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German GP: A sweet win for Niki

Big Donington wins for Trimmer and Elgh

Castrol-Autosport Rally round-up □ Winfield GP Competition resul

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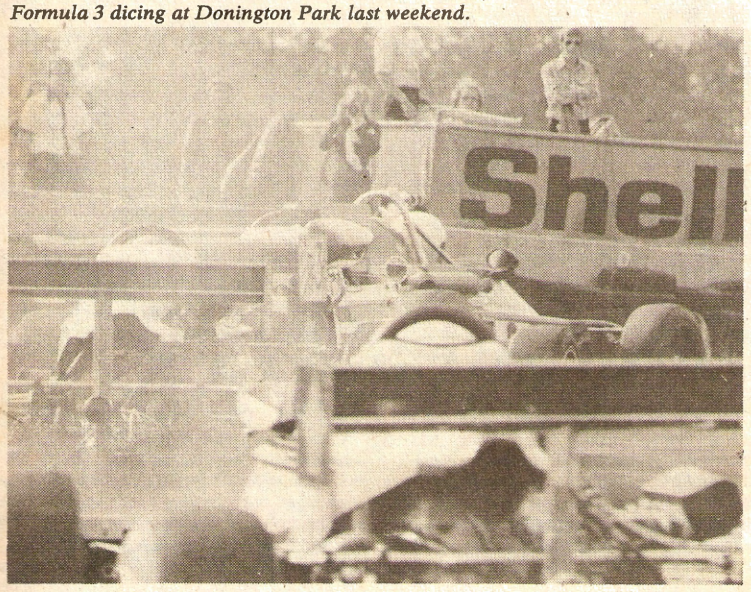
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Formula 3 dicing at Donington Park last weekend.



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Cool it!

As we have said on several occasions already this season, we believe that Formula 3 has now firmly re-established itself as the best junior category in which a young driver can make his name, after several seasons coming out of the doldrums. We have praised the drivers who are contesting the two British-based F3 series this year, and we have urged British companies to assist their careers by offering financial support.

It is of particular concern to AUTOSPORT, therefore, that the conduct of some of these drivers has become increasingly irresponsible in recent F3 races. Reckless driving has caused far too many accidents, both minor and serious. If they do not resist the urge to win at all costs, the F3 drivers will end up by doing a lot of harm to the reputations gained in the early part of the season.

If this happens, it will be a great shame, for we still believe that the present 'crop' of F3 talent is as good as has ever been seen in the formula. Like all really good categories, Formula 3 is now very evenly matched, with little to choose between a few men at the top. But if the best of them can only win by punting the opposition off the road, it will gain precious little for his career. We want to see the best man win—not the bravest.

Silence

The RAC's Race Committee has accepted a recommendation from the specially formed Working Group on Noise that certain racing categories should be subject to so far unspecified silencing restrictions from January 1, 1978. The categories which will have to comply with the new regulations are Mini 850/1000/1275, Escorts, Renault 5, Production Sports Cars, Production Saloons and Formula Vee.

Provided that the cars are not rendered apparently silent, we approve. Most of these formulae have provided unreasonable noise pollution in the past, and the cars—all production-based, you will notice—are not as fast as they sound.

However, we are disturbed by the further recommendations of the Working Group (not yet accepted by the Race Committee), that Formula Ford 1600, Formula Ford 2000, Sports 2000, Special Saloons, Formula Super Vee and Thoroughbred Sports Cars should be subject to the same restrictions in 1979. Noise is part of the sport, and we must be careful not to damage the image of the sport by restricting it. We understand the reasoning behind the Working Group's report, but in our view drastic noise restriction in these categories is unacceptable. The 'illusion' of the three Ford-based formulae would be badly damaged by such a move, and can you imagine Baby Bertha, or the DFVW, racing round in silence?

cover picture

A year ago, it seemed that Niki Lauda had reached the end of his career in his fiery accident during the German Grand Prix at the Nürburgring. Lauda's crash led to the race being switched to Hockenheim, where the Austrian ace took his Ferrari to a convincing victory last Sunday afternoon. Report: page 10. Photo: Jeff Hutchinson.

next week

James Hunt's verdict on the German Grand Prix in the World Champion's regular column—The Jaguars take on the BMWs again in the European Touring Car Championship race at Zandvoort—Inside Russell Brookes's rally team—Arnoux defends his European Formula 2 Championship lead at Misano—Formula 3 action from Snetterton—The Lotus Grand Prix revival.*

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

edited by Nigel Roebuck

Chevron F1 for Patrese in 1978?

There were a lot of rumours drifting around the Hockenheim paddock last weekend, one of the best suggesting that the Italian Trivellato team, which runs a very effective Chevron F2 operation, had commissioned an F1 car from the Bolton company, to be driven next year by Shadow's current number two, Riccardo Patrese.

Chevron, having achieved tremendous success in virtually every other sphere of motor racing, have yet to venture into F1, of course. To check out the rumours, we spoke to Chevron's Dave Wilson, who denied there was any intention of building an F1 car for Trivellato, or anybody else, 'certainly not at the moment, anyway.' In Germany, though, Patrese was reported to have said that, if he didn't drive for Shadow next year, maybe he would drive a Chevron F1 car....

