything—on tarmac, in the forests, even the Safari. I *should* have won the RAC and the Safari after all! You saw me on the RAC, and I said I could have been winning the event in Munari's Stratos. That was when I didn't know the Escort. Now I reckon I can beat him in the Escort anyway."

But having the world's best rally car wasn't enough. Always neglected in favour of Munari, Waldegård was not happy. By October, 1976, with Lancia still not willing to talk about a firm programme for 1977, and with rumours that they wanted to "transfer" him to Fiat to drive a 131 Abarth, he was very restless. His San Remo win, and the inter-team bitterness which followed it, were the last straw.

"I talked to several teams at that time, but as soon as I talked to Peter Ashcroft, I knew that the Ford offer and programme was the best. You know the rest!"

In fact, it all happened very quickly. Peter Ashcroft recently said that he telephoned Gunnar Palm (once a world-class co-driver himself), who now runs Public Relations for Ford of Sweden, on a Friday. Palm contacted Waldegård, set up a meeting, arranged for Ashcroft to meet him over the weekend, and the deal was done by the following Tuesday. More than anything else, it was Ford's decisive manner which sealed the deal for Bjorn.

"Learning to drive the RS1800 wasn't difficult, because it is a very easy car. I've driven all types of car recently anyway—front engined, rear engined, mid engined—in a way it was like the BMW 2002, and very much like the Toyota, but a lot quicker."

Since he signed, Waldegård has done just four events in RS1800s. There has been no internal company political problem, no person-

**"Learning to drive the RS1800 wasn't difficult, because it is a very easy car. . . . In a way it was like the BMW 2002, and very much like the Toyota, but a lot quicker."**

ality hang-ups with his management—and, most important, no problems with his cars: "Now, I'm sure that the Escort is the *strongest* of all modern rally cars, and all mine have been very reliable. I had only minor problems on the Safari—the big problem was with the weather—and in Portugal and Greece all we had were punctures."

Number-noters will want to know that he used MTW200P for the RAC Rally (third place), STW201P (first) to win the Safari, and STW130R for his second in Portugal and his win in Greece. That Safari victory, incidentally, was Ford's second in only four team assaults by an Escort, which tells us something about the car's basic merits.

When you look back at Waldegård's record you begin to realise something basically astonishing—though he has always been a rally leader in the past 10 years, he just doesn't have accidents. Superstars like Timo Makinen (RAC Rally last year) and Roger Clark (Manx last year) occasionally show themselves to be human. For some years, the blonde Swede's record has been almost flawless—only a "backwards into trees, engage first gear, drive out" incident with the BMW on an RAC Rally (1973) blemishes it.

Like any red-blooded Scandinavian, Waldegård prefers his rallies to have secret stages, so that no one can practise. "But I wouldn't like to do a very fast tarmac rally—like the San Remo—without notes. That's too dangerous!"

Even so, he is philosophical about practising. With a wife and family (three children—all girls—the eldest nine years old) back home in Sweden, and a quiet life-style which is obvious from the moment you talk to him, it figures that weeks and weeks of boring recces are not to his taste. In 1976, for instance, even with a restricted Lancia programme, he was away for not less than half of the year. Yet any of Ford's Boreham mechanics will tell you that he is meticulous and careful about everything. Mick Jones summed it up perfectly after the Acropolis: "He's already got his own little ways, his own little tweaks, for an Escort. It takes time, but he's a winner, mate, he's a winner. I'll do anything for a winner. When he gets worse, and starts losing rallies, that's when I get cross!" But is he hard on his cars? "No way," says Mick Jones, "and you can tell, by looking at them afterwards, he's as smooth as silk. We haven't had any body repairs to do for him yet—I reckon we'll ask Ari to have a few words of advice from him!"

In the face of such adulation, and those instant results, you wonder what could have motivated Lancia to be so short-sighted in their policy. Peter Ashcroft doesn't care a hoot about that. With yet another winner on the strength, and the cars showing every sign of Championship-winning form, the atmosphere at Boreham is quite serene. The combination is one which ought to depress any other factory contender—and very likely it does. Waldegård, with a dozen big wins already to his credit, might just be getting into his stride. . . .



# A matter of timing

Have you ever wondered how one person, with one stopwatch, can time a dozen or more cars at a race meeting? If you own a stopwatch with a 'split' facility, this knowledge can enable you to derive more pleasure from watching both qualifying and racing. MAURICE HAMILTON describes how it is done.

To the uninitiated, the business of recording practice times may seem like one of those silly brain teasers. "There are 12 cars circulating at once on a race track, and you have to time *every* lap that each car does. You are allowed to use one stopwatch, a pen and a sheet of paper. How do you do it?" A good question. How on earth do the timekeepers in the pits manage to record all that information with just one watch? It is really quite easy—once you know how!

The choice of stopwatch (or chronograph) is important, and one with a 'split' facility is now absolutely essential. The digital display variety is the most popular in the pit lane these days, although on some models it is difficult to read the figures in sunlight. However, chronographs with a liquid crystal display do not suffer from this problem and they do not use as much power as their rivals, the crystal display battery lasting up to 1500 hours as opposed to the 10-hour life of the batteries on some of the standard digital display timepieces.

It is advisable to position yourself at a point where the cars are in view for a period long enough to allow you to recognise the drivers before they speed out of sight again. A knowledge of drivers' helmets helps, as it is difficult to tell until the last minute whether the black JPS charging towards you is number 5 or number 6, whereas it is easier to spot Nilsson's white, yellow and blue helmet as opposed to Andretti's silver hat.

A suitable 'focus point' is selected (a positive mark on the track or a post or the edge of a hoarding), and the information has to be jotted down on a specially drawn sheet of paper. A typical example would be the sheet used by Elf Team Tyrrell, which is divided into vertical columns, one column per car; each car column is then split vertically in two.

## How it works

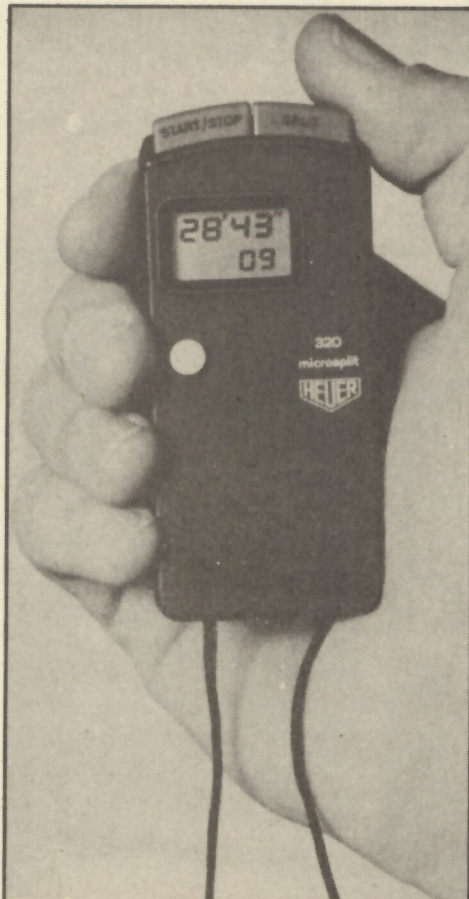
Practice has started; pencil poised, and we're off. Let's not complicate the issue just yet, and start with only one car. He leaves the pits and completes a warm-up lap. As he passes, you push the 'start' button (which you do not touch again until the end of practice) and the watch is now in motion. He completes that lap and you press the 'split' as he passes your focus point. The digits freeze at, say, 1m 16.42s; so write that down at the *bottom* of the column allocated to that driver. (The 1m is usually ignored). The split is pressed again, and you find that the watch has not stopped at all but has carried on recording. The car passes again, you press the split once more, and the digits stop at the elapsed time of 2m 32.02s. That is written in the column above the previous number. A quick subtraction will give you the lap time of 1m 15.60s, which you write in the right-hand side of the column. Hitting the split again reveals that the watch has carried on recording as usual, and you repeat the procedure every time the car passes, doing your subtraction and writing the lap time on the right. A quick glance by the team manager will tell him just how his 'ace' is doing.

Now let's be a little more adventurous and try timing 10 or 12 cars. For simplicity of explanation, we shall refer to three cars (A, B and C), although the rules apply to any number.

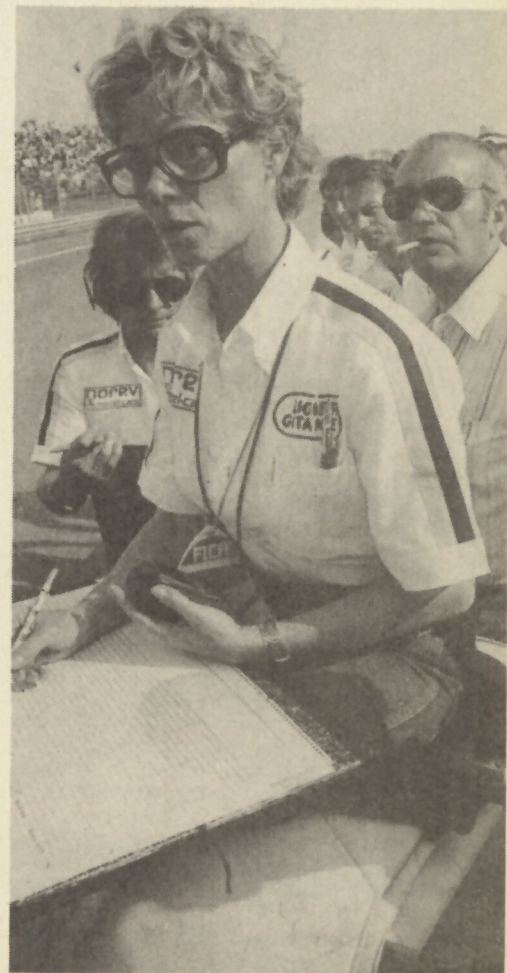
Starting from scratch again, A passes first and you start the watch. B passes and you press



Above: Timing by Mirage-Renault personnel at Le Mans. This team is conveying lap time information to its drivers via a pits/cockpit two-way radio system. Below: Of Formula 1 racing's many lady lap scorers, Norah Tyrrell and (pictured) Michelle Dubosc of Ligier-Matra are among the acknowledged experts.



Like a taxi meter gone berserk. . . .





# A matter of timing

continued

the split, noting the figure in the column for car B. Press the split again and the watch shows that it is still recording as usual. Repeat the procedure when C motors past. Then A comes back having completed one lap, and the split is used to record his time. B is next, and the procedure explained in the previous paragraph of pushing the split button, noting the time and subtracting is carried out. The split is pushed to reveal the digits whirring away while we wait for C to appear, and when he does, the same motions are carried out. Then A completes his third lap and you carry on up the sheet of paper. Should one of the cars pit, then you say so in place of the figures that you would have written, and when he returns to the track, you start afresh.

The watch, of course, carries on throughout, recording the elapsed time like a taxi meter gone berserk. Theoretically, at the end of a one-hour practice session, the stopwatch should read around the 60-minute mark. Remember, a split stopwatch never shows the *actual* lap time.

From the foregoing, it can be seen that timing 10 or more cars is possible, although life can get a little hectic when four or five cars are circulating in close company. We have been referring to practice only, but it is obvious that a split stopwatch can be used for timing the cars (as well as enabling you to work out the gaps between them) during the race. All this information can make an enormous difference when it comes to understanding just what is happening in a race. And, surprisingly, you don't need to be a genius with six pairs of hands and two heads to do it!

EXAMPLE: TIMING THREE CARS

CAR A		CAR B		CAR C	
ELAPSED TIME	LAP TIME	ELAPSED TIME	LAP TIME	ELAPSED TIME	LAP TIME
6m33-08	1m15-63				
5m17-45					
Pit stop		4m07-51	1m16-11	4m20-07	1m16-69
3m46-61	1m14-59	3m51-40	1m16-10	3m03-38	1m16-70
2m32-02	1m15-60	2m35-30	1m16-15	2m36-68	1m16-74
1m16-42		1m19-15	1m16-46	1m19-94	1m16-91
		02-69		03-03	

# A calculated pace

If you take along your calculator, too, it can also increase your enjoyment as a spectator. DON THOMASSON explains.

Pocket calculators are quite commonplace these days, but they are mainly put to relatively pedestrian uses, such as working out VAT or checking whether the right discount has been allowed. When one was used at a recent race meeting for checking lap speeds, the main reaction was one of surprise. Yet the process is simple enough. Enter 3600. Multiply by the lap length, using miles or kilometres according to how you want the speed expressed. Divide by the lap time in seconds. The result is the speed in miles or kilometres per hour.

"That's all very well", said one awkward cuss, "but how can I find the race average?"

As before, enter 3600 and multiply by the lap length. Then multiply by the number of laps and divide by the race duration.

"But how do I work out the race duration in seconds?"

Enter the number of minutes, multiply by 60, and add the number of seconds. If the time runs into hours, start with the number of hours, multiply by 60, add the number of minutes, multiply by 60, add the number of seconds. No problem.

"How do I convert miles to kilometres?"

Multiply by 1.609 and you won't be far out. Multiply by 0.62137 to convert kilometres to miles.

The particular calculator in use had a stopwatch reading in tenths of a second built into it,

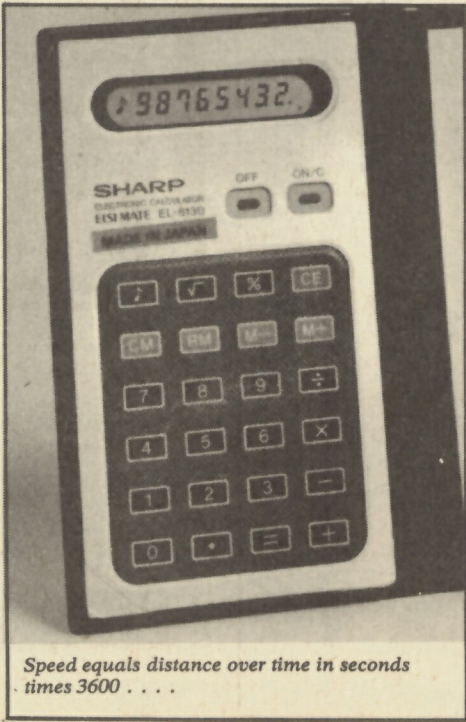
and an argument developed regarding the need for hundredths of a second, or even milliseconds. Someone recalled the time when a driver took pole position by three milliseconds. What would that mean in distance at, say, 120mph?

Using your calculator, you can easily establish that 60mph is equivalent to 88ft per second. Enter 88, double it and you find that 120mph is 176ft per second. Divide by 1000 and multiply by 3. The distance covered in 3 milliseconds (0.003sec) would be 0.528ft. Multiply by 12, and it becomes 6.336ins. Not much of a difference in a 3-mile lap—around one in 7500. Does that degree of accuracy mean anything?

Hundredths are not all that different. At 120mph, the distance covered in 1/100th second is 21ins. The lap length could vary by that much if a car got a foot nearer each apex. No, tenths may seem a bit clumsy, but they are eminently practical and they are a lot better than the whole seconds which British organisers considered good enough not so many years ago. In 1954, they had six people sharing fastest lap and it was worth a sixth of a point each.

But a calculator can be useful at the track-side, and will do quite a lot without its owner needing to be a mathematical genius. The fancy ones with stopwatches, clocks and perpetual calendars are great fun, although they don't give the individual lap times, only the 'split' times; but if you jot the split times down, the calculator will soon work out the lap times for you.

And the accuracy should satisfy anyone. The times for a certain Grand Prix back in 1961 suggest very strongly that one of the watches drifted against the others by about 6secs during the race, making utter nonsense of the lap times. The electronic variety may have an accuracy of 15secs a month. That's . . . (prod prod prod) . . . one in 172,800.



Speed equals distance over time in seconds times 3600 . . .



## Sports cars

I must take issue with the proposals for sports car racing reported in *Pit & Paddock* in your June 23 issue.

After being gradually emasculated, a 2-litre limit for Group 6 would be the *coup de grâce*. There used to be a 2-litre series, but that folded a few years ago. Interest from Britain and Italy may be regenerated, but it will come from small private entrants with Chevrons, Lolas and Osellas. Surely everybody realizes that the attraction of long distance sports car racing is in seeing the big works teams locked in combat, for example Ford versus Ferrari or Porsche versus Renault, with private entrants providing a David & Goliath interest. But who wants to see David & David?

The only consolation is that the Le Mans organizers are hardly likely to adopt such an incredibly stupid proposal, and they will keep alive proper big sports cars, even if nobody else will run them.

The "Jack Union" letter in the same issue did prompt me to wonder why nobody takes the Jaguar V12 (or the Aston V8), reduces it to 5 litres and runs it in a G6 prototype chassis. If the works were to make available the twin-cam, four-valve heads, we would see a Jaguar back where it belongs, winning at Le Mans.

CROWBOROUGH, SUSSEX. A. R. PARKER

## Pete

I think most of your readers would agree that it was a very sad day when Pete Lyons hung up his shoulder bag containing pen, notepad and stop watch, and quit the Formula 1 scene at the end of the last season (*Purely Personal*, AUTOSPORT June 16).

It is a sad reflection on the state of the motor racing art that Peter should have found endless politics, rule and circuit changes of such detriment to the formula: so much bringing down to the level of the lowest. Yet it is quite typical of this charming man that he didn't hang around to get thoroughly frustrated and disillusioned. His enthusiasm had cooled, but unlike his hero Denis Jenkinson he turned to fresh pastures.

May I be so presumptuous as to offer Peter, on behalf of his many many UK fans, the very best of good wishes for the future.

CROYDON. JOHN MORRISON.

## Freedom

Having from time to time over the past 15 years managed private Formula 1 teams in terms of negotiating their entries, I can fully sympathise with MRC Director Peter Gaydon's views as to the question of a team's right to be allowed to attempt qualification for World Championship races.

Although I generally sympathise with bodies such as the FICA, who set themselves up as a group to protect their own interests, when it comes to entries I believe that any suitably qualified and professional team or individual should be given an equal opportunity to qualify.

It is true that the major constructors have vast investments to protect and, in most cases, highly influential sponsors to keep appeased. However, everything is relative. Take for example David Purley; his Formula 1 programme is, I dare say, just as important to Lec Refrigeration as those of Lotus to John Player, Brabham to Martini or McLaren to Marlboro. On the other hand, Brian Henton may not have a massive sponsor to please but he does have his own self pride, and his career as a racing driver.

The determining factor should not be an organiser or Bernie Ecclestone of the FICA; it should be performance and performance alone. This ability can only be judged during practice on a race to race basis. If entries exceed the number of cars allowed on the circuit at one

time during practice, then a two-session preliminary qualification should be instituted, not just for non-FICA members, but for all.

In reality, the constructors have little to fear. Most of them run only the very best driver talent in their cars and, if practice is long enough (which in F1 it usually is), there is little chance that they will not qualify. However, some teams, notably March, Hesketh and until recently, Shadow and Surtees, tend to make a habit of getting involved (doubtless for financial gain) with what can only be described as rather second-rate GP drivers, some of whom cannot even claim to have done particularly well in Formula 2.

Now, I ask you, is there any justification for drivers such as these being given a guaranteed opportunity to qualify over and above any other? Of course not. What counts is him what goes quick—and that's an end to it.

SHERBORNE, DORSET.

PAUL WATSON

## No Triumph

I read with interest a small piece in your July 7 magazine, on page 30, referring to our involvement with the Endrust/Valvoline TR7 driven by David Hardcastle.

I am not sure whether you are in possession of all the facts, so (not wishing to embarrass David Hardcastle, because it is my intention to issue a press statement at a later stage) until today's date we had invested in excess of £14,000 in this project and felt that to continue with the lack of progress, would have been a sheer waste of my company's money. A new, specially prepared car only finished one event and looked as if it required a major overhaul, and virtually everyone including Leyland was blamed. I then decided enough was enough!

Even at this stage, we have not received any statement or invoice detailing how the money has been spent and I personally feel very let down because this was my first attempt entering the circuit, with a fully equipped team, a new car prepared to the driver's specification and a fully equipped back-up vehicle also prepared to his specification.

We, as a company, have been involved in sponsorship both in motor sport and other activities for the past five years, and I am finding it increasingly difficult to justify this when the actual drivers who prepare, in the initial stages, excellent portfolios before the project is on the road, immediately afterwards prepare the same portfolio but with excuses.

BIRMINGHAM B24

A. G. HAYCOX,  
Managing Director,  
Endrust Auto-Truck  
Rustproofing Co. Ltd.

## USA fan

What makes the AUTOSPORT Editorial staff think that CanAm races are worth covering in full, and that NASCAR and USAC races are not? Surely NASCAR races from Talladega and other superspeedways deserve full reporting, even if it would be too expensive to cover the entire 29-race series properly.

CanAm reports should follow the WSC reports to the *Racecard* pages, and NASCAR and USAC racing should be given their deserved attention.

I would like to add some more details to the information about AFN motor sport coverage that was given in a letter some time ago. There was excellent coverage of Indianapolis—with live broadcasts of the last half hour of each day's qualifying. This is the third year I have heard these reports, so they must be a regular feature; they went out at 11.30pm our time. The entire race was broadcast over an AFN station in the 19 metre Short Wave band. Unfortunately reception of the first three hours was terrible, but the last hour or so was good.

Where I live, Medium Wave AFN transmissions can only be heard during the hours or darkness (at about 270 or 290 or 350 metres).

From an article I have seen in an American sports paper I know AFN also cover the Fire-cracker 400, although I have not yet heard it; this is to be added to coverage of all three USAC 500-milers, the Daytona 500, and according to that earlier letter one of the Talladega races—although I have not heard that myself. Unfortunately the superb coverage of the Long Beach GP carried in 1976 was not continued this year.

EMSWORTH, HANTS.

NICHOLAS MILES

You leap to conclusions, Mr Miles. As you rightly point out, we have to be selective about our foreign coverage, but it is our policy to provide our readers with a full report of the first round of every major series. This is why we gave three of our precious pages to the St Jovite CanAm, although as a general rule the CanAm reports will henceforth appear in *Racecard*. We do, however, provide unrivalled coverage of other major American events, such as the Daytona 500 NASCAR race, while our USAC coverage this year includes all three 500-milers plus the Mosport Park road race reported in this issue. For interest, we hope to cover a NASCAR short-track race later in the year.—Ed.

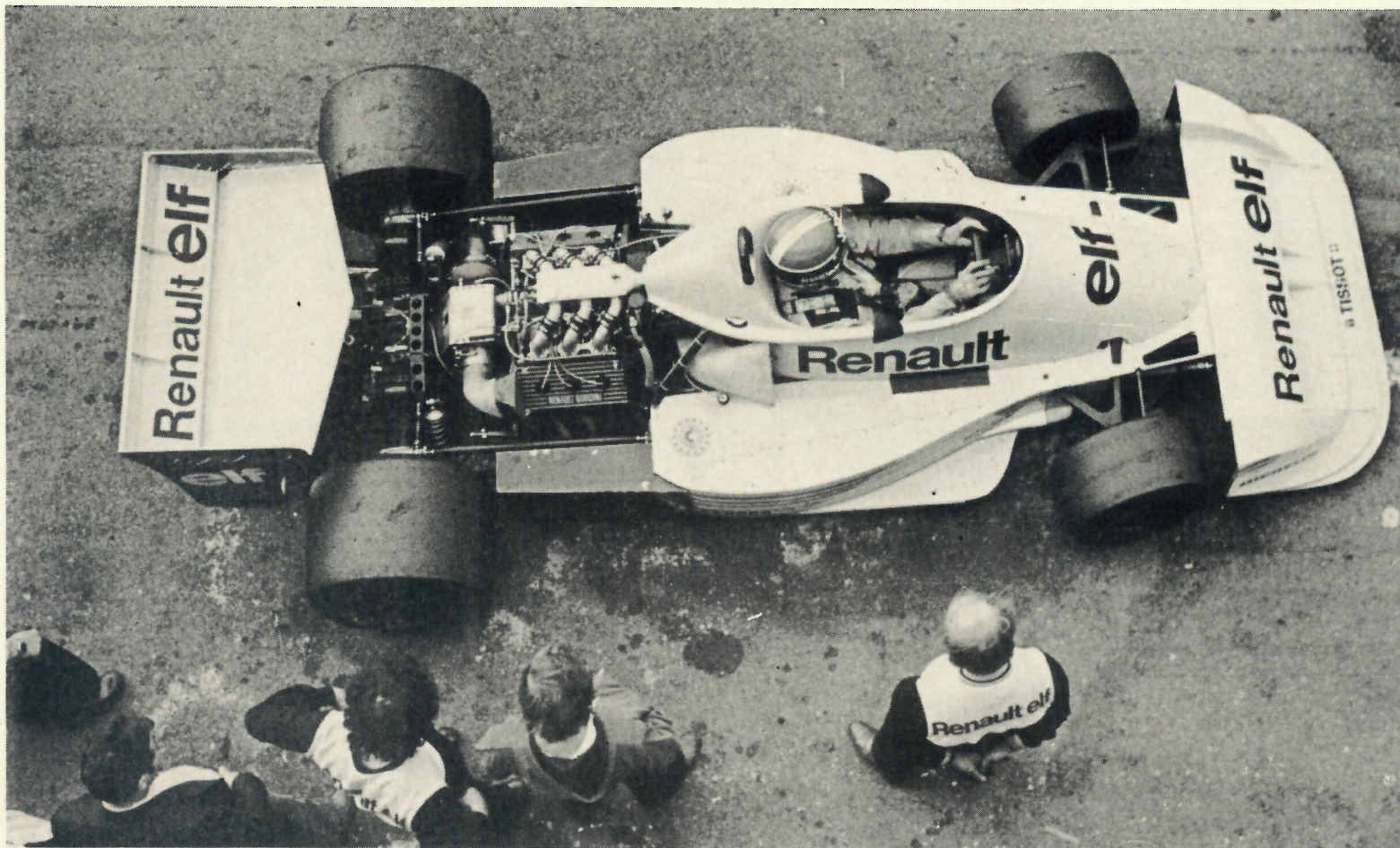
## Then as now?

Tying in with a preview of the first of the two Formula 2 British Grands Prix at Silverstone, the AUTOSPORT of July 11, 1952, carried a front cover of Mike Hawthorn in his Cooper-Bristol, "a combination making headline news these days". There were 32 entries, 16 from Britain and 16 from abroad, and the new 4½-litre Ferrari was to make its debut in the hands of Luigi Villorelli in the *Formule Libre* race. Don Parker had built up a big lead in the AUTOSPORT 500cc Championship. We reported major events from two classic French circuits. At Rouen, the Grand Prix de l'ACF resulted in a 1-2-3 for the all-conquering Ferrari "500" Formula 2 cars, Alberto Ascari leading Giuseppe Farina and Piero Taruffi, while the supporting Formula 3 race was won by John Cooper's Cooper-Norton. At Reims, Stirling Moss emerged as the moral winner of the GP de Reims sports car race, beating the field in a C-Type Jaguar, only to see a Panhard-Monopole driver declared the winner, for the event was held under Index of Performance rules. In the Grand Prix de France at Reims, we recorded Jean Behra's defeat of the works Ferraris with the French Gordini. And, oh yes, in *Pit & Paddock* we reported that Joe Kelly of Dublin was to build an Irish F2 car, powered by a Bristol engine, for Grand Prix races. Four cars were projected, to be run under the banner of a new team—Irish Racing Automobiles. All 25 years ago this week.





by John Bolster



The Renault RS01 Grand Prix car is down to make its debut at Silverstone next weekend in the hands of Jean-Pierre Jabouille.

## Turbocharged revolution?

Some surprise and alarm has been occasioned by the decision of the Régie Renault to enter Formula 1 racing with a 1.5-litre turbocharged car. This alternative to the hitherto universal 3-litre atmospheric engine was previously thought to be hopelessly uncompetitive, but suddenly it is assumed that it will be so fast that the old guard will look silly, and so expensive that the sponsors will turn and flee. "Let's outlaw the beastly thing in case it really is better," is the cry of some ill-informed racegoers. Let us examine the matter with-

out hysteria.

The present formula, with only detail changes, has already been in force for far longer than any previous set of regulations. It has resulted in a curious situation where the people who find most of the money, and therefore call the tune, don't know a piston from a camshaft. They pay for results, which they require immediately or else, and the technical lessons can be thrown down the drain for all they care.

Inevitably, no designer dares to suggest a radically new car and we see virtually the same old bangers wheeled out year after year. Some tiny change puts one team on top for a while,

but the cars gradually become more and more alike. The less intellectual spectators adore this kind of racing, for they want close finishes above all things, and they get them. In any case they are far more interested in hero-worshipping their favourite drivers than in studying the cars that carry them to victory. For them, racing is fine the way it is and they want nothing to disturb its endless repetition.

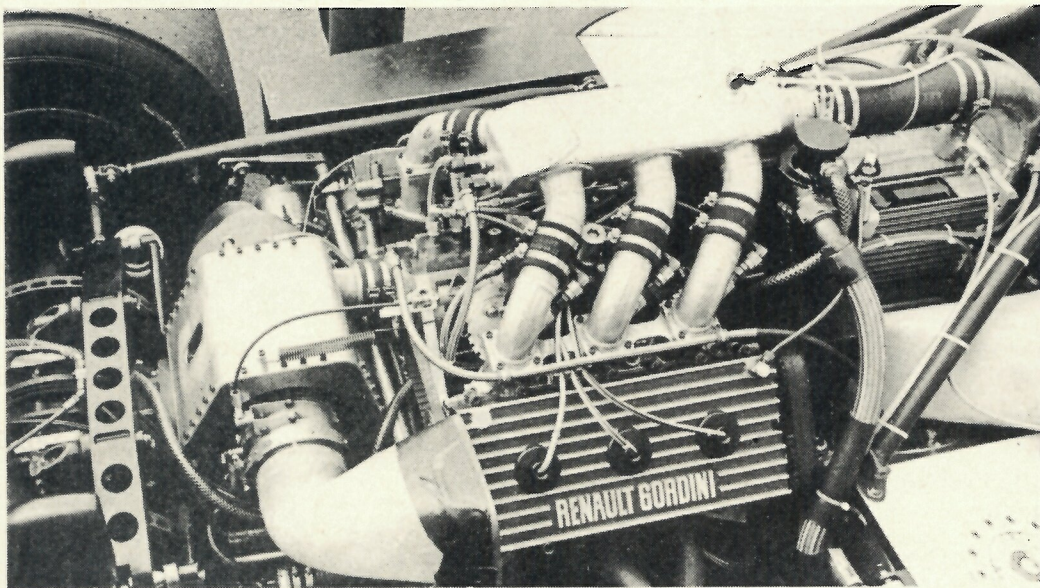
Unfortunately for them, life isn't like that. You can't put on the same show for ever, and there are bound to be changes. There is no reason why the present sponsors should always be satisfied and any of them may prefer football, show jumping, or what have you. It is far more logical for a motor manufacturer to be involved in motor racing than a maker of scene-fags, or those things that the BBC won't mention. At least the shareholders can be told that the racing car of today is the touring car of tomorrow, and there is no quicker form of research into advanced engineering problems than war excepted.

For Lotus or Ferrari to race is one thing, but when a giant like Renault takes the plunge, the others cannot afford to stand back. Although Alfa Romeo have denied having such intentions, they will not be content to supply on engines indefinitely. All the signs are that the specialist teams will gradually give way to those of the great manufacturers.

For an organisation of Renault's calibre, the formula must provide a technical exercise for the engineers that will be relevant to production cars. No doubt future formulae will be arranged with this in mind.

The production car of the future is going to be small and economical. The ever-rising cost of fuel will see to that, but in any case it will be enforced by political pressure. This has already

The Renault's 1496cc turbocharged engine develops about 500bhp at 11,000rpm.













begun in the United States, and other countries will follow.

Under these circumstances, the manufacturers cannot continue to build cars which pour a goodly percentage of their fuel energy down the exhaust pipe in the form of heat. It is necessary to harness this waste heat and use it in the propulsion of the car. In ships propelled by internal combustion engines, it has been usual for more than half a century to employ the exhaust heat in boilers to make steam, to operate auxiliary engines for such tasks as steering. Unfortunately, a boiler and steam engine could scarcely be added to the petrol engine of a small car.

Similarly, the exhaust could drive a tiny turbine directly, but as it would turn at 100,000rpm or so, it would require a transmission of great cost and weight to couple it up to the crankshaft. Luckily, a centrifugal supercharger does its best work at a similarly high rate of revolutions, so what could be more simple than to mount both rotors on the spindle? By pressurising the induction system of the engine, the power that was previously wasted is transmitted into the main stream of energy that pushes the car along. The resulting vehicle should have a smaller engine and use less petrol, but go just as fast as its predecessor.

If that is the shape of things to come, what could be better than to develop the turbocharger in Formula 1 racing? Although the problems are obviously very different, an enormous amount of knowledge would be acquired that could be applied to the production car of the future. There is little doubt that attempts will soon be made to put an end to racing, because it squanders precious fuel. But if it can be argued that the sport is developing a new economy device, the axe may not fall.

The turbocharged racing engine is sometimes misjudged, because of unhappy experiences with turbochargers added to existing units. Fundamentally, the turbocharged 1.5-litre engine should be cheaper to make than the present 3-litre devices. So far, it employs no immensely costly metals; the standard of construction need be no higher, and after all there are fewer bits and pieces to make.

Fundamentally, the small turbocharged unit should be more reliable than its big sister. Mechanically, it is less highly stressed, for its dimensions ensure lower inertia forces, especially as it need not rev so highly. It is, of course, possible to boost any engine to the stage where it cannot accept the heat stresses, but the designer should know exactly where that point occurs and make it unattainable.

Much has been written about people who tamper with the correct settings in the pits in order to record an ultra-fast practice lap and gain pole position. Naturally, this usually results in a burnt-out engine and such crazy capers would make racing absurdly expensive. I'm no lawyer, but I can see no difficulty framing a regulation to stop such nonsense. After all, nobody tries to smuggle a secret tank of nitro-methane into a car for the same purpose, although such things used to be prevalent, and the oversize practice engine is a thing of the past.

In any case, merely to screw up the boost of a properly set-up engine almost invariably plays Old Harry with the throttle response. You can get away with it at Indianapolis, but, on a typical European circuit, the greater delay in obtaining full noise is apt to cause handling difficulties in the corners. It's no good risking the engine in a wild speed burst down the straight and then throwing it all away by untidiness on the curves or slow build-up after having to lift off in "traffic."

Furthermore, although the turbocharged engine is very simple in principle, and can be almost fool-proof in normal roadgoing applications, its detail design becomes highly sophisticated when maximum performance is sought. The more efficient a turbo gets, the narrower its range of application, if I may over-simplify.

Some of the most efficient types, such as those used for aircraft propulsion or for industrial purposes, have too restricted a range for motor racing, but high efficiency is very desirable. The adiabatic efficiency of the turbocharger at present used is about 70 per cent at best, and if that could be improved it would mean lower charge temperatures. The charge temperature is directly related to that of the exhaust valve which is, just now, the limiting factor in sustained power output.

In elementary physics, one learnt that to raise the pressure of a gas increased its temperature, but if the adiabatic efficiency is low, the temperature rise is very much greater. A more efficient turbocharger would therefore permit the power output to be increased safely, or the size of the intercooler to be reduced, or both. It is likely, therefore, that far greater efficiency than we have yet seen will be achieved, by designing the turbocharger, the engine, and the intercooler together, but that the slightest alteration to any of these three will be fatal. In other words, no adjustment in the pits will be possible.

When the mechanic grabs a bloody great spanner and screws up the pressure, he hopes that his driver will get pole position without burning out the exhaust valves. The resulting mechanical disaster can be far worse than that, however, because he has upset the all-important relationship mentioned above. By causing the turbocharger to operate outside its designed range a condition of instability could be reached.

The turbocharger technician would call this putting the compressor in the surge area, but in effect it means that violent pulsations would be set up in the induction tract. This is a condition of the utmost violence, but curiously enough it would seem that the driver has no warning that anything is amiss. If he continues to press on, both the turbocharger and the engine will be written off. It would appear that the mechanic might bring on the dreaded surge by reducing the pressure below its designed level, too.

It must be accepted, therefore, that although the turbocharged engine of the future is likely to be more reliable than anything we have at present, it will be a sealed package that must not be interfered with by pits personnel. This is no bad thing, for the whole business of setting up racing cars in the pits is too unscientific for words. The use of measuring instruments and photography has shown that extremely few drivers know what is really going on, most of their reports on handling being very misleading. The whole atmosphere of the training period is alien to such analysis and it should be used merely to familiarise the driver with the circuit.

It is likely that the racing car of the future will

be set up in the workshop, the computer being fed with information gained from the wind tunnel and various test rigs. Neither the engine nor the chassis will need alteration at the circuit, for the human brain cannot equal the accuracy of a multitude of instruments.

There seems no ground to imagine that the turbocharged 1.5-litre car will at once walk all over the 3-litre opposition. Indeed, there is every reason why it should not. By the time that the Renault becomes a serious menace, it is likely that it will not be in quite its present form. However, there is so much at stake that failure would be unthinkable and the Régie will not tolerate the thing going off at half-cock.

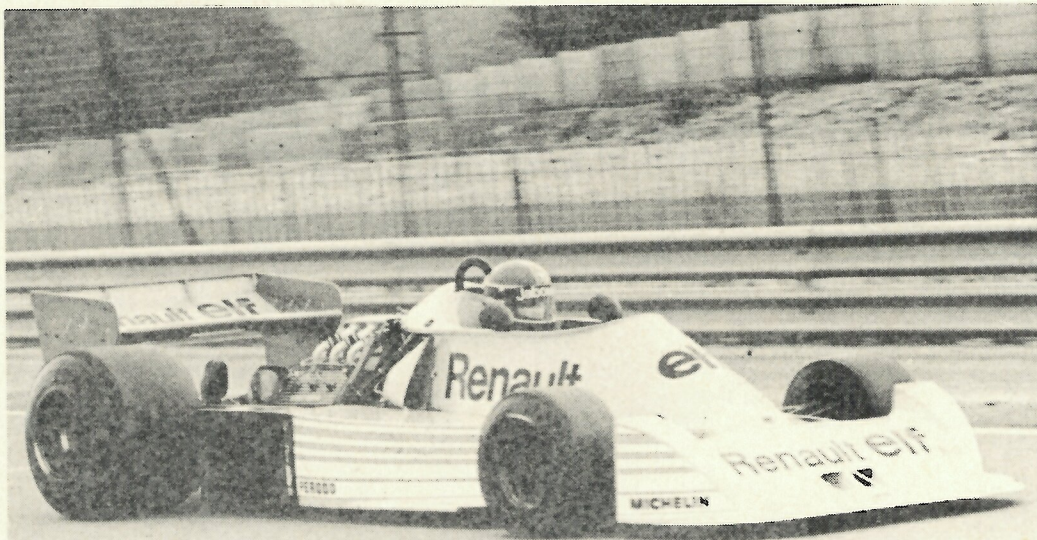
The long-term advantages of the turbo include the possibility of improving the aerodynamics by having a less bulky engine, especially as regards getting the air to the rear wing in a not too turbulent state. Theoretically, too, a smaller fuel load will suffice. At present, most turbocharged racing engines tend to be wasteful, because fuel is used to cool the exhaust valves. However, this can only be done to a limited extent or burning in the exhaust manifold may occur and "wild" camshafts, with bags of overlap, are undesirable for the same reason. The disadvantages include the bulk of the intercooler and the difficulty of passing enough air over it.

Ultimately, the turbocharger may bring about the demise of the exhaust valve. For many decades we have been told that the poppet valve is finished, but it still survives. However, if something like the sleeve valve were to replace it, pollution would be greatly reduced, which would benefit the production car. Again, at the immensely high speed at which it rotates, the compressor rotor is very vulnerable to abrasion by dust and grit in the air. A light, compact, and efficient air cleaner will have to be evolved for racing cars, especially those with the Renault's configuration, with the air intake near the back.

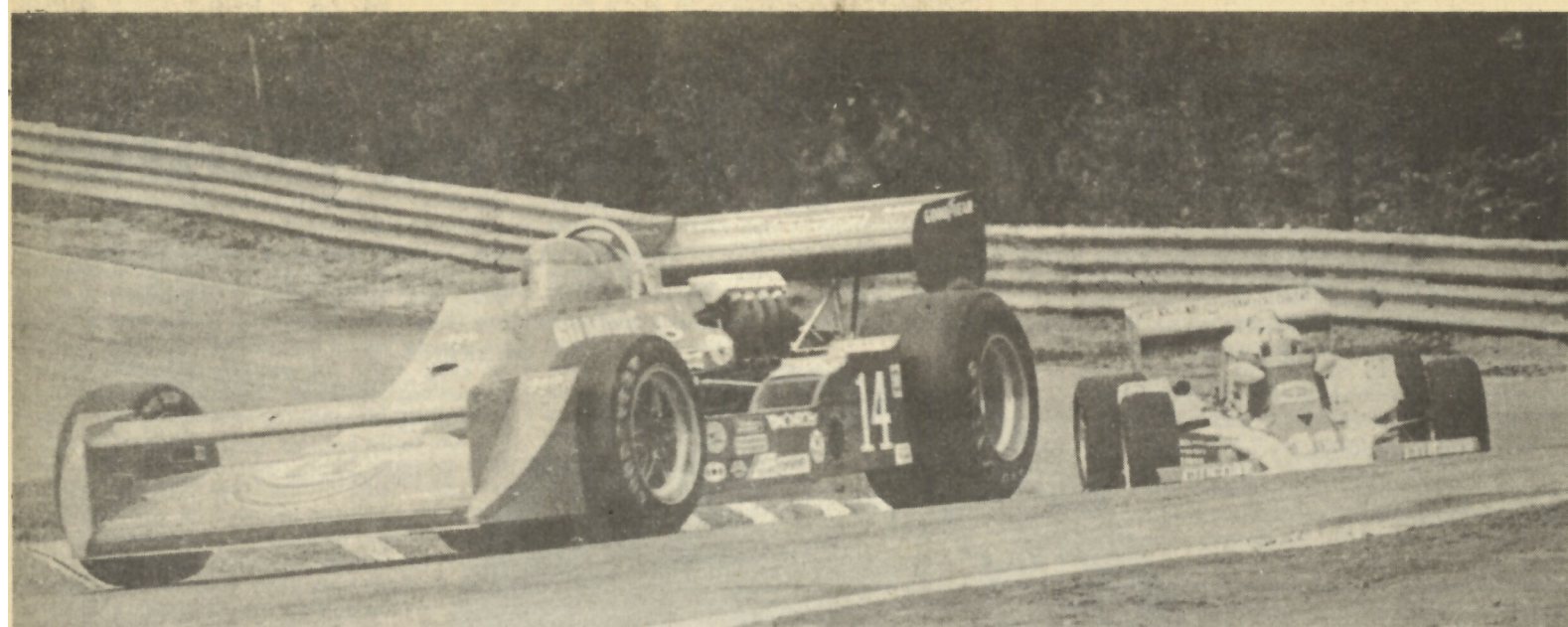
For those of us who are most interested in the mechanical side of racing, Formula 1 has been in the doldrums in recent years. The arrival of a new kind of engine will re-awake our enthusiasm, even though it may not at first gain any championship points.

In conclusion, I notice that I have used the term "atmospheric" in connection with the unsupercharged engine. Strictly, I suppose one should not do this, as the description is already applied to the nineteenth-century gas engine, as invented by Monsieur Lenoir before Herr Otto added the compression stroke. As even the brilliant Mr Duckworth seems unlikely to adopt this double-acting one-stroke cycle for his next Formula 1 engine, perhaps we can let it go at that.

The RS01 is designed around its 90deg V6 engine.







A. J. Foyt, his Coyote here leading Roger McCluskey's Lightning, scored a lucky third USAC victory of the season.

# Road race experiment

Fortuitous victory for Foyt (Coyote) in USAC road race—Unser and Ongais both lead but Parnelli-Cosworths fail—Interesting possibilities for the future—Report: GORDON KIRBY.

As a race, the July 3 USAC Championship event at Mosport was very much a disappointment. A. J. Foyt won after the pair of Parnelli-Cosworths driven by Al Unser and Danny Ongais dropped away from their early domination of the race. Unser's car suffered a broken halfshaft and Ongais's a burned piston, while all the other front-runners, save Foyt, also ran into problems which left second place to Gary Bettenhausen's old King-Offy. From a slim field of but 19 cars, there were only eight still running at the end. At some stage of the race, it was later revealed, Foyt had passed a course car, and he got penalised one lap—reducing his winning margin to a couple of seconds. As a race, though, this was certainly not an event easily remembered.

As an experiment however, the first USAC road race in six years was a fair success. Coming as it did smack in the middle of the season, only days after the Pocono 500, the Mosport race was a very difficult proposition for the USAC teams, yet most of them showed up and had a thrash—and it was that!

The changes needed to adapt an 800bhp oval racer so that it might be a manageable road racer are manifold. Suspension geometry, fuel system and metering, blower capacities and gearboxes all need to be altered extensively if your USAC car is to be at all tractable around a road course. Not only do these things take a lot of time but they also require similar handfuls of money and knowhow, all of which are difficult to combine for a one-off event.

Even so the leading USAC cars and drivers were surprisingly effective at Mosport. Given that USAC are anxious to have at least three road races as regular fixtures within their Championship and given that Mosport want to give their own Molsons Breweries-supported event at least two more years before deciding its future, it will be interesting to see how much time, money and knowhow the USACers will expend on road racing over the next few years. As far as Mosport itself was concerned, a crowd of more than 40,000 and a win by A. J. Foyt left them pleased enough with having to pay out the handsome sum of \$125,000 in prize money.

Racing Indy cars on road courses is a tantalisingly rich idea. Imagine if you will, a 3-litre Grand Prix car fitted with a turbocharger and restricted to wheels of 15ins diameter which may be no more than 10ins wide at the front and 14ins at the back. Sounds like

something of a fearful old beast, doesn't it? Yet that, in simplification, is precisely what a USAC machine of 1977 is.

To expand your idea of what driving one of those things around your "home" circuit might be like, listen to what Al Unser had to say about some laps he did at Riverside last autumn in his regular, USAC-spec Parnelli. "Well I tell ya," he says, "it was *hard* work. When you're off the throttle the thing only puts out about 150bhp and when the turbo comes in you've suddenly got 800bhp behind. Just like that. It's like somebody puttin' a jet behind you.

"The way we have the car set-up for ovals makes it impossible to drive real hard too. I did five laps at Riverside—really tryin'—and it finished me. I mean the pedals were all wrong, the turbo was comin' in too hard and I swear half the time the rear wheels were spinnin'."

Phew!

In order to make this job something which a human being can manage then, there are many modifications you must build into your USAC car. Certainly you will have to reduce the boost. That will mean fitting a smaller blower and adjusting the pressure bleed system to suit. In turn the fuel metering rate will have to be adapted.

You would also have to fit a different pedal arrangement. USAC cars are normally set up for left-foot braking because its always necessary to keep the revs up and never necessary to brake and downshift (heel-and-toe) on an oval.

It is also imperative that you fit a differential locker to the gearbox. That in its turn will make the steering input work very differently, because a locker tends to drive the car straight ahead under power.

You'll also discover that your USAC racer doesn't have sufficient suspension travel for a road course. In its normal life the suspension absorbs an immense amount of downforce, so that the shock absorbers spend most of their time working up against the bump rubbers. That means there is a minimum of suspension droop built into the geometry and therefore insufficient roll to keep the tyres working effectively through most corners encountered on a road course.

Needless to say, things like roll bars, spring rates and steering ratios will have to be changed although they will probably be very much compromised combinations.

The fuel system can be a bit of a stickler. The tanks themselves, arranged as they are in most USAC machines with the most substantial portion of their capacity along the left side of the chassis, will certainly upset the car's road racing balance. There's not much that can be done about that but the fuel pick-up tanks and plumbing will no doubt need extensive work if they are to feed the pumps properly through the elevation changes and right-handers so unfamiliar to ovals.

Now, Having done all that work you take your Championship car off to Mosport, one of North America's most celebrated circuits. Busy it is, full of geometrically unsound third and fourth gear corners

which climb and fall through equally unpredictable topography. And, too, the road is notably riddled with bumps in two or three tricky places while there is little in the way of run-off area at many of the turns. It is a very difficult race track, a dangerous one too, you might say. James Hunt and Mario Andretti (and probably many of their peers) were agog in their descriptions when they first heard of the intention of a USAC race at Mosport for chrissake!

## ENTRY & PRACTICE

In a few cases the ravages of Pocono kept teams from coming. Bobby Unser was the most notable absentee, thanks to a continually miserable run of engine failures from his Cobre Tire Lightning-Offy. Mike Mosley was also missing from the field because he had badly strained his back in his eleventh-hour crash at Pocono. Mosley's Sugaripe Prune team did come however, bringing along their 1974 Eagle for Vern Schuppan to drive (he having crashed without injury at Pocono, although like Mosley's Lightning, his car was written off).

Unhappily Dan Gurney decided it would be best to pass up Mosport because the new Eagle is an offset car and driver Pancho Carter has no road racing experience. Equally Mario Andretti would not be in the field because of the French Grand Prix taking place the same weekend.

Finally there were only twenty cars which arrived at Mosport and most of them were sorely unprepared for their task. Contrastingly there were three or four teams that had been hard at it getting organised for the 76 lap, 300kms road race.

Most prepared of all were the VPJ team who brought along a pair of their VPJ6B-Cosworths for experienced road racers Al Unser and Danny Ongais. The Parnelli team had done all they could to their cars in the time available and the combination of those many changes and the drivers' experience meant that the blue and white American Racing car of Al U and the black Interscope Racing version of Ongais were the class of the field.

Unser put himself on the pole by nearly two seconds!

All along, people had been expecting this race to be Al Unser's property and right away practice started he showed in his ever-smooth and workman-like way that he, of anyone in the field, knew what he was up to. At the end of the first day Al was into the 1m 16s bracket and beginning to get his car to stick and respond like a road racer. The next day he knocked more than a second off his pace, ending up some two seconds away from Andretti's F5000 qualifying record and three seconds shy of Hunt's F1 qualifying record. Bearing in mind the difficulties of the situation and the added problem that the tyres supplied by Goodyear proved to be "made of cast-iron", that was a bloody good effort.

Not willing to risk the chances of tyre failures Goodyear produced a distinctly conservative tyre which refused to work up much heat (throughout



practice not a single tyre developed more temperature than 195deg). So hard was the compound that it was taking very near a hundred miles of running to wear the mould marks away!

As happy as Unser was to be so much faster than anyone he took pains to emphasise first of all how hard he was working and secondly that he expected Ongais to be a serious threat in the race. "You can't even relax on the straight," he explained, "you've gotta steer the thing right on target all the time. All the way up that backstraight the wheels wanna spin and I'm havin' to feather it over the brow of the hill and get on the brakes as hard as I can soon as the car settles down again."

"A coupla times," he adds, grin widening, "I tried to work the weight-jacker but jeez, there just wasn't time. Couldn't do it!"

About Ongais he said, "Oh just you watch him, he'll be right there tomorrow."

The Interscope man had to sit out the first day of practice because his car was late in arriving. After Pocono the Parnelli team were left without a single raceready engine so that the team's engine shop had to work for three unbroken days to build and freight four engines for Mosport. Ongais's first engine arrived at Pocono on Thursday and the car left for Mosport in the early hours of Friday morning. Despite his shortage of practice Danny was almost immediately lapping faster than everyone other than his team-mate, although near the end of qualifying he had to stop at the pits when second gear stripped so that in the dying minutes Johnny Rutherford and the works McLaren nosed Ongais off the front row.

It was something of a surprise to see Rutherford going so well. His previous road racing forays have not been without difficulty and indeed he spun and clipped a barrier on Friday at Mosport—hard enough to bend the right rear corner, although mercifully without chassis or ancillary damage. Most of the next day saw little improvement in JR's pace but late in the afternoon the McLaren mechanics "changed the car quite a bit," and Rutherford suddenly picked up both his pace and confidence. Otherwise the McLaren persisted in not picking up its fuel well and that night the team bent into redoing the system.

Fourth fastest, behind Ongais, was Vern Schuppan. The affable Aussie did a remarkable job in the old Sugaripe Prune Eagle, out-qualifying some of the best USACers despite a serious braking deficiency because of the Eagle's small calipers. Rarely do you see racing drivers working so hard at being as smooth and tidy as was Schuppan.

Gordon Johncock is now fully recovered from that bad bang on the head he received four weeks ago. He underlined the point by qualifying one of the pair of brand new Wildcat Mk3s fifth quickest. Johncock was trying hard every time he came out (spun lightly into the catch fence once) with the smaller, chisel-nosed Wildcat. The new Riley/Bignotti car is built on a chassis which extends back to the rear suspension, the back of the long tub picking up on a plate which extends from the bell-housing. The car's radiators live within this part of the monocoque alongside the engine bay. Otherwise the new Wildcat is a plain enough reduction and development of the successful Mk2 version. Johncock's team-mate, Wally Dallenbach, qualified eighth quickest, some two seconds slower than the USAC Champion.

Between the Wildcats was the Penske/McLaren of Tom Sneva and the Gilmore Coyote of A. J. Foyt. Sneva missed the first day of practice while the Penske team waited for an engine to arrive but on the second day he put to good use some experience gained by taking the Mosport's Racing School two weeks earlier. Before that Sneva had not once driven around a road course. Working smoothly and methodically at things he came down the stopwatch steadily, finally nosing out Foyt by a tenth.