New race licence rules from FIA next year

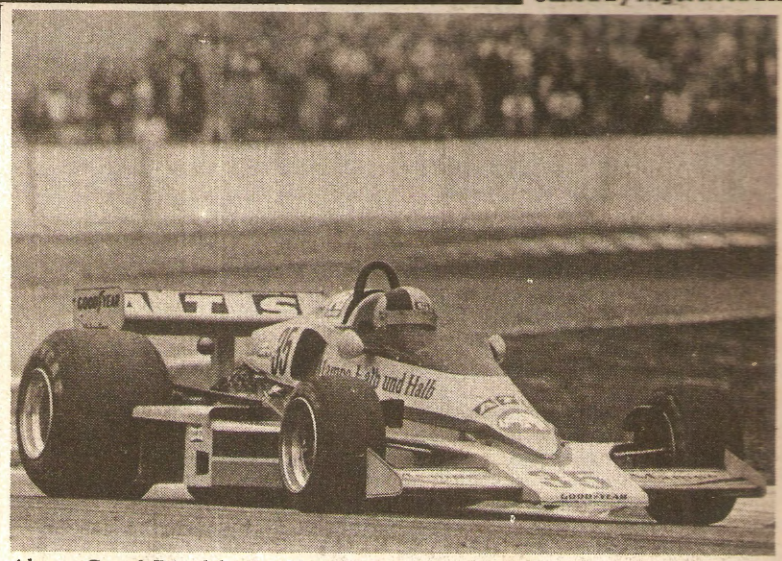
At the beginning of next year, new FIA licence regulations come into force, and these sound very sensible indeed. International licences are to be split into three groups, A, B and C. The Group C licence (Basic International) makes you eligible for F3, SuperVee, saloon cars etc, and you may not have a Group B (Improved International) licence without finishing in the first five in five events counting for an international championship during your time in one of the Class C categories. The Class B categories are F2, F5000, 3-litre G5 and G6 etc, and the same rules apply here before you become eligible for Class A (Unrestricted International), which you will need to get into F1. Five top 5 finishes in F2, F5000 or whatever, before you step into a GP car—or it don't matter how much money your Daddy has.

Imola F1 race to launch European series

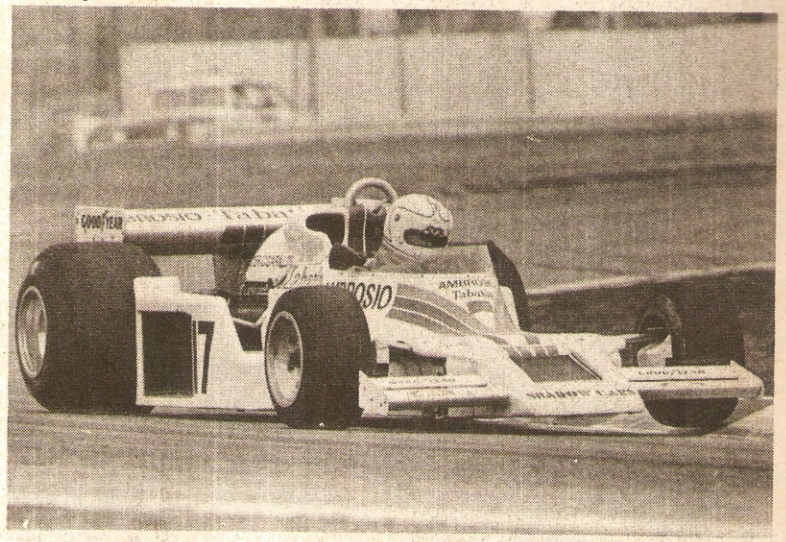
If all goes according to plan, an F1 race with a difference will be run at Imola on September 25.The brainchild of Marcello Sabattini, the Editor of *Autosprint* in Italy, the race will be open only to drivers who have never scored World Championship points and who have not already had two complete, uninterrupted seasons of F1.

The total prize fund for the race is $100,000 (about £60,000), and the race is intended as a sort of 'pilot episode'. If it proves a success, Sabattini's intention is to have 10 such races next year, counting for a European F1 Championship. If possible, circuits staging a World Championship Grand Prix will not be used (the English round, for example, would be at Silverstone next year, the Grand Prix being at Brands), but in a country with only one suitable circuit, such as Holland, the race would be run there, but not within four months of the Grand Prix.