A. J. Foyt qualified on Friday after barely a dozen laps of practice because he had to fly off to Daytona and qualify there on Saturday for Monday's Firecracker 400 NASCAR race! Foyt admitted that, "We haven't had the time to do all we could to the car." He also had a fuel pick-up problem to contend with.

Few of the others were prepared either in terms of equipment or experience for Mosport and not surpris-

ingly most were well off the pace. Gary Bettenhausen did a good job with one of Grant King's 1973-spec Eagle-copies, qualifying ninth ahead of Roger McCluskey's FNCTC Lightning. Another driver to have a go at sorting out Mosport was longtime sprint car ace Larry Dickson who qualified his M16C McLaren eleventh.

## RACE

With the reduced boost pressure that was the order of the day at Mosport it seemed that it might be possible to go through the race's 187 miles with but one fuel stop. Most people, however, were planning on a pair of stops and certainly those would be interesting to watch amid Mosport's narrow, crowded pitlane.

The pair of Parnellis, running one behind the other on the first two rows, made clean starts so that both of them swung into the first turn ahead of Rutherford's McLaren. Johncock, meanwhile, missed a gear before the end of the pits which lost him some time and places and held up Foyt as well. Right away the Parnellis went away on their own, edging clear of Rutherford with each turn of the first lap and getting clear of the rest. Schuppan's Eagle suddenly snapped out of line and dribbled to a stop beyond the hairpin at the bottom of the circuit when a driveshaft failed.

That, however, brought out a yellow flag so that the field closed up behind Unser and Ongais before they had a real chance to make a break. Five laps later the green came out and once again the Parnellis whistled away together. Immediately Rutherford fell back through the field and after six more laps he stopped at his pit to refuel. Seems that the fuel pick-up problem of practice was not cured and that Rutherford was doomed to have to stop every ten laps or so to top-up the McLaren's tanks or else the engine would misfire on left-hand turns.

Not long after Foyt too began to drop back. Just after that first yellow A. J. had torn the shifter away from its linkage and now he was having to use a short retaining bolt to do the job. Slowly, however, he began to sort himself out and soon he began to close back up on the tails of McCluskey and Dallenbach whom he had allowed to go by.

Out front the Parnellis were still hard at it, giving us a hint of what USAC and road racing could be about. Unser, driving neatly and forcefully kept himself ahead, traffic or no, while Ongais, driving busily and forcefully, kept himself tacked large inside Al's mirrors. It was an interesting chase to watch, the leader looking composed, secure, placing his machine with immense precision and economy, knowing full well the thirst and skill of the man behind him was there for as long as his equipment would warrant. Ongais meanwhile, heart as large as ever, hands working like the pumping gloves of a Golden Gloves flyweight, did all he could to threaten Albert's cool.

Then, lap 23, and a couple of slower cars spin off into the rough at the second turn. Yellow flag.

Right away everyone made for the pits. Time enough to refuel and close up again behind the pace car. Three laps later and the green waves again. Unser leads away from Ongais and Sneva, the latter holding a good third as he had since the eighth lap.

Two laps more, however, and it's suddenly over for Al U. Down at the bottom of the circuit he suddenly feels the Parnelli drive itself into a halfspin. Something's broken. He coasts to a stop, jumps out and finds a broken driveshaft which has in turn smashed a shock absorber, gnawed at its upright and spilled a

packet of grease from its CV joint all over the track. On this Sneva has spun, stalled, suspected a broken driveshaft of his own and climbed out of the car. Finding otherwise, Tom climbed back in and made his way around to the pits, although by the time he's belted himself properly into the cockpit and the mechanics have decided there is nothing wrong with the car the Penske McLaren is two laps behind, back in fourteenth place.

So after a quick yellow to get Unser and Sneva back to the pits, Ongais, leading a USAC race for the first time, goes away on his own, settling down some six seconds clear of McCluskey and Foyt. Soon Foyt going well now, pushes past McCluskey and tries to take a run at Ongais. Then suddenly the Parnelli, still comfortably clear of the Coyote, belches a swallow of smoke. "The engine's quit," Ongais says over the radio. He coasts in to retire—the Parnelli domination suddenly comes to nothing.

So Foyt is left in the lead, well ahead of McCluskey and slowly, comfortably A. J. goes further away into the distance. For twenty laps McCluskey, looking very comfortable himself, chases fruitlessly after Foyt then suddenly, ten laps from home, his Offy blows out a column of smoke at the very moment it passes its pit.

That brings out a yellow and Anthony Joseph makes his third stop of the race under the yellow, just like his first two. From there he cruises home to the 59th win of his USAC career, his second on a road course. Later he admitted to something of a fuel pick-up problem: "It's a wonder it didn't burn a piston or something." He also explained how it was that he broke his shift lever. "I was tryna get into the hairpin not too hard without usin' the clutch and one lap I hesitated a bit and had to pull it too hard. I guess I kinda went to sleep."

Gary Bettenhausen, perhaps finding a new lease of life with Grant King's team, brought his old car home well clear of all the other old Eagles and far enough ahead of Tom Sneva to be able to nurse his way into second place. Thanks to Foyt's penalty, he might have won. . . .

Only five laps from the end, Rutherford, who had been going well between his numerous fuel stops (he made eight such pitstops) lost it at a long, blind third-gear righthander and thumped heavily into the wall. "Ah, I lost my rhythm," he said disgustedly, "and I missed gettin' the gear going in there. I tried to catch it but it kept on gettin' more and more and more out of shape." The car was badly damaged along its right side but Rutherford was OK.

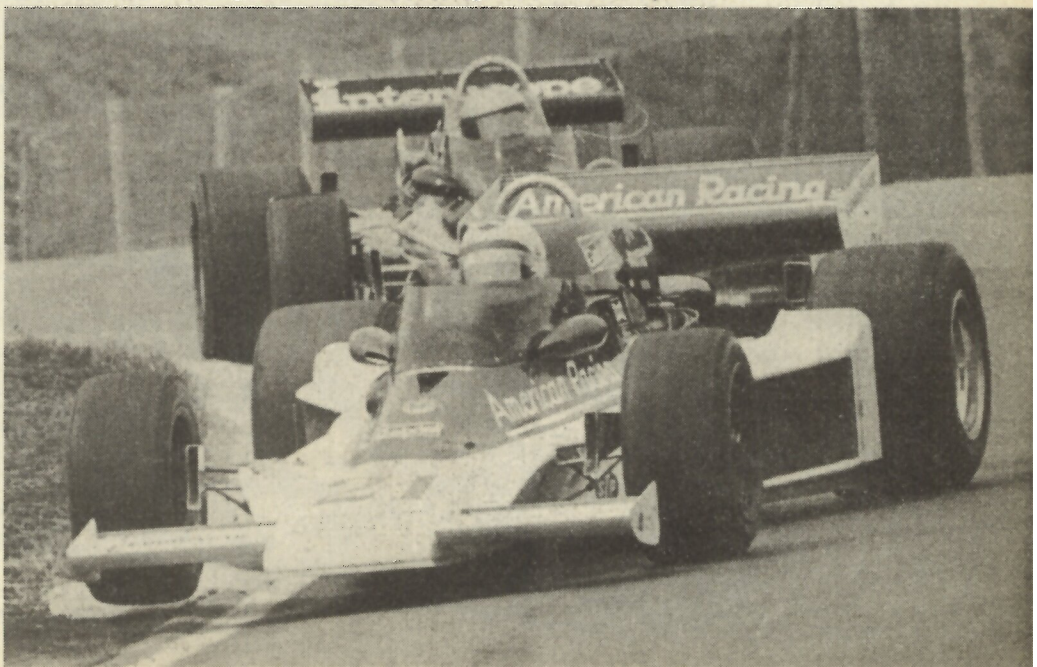
Not the spectacle it might have been, this race, but interesting certainly. It may be that one or two other road races may take place this year (at Watkins Glen or Riverside) and if they do, the USAC people will be one step further along in the consummation of their thriving Citicorp Cup championship.

Molson Diamond 300  
Citicorp Cup USAC Championship, round 8  
Mosport Park, Canada, July 3  
76 laps—187.88 miles (300kms)

1. A. J. Foyt (Coyote-Ford/Foyt), 2h 3m 35.1s, 90.733mph (minus one-lap penalty);
2. Gary Bettenhausen (King-Offenhauser), 75 laps;
3. Tom Sneva (McLaren-Offenhauser M24), 75 laps;
4. Todd Gibson (Eagle-Offenhauser), 73 laps;
5. Jerry Grant (Eagle-Offenhauser), 72 laps;
6. Salt Walther (McLaren-Offenhauser M16C), 72 laps;
7. Ed Crombie (Eagle-Foyt), 71 laps;
8. Tom Bigelow (Eagle-Offenhauser), 70 laps;
9. Johnny Rutherford (McLaren-Ford/Cosworth M24), 68 laps, DNF (accident);
10. Spike Gehlhausen (McLaren-Offenhauser M16C), 67 laps;
11. Roger McCluskey (Lightning-Offenhauser), 64 laps, DNF (engine);
12. Billy Vukovich (Dragon-Offenhauser), 55 laps, DNF (gearbox).

Championship positions: Racecard.

Al Unser and Danny Ongais dominated the meeting with their Ford-engined Parnellis.



## QUALIFIERS

Al Unser .....	Parnelli-Ford VPJ8B .....	1:15.44*
Johnny Rutherford .....	McLaren-Ford M24 .....	1:17.20
Danny Ongais .....	Parnelli-Ford VPJ8B .....	1:17.38
Vern Schuppan .....	Eagle-Offenhauser 74 .....	1:18.73
Gordon Johncock .....	Wildcat-DGS .....	1:19.06
Tom Sneva .....	McLaren-Ford M24 .....	1:19.87
A. J. Foyt .....	Coyote-Ford/Foyt .....	1:19.97
Wally Dallenbach .....	Wildcat-DGS .....	1:21.38
Gary Bettenhausen .....	King-Offenhauser .....	1:23.21
Roger McCluskey .....	Lightning-Offenhauser .....	1:23.89
Larry Dickson .....	McLaren-Offenhauser M16C .....	1:24.19
Steve Krisloff .....	Eagle-Offenhauser .....	1:25.79
Todd Gibson .....	Eagle-Offenhauser .....	1:27.11
Tom Bigelow .....	Eagle-Offenhauser .....	1:27.65
Billy Vukovich .....	Dragon-Offenhauser .....	1:28.13
Spike Gehlhausen .....	McLaren-Offenhauser M16C .....	1:28.41
Jerry Grant .....	Eagle-Offenhauser .....	1:32.49
Ed Crombie .....	Eagle-Foyt .....	1:32.49
Salt Walther .....	McLaren-Offenhauser M16C .....	1:32.59

\*117.41mph.





Stuart Graham—not always a smooth drive, but an effective one.

## DONINGTON PARK

# A double at last!

Evening race meetings could become a regular feature of future motor racing calendars, if the success of last Friday's Midsummer meeting at Donington Park is any guide. A good crowd enjoyed an excellent programme of racing—with two feature events counting for Tricentrol British Saloon Car Championship points—and a late evening barbecue afterwards, all held in a most festive atmosphere. The BRSCC Midland Centre's organisation of this challenging meeting—darkness an ever-present threat—was exemplary, even if they were helped somewhat by the total lack of major race incidents. Stuart Graham became the first man this season to win the top class of the Tricentrol series twice and Brian Pepper won the separate race for the lower classes. The other class wins went to Tony Dron and Bernard Unett.

This seventh round of the Tricentrol series was a late addition to the calendar and replaced the Donington round which should have been run in May. The entry was pretty much as usual with the increasingly tough competition throughout the series encouraging people to miss no rounds.

With Donington currently allowed only 20 starters, there were split races, the 1300 to 1600cc and up to 1300cc classes running in the first 15-lapper with the 1600 to 2300cc and 2300 to 3000cc cars racing second.

Pole position for the upper classes went very firmly to Gordon Spice's Capri, his 1m 25.2s half a second ahead of centre man Tony Dron (Triumph Dolomite Sprint) and a full second quicker than the third man on the row, eventual winner Stuart Graham. Very few of the Group 1 drivers had raced at Donington before—the exceptions including Gerry Marshall, who sat on the inside of the second row, a rebuilt engine in his Vauxhall Magnum showing a useful increase in performance. Alongside him was the third Capri of Bristolian Vince Woodman.

Win Percy annexed the inside of row three in his Samuri Capri, next to the two other Vauxhall Magnums (well, the second one is actually entered as a Firenza) of the impressively quick young Jeff Allam and Holman Blackburn. Two more Capris, those of Stuart Patterson, back in the car after a couple of drives by Phil Dowsett, and *Motor Sport* scribe Jeremy Walton—standing in for the holidaying Chris Craft—were on row four, with Colin Vandervell (unusually far back), Brian Robinson, Derek Lawrence, and Jon Dooley completing the 14-strong grid.

As development continues, so the newer additions to the Group 1 scene become more competitive and it was good to see Brian Pepper's smart little Volkswagen Scirocco GTi on pole position for the 'baby classes' race ahead of Richard Longman's 1275GT Mini, which is now posing a real threat to Bernard Unett's traditionally all-conquering Chrysler Avenger. Richard Lloyd, in the second fuel-injected VW, this time Golf, was on the inside of the second row next to Martin Brundle's very quick ex-Barrie Williams Toyota Celica. Peter Hilliard put the first of the Alfas—his 1.6 Alfetta GT—on the inside of row

three with Alan Curnow in the second 1275GT Mini and Barrie Williams (Alfa 1300GT) next to him. Four Alfas, two more Toyota Celicas and a lone Lada completed the grid of 15 cars.

## RACES

Second on the evening's programme was the first 15-lapper for Tricentrol points, this being for the smaller classes. Pole position man Pepper did not make the best of starts giving the Chrysler Avenger of former British Saloon Car Champion Bernard Unett the chance to open out a slight lead. At the end of the first lap it was Unett, Richard Longman and Pepper followed by Martin Brundle and Peter Hilliard.

Pepper was after a race win and was not going to allow Longman to get in his way and, by the end of the second lap, yellow VW had passed blue Mini and Pepper was at the heels of Unett. It took the former prodsaloon driver a further four laps before he could see Unett's front number plate in his rear-view mirror, but that it where it stayed firmly until the chequered flag, by which time Pepper had built up a comfortable, if not massive, six-second lead.

Longman just lost out again, for the second round running, in a close battle for the bottom class with Unett, the latter maintaining his unbeaten record so far in the series. For the third consecutive round these two shared fastest lap, just one indication of the increasingly competitive nature of this class, which has always been rather poorly supported in previous years. Martin Brundle finished second in the 1600 class and third overall ahead of Alan Curnow in the second Mini (third in the 1300 class) and Hilliard, who brought the first Alfa home in sixth.

### Tricentrol British Saloon Car Championship, round 7 Donington Park, July 8 15 laps—29.4 miles

**1300-1600cc and up to 1300cc**  
1, Brian Pepper (1.6 VW Scirocco GTi), 23m 08.8s, 76.10mph;  
2, Bernard Unett (1.3 Chrysler Avenger), 23m 14.8s;  
3, Richard Longman (1.3 Leyland Mini 1275GT), 23m 17.6s;  
4, Martin Brundle (1.6 Toyota Celica 1600GT), 23m 17.6s;  
5, Alan Curnow (1.3 Leyland Mini 1275GT), 23m 33.8s;  
6, Peter Hilliard (1.6 Alfa Romeo Alfetta GT), 23m 36.6s;  
7, Richard Lloyd (1.6 VW Golf GTi), 23m 38.2s; 8, Barrie Williams (1.3 Alfa Romeo 1300GT), 23m 38.8s; 9, Martin Williams (1.6 Toyota Celica 1600GT), 24m 02.0s; 10, Jon Dooley (1.2 Alfasud Ti), 14 laps.  
**1300-1600cc:** 1, Pepper; 2, Brundle; 3, Hilliard; 4, Lloyd; 5, M. Williams. No other finishers. **Fastest lap:** Pepper, 1m 31.2s, 77.26mph (establishes record).  
**Up to 1300cc:** 1, Unett, 75.77mph; 2, Longman; 3, Curnow, 4, B. Williams; 5, Dooley; 6, Nigel Rosser (1.2 Alfasud Ti). **Fastest lap:** Unett and Longman, 1m 31.4s, 77.09mph (establishes record).

Before the 'big boys' race, which was to be one of the most exciting of the evening, Tom Walkinshaw completed quick laps to qualify his attractive fuel-injected BMW 530i, which had been stranded on the motorway after the transporter had broken down. Not satisfied with seeing him start from the back of the grid, however, a number of competitors pointed out to the organisers that he should also have a ten-second penalty, to which they reluctantly agreed.

From the start-line to Redgate Lodge corner is quite some way and, by the time the field reached the first right-hander, a number of people were convinced they had got the line, among them Gerry Marshall (Magnum) and Gordon Spice (Capri), who touched slightly, which moved Spice into Tony Dron, who was in turn connecting with Stuart Graham. The result of all this, however, was not to put people out of the race but simply to hold up those who had

started from the middle of the grid, such as Vince Woodman, Holman Blackburn and Colin Vandervell who, owing to the highly competitive nature of the racing, stood no chance of getting back with the leaders.

At the end of the lap one, the first car out of the chicane was the silver Magnum of Gerry Marshall, with Spice (displaying a very bent nearside door panel) and Graham in close attention before a slight gap back to Jeff Allam, Tony Dron, Win Percy and Stuart Patterson. Marshall lost the lead to Spice very soon, but the group was as tight as ever, Dron slowly moving up to join the battling trio. Graham, being pushed by Dron, passed Marshall on lap five, taking the race lead one lap later in a big shuffle that pushed Spice back to fourth and Marshall and Dron up to second and third respectively.

The order remained static for a few laps, during which time a focus point of the race became the progress of Walkinshaw from the back row plus ten seconds up to 12th on lap two, ninth on lap four and seventh on lap seven when he joined a spirited battle with Colin Vandervell's sixth-placed Capri. The battling foursome had another shuffle, Dron displacing Marshall briefly for one lap, dropping back again for one more before a driveshaft pulled out of Marshall's Magnum leaving him three-wheeled and lonely at the back of the circuit.

So the order was Graham, Dron, Spice, Allam—driving a lonely race—Vandervell and Walkinshaw. The only change to that before the flag was that Walkinshaw finally managed to ease past Vandervell two laps from the end completing an impressive drive in the beautiful BMW.

### Tricentrol British Saloon Car Championship, round 7 Donington Park, July 8 15 laps—29.4 miles 2300-3000cc and 1600 to 2300cc

1, Stuart Graham (3.0 Ford Capri II), 21m 39.0s, 81.26mph  
2, Tony Dron (2.0 Triumph Dolomite Sprint), 21m 40.2s;  
3, Gordon Spice (3.0 Ford Capri II), 21m 42.8s;  
4, Jeff Allam (2.3 Vauxhall Magnum), 21m 47.0s;  
5, Tom Walkinshaw (3.0 BMW 530i), 21m 53.2s;  
6, Colin Vandervell (3.0 Ford Capri II), 21m 53.4s;  
7, Vince Woodman (3.0 Ford Capri II), 22m 04.8s; 8, Holman Blackburn (2.3 Vauxhall Firenza), 22m 05.4s; 9, Stuart Patterson (3.0 Ford Capri II), 2m 15.8s; 10, Jeremy Walton (3.0 Ford Capri II), 22m 16.2s.  
**2300-3000cc:** 1, Graham; 2, Spice; 3, Walkinshaw; 4, Vandervell; 5, Woodman; 6, Patterson. **Fastest lap:** Spice, 1m 25.4s, 82.51mph (establishes record).  
**1601-2300cc:** 1, Dron, 81.19mph; 2, Allam; 3, Blackburn; 4, Jon Dooley (2.0 Alfa Romeo Alfetta GTAm). No other finishers. **Fastest lap:** Dron 1m 25.4s, 82.51mph (establishes record).

## Bright's F3

After the first of the two Tricentrol Group 1 races, a very small field of Formula 3 cars assembled—the grid resembling those of the grim days a few years ago. The race, however, proved yet again that even the smallest grid can produce superb racing if the drivers are competitive. On pole position by about half a second was Leicester driver John Bright with his Wheatcroft, much improved after a day's testing at Silverstone with Brian Henton and the car's designer, Mike Pilbeam. Alongside him were Paul Bernasconi (Ralt) and Chris Farrell (Chevron), but it was Mario Pati, from the inside of the second row, who pushed his Ralt into the lead by Redgate Lodge on the first lap. Bernasconi, too, had made a good start but Bright allowed himself to be relegated to third for only a few hundred yards, having passed the Ralt by Craner. At the end of the first of 15 laps, Bright was hard on the tail of Pati whose weaving antics approaching the chicane could not destroy the tow which Bright was using to full advantage.

Bright tried all he knew to get past, particularly at the chicane, and the Wheatcroft and Ralt touched at the end of lap five as he attempted to go round the outside but, two laps later, he was through and into a good lead. He managed to pull out a sufficient cushion to nurse his gearbox (damaged when reverse snapped in practice) to the finish, leaving Pati and Bernasconi going hammer and tongs at one another about five seconds behind. Despite some hard driving from the latter, Pati managed to hold him off to the line. Fourth, and gaining on the battling couple towards the end, was Peruvian Jorge Koechlin with the attractive Argo, ahead of Chris Farrell and John Stokes.

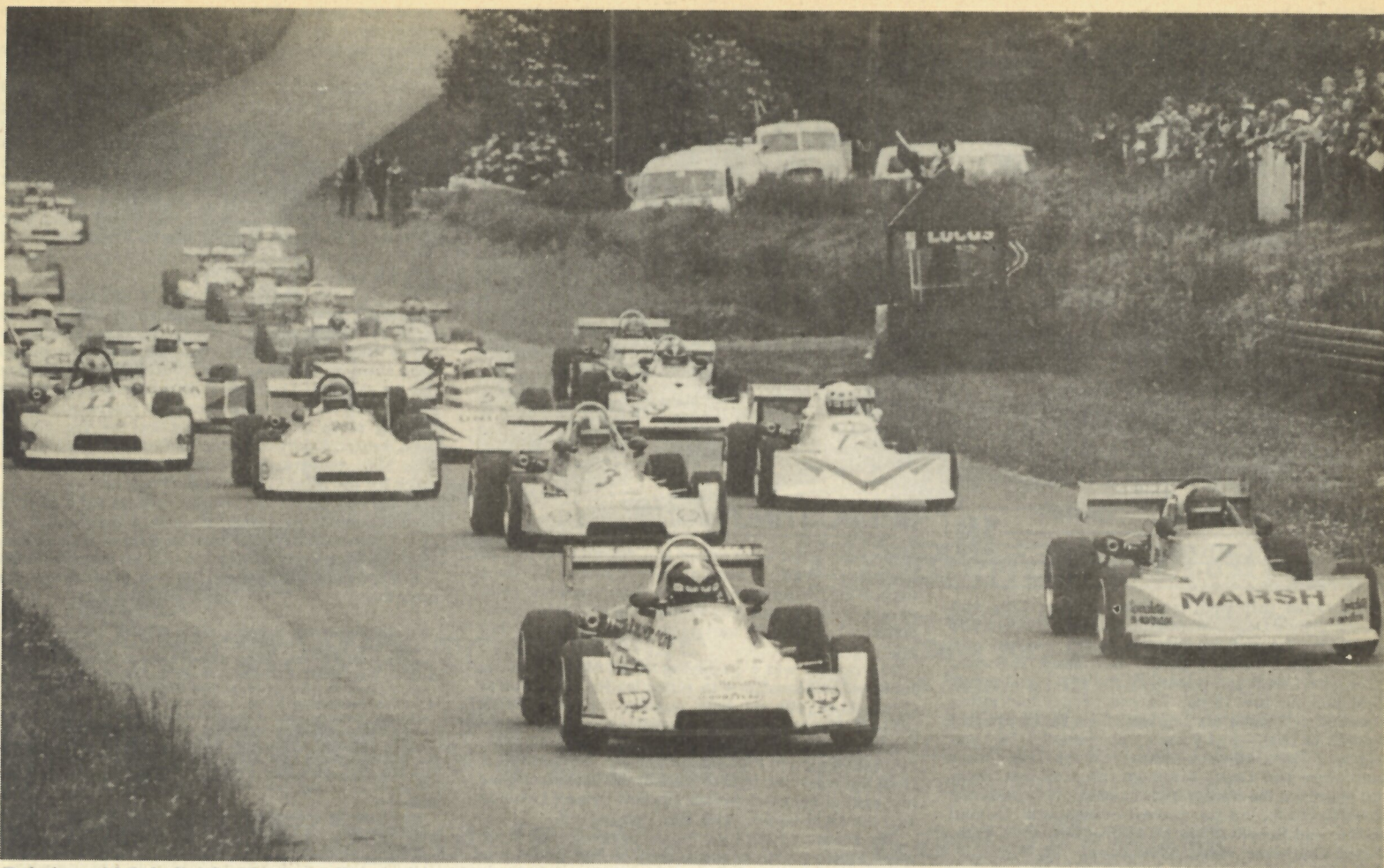
Bright was naturally delighted with his win, and it was a very happy Tom Wheatcroft who travelled on the lap of honour celebrating a victory by the car that bears his name on the circuit he owns.

**Donington Park Trophy Formula 3 Race (15 laps):** 1, John Bright (Wheatcroft-Toyota R18), 18m 17.6s, 96.29mph; 2, Mario Pati (Ralt-Toyota RT1), 18m 22.2s; 3, Paul Bernasconi (Ralt-Toyota RT1), 18m 22.6s; 4, Jorge Koechlin (Argo-Toyota JM1), 18m 23.6s; 5, Chris Farrell (Chevron-Toyota B38), 18m 23.8s; 6, John Stokes (Chevron-Toyota B38), 18m 27.0s. **Fastest lap:** Bright, 1m 11.8s, 98.14mph.

ROBIN BRADFORD

Supporting races: *Sportscard*.





Daly (centre) left the line first, but it was King (right) who rounded the first corner ahead of this highly competitive F3 field.

# Cadwell's King James

James King masters Cadwell on his first visit—close race, with Stephen South just beaten—Daly's misfortune—Lees just holds championship lead with sixth place—Report: ROBIN BRADFORD—Photography: MIKE DIXON

Formula 3 returned to the demanding contours of Cadwell Park on Sunday when the BARC organised the tenth round of the BP championship, the first F3 race on the Lincolnshire circuit for two years. After two very fraught practice sessions in which most of the drivers were experiencing the circuit for the first time, the race was notably clean and, almost without exception, incident free resulting in a well-deserved and popular win for American 'nice guy' James King in a works March-Toyota 773. The rest of the racing programme was, unfortunately, rather dismal, with many small grids and processional racing but major championship wins went to Jon Fletcher (STS modsports) and Tony Sugden (Forward Trust special saloons).

## ENTRY & PRACTICE

More than half the contenders for BP F3 championship points this season were not brought up in the fine traditions of British Formula Ford and, as a result, had never raced at Cadwell Park. Even some of the English drivers have had little or no experience of the demanding twists and turns of this delightfully picturesque circuit which rises and falls regularly through its total lap distance of 2.25 miles.

The two 30-minute practice sessions were, therefore, well worth watching and both, within the final few minutes, were marred by heavy car-destroying accidents neither, fortunately, causing major injuries to drivers.

First to suffer was John Bright who, with only seven minutes of the first session to go, put one wheel of the Wheatcroft on the gravel going into the Gooseneck, overcorrected, flew through the air for some distance, and landed very heavily. The car was completely destroyed—a big problem, particularly since most of the parts were one-offs—but John was fortunate to escape with only a chipped collar bone.

The second session write-off happened at the same point—both, incidentally close to post 13—when

Jorge Koechlin overcorrected a slide and slammed hard into the barriers, comprehensively creasing the tub of the very attractive Argo. Jorge was uninjured, but very sad that this should happen in only his third F3 race with the car.

Best accident of the day award goes (twice!) to the charming Scandinavian Thorkild Thyrring who completed about 2½ laps of practice in the two sessions, going straight ahead at the hairpin in the first session, badly deranging the front end, and sliding off down the slope at Hall bends at the start of the second. Others to damage their cars while exploring Cadwell included Ian Flux, who thought later that he had probably damaged something which couldn't be immediately spotted as the car was handling rather strangely afterwards.

Quickest in the first session was Stephen South with 1m 28.4s, 0.4secs under the lap record, with Eje Elgh ("this circuit's very exciting but there's nowhere to pass") and James King ("God, this place is really neat") just 0.2secs behind and Derek Daly fourth, equalling the lap record at 1:28.8. Next up were the two Unipart Marches of Tiff Needell, suffering from sea-food poisoning, and Ian Taylor, with Geoff Lees on 1:29.0.

With the session called to an abrupt end because of Bright's accident after only 23 minutes, many drivers had not got into their stride and Derek Warwick (who, surprisingly, has not driven at Cadwell before), Geoff Brabham and Patrick Gaillard were among those who one would have expected to be faster.

The second session went nearly its full distance before the Argo was written off, giving every one a good chance of setting respectable times. During the waiting period for the sheets to appear, many people had been commenting on how accurate the timekeepers were being on Sunday but, when the second session times finally arrived, they were, to say the least, a little strange.

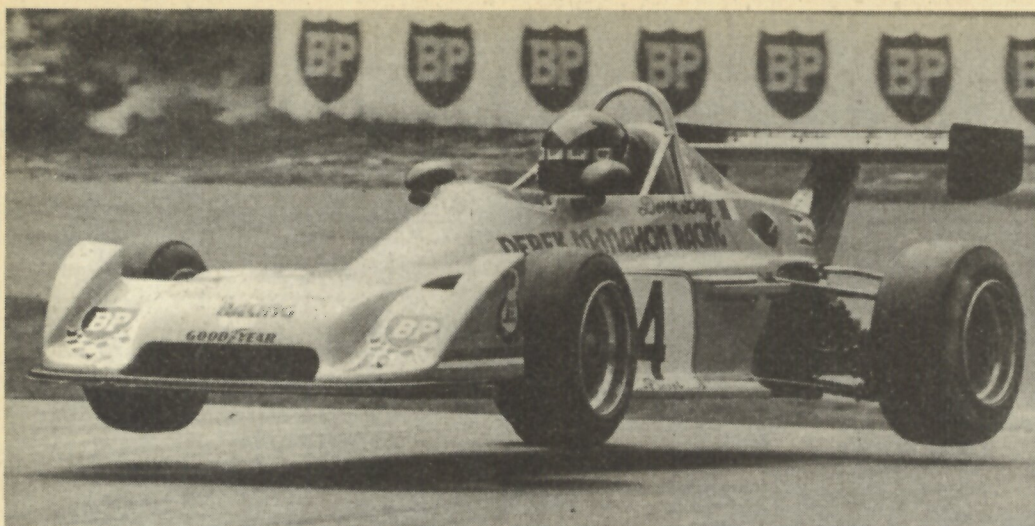
On pole position with the works March-Toyota 773

James King—a right royal win



**F3** BP CHAMPIONSHIP **10**  
CADWELL PARK





Jumping for joy—front row occupant Derek Daly.

## F3 BP CHAMPIONSHIP CADWELL PARK 10

continued

was a rather surprised, but happy, James King with Derek Daly's Derek McMahon Chevron-Toyota B38 alongside. On the second row of the two-two grid were Stephen South (March) and Derek Warwick, (Chevron), with Ian Ashley (Lola T590) and Geoff Brabham on row three. Sixteen people had either equalled or beaten the lap record—a fairly amazing statistic in itself—and King's pole time of 1:26.4 was nearly 2.5secs quicker. Many felt the times were inaccurate and Geoff Brabham's famous dad, Jack, did approach the timekeepers in an effort to persuade them to check, but this proved unsuccessful. Behind Ashley and Brabham came Taylor, Mario Pati, Elgh, Aryon Cornelisen, Needell and Lees.

## RACE

Daly made a slightly better start than King, but it was the American's works March in the lead by Coppice Corner, with Daly, Ashley, South, Pati (Ralt-Toyota RT1) and Elgh (Plastic Padding Chevron-Toyota B38) and the rest streaming round Charlie's close behind. At the end of the first lap, King was leading Daly, Ian Ashley (the Lincoln lad, remarkably, having only his second drive at his 'local' circuit, the first being a 1971 F3 race in which he finished second to the late Roger Williamson), South, Pati, Warwick (Chevron-Toyota B38), Cornelisen (Works March-Toyota 773), Geoff Brabham (Ralt-Toyota RT1) and Geoff Lees (Chevron-Toyota B38).

King, with open road before him, started to build up a slight lead over Daly who, within a few laps, was being pressured by South, who had passed Ashley with relative ease, and these three slowly pulled away from the rest of the field. With the leading trio settled, Ashley was demoted first by Elgh, who had worked up well from the fifth row of the grid and, three laps later, by Warwick and then by Brabham. Ashley retrieved sixth spot, however, when Brabham pulled into the pits just after half distance with ignition cut-out switch problems.

The leading trio were circulating very quickly—South finally taking the outright circuit and F3 lap records with a shattering 1:26.2s—and picking their way through back markers. Daly's engine was sounding a little rough, but it turned out to be nothing, but Daly and South were delayed just before three-quarter distance by Aryon Cornelisen, which allowed King some extra leeway and gave Elgh (who expected to pick up the lap record for his charging drive) almost to catch South. But on lap 16, disaster struck for Derek Daly, who slid off at Hall Bends while trying to lap Phil Silverstone. South then charged after King and was only 0.2secs in arrears at the finish, with Elgh, Warwick, Mario Ferraris—who had fought through the field from eleventh on the first lap—and Geoff Lees behind. The sixth spot gave Lees just enough points to hold onto his lead in the BP championship. Seventh was Ashley, giving the Lola its best result yet, with Taylor's Unipart March very close behind. Taylor's Unipart teammate Tiff Needell, had retired on lap 15 with collapsed front suspension.

BP Formula 3 Championship, round 10  
Cadwell Park, July 10  
20 laps—45 miles

1. James King (March-Toyota/Novamotor 773), 29m 16.8s, 91.69mph;
2. Stephen South (March-Toyota/Novamotor 763), 29m 17.0s;
3. Eje Elgh (Chevron-Toyota/Novamotor B38), 29m 24.4s;
4. Derek Warwick (Chevron-Toyota/Novamotor B38), 29m 33.2s;
5. Mario Ferraris (March-Toyota/Novamotor 773), 29m 47.4s;
6. Geoff Lees (Chevron-Toyota/Novamotor B38), 29m 48.0s;
7. Ian Ashley (Lola-Toyota/Novamotor T570), 29m 51.4s; 8. Ian Taylor (March-Triumph/Holbay 773), 29m 51.6s; 9. Mario Pati (Ralt-Toyota/Novamotor RT1), 29m 53.0s; 10. Ian Grob (Chevron-Toyota/Novamotor B38), 30m 02.0s. **Fastest lap:** South, 1m 26.2s. 93.96mph (outright record).

## SUPPORTING RACES

Having attracted a fair crowd to Cadwell Park for the Formula 3 event, it seemed rather sad to lay on a supporting programme of poorly-supported and rather processional races, the Reliant 750 Formula Championship round's 22 starters providing the only full grid.

The opener was a qualifying round of the Formula Junior championship with series leader Alan Baillie (Lotus-Ford 20) on pole position by nearly four seconds. He and his front-row colleague, Mike Harrison (Brabham-Cosworth BT20) made the best starts, but Baillie spun at Park on the first lap, his climb back from the tail of the field to third at the finish being the highlight of the race. Arthur Curnow's smart Lotus 22 won the eight-lapper, with Harrison second.

The Formula Four field for the next eight-lap event was 13-strong with championship leader Eddy Heasell (Brabham BT38C) on the second row behind pole position man (and his closest series rival) Alex Lowe, (Chevron B20) and Mike Whitley (Brabham BT21/4) who retired on the first lap. Lowe was leading after the first tour with Ken Crook (Ensign MN77), third in the series, holding second some way ahead of Heasell, Bob Laughton, who pitted at the end of the second lap, Jim Ward, Heasell and Mike Wilder. Lowe and Crook maintained their position to the flag, with Heasell moving up to third by the third lap, with Ward and Mike Brett (Brabham BT15/21) taking the next two places.

First major BARC championship race of the day was an STS modsports round for the top two classes—the remainder racing at Snetterton. Only seven cars reached the grid with Jonathan Palmer's Marcos on pole alongside the Elan of Jon Fletcher. Palmer made a flying start with Fletcher close on his heels and these two provided one of the best battles of the day, Palmer leading for one lap before Fletcher eased past him underbraking for Park. Palmer held on, but

could not re-pass, Fletcher's overtaking manoeuvre being the only change in this reporter's lap chart throughout the race. For race positions lap by lap, see the results.

The Reliant 750 Formula championship round provided a packed grid and some pretty exciting racing. Second row man Lyn Evans (Centaur) stormed away from the start into a lead which was never headed, followed initially by championship leader Roland Nix (Wessex) and Bob Simpson (SS Reliant) who, unfortunately, eliminated one another at the hairpin on lap three, leaving Evans well ahead of Richard Stephens (Jerric), Simon Fry (DNC), and Ian Sclanders (DNC), the positions they remained in until the end.

Tony Sugden shot off the line at the start of the Forward Trust 1000 Plus special saloon thrash ahead of Derek Walker and Terry King who finished a lonely class first-second-third. The next four places were filled by the class C top four, and the following five by the class D one to five, which at least makes results easy to type for motorsport journalists. Most exciting scrap in the race was that for the middle class, settled finally in favour of Graham Clark's fleet little Mini, the straight line speed of which was far too much for the Mini GBD of Geoff Byman.

Final race of the day was an apology for a King of Cadwell Libre event, led for most of the distance by Phil Silverstone's F3 car until he spun at Hall Bends, leaving Dave Orbell (Mallock U2) an easy win from Joe Applegarth's Brabham, the only other car on the same lap.

**Formula Junior Championship round (8 laps):** 1, Arthur Curnow (Lotus-Cosworth 22), 15m 03.6s, 71.71mph; 2, Mike Harrison (Brabham-Cosworth BT2), 15m 20.8s; 3, Alan Baillie (Lotus-Ford 20), 15m 32.8s; 4, Brian Urtwin (Lola-Cosworth Mk II), 15m 35.6s; 5, Al Black (Lotus FJ Ford 18), 15m 36.8s; 6, Mike Murphy (Lotus Cosworth 22), 16m 11.8s. **Fastest lap:** Baillie, 1m 49.6s, 73.90mph.

**AMHEC Formula Four Championship round (8 laps):** 1, Alex Lowe (Chevron-Rolt/Cosworth B20), 12m 55.6s, 83.54mph; 2, Ken Crook (Ensign-Ford MN77), 13m 11.8s; 3, Eddy Heasell (Brabham-Ford BT38C), 13m 35.8s; 4, Jim Ward (Jem-Holbay 76), 13m 43.6s; 5, Mike Brett (Brabham-Ford BT15/21), 14m 11.0s; 6, Peter Smith (Palliser-Ford WDF4), 14m 21.2s. **Fastest lap:** Lowe, 1m 35.0s, 85.26mph.

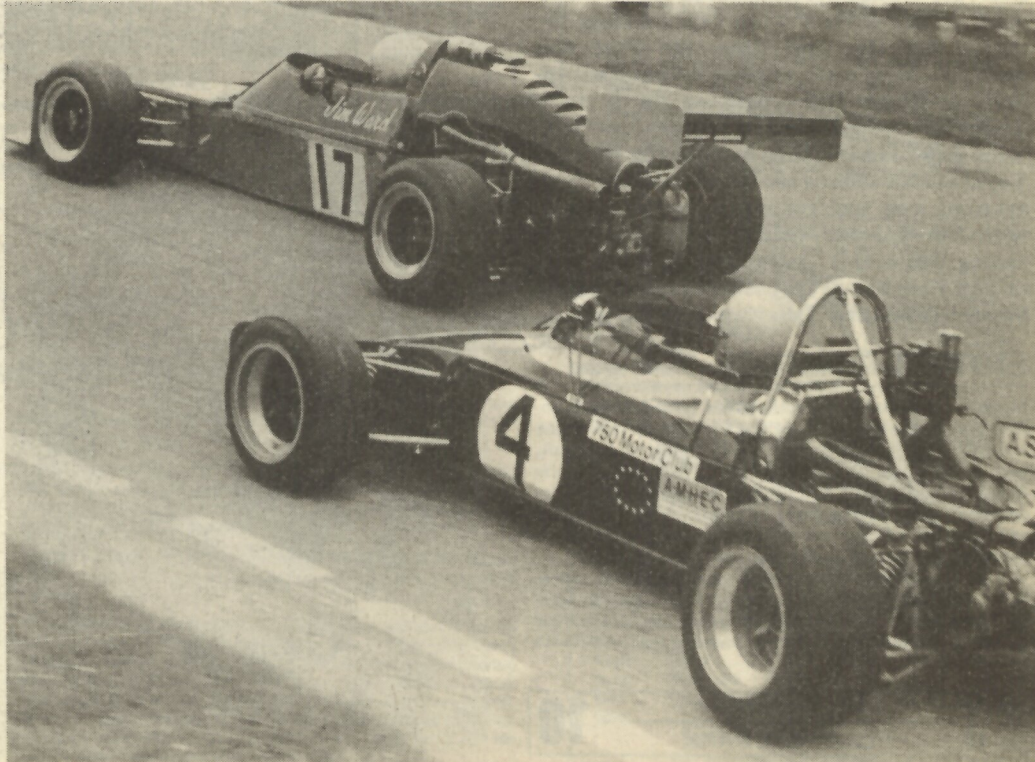
**Steel Tube Services Modified Sports Championship round (8 laps):** **Overall:** 1, Jon Fletcher (1.8 Lotus Elan), 13m 24.4s, 80.55mph; 2, Jonathan Palmer (3.0 Marcos GT), 13m 33.0s; 3, Ed Stephens (4.7 TVR Tuscan), 14m 08.8s; 4, Max Payne (1.6 Lotus Elan), 14m 32.6s. **Over 2000cc:** 1, Palmer, 79.70mph; 2, Stephens; 3, Dave Tomlinson (1.7 Elva Courier Mk IV). **Fastest lap:** Palmer, 1m 38.6s, 82.15mph (record). **1501-2000cc:** 1, Fletcher; 2, Payne; 3, Tony Wingrove (2.7 Porsche Carrera). **Fastest lap:** Fletcher, 1m 38.8s, 81.98mph (record).

**Reliant 750 Formula Championship round (8 laps):** 1, Lyn Evans (Centaur F750), 14m 55.6s, 72.35mph; 2, Richard Stephens (Jerric IIC), 15m 00.2s; 3, Simon Fry (DNC 5T), 15m 05.0s; 4, Ian Sclanders (DNC Mk3), 15m 06.4s; 5, Richard Muston (DNC Mk 3), 15m 35.0s; 6, Andrew Findon (Reon 2A), 15m 52.2s. **Fastest lap:** Bob Simpson (SS 750F), 1m 48.8s, 74.44mph.

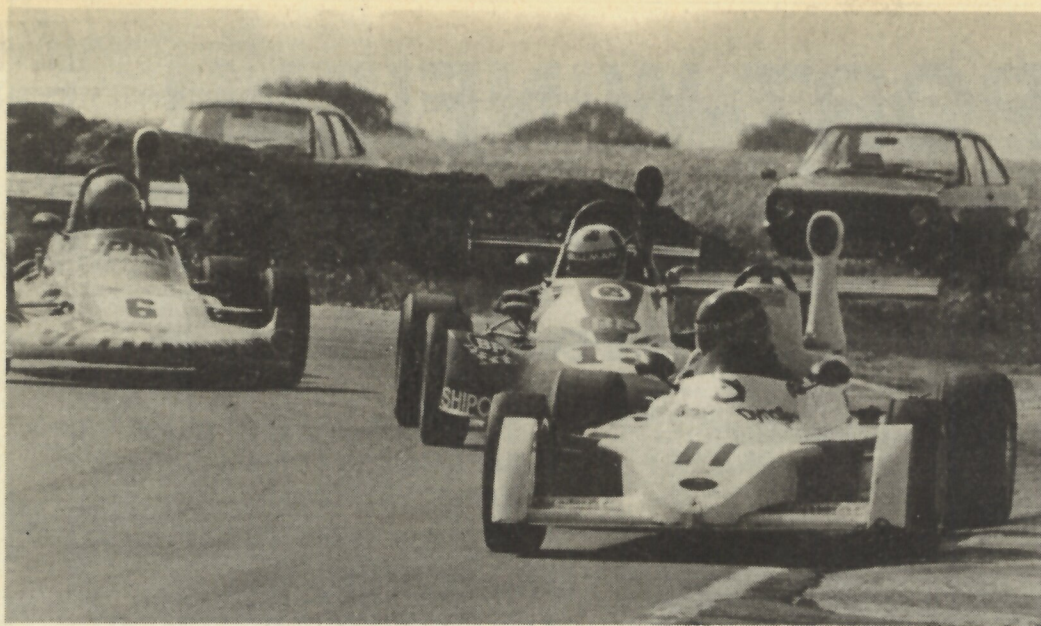
**Forward Trust 1000 Plus Special Saloon Championship round (8 laps):** **Overall:** 1, Tony Sugden (2.0 Ford Escort-BDX), 13m 20.4s, 80.95mph; 2, Derek Walker (1.9 Ford Escort BDE), 13m 34.2s; 3, Terry King (1.8 Ford Escort BDE), 14m 03.0s; 4, Graham Clark (1.3 Leyland Mini), 14m 25.0s. **1301-2500cc:** 1, Sugden; 2, Walker; 3, King. **Fastest lap:** Sugden, 1m 38.4s, 82.31mph. **1001-1300cc:** 1, Clark, 74.91mph; 2, Geoff Byman (1.3 Mini GBD); 3, John Mowatt (1.3 Morris Mini Cooper S). **Fastest lap:** Mowatt, 1m 45.4s, 76.85mph. **551-1000cc:** 1, Michael Parkes (1.0 Austin Mini Aldon), 71.82mph; 2, George Ostroumoff (1.0 Hillman Imp); 3, James McGoughay (1.0 Hillman Imp). **Fastest lap:** Parkes, 1m 50.6s, 73.23mph.

**King of Cadwell Formula Libre Race (8 laps):** 1, David Orbell (1.6 Stallwood U2-Holbay Mk 16), 12m 33.2s, 86.03mph; 2, Joe Applegarth (1.6 Brabham-Ford BT23C), 12m 57.6s; 3, John Counsell (1.6 Super Nova), 7 laps; 4, Dennis Chorley (1.6 March 703), 7 laps; 5, Kenneth Brill (1.6 Brabham-Lotus BT21), 7 laps; 6, William Opplier (1.6 Royale RP9), 4 laps. **Fastest lap:** Phil Silverstone (2.0 Ralt/March-Toyota RT1/753), 1m 31.8s, 88.24mph.

Eddy Heasell about to pass Jim Ward in the Formula 4 championship round.







Dougall had to work quite hard for his third win of the weekend. Here he leads Bullman and Rossiter.

## SNETTERTON

# Rad makes it three

Held under glorious sunny skies, the BARC's slickly run meeting at Snetterton on Sunday was, on the whole, a good advertisement for British club racing. All the races, barring the tedious Modsports affair, were closely contested and exciting for competitor and spectator alike. The day was marred by a number of nasty accidents and several bent motor cars. Notable among these was the unfortunate shunt which befell Clubmans driver Graham Sinclair, who was treated for broken ribs and concussion at the local hospital. Rad Dougall scored another FF2000 victory, while the FF1600 race went to Glenn Eagling and the Production Saloon event to Opel driver Alan Minshaw.

Racing commenced promptly at 2pm with the first heat of the BARC's popular Formula Ford championship. Practice saw the 'coming' Canadian Nigel Gough with his Van Diemen RF77 on 1m 13.2s, 0.6sec quicker than David McLelland's Crosslé and the 1976 Van Diemen of Glenn Eagling. Neither of the second row cars was to start, David Sears having bent a wishbone in practice while Frank Bayes broke a driveshaft on his Image when trying a standing start. As Sidney Offord dropped the flag with his customary *panache*, Gough made an excellent getaway to head McLelland and the rest into Riches. The red car extended its lead throughout and was never headed, despite the efforts of Eagling and McLelland to get onto terms with Gough. Behind these three the 'Battle of the Tigas' was resolved in Randy Blomquist's favour after a spirited dice with the Wessex Kentreads example of Sean Walker.

The second heat was led away by Richard Trott, the Immediaprint Royale RP24 being pursued by a determined David Heale in his two-year-old Reynard and by poleman David Leslie (back in his own Royale last weekend). Having been usurped by Heale on the second lap, Trott fell back into the clutches of Leslie, the former engaging in a brief spin at Coram from which a closely following Mark Syms was fortunate to escape serious contact. However, an undeterred Syms continued to finish third with his 'droop snoot' Hawke DL15, well ahead of the recovered Trott. John Harlow was expected to be well in contention with his Tiga, but oil tank maladies in practice forced him to non-start.

The third race on the agenda was a round of the Oceanair Clubmans Sports series, for which a very representative entry had been assembled. Greetings card designer Dud Moseley equalled Don Farthing's lap record in practice to take pole in 1m 12.6s, with Robert Glass in his rebuilt (since Thruxton) Mallock Mk18B and Mike Barnby's Spectrum joining him on the front row. Barnby made a beautiful start to lead into the first bend, but his moment of glory was brief; the all-conquering Moseley appearing at the head of the field by Coram. Nick Linney in the Pica Racing U2 chased hard, but in vain; in fact, Linney was caught on the final tour by Glass, both drivers being credited with the same race time. Steve Collier was a fighting fourth in the Belvoir Haggispeed. The last

three laps of the race were run under yellow flags at Russell after Graham Sinclair's plucky drive ended against the barriers. The incident was noteworthy for the total disrespect of the yellows shown by several drivers further down the order.

As he had predicted after practice, the ever-smiling Alan Minshaw was unable to outdrag the BMWs of Derrick Brunt and David Taylor or the very rapid Dolomite Sprint of Tony Hill at the start of the Britax Production Saloon round. However, the Demon Tweaks Opel had climbed to third by Sear, and moved up another place on the back straight second time round at the expense of Taylor. Minshaw then set his sights on Brunt, whom he passed on the fifth lap. An entertaining battle ensued, the BMW gaining ground on the long straights but the Opel's cornering compensating for lack of straight line speed. It wasn't to last though, for Brunt pitted on his seventh lap with gear selection bothers. Hill drove with great verve to notch up his Class C victory and fifth overall, ahead of Class B winner Eric Cook in the raucous Mazda. Roger Turner took the small class in his Lada from David Kahn's Renault 5TS. An early retirement was that of Gerry Marshall, whose Magnum shed a front wheel at Coram on lap 2.

An excellent entry heralded the main event of the afternoon, a round of the BAF Formula Ford 2000 series. It appears that Philip Bullman has sorted out his Hawke's handling gremlins, for he flew round to pole position in 1m 8.0s, 0.8secs beneath the existing lap record which was equalled by Rad Dougall (Kismet Royale) and Adrian Reynard (Spax Reynard) for the other front row places. The second rank should have comprised Geoff Friswell's Hawke and the Dulon MP20 of David MacPherson, but the luckless Friswell failed to make the grid having 'clipped the kerb at Russell while trying for a quick one'. Behind this pair in practice were Jeremy Rossiter's Spax Reynard, Rob Wilson's Tiga and Syd Fox's Condor.

Reynard made a demon start despite a 'tired' engine to lead from Dougall and Bullman, Rad managing to take the yellow Reynard on the back straight to assume first place. At the completion of the first lap, these three were joined by Wilson, the young Kiwi driving superbly with a new Racing Services engine. His progress was hampered slightly as he was running one stiff damper and three of the older softer types. "Just one new stiff corner improved the handling dramatically, so just wait until I get all four", grinned the delighted New Zealander. By the second lap Dougall was firmly ensconced in the lead he was destined not to lose, although Bullman closed the gap marginally from time to time.

Oops! David Watt at the Esses.



Third place was disputed between MacPherson, Rossiter and Rob Wilson and, after a superb display of forceful driving, the Dulon driver wrested the place, the other drivers commenting on how well the chassis put its Rowland power onto the track. Behind the fifth-placed Wilson, Frank Sytner brought his Foxcub Dulon home from a lowly grid position following a spherical bearings problem in the morning. Richard Wills, driving Nick Crossley's immaculate Delta, deserves a mention, having run as high as seventh in the early stages before understeer dropped him behind Reynard, whose car seemed none the worse for a coming-together with Steve Farthing's similar car.

A particularly nasty incident occurred at the Esses on lap 13 when Derek Rose's Hawke hit the bank, its nose-mounted fire bottle being catapulted across the circuit and clearing the spectator banks in the process. Onlookers reported that the marshals acted with commendable rapidity to help Rose, the car being moved to safety almost before any other drivers reached the scene.

The plan to run two classes of the STS Modsports championship at Snetterton and the remainder at Cadwell proved to be little short of disastrous and, hopefully, will not be repeated. After practice problems had robbed the grid of Keith Ashby's class-leading Midget, the processional seven-car race lacked all interest save for the progress of Bob Jarvis, whose Davrian antics are guaranteed to please even the most casual onlooker. Jarvis indulged in a little 'sandbagging' at the start allowing the similar cars of Pat Longhurst and Geoff Lynn to pull away. Jarvis had assumed the lead by the end of the first lap and thereafter was never challenged. Longhurst and Lynn followed him home at respectful distance, the only other unslapped runner being Ian Bax in the pretty Ginetta G4, who won his class after a collision with closest rival Barrie Mutlow who was eliminated in the shunt.