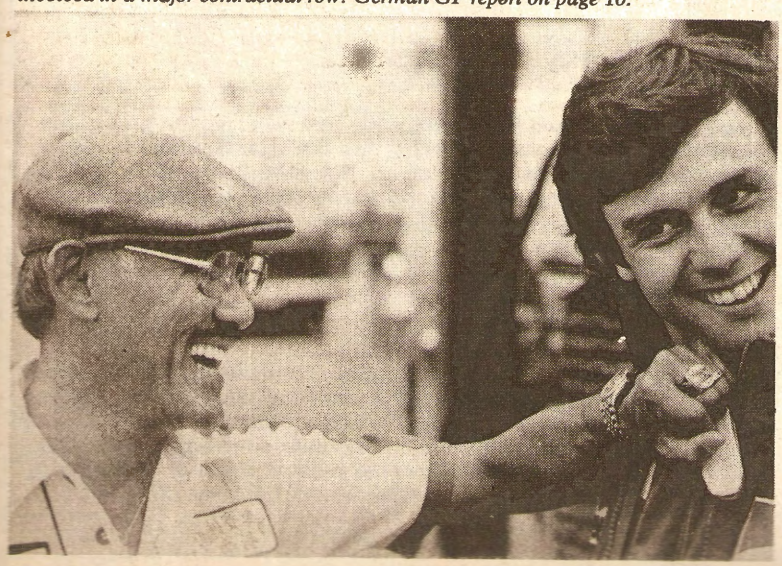
The races will be for cars built to current F1 regulations, and there will be 20 starters in each. Peter Gaydon, of Motor Race Consultants, is assisting with the project, feeling it to be an excellent thing for those who, for reasons of inexperience or lack of a decent budget, habitually fail to qualify for Grands Prix. "In this way, they can get used to driving a Grand Prix car, gaining experience and establishing a reputation before actually becoming involved with Grand Prix racing," said Peter. So now the possibility of a Grand Prix racing second division looks very real. All those interested in the event should ring Gaydon at MRC (01-584 3762).



Above: Grand Prix debutant Hans Heyer did not qualify his ATS for the German GP, but still got into the race briefly! Below: Alan Jones tried this revised Shadow DN8 in practice, but did not race it.



Friends again. Earlier on Sunday, however, Teddy Yip and Patrick Tambay were involved in a major contractual row. German GP report on page 10.



Andretti stays put

While home in Nazareth, Pennsylvania, after the British Grand Prix, Mario Andretti revealed some of his plans for 1978. First of all, it is clear that, win or lose the World Championship this year, Mario firmly intends to continue in Grand Prix racing next season, and he definitely wants to stay with John Player Team Lotus.

As well as that, Andretti intends to continue his policy of running a limited number of USAC races, including the Indianapolis 500, of course. It is more than likely that he will continue with Roger Penske's team. Roger, of course, has a new USAC car coming along, the PC6, currently under construction at the team's English workshops in Dorset. This, we know, is based on the PC4 F1 car and the first example, for Tom Sneva, should be ready in about six weeks.

Recently, of course, there have been substantial rumours that Porsche were very seriously contemplating Indianapolis in the near future. Manfred Jantke attended this year's race, making no secret of the German company's interest in the event. In the years when Porsche dominated the CanAm Championship, their 'works' cars, for Donohue and Follmer, were run by Penske, and he is a man highly regarded by Porsche. When Andretti was asked about the Porsche-Penske-Indy rumours, he said he "couldn't discuss anything". Porsche have made it clear that an Indianapolis venture would involve a complete car, rather than the supplying of engines for Eagles, McLarens, etc. If they *are* going to Indy, presumably the aim is for 1979 at the earliest.

Whatever happens in USAC, however, it is great news that Andretti still aims to put Grand Prix racing first. Ever since he was a kid in Italy hero-worshipping Alberto Ascari, his dream has been to win the World Championship and the obsession is as strong as ever.

A dispirited Andretti after blowing up last weekend.



Leyland: is it the XJS for next year?

In Germany, the word was that British Leyland would be abandoning the recalcitrant XJ5.3C coupes at the end of this season and would next year concentrate on running the XJS! The source of this information has been hitherto impeccably reliable, and we are inclined to believe the story.

For official comment, however, we contacted Alan Zafer of British Leyland. Were the rumours true? "At this precise moment in time", said Zafer "I've got no plans to run the XJS next season." Presumably, then, British Leyland would continue with the XJ12C? "No, I didn't say that. What I said was that, at this precise moment in time, I have no plans to run the XJS."

"It is true," Zafer went on, "that we have just had the XJS homologated, but we always do that with any car which has a motor sport connotation. I would imagine your source is assuming we are going to race it because of the homologation of the car, on August 1."

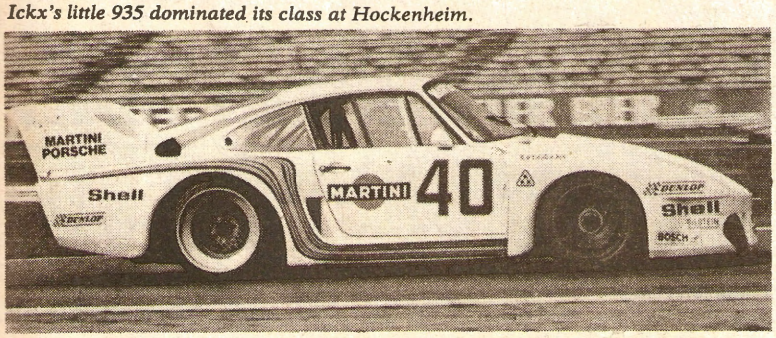
However, we believe there is more to it than that. What *were* Leyland going to race next year? "It hasn't been decided yet," answered Zafer, "and all I can tell you is that, at this precise moment in time. . . ."