The final race was the Formula Ford decider, for which 26 cars came to the grid. Heale was on pole by dint of his faster heat win, from Leslie, Gough, Eagling and McLelland. Gough seized the lead as he had in his heat, and led the pack down the back straight. Heale got alongside, but spun at Riches on the second tour collecting Gough, whose Van Diemen suffered bent suspension and jammed reverse gear. Also missing by this time was Trott, who spun on the exit of Russell, hitting the Armco hard and rendering the car immobile. Leslie, meanwhile, had avoided the commotion and was holding a steady lead over Eagling, although the impressive Blomquist held second for a brief spell early on. Leslie looked comfortable until lap 7, when he dived into the pits for a minor adjustment, letting Eagling through before rejoining in 13th place. Then began the Carlisle driver's meteoric climb through the field, David reaching eighth on the penultimate lap. All this came to nought, though, as a last-lap mistake cost him three places. Local ace Eagling took a well-judged victory, hanging back at the start and avoiding trouble, with McLelland a couple of seconds down despite setting the fastest lap. Mark Syms finished a good third with a replacement nosecone, a second ahead of the American Blomquist.

## MARK PYE

**Formula Ford 1600 Heat 1 (8 laps):** 1, Nigel Gough (Van Diemen-Scholar RF77), 10m 5.4s, 91.20mph; 2, Glenn Eagling (Van Diemen-CES RF76), 10m 6.0s; 3, David McLelland (Crosslé-Ford 30F), 10m 7.8s. **Fastest lap:** Eagling and McLelland, 1m 14.0s, 93.28mph.

**Formula Ford 1600 Heat 2 (8 laps):** 1, David Heale (Reynard-Rowland 75FF), 10m 4.6s, 91.32mph; 2, David Leslie (Royale-Scholar RP24), 10m 5.0s; 3, Mark Syms (Hawke-GGS DL15), 10m 15.6s. **Fastest lap:** Heale, 1m 14.0s, 93.28mph.

**Oceanair Clubmans Sports Championship round (10 laps):** 1, Dud Moseley (Mallock U2 Mk18BX), 12m 22.2s, 92.98mph; 2, Nick Linney (Mallock Mk18B), 12m 36.8s; 3, Robert Glass (Mallock U2 Mk18B), 12m 36.8s; 4, Steve Collier (Haggispeed Mk6B), 13m 3.2s; 5, Mike Barnby (Spectrum), 13m 5.8s; 6, Clive Wood (Mallock U2 Mk18), 13m 7.4s. **Fastest lap:** Moseley, 1m 12.0s, 95.85mph.

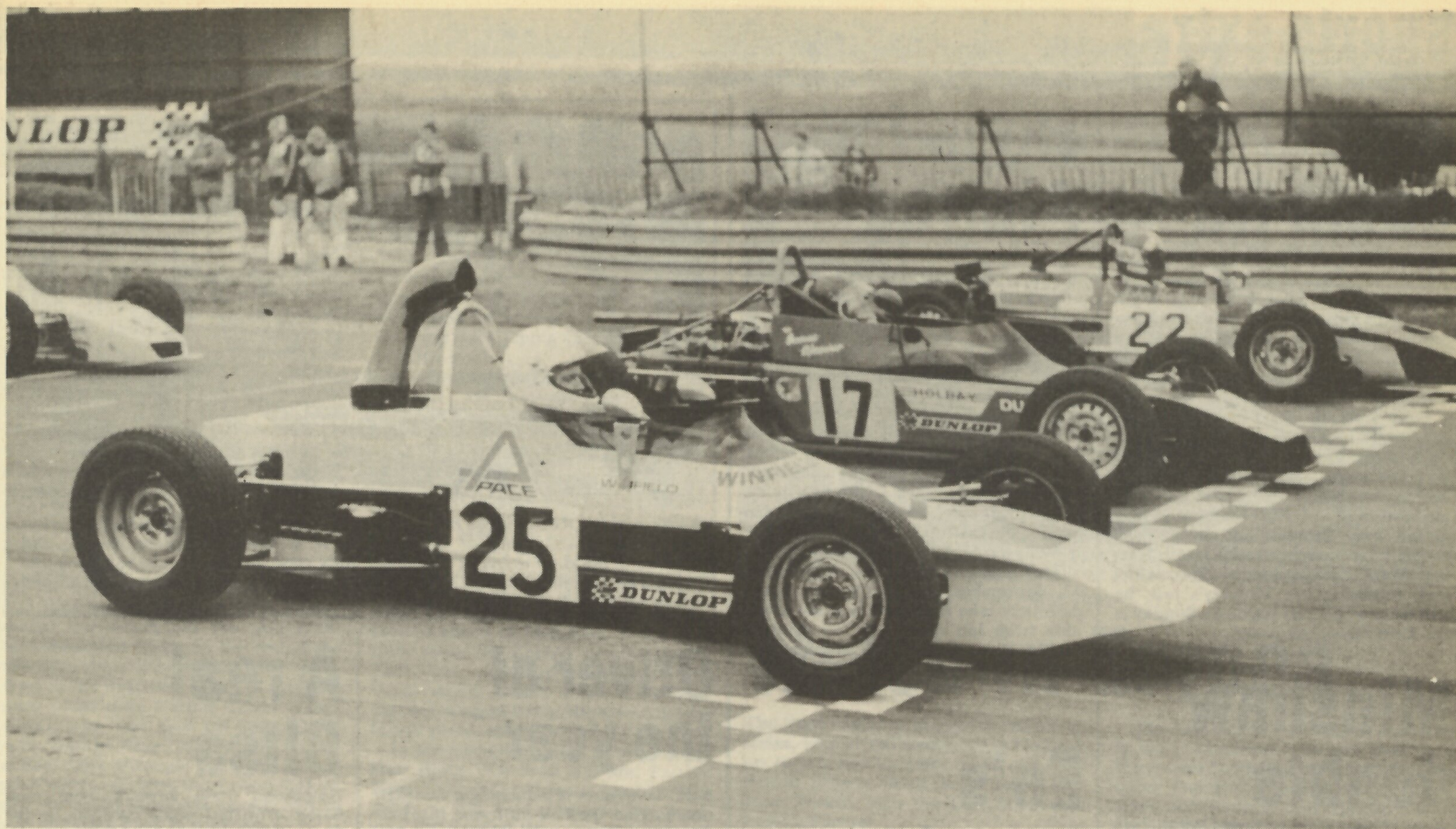
**Britax Production Saloon Championship round (10 laps)—overall and over 2500cc:** 1, Alan Minshaw (Opel Commodore GS/E), 14m 32.0s, 79.14mph; 2, David Taylor (BMW 3.0Si), 14m 39.2s; 3, Graham Miles (BMW 3.0Si), 14m 41.6s; 4, John Olding (BMW 3.0Si), 14m 42.0s. **Fastest lap:** Minshaw, 1m 25.0s, 81.19mph. **2000-2500cc:** 1, Eric Cook (Mazda RX2), 14m 55.2s, 77.11mph; 2, Malcolm Prior (Vauxhall Magnum), 15m 6.4s; 3, David Watt (Vauxhall Magnum), 15m 36.8s. **Fastest lap:** Prior and Cook, 1m 27.8s, 78.60mph. **1500-2000cc:** 1, Tony Hill (Triumph Dolomite Sprint), 14m 48.2s, 77.70mph; 2, John Lyon (Alfa Romeo Alfetta GTV), 15m 10.4s; 3, Ian Deavin (Mazda RX3), 15m 38.0s. **Fastest lap:** Hill, 1m 27.4s, 78.96mph. **Up to 1500cc:** 1, Roger Turner (Lada 1200), 14m 34.6s (9 laps), 71.02mph; 2, David Kahn (Renault 5TS), 14m 43.6s (9 laps); 3, John Spiller (Hillman Avenger GT), 15m 5.4s (9 laps); **Fastest lap:** Turner, 1m 35.8s, 72.19mph.

**British Air Ferries Formula Ford 2000 Championship round (20 laps):** 1, Rad Dougall (Royale-Titan RP25), 23m 5.2s, 99.64mph; 2, Philip Bullman (Hawke-Rowland DL16), 23m 8.8s; 3, David MacPherson (Dulon-Rowland MP20), 23m 15.2s; 4, Jeremy Rossiter (Reynard-Piper 77SF), 23m 20.0s; 5, Rob Wilson (Tiga-Racing Services SF77), 23m 21.4s; 6, Frank Sytner (Dulon-Fewkes MP20), 23m 27.8s. **Fastest lap:** MacPherson, 1m 8.4s, 100.89mph.

**Steel Tube Services Modified Sports Car Championship round (10 laps)—overall and up to 1150cc:** 1, Bob Jarvis (Davrian Mk7), 12m 44.8s, 90.24mph; 2, Pat Longhurst (Davrian Mk7), 12m 56.4s; 3, Geoff Lynn (Davrian Mk7), 12m 59.8s. **Fastest lap:** Jarvis, 1m 14.6s, 92.26mph. **1150-1500cc:** 1, Ian Bax (Ginetta G4), 13m 50.6s, 83.09mph; 2, Steven Roberts (Mini Marcos Mk4), 9 laps; 3, Philip Rittenhouse (MG Midget), 8 laps. **Fastest lap:** Barrie Mutlow (Austin-Healey Sprite), 1m 20.2s, 86.05mph.

**BARC Formula Ford 1600 Championship round (12 laps):** 1, Eagling, 15m 11.2s, 90.88mph; 2, McLelland, 15m 13.6s; 3, Syms, 15m 19.0s; 4, Randy Blomquist (Tiga-CES FF76), 15m 20.0s; 5, Gilmar Camelel de Souza (Van Diemen-Scholar RF77), 15m 27.4s; 6, Robin Green (Van Diemen-Scholar RF77), 15m 32.6s. **Fastest lap:** McLelland, 1m 13.8s, 93.51mph.





Pupils line up for a Winfield School race at Goodwood, the school's British base.

# School for speed

Before you go racing, it is more than advisable to go to a racing school. One of the most successful—and newest—is the Winfield Racing Drivers School at Goodwood.

Gone are the days when a budding World Champion could buy a single-seater, a helmet and set of overalls and hope to become a winner overnight. Motor racing has become far more professional in recent years, and a part of this professionalism has been the growth of the racing school. No school will guarantee that pupils will win races after completing a full course of lessons, but they do offer the important basic tuition, and more.

One of the schools most recently established in Britain is the Winfield Racing Drivers School based at Goodwood. Mike and Richard Knight set up shop at the famous Hampshire circuit in May, 1975, after 12 remarkably successful years of tuition in France. The original Ecole Winfield operation was established at Magny-Cours in 1963, and ten years later a second was added at Paul Ricard. During this period, a great many hopefuls have attended the courses run by the Knight brothers. Some, like Patrick Depailler, Jean-Pierre Jarier, Jacques Laffite and the late Francois Cevert, reached the heights of Formula 1. Others, like René Arnoux and Patrick Tambay, are currently very fast in Formula 2, firmly on the verge of Grand Prix careers.

The aim of the school is to provide the basic tuition that will enable a talented beginner to go straight to the front of Formula Ford races. While this may seem rather ambitious, it is worth remembering that René Arnoux won the 1973 Formula Renault Championship in his first year after a course at Magny-Cours.

The training programme is basically set out in similar fashion to that operated at other schools. The teaching covers both the theoretical and practical aspects of controlled race driving at the limit. The interesting and often

challenging 2.7-mile Goodwood circuit near Chichester is a real asset, with its combination of fast, double-apex corners plus a chicane.

The Winfield course is divided into five stages, from the very first test drive to a total of 60 laps at 6000rpm. It is the early stages that are the most important. The emphasis during Stage I is on the correct method of braking and gear changing, especially braking. The Knights feel that, unless a driver is capable of braking progressively under racing conditions, he is wasting his time. This is followed by a couple of laps to practise what has just been preached, and then comes the first assessment. Primarily concerned with safety, the Knights insist that only if a pupil has reached the required level of ability can he continue with the course.

Stage II is concerned with the theory and practice of cornering. After a walk-through explanation of each corner, there follows a driving session for each pupil under the ever watchful eyes of the instructors. By this time, the pupils are also beginning to learn the circuit and discovering the detail handling characteristics of their cars.

Stages III and IV consist of a total of 60 laps, split into 10-lap sessions at increasing engine rev limits (up to 5500rpm). Each session is observed by the expert instructors, who are positioned at every corner to note the progress of their pupils and advise accordingly.

Stage V consists of a further 60 laps, but this time at 6000rpm. Once again, the instructors are watching and making notes, and (as with previous laps) the times are recorded. At the end of the course, all pupils will be capable of driving a Formula Ford quickly, safely and consistently near the limit of the car.

Each pupil may space his course over a period convenient to him. Instruction is available on most Fridays and Saturdays between March and September. From October to Febru-

ary, instruction takes place on most Saturdays and Sundays. On each day, one of the three principal stages is conducted, pupils attending by prior appointment.

Twice monthly, the Winfield school is open for three successive days—usually Tuesday, Wednesday and Thursday—thus allowing a pupil to do the three stages on consecutive days with the advantages of limited travel expense, making this course especially popular for the driver based some considerable distance from Goodwood.

At the end of each year, the most promising pupils are given the chance to compete for the Pace Winfield Trophy. This is decided after a series of elimination races which are observed by a panel of judges, and the winner gets a fully backed Formula Ford drive for the following year. The winner's car is based at Goodwood, maintained there by full-time Winfield mechanics, and transported to the races by the Winfield organisation.

Any pupil who completes the course satisfactorily but is not fortunate enough to win the Pace Winfield Trophy has a further option open to him. For a reasonable outlay, a pupil may hire a competitive Winfield Formula Ford Tiga, complete with the services of mechanics and the facilities of a fully-equipped transporter. This scheme is known as the Pace Winfield Trophy Racing Team.

For the prospective racing driver who wishes to get the feel of a single-seater racing car without committing himself to a course, the Winfield Racing Drivers School is currently offering a 'Summer Special' whereby, for a small sum of money, anyone with an ordinary driving licence can drive a Formula Ford car round Goodwood. This scheme operates on most Fridays and Saturdays until September 10 from 9.30am to 5pm, and booking is not necessary.



## Ambition come true

Southend motor mechanic, Wraith Winkworth, gave up the job he loved to serve petrol for eleven hours a night and further his ambition. This week the move paid-off when he won the second Rolatruc opportunity car drive in a competition organised by Brands Hatch Racing.

Ever since he learned to drive—at the age of nine—Wraith's sole aim has been to become a top racing driver. But he could never afford to race although he has been on the fringes of the sport for several years. Eventually, determination won through and he took a course of lessons at Brands Hatch Racing. Wraith impressed his Instructors and, following last Monday's test, he will drive at Brands Hatch on Sunday in the Kent Messenger round.

## Minshaw double

Alan Minshaw shot round Oulton Park and Snetterton in the Manchester Liners-Demon Tweaks Opel Commodore GS/E at the weekend to claim one victory in each of the British Radio and Britax prodsaloon championships, his best weekend for a long time.

His Oulton win moves him up to third overall in the British Radio series and pleased his major sponsor, as Oulton is the local circuit for Manchester Liners as well as being close to his home. For the past couple of weeks Minshaw, already a regular squash player, has been keeping extra fit by imbibing a little less than usual, which he reckons has paid off.

His weekend tally also included fastest lap at Oulton, where the three Commodores of himself, Jock Robertson (Mayfair) and Stuart McCrudden (Imagine) swapped the lead eight times in the course of a 15-lap race.

## JONATHAN CANNING

It is with particular sadness that we record the death of Jonathan Canning following an accident at Valence Hill Climb on Saturday. Canning, who was 28, was an enthusiastic participant in all forms of club motorsport, and will be greatly missed by members of Central Sussex Motor Club, of which he was Chairman.

A physicist by profession, he had been a familiar face in sprinting over the past three seasons. Beginning with a Lotus Elan, he went on to use a self-built Mini before acquiring one of the MKVII U2s originally designed for Formula Ford, into which a Twin-Cam engine had since been fitted. Rebuilt last winter, this car had produced his first ever FTD at Goodwood earlier this season, and Valence represented his first venture into hillclimbing with it.

To his family and friends in his home town of Burgess Hill, and his many friends and acquaintances in motor sport, we extend our deepest sympathies.

The funeral, at which all friends will be welcome, is at St. Wilfrids Catholic Church, Station Road, Burgess Hill, Sussex.

## Hope for Aintree

The Aintree Circuit club emergency meeting, held last Tuesday, was well attended and club competitions secretary Ian Smith is much more optimistic as a result. A working party has been formed and, already, many more people have expressed their willingness to help the club.

A fund raising committee has been established, too, with last year's BARC North Western Centre Marshal of the Year, Olga Thompson, as chairman. The committee have set a five-figure target for the appeal, and donations can be mailed to Barclays Bank, Newton-le-Willows, Merseyside.

The meetings scheduled for August 13, September 10 and October 1 will definitely take place and regs are available from Ian Smith, 13 The Clough, Halton Brow, Runcorn, Cheshire; Tel: 09285 68692.

## Ee's bought another

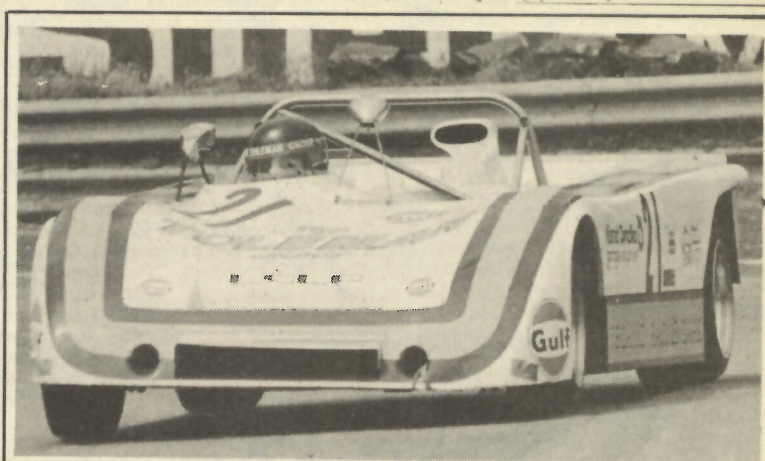
Fred Cliffe was out at Donington and Croft on Sunday with yet another Jaguar E. The Sherburn-in-Elmet E-Type specialist has bought the ex-Warren Pearce/Brian Murphy/Roy Standley car which is probably the ultimate non-lightweight, six-cylinder E-type. All went well at Donington on Friday evening but thereafter trouble intervened, in the shape of clutch/gear selection bothers. He non-started at Croft but was basically pleased with the car which he eased round Croft in 1m 18.0s without changing gear!

## Barton back with Sana

Croft on Sunday marked the return to racing of Andy Barton who bounced back from his horrifying Ingliston crash in May to win first time out with the ex-Eden/Harrisons of Birmingham Formula Atlantic Sana, now fitted with the Barton/BDA/G out of the ill-fated Chevron. Although the Sana was hurriedly prepared—"it was a box of bits on Tuesday"—and looked less than immaculate, Andy was instantly at home in the car despite seeming to sit very high in the cockpit. Afterwards Andy was full of praise for the car's handling.

● Interesting to note that both major accidents in Formula 3 practice at Cadwell Park—when John Bright (Wheatcroft) and Jorge Koechlin (Argo) wrote off their cars—were very close to post 13. Then at Snetterton, Derek Rose had a bad accident in his FF2000 Hawke on lap . . . 13. Perhaps there is something in this superstition business, after all.

● Tony Halliwell, leader of the Kent Messenger Formula Ford series, has bought a Van Diemen as, on current form, it seems to be the chassis to run. His Hawke is, therefore, for sale.



South African Rad Dougall has done it again: two Formula Ford 2000 victories in one weekend—Saturday at Oulton Park in a Lord's Taverners round, and Sunday in the BAF round at Snetterton. Jolly good, but just to rub the point in, he drove Ted Toleman's Sports 2000 (above) at Oulton, won the race and established a new lap record. When will it stop?

## Driver of the year

BBC Television is launching a competition to find the best all-round amateur driver in Britain, who will receive a special trophy and the title 'Driver of the Year'.

The competition, which is orientated towards motor sport, is open to men and women and will test driving skills over a wide variety of situations including a Grand Prix circuit, a typical rally stage and a manoeuvrability test. The vehicles used will range from a small family saloon to a 44-ton multiwheeled vehicle.

Applications for entries should go to the BBC in Bristol and the first stage will be a written test containing both factual and subjective questions. The judges will then select a few hundred competitors to go forward for some more practical tests followed by regional heats and a Grand Final all of which will be televised by the BBC later in the year.

The heats and the final will be run at Donington Park. The judges panel consists of the Hon Gerald Lascelles, Lord Hesketh, Judith Jackson, Jim Russell and Noel Edmonds.

## A real Bitsa

Newcomer Paul Brooks from near Selby attracted some interest in the Croft paddock with a 1.6 March-Swindon/BDA. This ex-March Eng. car turns out to be a 742 with Tambay 752 cockpit, a Giacomelli pod on one side and a Ribeiro pod on the other! Somehow, we don't think the chassis number would be terribly meaningful in this case! Fuel feed bothers hampered progress.

● The British Radio prodsaloon championship round scheduled for Ingliston on July 24, has been cancelled—a shame, as last year's meeting, when BBC Radio 1 were involved, was a most enjoyable one.

● David Clarkson, involved in a torrid scrap with Bill Burke and most of the field in the Debenhams Escort race at Croft on Saturday and Sunday, managed a barrel roll worthy of the Red Arrows. Fortunately the driver was unhurt and the car was, surprisingly, not badly damaged.

## Bertha strikes again



The popular combination of Gerry Marshall and Baby Bertha returned to special saloon car racing at Donington on Friday after a long lay-off, giving Gerry his first win for DTV in this very poor season. He was delighted to be back with the old girl again and was a treat for the spectators who had never seen a car come out of the chicane quite like that before. The rest of Gerry's weekend was a bit rough however. A wheel fell off his G1 Magnum in Friday's Donington Tricentrol race and off his prodsaloon Magnum at Snetterton (Sunday) and both Jaguars he was intended to drive in the JDC Donington meeting on Saturday failed. As a consolation, however, he is the only man to hold two lap records at Donington.



# Nostalgic Donington

Nostalgia was the order of the day at Donington last Saturday, as the Jaguar Drivers Club put on a leisurely programme for their "Twenty First Anniversary" race meeting. First event of the day was a round of the AMOC Thoroughbred Sports Car Series. Gerry Marshall, guesting in the Oldham and Crowther XK120, made an unusually slow start from the middle of the front row, and was outdragged by John Harper's similar car, which took a lead that was never headed. Marshall dropped out on lap two with a suspected holed piston, leaving second row man Dave Preece (Aston DB4) to inherit the place, until he in turn was displaced by John May's XK120.

Andy McLennan's A35 sat on pole for the first of the two Classic Saloon Car thrashes, but it was Tom Hinds' similar car which got the best start. McLennan led Hinds by the end of the first lap, these two keeping their positions to the flag, well ahead of eventual third place man Dennis Carter (Magneite), who just held off Mike Cox's A35. George Page (Morris Minor) had a fine drive through the field after a push start, reaching third place before gear selection problems caused him to spin and drop back to sixth place.

The race for series production Jaguars and HSCC G1 Road Sports cars, was led from start to finish by John May's XK120, ahead of David Wilding's immaculate E-Type (Chassis No 4). Rhoddy Macpherson's Frazer Nash Highspeed held second place early on until a spin demoted him to last. Having climbed back to fourth, he spun again at Redgate, but quickly recovered and managed to take third place ahead of Chris Wood's E-Type. R. V. Lea (V12E) and Tony Hildebrand (XK120) had a good scrap for fifth place with Lea just gaining the honours at the flag.

There was another flag to flag win in the G1 Historic Racing car event, this

time for Bobby Bell's Bell and Colvill Lister Jaguar, who finished ahead of Martin Morris's D-Type. Sidney Hoole (Cooper-Monaco), who had gear selection problems in practice, held third place until he went straight on at Park, allowing Bert Young (Lister Jaguar) to take the place.

The second of the Classic Saloon car thrashes was stopped after two laps when Michael Rouse spun his Mk8 on some oil going into Park and slammed broadside into the barrier, fortunately without serious injury. Following the restart, Bill Pinckney took his Jaguar Mk1 into an immediate lead followed by Bob Meacham's similar car, and Mike Bennion's Ford Zephyr. Pinckney built up an ever increasing lead until lap six when he slowed dramatically with overheating problems, finishing under a second ahead of Meacham. Mike Bennion spun the Zephyr coming out of Park, but recovered in time to take third, whilst Chuck Nicholson's Mk9 just outdragged Craig Hinton's Mk7 for fourth place, as they raced for the line.

In the modsports race, front row men Rod Bloor (Chevron B8) and Patrick Keen (Morgan +8) were involved in a mêlée as the field streamed into Redgate for the first time. Keen recovered and managed to finish fifth, but Richard Gamble's E-Type made the best start, escaped the fracas and treated the crowd to a fine display of smooth driving, taking the flag well ahead of Guy Bedington's V12 E-Type.

Martin Morris' D-Type took an early lead in the AMOC/Ferrari Owners Club/JDC Challenge from John Harper's Bat Motors Ferrari Breadvan, only to go straight on at Park, leaving the latter an easy win. John Beasley (XK120) and Dave Preece (Aston Martin DB4) enjoyed a good scrap for third, until the latter dropped back.

CHRIS WALKER

E-types galore at the Jaguar Drivers' Club's first Donington meeting.



## results

**AMOC Thoroughbred Sports Car Race (10 laps):** 1, John Harper (Jaguar XK120), 15m 04.0s, 77.95mph; 2, John May (Jaguar XK120), 15m 32.6s; 3, David Preece (Aston Martin DB4), 15m 45.6s; 4, Rod Bolwell (Jaguar XK140), 16m 23.2s. **Class Winners:** A: Harper, 15m 04.0s; B: Rhoddy Macpherson, 16m 26.2s; C: David Lomas, 15m 07.2s. **Fastest laps:** A: Harper, 1m 27.6s (80.44mph); B: Macpherson, 1m 35.0s (74.71mph); C: Trice, 1m 37.4s (72.34mph).

**Classic Saloon Car Championship round (10 laps):** 1, Andy McLennan (A35), 17m 47.8s, 65.99mph; 2, Tom Hinds (A35), 17m 53.0s; 3, Denis Carter (MG Magnette), 18m 29.6s; 4, Mike Cox (A35), 18m 30.0s. **Class Winners:** C: Carter (MG Magnette), 18m 29.6s; D: McLennan (A35), 17m 47.8s. **Fastest laps:** C: Carter, 1m 49.0s, 64.64mph; D: Hinds, 1m 44.4s, 67.49mph.

**Series Production Jaguar Car, and HSCC G1 Road Sports Car Race (10 laps):** 1, John May (Jaguar XK120), 16m 03.2s, 73.15mph; 2, David Wilding (Jaguar E), 16m 13.0s; 3, Rhoddy Macpherson (Frazer Nash), 17m 07.0s; 4, Chris Wood (Jaguar E), 17m 15.4s. **Class Winners:** A: Hildebrand (XK120), 17m 32.0s; B: Wilding (Jaguar E), 16m 13.0s; C: Hinton (Jag Mk7), 16m 51.0s; D: Clark (Porsche 356B), 16m 19.6s; E: Macpherson (Frazer Nash), 17m 07.0s; F: May (XK120), 16m 03.2s. **Fastest lap:** A: Hildebrand, 1m 42.6s; B: Wilding, 1m 36.0s, 73.4mph; C: Hinton, 1m 49.0s, 64.64mph; D: Clark, 1m 43.8s, 67.88mph; E: Macpherson, 1m 35.2s, 74.02mph; F: May, 1m 32.6s, 76.09mph.

**G1 Historic Racing Cars, Historic Sports Racing Cars and GTs (10 laps):** 1, Bobby Bell (Lister Jag), 14m 59.8s, 78.31mph; 2, Martin Morris (D-Type), 15m 06.4s; 3, Bert Young (Lister Jag), 15m 16.2s; 4, Sidney Hoole (Cooper Monaco), 15m 18.4s. **Class Winners:** A: Bell, 14m 59.8s; B: Hoole, 15m 18.4s; C: Campbell-Bowling, 16m 05.0s. **Fastest lap:** A: Bell, 1m 26.6s, 79.53mph; B: Hoole, 1m 29.0s, 79.17mph; C: Glydon, 1m 26.8s, 81.18mph.

**Classic Saloon Car Championship (10 laps):** 1, Bill Pinckney, (Jag Mk1), 13m 36.6s, 69.03mph; 2, Bob Meacham (Jag Mk1), 13m 37.2s; 3, Mike Bennion (Ford Zephyr), 14m 20.4s; 4, Chuck Nicholson (Jag Mk9), 14m 33.4s. **Class Winners:** A: Nicholson (Jag Mk9), 14m 33.4s; B: Pinckney (Jag Mk1), 13m 36.6s. **Fastest laps:** A: Nicholson, 1m 46.2s, 66.35mph; B: Pinckney, 1m 38.8s, 71.32mph.

**Modified Sports Cars and HSCC Groups 2 and 4 (10 laps):** 1, Richard Gamble (Jag E), 14m 45.0s, 79.62mph; 2, Guy Bedington (Jag V12E), 14m 54.6s; 3, Bob Linwood (Chevron B8), 15m 07.8s; 4, Ian Marshall (Lotus 47), 15m 11.6s. **Class Winners:** A: Gamble, 14m 45.0s, 79.62mph; B: Linwood, 15m 07.8s, 77.62mph. **Fastest laps:** A: Richard Gamble, 1m 25.2s, 82.70mph; B: Marshall and Linwood, 1m 27.0s, 80.99mph.

**AMOC, Ferrari Owners Club and Jaguar Drivers Club Challenge Race (10 laps):** 1, John Harper (Ferrari Breadvan), 15m 03.6s, 77.98mph; 2, Martin Morris (Jag D), 15m 10.6s; 3, John Beasley (XK120), 15m 11.2s; 4, Dave Preece (Aston Martin DB4), 15m 30.4s. **Fastest laps:** Ferrari, Harper, 1m 26.2s, 79.89mph; Aston, Preece, 1m 30.2s, 78.12mph; Jaguar, Beasley, 1m 29.2s, 78.99mph.



Per Eklund on the limit with the works Saab.

# Welch in Europe

The third round of European rallycross series, held at Valkenswaard in Holland on July 3, had an entry of 42, the only British drivers being John Smith and John Welch, with the Lois Jeans and Jackets Escorts.

The first heats of the day in extremely dusty conditions saw two rival jean companies battle together for final honours. Per Eklund's Falcon-sponsored Saab and Smith's Lois Escort. Smith fought for third with Eklund, and on the last bend the excited crowd saw the Saab fly past the flag with Smith slowly running behind as the selector in his Quaife gearbox broke. The next race was between Welch and Couwenberg while Reynders held off Lindahl's Porsche. Couwenberg gained his first win of the day with Welch powering after him to finish a close second.

Welch's second run was a total disaster as Emilsson and Janseen fought for the lead. Emilsson nudged Janseen's Alpine, spinning it in front of the pursuing cars of Welch and Bentza. Bentza spun, broke his drive shafts on impact with Welch who in turn collided with Janseen, breaking a steering arm and suspension unit. He was towed back to the paddock, where hasty repairs were hampered by the onlooking spectators. The next race had just as much suspense as Eklund and Ed Van Schie collided and spun off in different directions. While Couwenberg dominated his race again, Fassbender and Grüntseibl were neck and neck to the flag.

Third heats saw Welch fly to a flag to flag win with a time of 3m 04.0s from Groeneveld, Cryssen, Lammers, J. V. Schie and Eklund, who retired on the last lap. Welch's excellent run now put him into the "C finale" where he spun out of second place behind Lindahl's Porsche, but held third despite atrocious handling after his accident. The "A finale" was once again totally dominated by the ranks of Porsches. Riefel, Teurlings, Couwenberg and Nilsson raced to the first bend where Couwenberg nudged Nilsson off and powered away from Riefel and Teurlings. Next lap round, Couwenberg deliberately baulked Teurlings which sent both cars spinning in a cloud of dust, Teurlings breaking a wheel, retired, leaving teammate Riefel to finish the race.

# Cooper—just

A third run time of 30.19secs was good enough to give R. C. Shapley from Leeds FTD at the MG Car Club North Western Centre's annual meeting at the Baitings Dam hill climb on Sunday. Shapley (Cooper-Jap) just pipped Des Richardson who turned out with a Turner and did 30.32secs.

The day's closest class struggles saw Palmer Hewardine's Mustang just hold off a determined Bob Yarwood in his Escort, the margin being four tenths of a second and the Midgets of Nigel Middlehurst and Robin Askew separated by almost the same fractions of a second.

The up to 2 litre sports car class had by far the largest entry—a dozen—Mike Robson in his Morgan +4 was two and a half secs faster than anyone else.

**BTD:** R. Shapley (Cooper-Jap), 30.19s. **Class winners:** B. Pearson (Cooper S), 31.98s; P. Hewardine (Mustang), 33.25s; K. Dawson (Cooper), 31.81s; N. Middlehurst (Midget), 35.96s; M. Robson (Morgan +4), 31.98s; N. Howell (Morgan Plus 8), 33.01s; D. Richardson (Turner), 30.32s.

At the halfway stage in the main championships of the 60 & Worcs MC, Dave Pugh and Bill Pardoe, in their Broughton Services Station/Three Counties Photo Services RS2000, have a comfortable 25pts over Andy Taylor and Rich Handy in the road rally series. Nigel Webber and Phil James have an equally commanding lead in the stages championship in their Worcester Music Centre Escort while Dave Harris has pulled out a lead of 10pts in the off road series in his Inkberrow Motors Fiesta having been the only driver to score on all three events.

BARC		Mar 13 Thrupton	Mar 20 Croft	Mar 27 Thrupton	Apr 03 Silverstone	Apr 11 Thrupton	Apr 17 Cadwell Park	May 01 Snetterton	May 29 Brands Hatch	Jun 06 Thrupton	Jun 07 Donington Park	Jun 25 Mallory Park	Jul 10 Snetterton	Jul 31 Donington Park	Aug 07 Snetterton	Aug 29 Thrupton	Sep 24 Oulton Park	Sep 25 Mallory Park	etc	Total points
FORMULA FORD 1600 CHAMPIONSHIP																				
1.	David McClelland	22	—	—	17	8	12	22	17	8	22	—	17	—	—	—	—	—	—	145
2.	David Leslie	—	22	—	22	—	22	15	22	—	15	22	—	—	—	—	—	—	—	140
3.	Mark Syms	15	—	15	—	12	—	—	4	12	10	10	12	—	—	—	—	—	—	90
4.	David Heale	—	—	—	—	22	8	8	8	22	—	15	—	—	—	—	—	—	—	83
5.	Frank Bayes	14	—	22	—	10	—	6	—	15	8	3	—	—	—	—	—	—	—	78
6.	Paul Smith	8	—	1	12	—	—	—	—	—	—	12	—	—	—	—	—	—	—	33
7.	Richard Trott	10	—	3	4	—	6	—	3	—	—	—	—	—	—	—	—	—	—	26
8.	Bryan Househam etc	—	—	—	10	—	15	—	—	—	—	—	—	—	—	—	—	—	—	25



# Double DL17 at Croft

Stu Lawson has had more experience than most in sorting Hawkes and the Edinburgh Flying Services driver excelled himself at the BRSCC(N) Croft on Sunday by scoring a double with his DL17. The Debenhams Escort Challenge round was a little less fraught than the last one at Croft and Wayne Wainwright scored a 1.2secs victory over Neil McGrath.

The ever loyal Chris Meek had lamentably few Prodsports competitors to play with so the Skipton Finance cars were again started 10secs after the mod-sports machinery. Duncan Hall's black Modsports Europa led briefly before Jim Adamson's redoubtable Davrian took charge and thereafter the only potential obstacle to a win for Jim was his exhaust system trailing along the road behind him! All was well however with Adamson hanging on to a 3.6secs advantage with the Davrians of Kenny Coleman and John Kirk (from the back of the grid after a troubled practice) taking third and fourth. Stewart Halstead's TVR 3000M led the Prodsports group after Chris Meek fell away with a cylinder off and clouds of smoke issuing from the Europa.

Stu Lawson shot straight into the lead of the Tate FF1600 round but the Hawke was shadowed relentlessly by Cameron Binnie's Royale RP21 (now back with side pods). Cameron slipped past on lap five but he slowed and pitted on lap ten with a blown head gasket. This left Lawson in charge with Graeme Frankland's Hawke DL15 just keeping ahead of a fierce fight for third which went to John Simpson's Royale RP21 (with mostly new Titan engine) after he slipped past George Franchitti's Hawke DL15 on the last lap, and with Tony Barley's Royale just a further 0.2secs behind.

There were only 11 Debenhams Escorts but the battle was as close as ever. Neil McGrath opened up a slight lead in the opening stages with Wayne Wainwright 'dummying' behind David Da Costa's Valprint car. Wayne slipped past Da Costa in remarkably smooth style on lap five, latched onto McGrath's tail and had the lead by lap eight for another excellent win. Basil Wainwright held fourth position once he had passed Geoff Evans' car in the early stages.

A mere six clubmans cars came out to contest the Champagne round, slightly

augmented by a few 'unofficial' mod- and prodsports cars including the Halstead TVR driven by Chris Meek. Since Paul Gibson's smart U2 Mk18B was the only 'A' class car running it was no surprise to see the Middlesbrough former grass track driver streak into a decisive lead. Happily, the FF1600-engined cars fought hard among themselves and were not that far behind Gibson at the finish. Ex-Kart champion Malcolm Isaacs narrowly beating Andrew Feather and Richard Morgan, with Dave Abram's Mk14 U2 falling back with a flat tyre—and a ten second penalty.

Formula Ford non-qualifiers—and nearly everyone else—made up the FF1600 Invitation race, which was run over a longer distance than the main Tate race! This time Stu Lawson never looked like being headed but there was an almighty fight between half a dozen others for second place, from which Tony Barley departed onto the 'Tower out' bank and John Simpson made his exit from a very fast second when a combination of circumstances left him spun to a standstill with a punctured tyre. In the end Dave Manners (Harrisons Hawke DL17, also with newly rebuilt motor) snatched the place from Cameron Binnie's slightly off form Royale.

Norman Hodgson blasted off the line to repeat his June 26 special saloon victory in the highly effective Sayers Haulage/Nags Head at Pickhill Skoda. His nearest rival, Jimmy Robertson's Escort turbo retired with a split manifold, and it was the ever-reliable Camaro Z28 of Doug Emms who became runner-up. Keith Bowmaker put the Escort V8 into the Chicane wall with minor damage, Dave Farrer had no class opposition at all, and Ian Forrest won the Imp battle from Malcolm Bell's car which had suspect bearings.

The Libre race was a flag-to-flag battle between Barton, already flinging the Sana about in the approved style, and Warren Booth's F2 Scott. The latter led for most of the distance but Barton gradually gained the upper hand in the closing stages with Lawrence Jacobson's Cuthbertson's Dairies Chevron B23 the only other runner on the same lap. Potential challenger Dave Muter was an early retiree when the battery failed on the Lotus 69.

CHRIS MASON

## results

**Richard Sutherland Trophy BRSCC Northern Modsports Championship round, up to 1150cc, 1151 to 1500cc, 1501 to 2000cc and over 2000cc; and Skipton Finance BRSCC Northern Prodsports Championship round, classes A, B and C (10 laps):** Overall: 1, Jim Adamson (1.1 Davrian-ADA/Imp Mk7), 12m 46.6s, 82.18mph; 2, Duncan Hall (1.8 Lotus Europa), 12m 50.2s; 3, Kenny Coleman (1.0 Davrian-Greetham/Imp Mk5), 12m 52.0s; 4, John Kirk (1.1 Davrian-Carter/Imp Mk5), 13m 24.0s. **Modsports up to 1150cc:** 1, Adamson; 2, Coleman; 3, Kirk. **Fastest lap:** Adamson, 1m 14.4s, 84.68mph. **1151 to 1500cc:** 1, Eddy Falkous (1.5 Ginetta-Cosworth/Ford G4), 75.60mph; 2, John Read (1.3 Austin Healey Sprite); 3, Eric Adams (1.4 Austin Healey Sprite). **Fastest lap:** Falkous, 1m 19.4s, 79.35mph. **1501 to 2000cc:** 1, Hall, 81.79mph; no other finishers. **Fastest lap:** Hall, 1m 15.0s, 84.00mph. **Over 2000cc:** 1, Peter Tipton (4.7 TVR Tuscan), 73.77mph; no other starters. **Fastest lap:** Tipton, 1m 23.4s, 75.54mph. **Prodsports class A:** 1, Stewart Halstead (3.0 TVR 3000M), 73.42mph; 2, Chris Meek (1.6 Lotus Europa Special); no other starters. **Fastest lap:** Meek, 1m 23.4s, 75.54mph. **Class B:** 1, Eric Carr (1.6 TVR Granular), 66.07mph; no other starters. **Fastest lap:** Carr, 1m 33.6s, 67.31mph. **Class C:** 1, David Dalton (1.3 MG Midget), 65.89mph; no other finishers. **Fastest lap:** Dalton, 1m 33.6s, 67.31mph.

**Tate Trophy Formula Ford 1600 Championship round (12 laps):** 1, Stu Lawson (Hawke-Smith DL17), 15m 05.8s, 83.46mph; 2, Graeme Frankland (Hawke-Scholar DL15), 15m 09.4s; 3, John Simpson (Royale-Titan RP21), 15m 10.2s; 4, George Franchitti (Hawke-Minister DL15), 15m 10.4s; 5, Tony Barley (Royale-Titan RP21), 15m 10.8s; 6, Chris Lawson (Hawke-Scholar DL17), 15m 13.4s. **Fastest lap:** Cameron Binnie (Royale-Minister RP21), 1m 13.8s, 85.37mph.

**BRSCC Debenhams Escort Challenge round (10 laps):** 1, Wayne Wainwright, 14m 53.2s, 70.53mph; 2, Neil McGrath, 14m 53.4s; 3, David Da Costa, 14m 57.2s; 4, Basil Wainwright, 15m 12.6s; 5, John Morris, 15m 17.2s; 6, Bill Postins, 15m 17.4s. **Fastest lap:** Wayne Wainwright, 1m 27.8s, 71.75mph (record).

**Northern Champagne Clubmans Championship round, classes A and B (10 laps):** overall: 1, Paul Gibson (Mallock U2-Holbay Mk18B), 12m 42.8s, 82.59mph; 2, Malcolm Isaacs (Mallock U2-Davrian Mk11/14), 12m 48.0s; 3, Andrew Feather (Mallock U2-Brown Mk16), 12m 48.6s; 4, Richard Morgan (Mallock U2-Morgan Mk11/14), 12m 52.0s. **Class A:** 1, Gibson; no other starters. **Fastest lap:** Gibson, 1m 12.8s, 86.54mph. **Class B:** 1, Isaacs, 82.03mph; 2, Feather; 3, Morgan. **Fastest lap:** Feather, 1m 15.0s, 84.00mph.

**Formula Ford 1600 Invitation (15 laps):** 1, Stu Lawson, 18m 44.0s, 84.07mph; 2, Dave Manners (Hawke-Bartram/Scholar DL17), 18m 52.4s; 3, Binnie, 18m 52.4s; 4, Alan Stringer (Crosbie-CES 30F), 18m 57.4s; 5, Frankland, 19m 05.8s; 6, Richard Peacock (Royale-Minister RP21), 19m 06.4s. **Fastest lap:** Simpson, 1m 13.8s, 85.37mph.

**Troy Tyre & Auto Centres Special Saloon Championship round, up to 1000cc, 1001 to 1300cc and over 1300cc (10 laps):** Overall: 1, Norman Hodgson (2.0 Skoda-Kelly/FVC S110R), 12m 01.2s, 87.35mph; 2, Doug Emms (6.1 Chevrolet Camaro Z28), 12m 14.4s; 3, Geoff Thompson (2.0 Ford Escort FVC), 12m 37.4s; 4, Dave Farrer (1.3 Ford Escort BDA), 12m 54.2s. **Up to 1000cc:** 1, Ian Forrest (1.0 Chrysler Imp), 78.14mph; 2, Malcolm Bell (1.0 Chrysler Imp), 3, Keith Hardy (1.0 Chrysler Imp). **Fastest lap:** Forrest, 1m 19.0s, 79.75mph. **1001 to 1300cc:** 1, Farrer, 81.37mph; no other starters. **Fastest lap:** Farrer, 1m 15.4s, 83.55mph. **Over 1300cc:** 1, Hodgson; 2, Emms; 3, Thompson. **Fastest lap:** Hodgson, 1m 10.2s, 89.74mph.

**BRSCC Northern Formula Libre Championship round (12 laps):** 1, Andy Barton (2.0 Sana-Barton/BDH), 13m 33.0s, 92.98mph; 2, Warren Booth (2.0 Scott-Richardson/BDG P1), 13m 34.6s; 3, Lawrence Jacobson (1.9 Chevron-Cosworth FVC B23), 13m 59.2s; 4, Peter-John Shand (1.8 Elden-Scholar Mk10A), 11 laps; 5, Tony Whiteley (1.8 Lotus-Holbay/BDG 69), 11 laps; 6, Malcolm Isaacs (1.6 Mallock U2-Davrian Mk11/14), 11 laps. **Fastest lap:** Barton, 1m 06.2s, 95.16mph.



Leyland Minis have taken the lion's share of the Finnish Track Racing Championship. Minis supported by Oy-Suomen Autoteollisuus AB, Leyland's Finnish importer, won both the 850cc and 1300cc classes and came second in the 1000cc and 1300cc classes. Other cars in the Group 5 contest included works-assisted Fords and Fiats as well as privately entered VW's, Sunbeams, BMW's and Renaults. Winner of the 1300 class was Antti Kytola (37) Finland's top Mini competitions driver who was sponsored this season both by Leyland and by Super-Piss (above), the name of a Finnish manufacturer of windscreen wash liquid. This year's Finnish Ice Racing Champion, Kari Salonen took his Leyland Mini to an outright win in the 850 class. Salonen, has won eight track racing championships since first competing in 1962. Leyland Minis also finished second in both the 1000 and 1300 challenges. Jarmo Sukava was runner-up in the 1000cc class and Sven Hollming was beaten to a win in the 1300cc class by team-mate Kytola.

## Paul well wheeled

The Stirling Moss Trophy for BTD at last Sunday's slalom sprint, the North Wheeled, run by Harrow CC at North Weald airfield near Epping, went to Paul Edwards (Brabham BT38). He had a total time for the four runs of 262.7s and it was his first major win.

The all tarmac event, in which competitors did the same course twice and then ran on a slightly modified course for the third and fourth runs, attracted 64 competitors. In the early part of the day Edwards was being strongly challenged by the BMW 2002 of Peter Raven but, when the course was opened out, Edwards and the shared Lotus 61 of Andrew and Godfrey Faux overtook him.

Wally Pratt would have won the standard saloon class in his Fiat Abarth but he broke the rotor arm on his first run and collected a handicap which left him nine secs behind Stan West in his Mini Cooper.

With Colin Spence, current leader of the ACSMC Sprint Championship sidelined with clutch troubles, Bert Wood and Tony Rees had a great tussle in class 3 where Wood, in his BMW 2002 tii beat Rees in his Escort by two secs. The remainder of the class winners had comfortable wins with the exception of Andrew Faux who was just one tenth of a second quicker than Godfrey in their Lotus 61.

**BTD:** P. Edwards (Brabham BT38), 262.7s. **Class winners:** S. West (Cooper), 315.0s; L. Marriott (Cooper S), 312.7s; B. Wood (BMW 2002 Tii), 299.3s; C. Buck (3 litre Capri), 314.7s; P. Faux (Mini), 297.9s; H. Lester (Cooper S), 281.3s; P. May (Cooper), 295.4s; P. Raven (BMW 2002), 276.4s; H. Vaughan (Midget), 321.4s; T. Hempstead (Elian), 287.8s; R. Yapp (Sprite), 307.4s; A. Faux (Lotus 61), 272.3s.

## Ideal Iwade

A last run time of 2m 6.2secs was just good enough to give Paul Bristow (Mini) BTD at Blackpalfrey MC's autocross at Raspberry Farm, Iwade, near Sittingbourne, last Sunday. In ideal conditions (there had been rain the previous day) 59 competitors turned out and Bristow just pipped Colin Ayres (Half-a-Mo Special) to take the top prize.

Best supported class was for the 1 litre Minis and Geoff James was almost four secs quicker than anyone else while in the road going class Mike Musson (RS1800) pipped M. Greenland (Escort 1600) by half a second.

**BTD:** P. Bristow (Mini), 2m 6.2s. **Class winners:** T. Burns (Mini), 2m 16.5s; M. Smith (Anglia), 2m 13.6s; G. James (Mini), 2m 7.7s; M. Collins (Escort), 2m 12.6s; M. Long (Mini), 2m 7.1s; C. Ayres (Half-a-Mo), 2m 6.6s; C. Betson (Imp), 2m 15.5s; M. Greenland (Escort), 2m 13.3s.

## Brian's trial

Glossop & District MC's Silver Jubilee Brentwood production car trial at Hadfield last weekend was won by Brian Midgley (Clubman GT). On 48 sections he dropped only 49 marks to beat Peter Shale (Stiletto) into second place. Mike Carroll, in another Clubman GT, won class one on 143 marks with Harry Tragenza's Mexico taking the honours in the next class on 118 marks. The HRG of G. J. Clark won the sports car class without much opposition on 131 marks and Ken Waddington, despite breaking down on the last test, still won the last class with his Imp on 107 marks. The Novice award went to D. Simpson in an Escort on 198 marks and the Ladies prize to Miss Nancy Jackson (Mini), on 187 marks.





Hurrying through the Esses.

# ADO improves lead

Alister Douglas-Osborn strengthened his position at the head of the Guyson/ BARC FTD Awards Series when he set a new outright hill record on the very last climb of the day at Shelsley Walsh last Sunday. Although he had been consistently the fastest driver, it was not until the last hour that ADO managed to look at all convincing in the Waring and Gillow Pilbeam R22 and his new record time of 27.35 seconds represented an improvement of nearly two-thirds of a second over his previous best climb of the day. Second place went to the Grunhalla Lager March 76A of Chris Cramer with a time of 28.00, while current RAC hill climb Championship leader Martyn Griffiths brought the Severn Advertising March 74P into a comfortable third place on 28.18.

The MAC and Newton Oils Ltd had spent a great deal of time and money on promoting this event and, with favourable weather conditions to bring out the

crowds, well over five thousand spectators arrived with the special saloons split into three classes; it was John Meredith in the Bob Forth 1428cc Cooper S who achieved the fastest category climb of the day with a smooth 34.14 to take the unlimited section. Charles Barter brought the incredible Hartwell Imp up the hill just two-hundredths of a second slower than Meredith—even though he was running two classes lower down in the up to 1000cc category—and this remarkable performance successfully strengthened his lead at the head of the Guyson/ BARC Championship to a full two and a quarter points. All this tended to overshadow the fine performance of John Milford in the 'intermediate' class, whose Cooper S made two consistent climbs of 34.62 and 34.54 to annex yet another class record.

Chris Seaman (Forward Lubricants MG Midget) had little difficulty in

'sewing-up' the 1300cc modsports class on his first ever visit to Shelsley with a well judged 37.29, while the next class up went to Stuart Watts, who took nearly a full second off his old record in the Richard Davies Tyres Lotus Elan, leaving the new target at 34.55. To describe Josh Sadler's progress up the hill in the Porsche 911 as impressive is really something of an understatement, for despite the fact that he took almost half a second off Michael White's old class record, there was virtually no fuss and no noise as the big yellow car sped up the hill in precisely 33.97, leaving Paul Channon (AC Cobra) in second with 35.26 on his Shelsley debut, with third going to the other splendid AC Cobra of Brian Wilson.

In the 1600cc Sports racing class Major Arthur Mallock conducted one of his cars up in 31.28, Tony Southall coming home just 0.03s adrift in the same (his own!) car. Richard Fry brought his Mallock U2 Mk18B into first place in the unlimited class on 32.26, ahead of Simon Dominey's Martin BM8 (32.77). Fired by his success at Pontypool the previous week, David Gould really got the Terrapin 1G moving and, although Chris Dowson's class record was clearly out of reach, his second run time of 33.08 was safe from the attentions of Phil Kidsley in the Brabham BT28 at 33.22.

Greg Hart, a schoolboy on his first ever drive at Shelsley, took an excellent 31.87 to reach the top in the Hart-Brabham BT40, though parental balance was retrieved (just) when John Hart recorded a 31.82 climb. However, this shouldn't take our attention away from Peter Kaye who broke the old record on both runs, leaving it at a smooth and unflustered 29.31. Alister Douglas-Osborn, by contrast, had to work hard for his class win with the Pilbeam, his first climb of the afternoon taking him well across the concrete apex of the Esse Approach kink and his second just breaking 28 seconds at 27.97. The next three places were all filled by Marches, with Chris Cramer's 76A recording 28.26 to Martyn Griffiths' 74P time of 28.32 and Roy Lane's 741 climb of 28.37.