Whatever, we shall be amazed if Leyland don't race the XJS next year. We reckon it's a certainty.

Porsche F1 rumours

● At Hockenheim, someone who should know gave us a very interesting quote from Huschke von Hanstein. The gist of it is that if one other major manufacturer, apart from Renault, becomes involved in Grand Prix racing, then Porsche would follow suit. Now, according to Carlo Chiti, Alfa Romeo are all set to return to F1 at the beginning of 1979. That being the case, when can we expect to see the F1 Porsche? Our sources in Germany are absolutely certain that such a thing is planned, and it is hard to believe that the men of Zuffenhausen have built that little 1.4-litre turbo simply to win the small division of the German G5 Championship....

Ickx's little 935 dominated its class at Hockenheim.



Ginther's German trip

Very happy to be at Hockenheim last weekend was Richie Ginther, present in Germany as the guest of Goodyear. Richie won Goodyear's first Grand Prix victory, at Mexico in 1965, and made a special presentation after the race to Niki Lauda, who had just won their 100th.

A most pleasant, relaxed individual, Ginther chatted readily and enthusiastically about all sorts of things, his opinions of modern F1 racing, his current life in California, his days with Ferrari. We found him to be a very interesting and humorous man, and a full interview with him will appear in a forthcoming issue.

Yakamura, who built the Honda, and Ginther who drove it to victory in Mexico. The two men thoroughly enjoyed their Hockenheim visit.





The picture tells the story. . . .

Rotary and Stanley part

Not only the cigarette advertising was covered up in Germany. The Stanley-BRM transporter had bits of tape over the word 'Rotary'.

The Swiss watch company tell us they are taking legal advice over their contract with the team. Considering the disgraceful showings of the car this season, our sympathies are entirely with Rotary—indeed we salute their patience for sticking with the team for so long.

Larry Perkins has often told us that Rotary were ideal sponsors, enthusiastic yet unobtrusive. Their first involvement with motor racing has brought them nothing but strife—a BRM last *raced* at the South African Grand Prix in March—and we sincerely hope that the experience has not soured their opinion of the sport as a whole, and that they will continue as sponsors of another team.

Ickx off to Bathurst

Jacky Ickx is the latest star to be signed for the prestigious Hardie-Ferodo 1000km saloon car race, to be run at Bathurst, Australia, on October 2. The Belgian will drive a Ford Falcon with local star, Allan Moffat, who is also the entrant of the car.

This race looks like being really something. Already booked to take part are two-time Indy winner Johnny Rutherford, (Holden Torana), last year's winner John Fitzpatrick (Torana), Andy Rouse/Tim Schenken (Dolomite Sprint), Graeme Lawrence (Dolomite Sprint) and Vern Schuppan (Falcon).

Rutherford's and Fitzpatrick's cars are to be sponsored by Sydney car magnate, Ron Hodgson, who backed Fitz's winning car last year. He does things properly, Ron. Apparently, he is entering six cars altogether (including the Schenken and Lawrence Dolomites), and he will take to the race an entourage of 45-50 people (including caterers), a turbo-prop aeroplane and a helicopter!

CanAm stays until 1980

A meeting in Chicago last week between the SCCA, Citicorp and the CanAm circuit owners has resulted in a commitment to CanAm for three years by all the circuits. The meeting apparently went very smoothly. The contract with Citicorp comes up for renewal on September 30, and there is expected to be no problem in this direction.

Non-F1CA qualifying in Austria

On the Thursday before official qualifying at the Osterreichring, there will be a Silverstone-type qualifying session for the non-F1CA runners. Ten drivers will take part in the two 60-minute sessions, those concerned being Neve, Lunger, Kozarowitsky, Villota, Merzario, Pilette, Jarier, Binder (second ATS) and Ashley (Hesketh). The quickest seven will go forward to official qualifying, in which 31 drivers will run for 26 starting positions.

Surer ban expected

Having his final race for two months on Saturday's National Group Five race at Hockenheim was F2 and BMW Junior Team driver Marc Surer. Surer expects to receive official notification that his competition licence has been suspended this week. The suspension, for two months, comes after the Norisring G5 round two weeks ago where he had a coming together with Hans Heyer. "Unfortunately, the race was televised", says Marc, so any plea could be immediately judged by the TV film. Sadly, his final race for two months wasn't much happier. Entering the final lap of the 20-lap race, Surer was dicing with team-mates Manfred Winklehock and Eddie Cheever. Cheever tried to outbrake the Swiss and they both entered the corner together, both trying to hold their line. Surer lost out and was excluded from the race.

Surer's enforced retirement won't be a quiet one, however. He will be test driving BMW's new coupe, intended for G5, on the road and will also be involved with the March team, testing their 1978 prototype F2 car. This is a further development of the current Atlantic-based car that Bruno Giacomelli drives.