Of the Top Ten drivers, only Paul Channon failed to make up a full eight seconds on the bogey time—the Cobra driver only improving by 7.99. Best improvement went to John Meredith with a first rate climb of 34.21 (9.24 points) whilst Stuart Watts took the Elan up in a remarkable 34.05 to clip a further half second off his earlier record time.

The climax came with the Fastest Eight runs at the end of the day, with Mike MacDowel (rather unexpectedly) bringing up the rear in the Ralt RT1 at 29.48. Malcolm Dungworth seemed less than completely at home in the W & G Brabham BT35X and finished just four hundredths adrift of Peter Kaye who took sixth place on an astonishing 29.21. Richard Jones continued his recent improvement in the McEvoy Surtees TS10 and recorded a personal best at Shelsley of 28.50, while Roy Lane's Fenny Marine March 741 looked very secure on its way to fourth place at 28.20.

Martyn Griffiths, improved throughout the day and finished up a convincing third at 28.18—by far the fastest ever climb by a 'two-litre' car. Chris Cramer (March) seemed much more confident and obviously benefited from a long conversation with designer Mike Pilbeam between runs, as his 28.00 second climb shows. Which leaves the hill record holder, Alister Douglas-Osborn in the Pilbeam R22. With a first FTD run of 27.93 just taking the day, Alister obviously felt the need to prove something and went flat out on his second run, stopping the clocks on 27.35 and setting yet another outright hill record with a splendid last run of the day.

BOB COOPER

## Thomson and Motul on top

The East Ayrshire CC ran the fourth round of the Scottish Sprint Championship at Knockhill on July 9 when Doug Thomson, driving Chris Landrum's Motul, took FTD on his first outing in a single seater for nearly two years.

Class 1 was the property of Ian Gardener in his Imp, whose time of 154.4 was some ten seconds clear of anyone else in the class and gave him enough points to put him into sixth place in the championship at mid-distance. Mike Wakefield-Brand took the Fastest Road Car award and the honours in the amalgamated over 1001cc Agra Engineering Saloon classes with a very rapid 146.2. Gordon Bruce, despite engine failure on his first run, put together a good second run in his Viva to take second place with 148.1 amassing more points and going into the lead in the championship.

In the Sportstune Accessories/Kay Trailers amalgamated special saloon class Colin Simpson romped home to a clear victory in his Escort with 126.7 from Robin Kinnears' Rallycross version second on 134.2. In the Stirling Auto Electrics Road Sports car class Trevor Kemp took his little Ginetta G4 to a class win in 152.1 with Championship class leader Derek Russell second on 158.7 with his Sprite. In the over 1300cc Road Sports Cars Ian Robertson's tidy black Elan showed them all the way to go, recording a neat 148.1 to leave a hard driving Peter Morrison 3 seconds behind in his Elan Sprint.

John Fyda took his Modsports Elan to an easy victory in the amalgamated Modsports and Clubmans Jasper Wools class, his time of 125.8 was 9 seconds better than Tom MacMillan's Mallock could manage.

By his fourth run of the day Doug Thomson was beginning to get back into the swing of driving a single seater again. Ted Dzierzek led him right up until the last run when Doug flew round to clock up 116.0 to Ted's 119.0, the Motul of Thomson taking FTD and the Ensign of Dzierzek the class award. Ted also further secured his championship class lead.

Allan McGregor hurled his E-Type round the undulating circuit to comfortably take the Jaguar class with 153.8, while Brian Hopkins continued his winning ways and again took the Vintage car class honours in his Frazer Nash.

**Championship Top Five after 4 rounds:** 1, Gordon Bruce (Viva), 129.6; 2, Bill Lord (Escort), 125.2; 3, William Watt (Viva) 124.3; 4, Neil Rodger (Cortina) 117.0; 5, Norrie Galbraith (Mallock) 104.4.

## Better late than never

A late entrant, as he had come to the Midlands to pick up his McRae engine after a rebuild, Dave Harris took BTD at the SUNBAC sprint at Curborough, near Lichfield, last Sunday, and was not far away from a course record. His best time was 30.77secs.

Seventy-two entries turned up, 19 of them battling for honours in one saloon class where Marcel Junod (Alfa) beat Peter Bardon (RS2000) by a fraction with Terry Sutton very close with his Fireza. In the up to 1600cc single seater class Robert Penzer (Brabham BT30) beat Malcolm Orme in the same car by six tenths.

**BTD:** D. Harris (McRae), 30.77s. **Class winners:** C. Milner (Capri), 40.77s; D. Bull (Lotus 7), 41.00s; R. Calton (AC Cobra), 39.10s; M. Junod (Alfa Romeo), 41.38s; I. Sargeant (Cooper), 39.40s; M. Williams (Cooper S), 37.70s; K. Hubbard (Sunbeam Tiger), 41.84s; M. Overton (Marcos), 37.01s; I. Curtis (Mallock U2), 32.79s; R. Penzer (Brabham BT30), 33.31s; T. Williams (March 752), 31.14s.

### results

**BTD:** Alister Douglas-Osborn (3.0 Pilbeam R22), 27.35s (outright record).  
**Class winners:** Charles Barter (1.0 Hartwell Imp), 34.18s (record); John Milford (1.3 Austin Cooper S), 34.62s (record); John Meredith (1.4 Austin Cooper S), 34.14s (record); Chris Seaman (1.3 MG Midget), 37.29s; Stuart Watts (1.6 Lotus Elan), 34.55s (record); Josh Sadler (2.7 Porsche 911), 33.97s (record); Arthur Mallock (1.6 Mallock U2 Mk 18B), 31.28s; Richard Fry (1.7 Mallock U2 Mk 18B), 32.26s; David Gould (1.1 Terrapin 1G), 33.08s; Peter Kaye (1.6 Brabham BT35XP), 29.31s (record); Alister Douglas-Osborn, 27.97s.  
**Guyson/BARC Top-Ten Runs:** Stuart Watts, 34.05s; John Milford, 34.29s; Terry Tattam (1.3 Cooper S), 37.69s; Paul Channon, 35.28s; Robin Yeomans (1.8 Austin Mini-Ford), 35.21s; Josh Sadler, 33.91s; Robert Barter (1.0 Hartwell Imp), 35.12; Anthony Boshier-Jones (1.6 Mallock U2), 31.30; John Meredith, 34.21s; Charles Barter, 34.58s.  
**Guyson/BARC FTD Awards Top-Eight:** 1, Alister Douglas-Osborn, 27.35s (hill record); 2, Chris Cramer (3.4 March 76A), 28.00; 3, Martyn Griffiths (2.2 March 74P), 28.18s; 4, Roy Lane (3.0 March 741), 28.20s; 5, Richard Jones (2.0 Surtees TS10), 28.50s; 6, Peter Kaye, 29.21; 7, Malcolm Dungworth (Brabham BT35X), 29.25s; 8, Mike MacDowel (2.0 Ralt RT1), 29.48s.  
**Guyson/BARC Hillclimb Championship (positions after nine rounds):** 1, Charles Barter, 68.72pts; 2, John Meredith, 66.44; 3, Terry Tattam, 60.45; 4, Josh Sadler, 54.06; 5, Robert Barter, 52.62; 6, Brian Moyes, 50.97; 7, Dave Dunford, 48.53; 8, Alister Douglas-Osborn; 9, John Jordan, 47.04; 10, Roy Lane, 46.90.  
**Guyson/BARC FTD Awards Series (positions after nine rounds):** 1, Alister Douglas Osborn 58pts; 2, Roy Lane 55; 3, Chris Cramer 42; 4, Peter Kaye 28; 5, Martyn Griffiths; 6, Malcolm Dungworth 24; 7, Rob Turnbull; 8, David Franklin; 9 Mike MacDowel 9; 10, Richard Jones 7.

	Apr 17 Cadwell Park	May 15 Lydden Hill	May 29 Snetterton	Jul 09 Castle Combe	Jul 31 Croft	Aug 07 Donington Park	Aug 14 Cadwell Park	Sep 10 Alintree	Oct 02 Lydden Hill	etc	Total points
<b>NATIONAL FORMULA VEE CHAMPIONSHIP</b>											
1. Wally Liles	1	1	1	1	1	1	1	1	1	1	24
2. Tom Flynn	2	2	2	2	2	2	2	2	2	2	24
3. Dave Greenwood	3	3	3	3	3	3	3	3	3	3	18
4. John Holmes	4	4	4	4	4	4	4	4	4	4	18
5. Mike McDermott	5	5	5	5	5	5	5	5	5	5	11
6. Gordon Rae	6	6	6	6	6	6	6	6	6	6	5
etc											4

	Mar 06 Brands Hatch	Mar 12 Oulton Park	Mar 27 Snetterton	Apr 11 Brands Hatch	May 08 Brands Hatch	Jun 06 Mallory Park	Jun 12 Mallory Park	Jun 19 Thruxton	Jun 26 Snetterton	Jul 03 Brands Hatch	Aug 06 Oulton Park	Aug 28 Mallory Park	Sept 08 Mallory Park	Sept 25 Brands Hatch	etc	Total points
<b>Century Supreme</b>																
1. Peter Baldwin	C1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	40
2. Nick Whiting	B1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	27
3. Rob Mason	B1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	27
4. David Smith	C2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	25
5. Tony Dickinson	B2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	21
6. Tony Strawson	A2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15
7. Tony Sugden	B3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	14
8. Richard Oliver	C3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	10
etc																





Blower and Wykeham battle after Meek retires.

# Invincible at Combe

The Avon Race Day at Castle Combe on Saturday was another very enjoyable ten race programme, staged as ever by Howard Strawford's hard working BRSCC South-Western Centre. The opening Atlas Photography Formula 1300 championship race looked like belonging to Graham Kay's Mallock Mk18B after the first lap but unfortunately he picked up a puncture, retiring two laps later. Keith Messer's beautiful Mk3 took the lead, pulling away from Charles Allen's Mk 11B and Bob Jarvis' Multiple Sclerosis Special, the latter making excellent progress over the first lap. Messer eased away as Jarvis' one-litre engined car passed Allen but Messer slowed dramatically on the last lap with smoke belching from his engine and, as Jarvis had to brake early due to oil smothering his rear brakes and tyres, a surprised Allen jumped two places to take victory. What an exciting Leyland 850 Challenge race this turned out to be with eight cars disputing the lead. On lap four Tony Styles snatched the lead as John West dropped to the tail of the field after a moment while Robert Addison and Graham Wenham (evaluating 12in Dunlop 1275 GT tyres) cor-

nered alongside each other. Styles was recaptured by the bunch on lap seven but, at they scampered into Quarry, all were held up in a multiple spinnage. This left Chris Lewis just ahead of Martin Goodall, the latter passing the Hammonds Sauce driver on the penultimate lap and just keeping his Marvellous Mini in front as they rounded Camp for the last time. Julian Cutler missed the carnage as well to take third. Although Tim Flynn's Scarab led the Formula Vee race throughout, until lap seven Dave Greenwood's Scarab, Gordon Rae's Rae, and Wally Liles' Celi were lined up astern. A lap later, Rae and Liles dropped away in third and fourth respectively but, on the last lap, Flynn eased to take the outside of Camp, preventing any passing manoeuvre by Greenwood's similar car. Despite getting boxed in at the start, Vince Woodman's fabulous 3.4 ex-Cologne Capri had a massive lead at the end of the first lap of the BRSCC SW Special Saloon car race which he extended to half a lap by the end. Geoff Janes' ex-Phil Clarke 2.3 Fireza made the best start to maintain a lonely second as John Morgan's 3.8 Jaguar

Mk1 caught and passed Tony Williams' similar car to snatch third by a length. Malcolm Allen's Mini took fifth overall and the 1300cc class. John Peters made up for his disappointment at the last BRSCC SW FF1600 championship round by leading this race throughout in his Jomic. Peters could not afford to ease though with arch rival David Wheeler (Royale RP21) behind and busy keeping exWinfield pupil Bill Shepherd (Crosslé 30F) in third. Mike Wallaker's Jomic was a lonely fourth, having pulled away from a very entertaining dice which was concluded on the last corner with Peter Williams' Seymour Van Hire Hawke DL15 just shutting out Tony Broster's development Dulon MP17N and Cliff Webb's Image. The second BRSCC SW special saloon car race (up to 1000cc) was left with virtually no front row as Brian Prebble's Imp and Reg Ward's Mini had practice engine misdemeanours while Andy Holloway's Imp travelled all of ten yards before a drive coupling sheared. Alan Cooper's 1.0 Imp then led from flag to flag, pulling from the class winning 850cc Imp of Terry Pryce. Mike Vanstone's 1.0 Imp just pipped Neil Webb's 1.0 Mini for third. Colin Blower's TVR made a better start than Chris Meek's Lotus Europa at the beginning of the Certina sports race and moved over to the left to block Meek as they turned into Quarry. Bill Wykeham's Morgan lay a close third at the end of the lap but, as they powered through Old Paddock, Meek's Europa skidded off the circuit and, on the third lap, Wykeham took the lead from Blower in a daring manoeuvre at Camp. The Morgan was in front for three laps, before the TVR reasserted its authority before Wykeham had yet another fan belt come off, robbing the spectators of a grandstand finish. Peter Taylor's Europa took an uneventful third ahead of Nigel French's Europa which had passed and pulled away from the inevitable class winning Ginetta G15 of David Beans who was nearly pipped on the last lap by Bob Stuart's TVR. A good dice for the bargain basement saw novice Gary Morse's Midget hold off John McCaffrey's Sprite for the entire ten laps and he broke the class record! Olly Hollamby's Crosslé led Ronnie Grant's Taurus M24 for only one lap, the first, Grant's March-nosed car inexorably pulling away in this Super Vee Silver Cup race. Hollamby maintained second keeping sufficiently ahead of Mike Catlow's Royale RP19 who drove well through a four car dice for third to take that position from Bruce Venn's Lola T326 who was still only a length behind at the finish. Colin Hawker's Toleman Group DFVW screamed off the front row of the depleted Esso Uniflo championship race (12 non-starters out of 19) and led Nick Whiting's 3.4 Ford Escort and Vince Woodman's 3.4 Ford Capri into Camp for the first time. Whiting, driving like the master he is, ousted Hawker on the second lap, Woodman doing the same a lap later as Hawker fell back with a recurrence of his fuel pressure problems. Whiting inevitably pulled away to take another fine victory for Kent Messenger. A lap behind Hawker was Doug Emms' much travelled (and seven cylinder!) Camaro. Doug Bassett led the Renault 5 Elf Challenge easily throughout. However, John Trevelyan, having held second from the start, was slowly caught by David Benton who whipped past on the inside of Camp to take a cheeky second on the last lap. Gordon Barr dropped away in fourth ahead of Keith Newland-Hodges with Neil Westwell dropping four places on the last lap behind Chris Elliott as Juliette Slaughter passed David Kahn on the last lap.

COLIN MASTERMAN

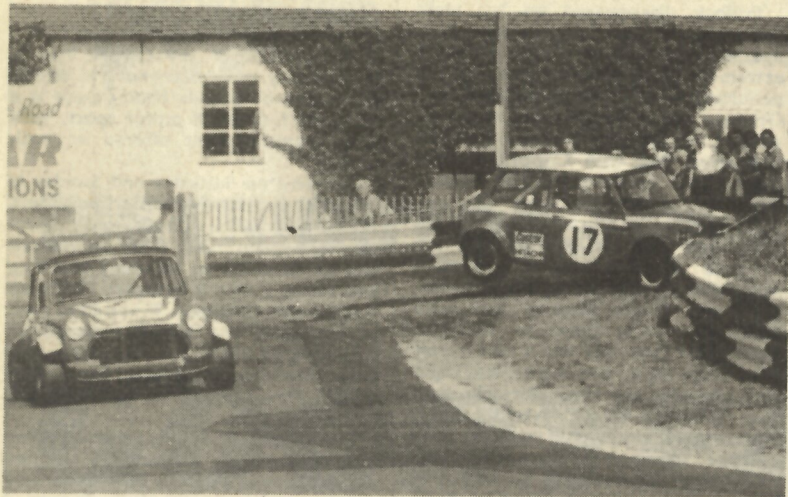
# Smith in command

Birmingham driver Terry Smith enhanced his chances of taking the RAC Autocross title when he beat one of his main rivals Rob Gibson in the battle for BTD at the 60 & Worcs MC's round of the BTRDA/RAC championship at Spetchley, near Worcester last Sunday. A time of 83.3secs from Smith, in his Mini-Ford, gave him victory by one second over Gibson's Sprite, whose time was equalled later on by Dimi Mavropoulos in his large engined Escort. Eighty-five competitors, of which 23 were in the up to 1600cc class for rally cars, contested the event and the first winner was Phil Wilson in his 870 Mini who won his class by 1.2secs from Tony Webb's similar Mini. Roger Burn's Clan Crusader was streets ahead of the rest in the up to 1 litre class, finishing three secs up on Phil Cooper but only a second covered the first three in the up to 1300cc class where David Humphries beat both Nick Garner and Frank Morris in his 1275 Mini. In the up to 1600cc class John Mackley (Mini) beat Philip Saunders (Mexico) by 1.6secs but later on Saunders took the divided rally car class in 86.1secs to beat Ron Padwick's Avenger by two secs with Malcolm Oxborough breathing down his neck in his Cooper S. The over 1600cc rally car class fell to Dave Pugh in his RS2000 less than a second up on Tony Wilbrey's Escort and the Specials class was always the property of Bob Light's Aquarius. BTD: T. Smith (Mini-Ford), 83.3s. Class winners: P. Wilson (Mini), 87.1s; R. Burn (Crusader), 88.5s; D. Humphries (Mini), 86.0s; J. Mackley (Mini), 85.0s; R. Gibson (Sprite), 84.3s; B. Light (Aquarius), 85.1s; P. Saunders (Mexico), 88.1s; D. Pugh (Escort), 89.4s. Having established a 30secs advantage after the five selectives, all in the first half, Stan Martin and Dave Sherwen took their RS2000 to a comfortable victory on last weekend's Wyrekentonian Rally in the Worthington and Cockermouth area. Forty-two crews started the 100 mile event and an otherwise good route was spoilt by several controls being unmanned through lack of marshals who were supposed to support the Worthington & Dist organisers. Brian Mallison and Dave Watson raised eyebrows by being second after the selectives in their Datsun 240Z but they were overtaken in the second half and finished in sixth place. John England and John Millington, who made the trip over from Yorkshire, were runners-up in their Mexico on 776secs—the winners dropped 721secs—and Dave Heron and John Chapelhow, in another Mexico, were third on 789secs. Fourth was the RS1600 of Harry Osborne and John Moody on 873secs, just one second quicker than Clive Sisson and Ken Savage in their RS2000. Only two points separate the top four Clubmen in the AMMC Thor Hammer Production Car Trial Championship after nine rounds. Andy Lees (Sprite) has a one point lead over Dennis Taylor (Mexico) and Stuart Caley (Mini), both on 94pts while Mrs Gail Warrington (Mini), is on 93pts. Stephen Courts (Skoda) still leads the experts class from Ray Warrington (1275 GT) and Malcolm Brown (Sprite) and, in the newcomers category, Peter Cookson (Midget), has opened a lead of 12pts over Nigel Burton (Mexico), with R. J. Clive third in his Imp.

## results

Atlas Photography Formula 1300 Championship race (10 laps): 1, Charles Allen (Mallock Mk11B), 11m 56.8s, 92.41mph; 2, Bob Jarvis (Multiple Sclerosis Special), 11m 57.4s; 3, Keith Messer (Messer Mk3), 12m 04.6s; 4, Dick Miller (Centaur Mk14), 12m 28.0s; 5, Clive Brook (Pelican Mk1), 12m 28.8s; 6, Brian Colvin (Mallock Mk11), 12m 40.4s. Fastest lap: Allen, 1m 09.0s, 96.00mph (record). Leyland Mini 850 Challenge (10 laps): 1, Martin Goodall, 14m 13.4s, 77.62mph; 2, Chris Lewis, 14m 13.6s; 3, Julian Cutler, 14m 17.8s; 4, Tony Styles, 14m 28.4s; 5, Robert Addison, 14m 28.4s; 6, John West, 14m 31.8s. Fastest lap: Styles, 1m 23.0s, 79.81mph. National Formula Vee Championship race (10 laps): 1, Tim Flynn (Scarab), 12m 24.8s, 88.94mph; 2, Dave Greenwood (Scarab), 12m 24.8s; 3, Gordon Rae (Rae), 12m 26.2s; 4, Wally Liles (Celi AC10), 12m 28.4s; 5, Rupert West (Royale RP18), 12m 53.4s; 6, David Lawrence (Austro 74V), 12m 58.4s. Fastest lap: Flynn, Greenwood and Rae, 1m 13.0s, 90.74mph. BRSCC SW Special Saloon Car Championship race over 1000cc (10 laps): 1, Vince Woodman (3.4 Ford Capri), 11m 33.8s, 95.47mph; 2, Geoff Janes (2.3 Vauxhall Fireza), 12m 16.4s; 3, John Morgan (3.8 Jaguar Mk1), 12m 22.6s; 4, Tony Williams (3.8 Jaguar Mk1), 12m 23.4s. Over 2500cc: 1, Woodman; 2, Morgan; 3, Williams. Fastest lap: Woodman, 1m 07.8s, 97.70mph. 1301cc to 2500cc: 1, Janes, 89.95mph, only finisher. Fastest lap: Janes, 1m 12.0s, 92.00mph. 1001cc to 1300cc: 1, Malcolm Allen (Mini), 12m 33.8s, 87.87mph; 2, John Routley (Mini); 3, Christopher Clarke (Mini). Fastest lap: Allen, 1m 13.6s, 90.00mph. BRSCC SW Championship Formula Ford race (10 laps): 1, John Peters (Jomic Mk2 Stanley), 11m 50.4s, 93.24mph; 2, David Wheeler (Royale RP21A Harris), 11m 51.8s; 3, Bill Shepherd (Crosslé 30F CES), 11m 32.0s; 4, Mike Wallaker (Jomic Mk2A Rowland), 12m 03.2s; 5, Peter Williams (Hawke DL15), 12m 08.4s; 6, Tony Broster (Dulon MP17N Newbridge), 12m 08.6s. Fastest lap: Shepherd and Peters, 1m 10.0s, 94.83mph. BRSCC SW Special Saloon Car Championship race under 1000cc (10 laps) overall: 1, Alan Cooper (1.0 Hillman Imp), 12m 48.6s, 86.18mph; 2, Terry Pryce (850 Hillman Imp), 13m 04.2s; 3, Michael Vanstone (1.0 Hillman Imp), 13m 15.0s; 4, Neil Webb (1.0 Mini), 13m 15.2s. 851cc to 1000cc: 1, Cooper; 2, Vanstone; 3, Webb. Fastest lap: Cooper, 1m 15.6s, 87.62mph. Up to 850cc: 1, Pryce, 84.47mph; 2, David Miller (Mini); 3, Mike Fry (Mini). Fastest lap: Pryce, 1m 16.4s, 86.70mph. Certina Watches Production Sports Car Championship race (10 laps) overall and £3000 to £4500: 1, Colin Blower (3.0 TVR), 12m 48.8s, 86.16mph; 2, Chris Meek (1.6 Lotus Europa Special), 12m 50.8s; 3, Peter Taylor (1.6 Lotus Europa), 13m 39.2s; 4, Nigel French (1.6 Lotus Europa), 13m 54.0s. Fastest lap: Meek, 1m 13.2s, 90.49mph (record). £2000 to £3000: 1, David Beams (1.0 Ginetta G15), 13m 55.8s, 79.25mph; 2, Rob Wells (1.6 TVR); 3, Ricky Podmore (1.8 MGB). Fastest lap: Beams, 13m 55.8s, 79.25mph. Up to £2000: 1, Gary Morse (1.5 MG Midget), 74.99mph, 9 laps; 2, John McCaffrey (1.3 Austin Healey Sprite Mk4); 3, David Richardson (1.3 MG Midget Mk3). Fastest lap: Morse, 1m 25.8s, 77.20mph (record). Volkswagen Super Vee Silver Cup Championship race (15 laps): 1, Ronnie Grant (Taurus M24), 16m 20.0s, 101.39mph; 2, Olly Hollamby (Crosslé), 16m 25.4s; 3, Mike Catlow (Royale RP19), 16m 28.6s; 4, Bruce Venn (Lola T326), 16m 29.4s; 5, Edward Jones (Royale RP14), 16m 50.6s; 6, Mike Tobitt (Lola T250), 17m 02.0s. Fastest lap: Grant, 1m 03.8s, 103.82mph. Esso Uniflo Super Saloon Championship race (15 laps) overall and over 2500cc: 1, Nick Whiting (3.4 Ford Escort V6), 16m 01.8s, 103.31mph; 2, Vince Woodman (3.4 Ford Capri), 16m 07.4s; 3, Colin Hawker (3.0 DFVW), 16m 35.2s; 4, Doug Emms (6.0 Chevrolet Camaro), 17m 00.2s. Fastest lap: Woodman, 1m 02.6s, 105.81mph (record). Up to 2500cc: 1, Geoff Janes (2.3 Vauxhall Fireza), 87.51mph, 13 laps; only starter. Fastest lap: Janes, 1m 11.8s, 92.26mph. Renault 5 Elf Challenge race (10 laps): 1, Doug Bassett, 14m 49.2s, 74.49mph; 2, David Benton, 15m 00.2s; 3, John Trevelyan, 15m 00.4s; 4, Gordon Barr, 15m 02.8s; 5, Keith Newland-Hodges, 15m 10.6s; 6, Chris Elliott, 15m 16.0s. Fastest lap: Bassett, 1m 27.4s, 75.79mph.





Peter Day (17) suffered a blow-out at the Hairpin and shot off into the barriers.

## Serra, MacLeod and van Rooyen star in Mallory FF

A hectic week for the BRSCC Midland Centre ended satisfactorily at Mallory Park on Sunday where a superb nine race championship programme was enjoyed by an encouraging gathering of spectators basking in the sunshine.

The first Formula Ford heat was led for four laps by Yves Sarazin's Royale RP24 but Chico Serra (Van Diemen RF77), Nigel Mansell (Crosslé 32F), Mike Blanchet (Lola T440E), Paul Smith (Royale RP24) and Tony Halliwell (Van Diemen RF77) were all after the premier position. Lap five and the first three tried the Esses side by side with Serra snatching the lead from Sarazin at the hairpin. On the next lap Mansell, desperate to get past Sarazin, rounded Devils Elbow on the outside of the Frenchman who, on a slippery tight inside line, got a trace of oversteer and was clobbered by Mansell. Blanchet anchored up hard and ducked between the two stricken cars while Halliwell's ex-Househam Van Diemen spun in fright. Paul Smith thus annexed second ahead of a lucky Blanchet but, as Serra took an easy victory, Blanchet passed Smith on the last lap to take second with Village, Coates and Wheeler finishing a second apart behind.