Bright's F3 return

Jovial Leicester driver John Bright was back on the tracks last weekend in his rebuilt F3 Wheatcroft R18, having worked night and day for a couple of weeks to get his damaged car ready for the BP Formula 3 Championship event at his local Donington Park circuit.

Following an advertisement in the *Leicester Mercury* a few weeks ago, John has received urgently needed financial assistance from Merlin Metalwork, Rugby Finance and the Oxford Service Station, as well as Fewins Insurance Brokers, who also helped him out in his Formula Ford days. These firms are all Leicester based, and representatives from them all were watching with great interest last Sunday.

Despite the fact that John's car had only been hurriedly bolted together, it still looked as tidy as ever in its new orange livery, and John drove sensibly to finish sixth in his heat. In the final on Sunday evening, John had to cope with a non-existent clutch and locking brakes (plus a time-consuming spin), but still managed to finish the race in 12th place.

Angry Elf answer BBC's criticism

Recently we heard from a reader who had written to the BBC about their lamentable attitude to the televising of Grand Prix racing. He had received a reply from the Beeb in which it was claimed that the main reason for not televising F1 racing was 'the intransigence of Elf' in refusing to comply with the BBC's demands that advertisements on the cars should have a maximum letter height of 5".

Francois Guiter, one of Elf's leading executives, was at Hockenheim last weekend, very angry indeed that the BBC should be officially blaming his company, and he asked us to print a statement on his behalf.

"During the last month I have seen letters from the BBC to people in England which mention 'the intransigence of Elf', and feel that it is necessary to make a statement. What they have said is both unfair and untrue. They refer to a meeting which I attended (along with Max Mosley, Bernie Ecclestone, Ken Tyrrell and John Surtees), and I must say that we were not the only ones to say that the BBC's demands were impossible. Marlboro also said no, and so did John Surtees, on behalf of Beta. The general feeling was that this was impossible, and we were supported by all those present. *(The impossible demand refers to 5" lettering rather than 15".)* So what the BBC says is simply not true: we were not the only people to refuse their demands.

"They are also being very unfair here. After that meeting, the BBC asked us not to say anything to the press until further discussions had taken place. Two or three days later, *they* made a statement saying that they couldn't televise F1 racing because of Elf. I don't know why they chose Elf as the bad boys. We are not British, so maybe it is easier to put the blame on us rather than, say, Durex. Of course, with a British World Champion, they are in a difficult position when they refuse to televise racing, and I consider it important that your readers should know why.

"Motor racing is very British, in terms of components and teams. At this moment 53 networks televise F1 regularly, and 650 million people watch each race. As far as international sponsors are concerned, the BBC's position is just one out of 54. We think they are particularly unfair to Elf—after all, a French company sponsoring a British team. The size of the lettering on the cars has been the same since the beginning of our association with Tyrrell. Earlier, we voluntarily offered to reduce it from 15" to 13", but this was not acceptable.

"Now I hear of a half-hour broadcast of the British Grand Prix, and I find the BBC's attitude rather inconsistent. I know they will say they took a team there to produce an edited version. I worked in films for 10 years, and I am afraid I cannot believe that, with Hunt winning the race, it was possible for viewers to miss Marlboro and Texaco. Of course I understand that they had to have a film of the British World Champion winning the British Grand Prix. *We don't want an argument,* but feel that we should put the record straight. And we feel that to put all the emphasis on the lettering is ridiculous.

"Incidentally, we are filming all F1 and F2 races this year, and are willing to provide free of charge all the footage to any network which would like it. It could even be edited to cut out Elf...."

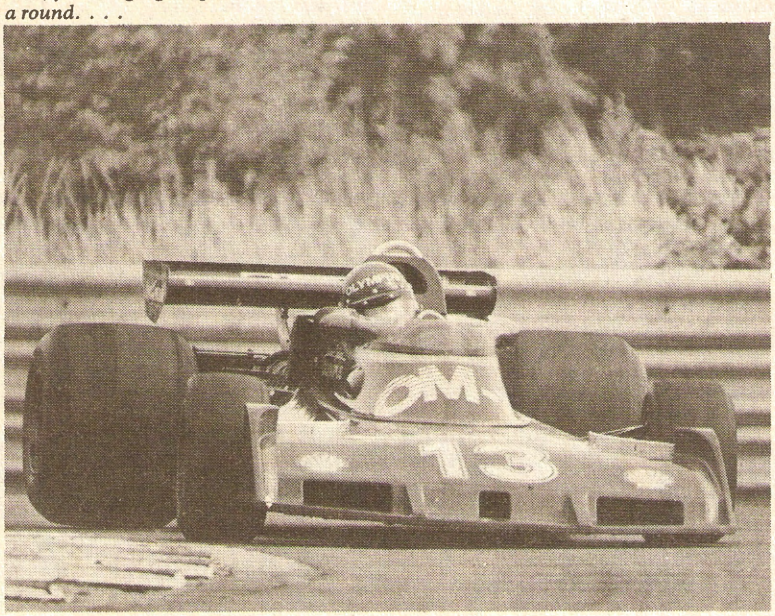


Allison—deserves better.

Bruce out?

Bruce Allison's showings in this season's Shellsport G8 races have been excellent. In his unique Chevron-Chevrolet B37, the very talented young Australian has frequently been the pacesetter this year, despite a very small budget. Last week, while testing at Donington, a newly rebuilt Chev blew up, and poor Allison has had no option but to withdraw from the series, pending the arrival of more sponsorship. Looks to us like a good bet for a potential sponsor.

Divina Galica drove her Surtees TS19 splendidly during Sunday's Donington G8 race, finishing right up with Trimmer's similar car. Soon, she says, she is going to win a round. . . .



● Jacques Laffite is to drive a Lola in the CanAm races at Sears Point and Riverside.

● Harley Cluxton and Sam Posey are behind a move by IMSA to get together an endurance championship next year, with races at Le Mans, Daytona, Mosport, Watkins Glen, Mid-Ohio, Riverside and Sebring.

● Vern Schuppan confirmed in Germany that he had agreed to drive the Durex Surtees TS19 at the Osterreichring and Zandvoort.

● A recent *Sunday Telegraph* revealed details of a discussion which recently took place at the Waldorf luncheon to promote the John Player Motorcycle Grand Prix, at Silverstone this month. A group of Pressmen, ex-drivers and Silverstone officials were trying to decide who was the best British driver since the war. Almost to a man, they agreed on Jimmy Clark. And the best on two wheels? Also unanimous. . . . Mike Hawthorn. Mike *Hawthorn*?

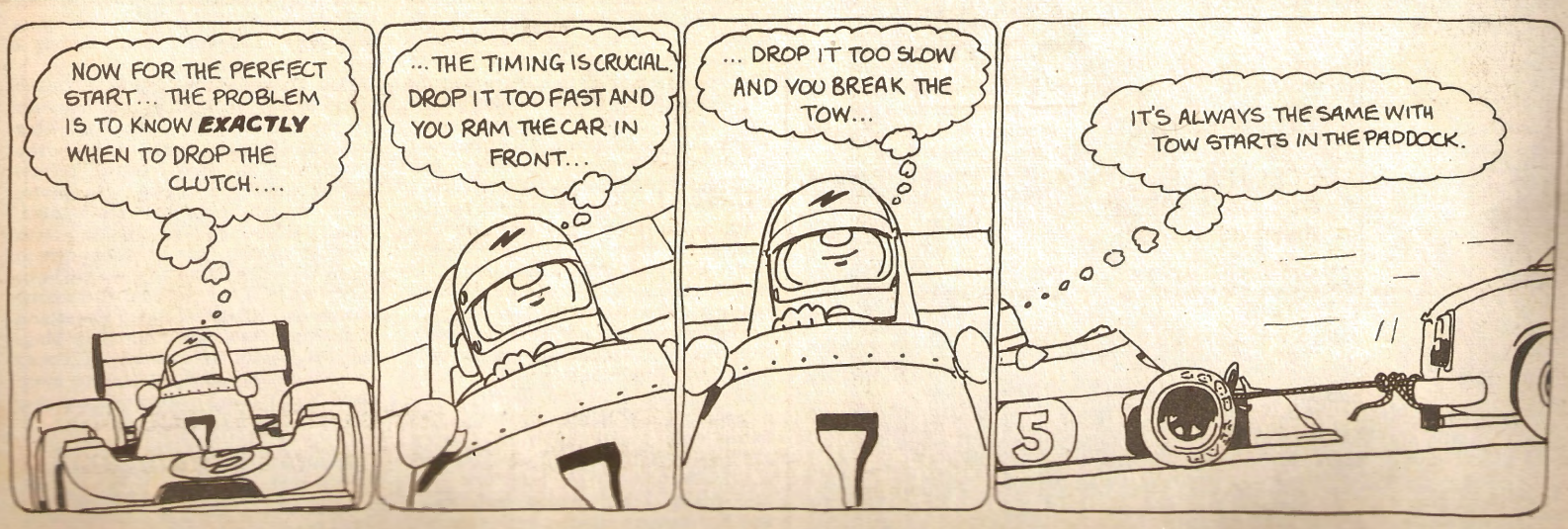


John Watson was your favourite to win the German Grand Prix but, as you will know, the car let John down again. R. S. Clasper wins the Moet et Chandon *this week, for he predicted that Niki Lauda would win the race at an average of 129.45mph, the Austrian's actual average being 129.475mph. Well done, Mr Clasper.*