Yet another heart stopping Leyland 1000 Challenge involved seven cars disputing the lead at half distance. For the first four laps the aptly named Peter Morris held the advantage, then for two laps Paul Gaymer took over. Championship leader Gaymer maintained his

tiny lead over the last two laps with Tom Shepherd, Peter Morris, Derek May, and Colin Bigmore right behind. Chris Dobson and David Abbott had retired from the lead dice earlier while Phil Spurling, Gaymer's arch rival, retired with a broken rocker.

Like his Townsend Thoresen Formula Ford heat at Silverstone last week, Trevor Van Rooyen (SDC Royale RP24) romped away to an easy victory. Although Bernard Devaney's competitive Hawke DL19 held second throughout he was caught by Bernard Vermilio's Merlyn Mk30 and then by Roger Pedrick's Hawke DL15.

A good field of Leyland 1275GTs assembled plus one Mini 1000 and Paul Taft, having made a tremendous start following a hub breakage at Gerrards during practice, took the lead from Steve Soper on lap two and opened a slight gap as Soper and Roger Saunders tangled at the hairpin. Championship leader Steve Harris had been punted round on the first lap, thus Geoff Till moved up into second just ahead of a recovering Soper and Jerry Hampshire. Poor Taft then had his Motospeed Mini slow with a bad fluffing from the engine allowing Till to take the lead for laps five and six, the three leading cars trying the Esses side by side, then Soper with a new class record to his credit forged into the lead and beat Till by 0.2secs at the finish. Till was later excluded for running an underweight car so Hampshire was promoted to

second ahead of John Edwards Parton.

Surprisingly Barry Pigot's BOC Saffire Van Diemen RF77 beat the works car of Don MacLeod off the line and for the entire race the lead was in dispute. Pigot would run up the inside of MacLeod at the Esses but the final three laps belonged to the underrated Scotsman who asserted his authority, held the racing line at Gerrards, and beat Pigot by just 0.2secs. Peter Argentsinger's black Crosslé 32F passed the older 30F of Irishman Mike Phillips on lap three to take a comfortable third.

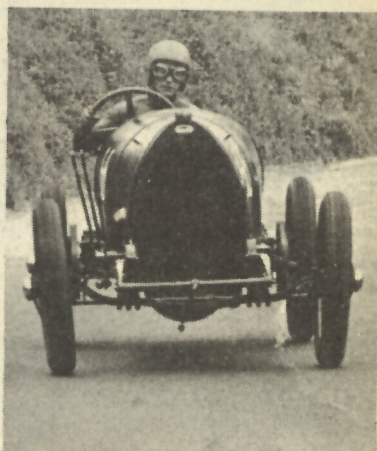
For two glorious laps Bill Barrett's Ford-engined Mini led the Imps of Paul Haywood-Halfpenny and Cliff Watts in the Hitachi special saloon race. As the trio braked for the Esses on the third lap the two Imps went either side of the Mini with Haywood-Halfpenny taking the lead from Watts. For three laps Watts hounded Haywood-Halfpenny but then he threw it all away by spinning on the inside of Gerrards. This allowed Barrett's Mini to close again on the leading Imp but a holed piston on the last lap meant that Barrett finished further adrift than expected. A tremendous five car tussle for fourth prior to Watts' revolution saw Martyn Simms (1.0 Imp) fall through the pack with a bad misfire as the two 850 Minis of Charles Bernstein and Peter Day headed the one-litre cars of Simms and Brian Miles (Mini) with David Enderby's 850 Mini unable to pass to join the class dice. With the demise of Day just after half distance (blow out at the hairpin), Bernstein headed Miles and Enderby.

Even though Kim Mather's smart 2.0 Chevron B35P Richardson dominated the BRSCC Libre Championship race, lapping the field up to sixth, a good battle brewed behind. Peter Deal's Pink Panther seemed to have the measure of Martin Mansell's Mallock Mk18B but as the Pink Panther strode down Stebbe Straight two laps from the end, its rear wing flew off causing Deal to spin at the Esses. Mansell thus inherited second from Ian Stronach's 5.0 McRae GM1, who got faster as the race wore on, while Ray Edge's Mallock Mk17B retired as his engine tightened allowing Rob Cochran's Ashfield BRL7 into fourth ahead of Deal's naked car.

Van Rooyen's heat win proved the fastest so his Royale sat on pole with the two Van Diemens manacingly alongside. The South African led the Brazilian and the Scotsman for two laps before piling on the pressure and pulling away to another majestic five second victory. Serra and MacLeod appeared to be slowing each other allowing Devaney's Hawke (with new Minister engine) into contention. Then, at one third distance, the Van Diemen drivers got the message and charged around nose to tail as they tried in vain to close on the Royale of Van Rooyen. Just four laps from the end Devaney dropped away into what was then a secure fourth but MacLeod brilliantly took Serra on the outside of the Esses two laps from the end and, as they raced through Gerrards for the last time nose to tail, MacLeod spun on the marbles, promoting Serra who thus extends his lead in the TT championship over the luckless MacLeod.

Nick Whiting's Kent Messenger/All Car Equipe 3.4 Ford Escort took its second win in two days despite being beaten off the line by Graham Goode's lovely 2.0 Ford Escort BDG. Whiting piled on a massive lead by the end with Goode content with an excellent class win on his new car's first appearance at Mallory. A very good dice for third between the Minis of Freddy Heaney, Malcolm Allen and David Carvell petered out with Heaney retiring while Allen had the measure of Carvell over the last half of the race.

COLIN MASTERMAN



Arnold-Foster's Chain Drive Bugatti.

## Vintage Shelsley

Saturday's Newton Oils MAC/VSCC-meeting at Shelsley Walsh gave spectators the rare chance to see classic cars competing on a course which is older than any of them: the hill was first used by the MAC in 1905 and the oldest car present was Johnny Williamson's splendid 1908 Itala GP, which made a thunderous ascent of 52.4 seconds to take second place in the Edwardian class. Adrian Liddell's 1918 Straker Squire Brooklands took a similar time while the class winner, Nigel Arnold-Forster was driving the remarkable 5-litre Chain Drive Bugatti, which may well be having its first season of hill climbing since it was taken up Mont Ventoux by Ettore Bugatti himself in 1912!

Both the class winners, G. Jones (1930 Riley) and C. Jones (1938 Blue Streak Riley) presented good spectator value as they rushed up the track in little more than forty seconds. It seems normal to think of Shelsley as the preserve of the ERA, but for once the up to 1500cc pre-war racing car class went to Dr. Gray's famous Hardy Special with 39.75s, holding off Patrick Marsh's ERA R1B and Warrington's Appleton Special who tied on 40.4 seconds. The big engined racing car class produced another of Williamson's superb cars, this time the massive 1923 V12 Delage which, despite a comparatively slow 42.5s, was a real crowd pleaser. The class award went to Bill Summers with a spirited 37.9s in the Maserati 6C (1934) keeping just ahead of Smith in the 1934 Frazer Nash/Alvis (38.5s).

Fastest time of the day for the Historic Racing cars went, perhaps expectedly to Alan Cottam in the A Type Connaught who fairly flew up the hill in 35.9s, even though Barry Brant put in another charging run with the Cooper Mk10 to win the well supported '500' class at 36.43s. The award for the fastest climb of the day went to Dick Ward in the Lotus 61M which he shares with MAC Treasurer Nick Harrison, his time of 32.50s being achieved in a neat and unspectacular way.

BOB COOPER

**BTD Modern:** Richard Ward (1.6 Lotus 61M), 32.50s; **Post-war:** Alan Cottam (2.0 Connaught A-Type), 35.90s; **Pre-war:** Bill Summers (4.0 Maserati 6C), 37.9s.

**Class winners:** G. A. Jones (1.5 Riley 1930/36), 44.7s; C. P. Sherriff (847 MG 'M' Type), 59.5s (Handicap); C. Jones (2.5 Riley Blue Streak Special), 42.3s; Mrs. T. Black (2.3 Alfa Romeo 8C), 49.9s (Handicap); Dr. B. Gray (1.0 Hardy Special), 49.57s; F. G. Giles (1.0 G. N. Salome), 63.3s (Handicap); W. Summers, 37.9s; W. A. Taylor (2.4 Alfa Romeo Monza), 42.9s (Handicap); N. Arnold-Foster (5.0 Bugatti Chain Drive), 48.5s; J. W. Rowley (5.6 Th. Schneider GP), 55.3s (Handicap); A. Cottam, 35.9s; R. A. Pilkington (4.5 Talbot Lago GP), 39.2s (Handicap); D. Parr (1.8 Ford Escort), 38.37s; Peter Garland (3.5 Morgan +8), 36.64s; B. Brant (498 Cooper Mk10), 36.43s; R. Ward, 32.50s.

## results

**Townsend Thoresen Formula Ford Heat One (10 laps):** 1, Francisco Serra (Van Diemen-Scholar RF77), 8m 37.4s, 93.93mph; 2, Mike Blanchet (Lola-Minister T440E), 8m 42.4s; 3, Paul Smith (Royale-Harris RP24), 8m 42.8s; 4, John Village (Royale-Titan RP24), 8m 46.8s; 5, Robert Coates (Hawke-Minister DL17), 8m 46.8s; 6, David Wheeler (Royale-Harris RP21M), 8m 47.6s. **Fastest lap:** Serra, 50.8s, 95.67mph.

**Leyland Mini 1000 Challenge race (10 laps):** 1, Paul Gaymer, 9m 48.0s, 82.65mph; 2, Tom Shepherd, 9m 48.6s; 3, Peter Morris, 9m 49.2s; 4, Derek May, 9m 49.4s; 5, Colin Bigmore, 9m 49.6s; 6, Colin Beckwith, 9m 57.6s. **Fastest lap:** Bigmore, 57.2s, 84.97mph.

**Townsend Thoresen Formula Ford Heat Two (10 laps):** 1, Trevor Van Rooyen (Royale-Minister RP24), 8m 33.8s, 94.59mph; 2, Bernard Devaney (Hawke-Minister DL19), 8m 40.4s; 3, Bernard Vermilio (Merlyn-Scholar Mk30), 8m 40.8s; 4, Roger Pedrick (Hawke-Auriga DL15), 8m 43.6s; 5, Rick Whyman (Royale RP24), 8m 49.0s; 6, Ian Shaw (Hawke-Smith DL12), 8m 56.2s. **Fastest lap:** Van Rooyen, 50.8s, 95.67mph.

**Leyland 1275GT Mini Challenge Race (10 laps):** 1, Steve Soper, 10m 00.2s, 80.97mph; 2, Geoff Till, 10m 00.4s; 3, Jerry Hampshire, 10m 06.4s; 4, John Edwards, 10m 11.8s; 5, Anthony Pownall, 10m 17.0s; 6, Steve Harris, 10m 20.4s. **Fastest lap:** Soper, 57.8s, 84.08mph (record).

**Townsend Thoresen Formula Ford Heat Three (10 laps):** 1, Don MacLeod (Van Diemen-Scholar RF77), 8m 38.0s, 93.83mph; 2, Barry Pigot (Van Diemen-Scholar RF77), 8m 38.2s; 3, Peter Argentsinger (Crosslé-Minister 32F), 8m 42.4s; 4, Mike Phillips (Crosslé-Minister 30F), 8m 47.2s; 5, Pedro Nogueira (Van Diemen-Scholar RF77), 8m 47.4s; 6, Rob Orford (Royale-Scholar RP21), 8m 48.2s. **Fastest lap:** Pigot, 50.6s, 96.05mph.

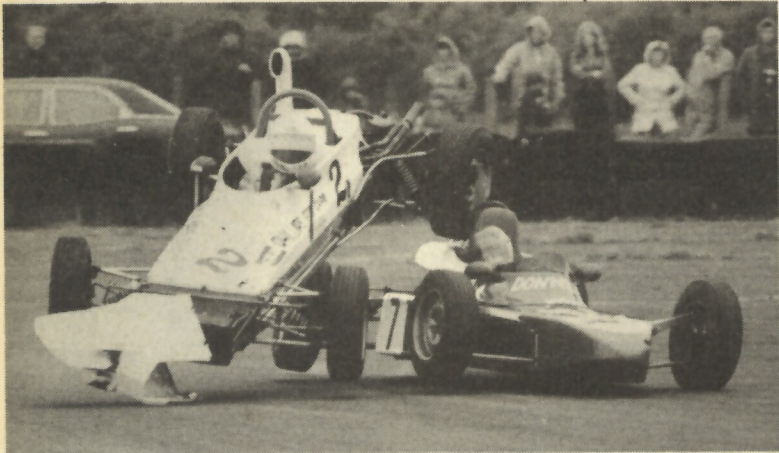
**Hitachi Special Saloon Car Championship race (10 laps): overall:** 1, Paul Haywood-Halfpenny (1.0 Sunbeam Imp), 9m 15.0s, 89.57mph; 2, Bill Barrett (1.0 Mini Ford), 9m 19.2s; 3, Charles Bernstein (850 Mini), 9m 25.8s; 4, David Enderby (850 Mini), 850cc to 1000cc: 1, Halfpenny; 2, Barrett; 3, Brian Miles (Mini); **Fastest lap:** Cliff Watts (1.0 Wallinger Imp) and Halfpenny, 54.0s, 90.00mph. **Up to 850cc:** 1, Bernstein, 85.89mph; 2, Enderby; 3, David Leaver (Cooper S). **Fastest lap:** Peter Day (Allen Mini), 54.8s, 89.01mph.

**BRSCC Formula Libre Championship race (15 laps):** 1, Kim Mather (2.0 Chevron-Richardson B35P), 11m 21.4s, 106.99mph; 2, Martin Mansell (Mallock-Ashfield BRL7), 11m 54.4s; 3, Ian Stronach (5.0 McRae-Chevrolet GM1), 12m 01.0s; 4, Rob Cochran (Ashfield BRL7), 12m 03.8s; 5, Peter Deal (Pink Panther Abbott), 12m 05.2s; 6, Barry Smith (Mallock-Holbay Mk18), (14 laps). **Fastest lap:** Mather, 44.0s, 110.45mph.

**Townsend Thoresen Formula Ford Final (15 laps):** 1, Trevor Van Rooyen, 12m 44.2s, 93.39mph; 2, Francisco Serra, 12m 49.4s; 3, Bernard Devaney, 12m 53.0s; 4, Mike Blanchet, 13m 00.4s; 5, Bernard Vermilio, 13m 01.0s; 6, Peter Argentsinger, 13m 01.2s. **Fastest lap:** Serra, Van Rooyen, and MacLeod, 50.2s, 96.81mph.

**Special Saloon Car Race (10 laps): overall:** 1, Nick Whiting (3.4 Ford Escort V6), 8m 09.8s, 99.22mph; 2, Graham Goode (2.0 Ford Escort BDG), 8m 26.8s; 3, Malcolm Allen (1.3 Cooper S), 9m 03.4s; 4, David Carvell (1.3 Cooper S), 9m 05.0s. **Over 2500cc:** 1, Whiting; 2, Roy Yates (5.0 Zodiac). **Fastest lap:** Whiting, 48.0s, 101.25mph. **1301cc to 2500cc:** 1, Goode, 95.93mph; only starter. **Fastest lap:** Goode, 49.4s, 98.38mph. **1000cc to 1300cc:** 1, Allen, 89.44mph; 2, Carvell; 3, Richard Wallinger (1.0 Wallinger Knifetune Imp). **Fastest lap:** Allen, 53.0s, 91.69mph.





The end of the Formula Ford race for Phillips (2) and Greenan

# Kirkistown Ken again

Young Ken Acheson (Crosslé 32F) won his second Formula Ford race on the trot at Kirkistown on June 28, by managing to keep out of trouble while all around him lost their heads. A full entry of 20 cars came to the line and included Divina Galica in the Crosslé 30F normally driven by Nat Ferguson and Roy James in a brand new Hawke DL19. Even on the warming up lap there was drama when James's car stopped out on the circuit and there was a lengthy delay while Derek Daly and John Crosslé diagnosed and repaired a

fractured distributor drive. On the first lap Acheson and Joe Greenan (Royale RP2A) led the pack and there was some sorting out on lap two when Gary Gibson spun at the Hairpin and removed Galica from the fray. James was third but lost a lot of ground on the next lap when he tried to outbrake the two leaders and almost ended up against the Armco at the Hairpin. Things settled down in the order Acheson, Greenan, Mike Phillips (Crosslé 30F) and Jay Pollock (32F) just ahead of Trevor Templeton (Crosslé 32F).

## results

**Modsports & Modified Saloons (10 laps):** 1, John McCullough (Lotus Europa), 11m 33.2s, 79.32mph; 2, Jim McClements (1293 Mini), 11m 46.2s; 3, Bobby McCutcheon (1293 Mini), 12m 07.8s. No other finishers. **Fastest lap:** McCullough, 1m 07.6s, 81.34mph.

**Formula Ford (20 laps):** 1, Kenneth Acheson (Crosslé 32F), 21m 40.8s, 84.54mph; 2, Michael Clifford (Crosslé 32F), 21m 52.6s; 3, Roy James (Hawke DL19), 21m 53.4s; 4, Trevor Templeton (Crosslé 32F), 21m 53.6s. **Fastest lap:** Mike Phillips (Crosslé 30F), 1m 03.6s, 86.45mph.

**Production Saloons (15 laps):** 1, Ray Moore (Opel GSE), 20m 15.6s, 67.85mph; 2, Frank O'Rourke (Opel GSE), 20m 20.2s; 3, Russell Connel (Capri 3000), 20m 37.4s; 4, Phil Sparkes (Mazda RX2), 20m 38.4s. **Class winners:** Maurice Hassard (Mazda RX2), Gordon Drew (Avenger 1300). **Fastest lap:** O'Rourke, 1m 19.0s, 69.60mph.

**FIA Group 1 Saloons (15 laps):** 1, Robert Ward (Triumph Dolomite), 18m 50.4s, 73.00mph; 2, Brian McBride (Vauxhall Magnum), 18m 54.8s; 3, Derek McMahon (Avenger 1600 GT), 18m 58.2s; 4, Ray Moore (Opel GSE), 19m 13.0s. **Fastest lap:** McBride 1m 13.6s, 74.70mph.

**Texaco Formula Atlantic (20 laps):** 1, Patsy McGarrity (Chevron B39), 15m 32.2s, 88.47mph; 2, Harold McGarrity (Chevron B27), 15m 35.6s; 3, Billy Gowdy (Chevron B25), 15m 36.8s; 4, Derek Shortall (Chevron B29), 15m 38.0s. **Fastest lap:** Patsy McGarrity, 1m 00.2s, 91.33mph.

**Formula Ford Invitation (10 laps):** 1, Colin Lees (Van Diemen RF75), 82.43mph; 2, Jackie Davidson (Crosslé 32F); 3, Divina Galica (Crosslé 30F).

AMHEC FORMULA 4 NATIONAL CHAMPIONSHIP	Mar 27 Thruxton	Apr 11 Silverstone	Apr 24 Mallory Park	May 01 Lydden Hill	May 15 Mallory Park	May 21 Oulton Park	May 29 Mallory Park	Jun 26 Castle Combe	Jun 19 Lydden Hill	Jun 26 Mallory Park	Jul 10 Cadwell Park	Jul 17 Mallory Park	Jul 31 Brands Hatch	Aug 13 Aintree	etc	Total points
1. Eddie Heasell	8	9	7	10	6	8	7	9	10	8	8					90
2. Alex Lowe	7	6	10		10	10	10	1		10	10					74
3. Ken Crook	—	8	8	8	7	9	8	10	—	—	9					68
4. Jim Ward	1	2	6	8	5	7	6	1	—	7	7					50
5. Bob Laughton	10	7	9	—	8	1	—	1	9	1	2					48
6. Mike Whitley	—	10	3	—	9	4	—	—	—	9	1					45
7. Mike Brett	—	—	2	4	—	2	2	8	8	5	6					37
8. Mike Wilder	—	5	2	7	4	6	4	1	1	—	1					31
etc																

Pollock disappeared on lap eight (blown clutch) then, for ten laps, Phillips and Greenan swapped places at extremely close quarters but, on the penultimate lap, Phillips tee-boned Greenan at the Hairpin and both cars were out of the race. Acheson took the chequered flag with Clifford a good second and James third just beating Templeton to the line.

Two tenths of a second covered the first eight cars on the grid for the Formula Atlantic race with Harold McGarrity on pole position from Brother Patsy, Derek Shortall and John Eastwood—all in Chevrons. Unfortunately Des Donnelly was a non-starter after dropping a valve in practice. Light rain began to fall just before the start and, after some rapid tyre shuffling, Harold McGarrity took the lead from the flag. However it was not long before Patsy showed that he was fully back on form and took a lead which he stretched to nearly four seconds at the end of the 20 laps. Third place was the subject of a race-long tussle between Billy Gowdy, Derek Shortall, a much improved Mike Nugent and John Eastwood and this was the order in which they finished.

The prodsaloon race was an untypically quiet affair. On a wet track Laurence Davison (Capri 3000) managed to hold off Ray Moore's Opel GSE for several laps before dropping back through the field to fifth. Frank O'Rourke (GSE) could not quite get to grips and eventually settled for second. Despite massive axle tramp under braking Russell Connell took his Capri 3000 to third place a just ahead of Phil Sparkes' Mazda RX3. In this race the RX3's of Roy Campbell and George Windrum touched under braking for the Hairpin and the former ended up on top of the barrier although neither car suffered much damage.

The FIA Group One race was easily won by Robert Ward's Dolomite Sprint after Bertie Law's pole winning Firenza spun twice on the opening two laps. Brian McBride (Firenza) and Derek McMahon (Avenger 1600 GT) disputed second place for a while but eventually the Vauxhall pulled away. Nelson Todd's Golf GTi was disappointingly slow and, for a last lap spin by Brendan Loughrey's Avenger, would have finished dead last!

## ESLER CRAWFORD

● A Triumph Dolomite Sprint won a further round of the Swiss Touring Car Championship at Hockenheim on July 3. Jean Claude Bering's Dolomite ran without any problems and won the race with a 31 second lead. Second was an Opel Kadett GTE, third a Ford Escort RS and fourth another Dolomite Sprint. Bering won his class and Group for the third time in a row, and now leads the championship with 500 points.

## BRANDS HATCH

The weekend of the Grand Prix is traditionally quiet elsewhere in circuit racing but at Brands Hatch there is a veritable festival of motor sport, with some entertainment offered on both days.

Running on Saturday and Sunday is the next round of the European and British 2CV Cross Championship, organised by Tunbridge Wells MC. There will be practice on Saturday morning and racing on both Saturday (2.00pm) and Sunday (2.30pm). If you have never witnessed the lurching tactics of these super little French cars,—and have recovered from your trip to the Grand Prix—get off down to Brands and have a look.

On Sunday afternoon, there will be an ordinary race meeting on the circuit—access to both the 2CV Cross and race meeting is through the main gate—with eight races organised by Rochester MC.

Championship races are for the *Kent Messenger* FF series, Reliant 750F, Leyland Cars 850 Mini and Monoposto series. Non-championship modsports and special saloon races complete the programme which starts at 2.00pm after morning practice.

## LYDDEN

TEAC organise rounds of the MGA Sports Car, TEAC Mini 7 and TEAC Formula Ford championships at Lydden on Sunday, the meeting starting at 2.30pm. Special saloons and modsports complete the programme.

## MALLORY PARK

The 750MC return to the Leicestershire circuit yet again on Sunday with, as ever, a busy nine-race programme with F1300, Formula 4 and 750F championship races the feature events.

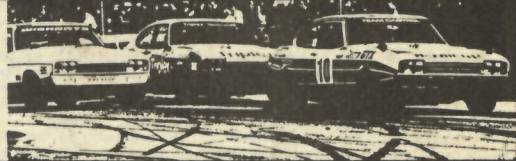
The F1300 and 750F events have packed grids and a number of reserves and there is a lot of interest in the rest of the programme, which includes an event for pre-war Austin Sevens, which features some rare machinery.

Racing, which also includes a Formula Ford event, starts at 2.10pm, after morning practice.

● Jim Campbell from Bothwell (John Young Brabham) moved into second place in the Grampian Television Scottish Hill Climb Championship by taking FTD at Aberdeen and District MC's National Finty Hill Climb. Norrie Galbraith from Lanark (Mallock IIB) finished 2.53secs behind Jim, but retains his lead in the Championship by just three points.

# International events

Date	Venue	Event
Jul 13/14/15/16	Silverstone, England	British Grand Prix—World Championship for Drivers & Manufacturers round 10—F3, G1, Historic Cars
Jul 17	Hockenheim, Germany	F3, F Renault, G1-6, Renault 5
Jul 17	Misano, Italy	F2, F3
Jul 17	Magny-Cours, France	F3, F S Renault, F Renault, G1-6
Jul 17	Zandvoort, Holland	F S Vee, F Vee, FF1600, G1-5
Jul 17	Michigan, USA	USAC, NASCAR



# British events

Date	Venue	Event	Status	Club	Start	Details
Jul 16/17	Brands Hatch, nr Fawkham, Kent	2CV Cross	INT	Tunbridge Wells MC	14.00	—
Jul 16/17	Dudley Court, Cramlington	Rally	R	Cramlington & Dist MC	00.00	—
Jul 16	—	Rally	R	Eppytty & Carmarthen MC	—	—
Jul 16	—	Rally	R	Hawick & Border C & MC	—	—
Jul 17	—	Rally	R	Sporting CC of Norfolk	—	—
Jul 17	Mallory Park, nr Kirby, Mallory, Leics	Race Meeting	R	750 MC	14.10	Vindolanda Rally
Jul 17	Lydden Hill, nr Canterbury, Kent	Race Meeting	R	TEAC	14.30	ATS Stages—Castrol/AUTOSPORT Rally Championship
Jul 17	Brands Hatch, nr Fawkham, Kent	Race Meeting	R	Rochester MC	14.00	Border Counties Rally—Scotsman/Glaxo Scottish Rally Championship
Jul 17	Stone Lodge Farm, Stone, nr Dartford, Kent	Autocross	R	Borough 19 MC/DDMC	14.00	Lancia Pointer Rally—BTRDA/Gold Star Rally Championship
Jul 17	Trottick, Dundee	Autocross	R	750 MC (Scot)	14.00	FF1600, 750F, F1300, F4, F Libre
Jul 17	Cleworth Hall	Autocross	R	Lanca & Cheshire CC	—	FF1600, modsports, Minis, MGs
Jul 17	Goodwood, nr Chichester	Sprint	CP	Bognor Regis MC	—	FF1600, 750F, Special Saloons, modsports, monoposto, Minis
Jul 17	RAF Upwood, Cambridge	Sprint	R	Peterborough MC	—	Streeter Autocross
Jul 17	Curborough, nr Lichfield	Sprint	R	Morgan Sports CC	—	—

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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