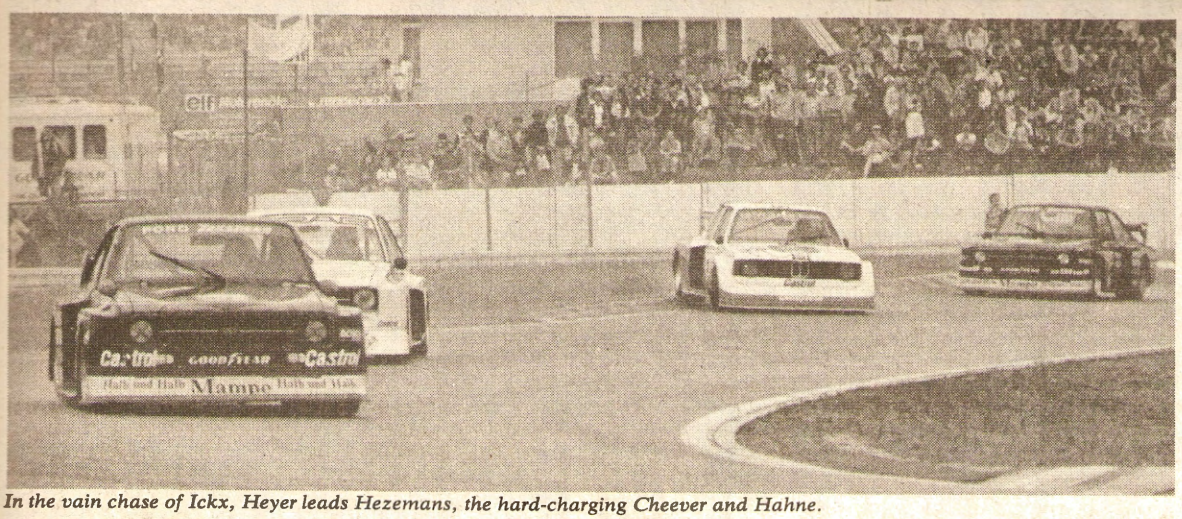
The next race for you to think about is the Austrian Grand Prix, which John Watson did win last year, at an average speed of 132.033mph. Can he do it again this year, or has Lauda started a winning streak? Whatever your opinion, let us have your postcards, please, by Friday, August 12, at AUTOSPORT *Editorial, Haymarket Publishing Ltd, 76 Dean Street, London W1A 1BU.*

catchpole

by Barry Foley



edited by Quentin Spurring



In the vain chase of Ickx, Heyer leads Hezemans, the hard-charging Cheever and Hahne.

'Baby' Ickx blows the Bee-Ems away

"I told Bob, Stommelen is a top man, the race is 20 laps long, so slowly, slowly. Not in the first two or three laps." Erwin Kremer was describing the tactics which led Bob Wollek to take the attractive green Michel Vaillant Porsche 935 to another win in the German national Group 5 series at Hockenheim last Saturday. It was a Porsche double, for Martini-Porsche's answer to BMW in the national series, the immensely quick new 1.4-litre turbocharged Porsche 935 driven by Jacky Ickx, easily took the 2-litre class in front of the battling BMW Junior Team. This was not of the most exciting German Touring Car Championship events, but it still provided plenty of interest.

The big class, between all the Porsche 935s, was, it seemed, a turbocharger battle: who would turn up the boost the most? No one was saying what boost they were running, but the norm is 1.5 atmospheres, and it seems that 1.65 was about the level for many of the cars. Fastest in practice was Manfred Schurti's Jägermeister 935 in 2m 2.2s, with Bob Wollek's Kremer version next quickest on 2:2.6. Rolf Stommelen, quickest in the first of the sessions, was next up in the first of the George Loos 935s on 2:3.0, sharing the second row with team-mate Tim Schenken in his identical 935. Tim had the clutch break after just three laps of the first session, while Stommelen tried some extensions to the rear bodywork in the second session, which were subsequently taken off.

Fifth quickest, 0.7sec down on Schenken's 2:3.6, was John Fitzpatrick in the white Kremer Porsche as used for long-distance races. Erwin Kremer admitted that this car was not really set up for the track, but he was still 3.2secs up on the next driver, Franz Konrad in his 935. The rest were off the pace.

The 2-litre class was a little closer—behind Ickx. Heading their separate grid, Jacky (despite having crashed the 935/2 at Weissach the day before qualifying), set a 2:8.9, which was nearly 2sec quicker than the next man. That was Peter Hennige, the driver who had had a lucky race earlier in the series at Norisring, when he stepped into Harald Ertl's shoes in the Schnitzer team, and won. He was driving one of Josef Schnitzer's 1.4-litre BMW 2002 turbos, and set a 2:11.7. Next up should have been team-mate Albrecht Krebs, but he had omitted to tell Schnitzer about an overheating engine at the previous round, and this unit then blew a head gasket during practice for Hockenheim; with the new engine, he blew up again due to using too much turbo boost. So Krebs was a non-starter due to a shortage of engines, and Schnitzer was not very happy with him. . . .

Sharing the second row of the grid were the two BMW Junior Team 320is of Marc Surer and Eddie Cheever, both on 2:13.6. On the third alongside third Junior Team member Manfred Winkelhock was Hans Heyer in the first of the Zakspeed Escorts, a front spoiler tweak in practice finding the Fords a further 500 revs on Hockenheim's long straights. Next up was the other Zakspeed Escort of Armin Hahne with fellow Escorteer Toine Hezemans, and further back were the two Hohmann 320is of Mario Ketterer and Reinhold Hohmann, and the Jägermeister 320i of the wild Harald Grohs.

The race was due to start at 3pm, but just beforehand it rained; it dried up again, but the game of changing tyres and rechanging them delayed the start by nearly an hour. Eventually, it got going, with nearly all the cars on dry tyres. At the start of the bigger class race, Schurti scorched off pole position, left his braking too late on the damp track for the first corner, and went off, ripping away the spoiler and rejoining well down the order. So first time round it was Stommelen from Wollek, who took Schenken entering the stadium, and then Fitzpatrick; the rest were nowhere. Schenken retook Wollek on the next lap, but Stommelen had 2secs on them both. Fitzpatrick was already being dropped as they started to lap the backmarkers of the small class race behind them.

Wollek was right with Schenken by lap 4, and continued to harry him until lap 7, when he got by. By this time, Schurti was back up to fifth, having overtaken Konrad, and surprisingly was fastest through the Sachs Kurve, despite his obviously ill-handling car. By lap 9, Wollek's 935 was pulling away from Schenken and pulling in Stommelen, and two laps later, the green car led. Wollek pulled out quite a gap to Stommelen as they lapped Konrad on the 16th lap, but in the closing laps Rolf pulled back well, despite occasionally being thwarted by backmarkers. Even so, Wollek was in command and won by 1.9secs, while Schenken was next, a further 14.1secs down, and Fitz some way back despite pulling the fastest—186mph—on the back straight. Schurti was the only other driver on the same lap.

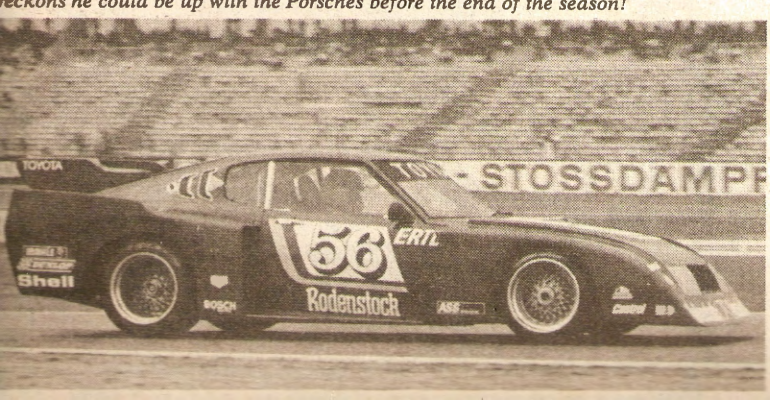
The smaller class race was much better. Ickx, admittedly, took control at the start and was never headed, but Heyer kept up an admirable pursuit in the Zakspeed Escort, never being more than about 15secs away from the Porsche for the first nine laps. However, then the strain proved too much for the 2-litre engine, and it blew up, leaving Ickx with an easy win.

For the first four laps, Hezemans and Cheever battled hard over third in class, but then Hezemans's fuel pressure disappeared, which left Cheever in a secure third which became second when Heyer retired. Hennige was leading Cheever's Junior team-mates Surer and Winkelhock with Grohs close behind, but the Schnitzer car spun on lap 3, which split up the battle. However, by lap 6 the Surer/Winkelhock duel was in full swing and, not far behind, Hahne, Grohs and Ketterer were battling too. Hahne pulled up to the BMWs in front, but just as he was getting in touch, he lost his clutch.

At ten laps, Winkelhock and Surer were catching Cheever in second place, while Hennige fought back well to overtake Grohs and Ketterer and was catching Hahne. However, before the latter battle was joined, the Schnitzer BMW turbo pulled off with no oil pressure; his spin had been caused by a touch from Surer, which had also punctured the rear-mounted oil radiator.

The BMW Junior team battle was coming together well, and by lap 15, with five to go, they were running together. First Cheever lost out to Winkelhock, then to Surer on the 18th lap. But, while Wollek came round to take the flag to end the race, Cheever tried to get back inside Surer again at the first corner. "He was on the grass, we were equal" said Cheever, while Surer's version was that "He tried to outbrake me and couldn't get back when it didn't work." Whatever, Surer went into the armco, Winkelhock was second to Ickx, and Cheever finished next with a damaged front wing. Surer still finished third, with Hahne's clutchless Escort fourth.

Harald Ertl has lost his Hesketh drive, of course, and did not drive in the German GP. However, the Austrian did appear in the G5 supporting race, run the day before. He was at the wheel of this incredible Toyota, its 2.1-litre engine turbocharged by Schnitzer to give 560bhp! The car is right down on the weight limit, and Harald reckons he could be up with the Porsches before the end of the season!



Parsons pips Petty

Scoring only his second victory of the 1977 Winston Cup NASCAR Grand National series, 1973 champion Benny Parsons won last Sunday's 18th championship round by a hair from Richard Petty, who has now displaced Cale Yarborough at the head of the points table.

The race was the Coca-Cola 500, run over 200 laps of the rapid Pocono speedway. Yet again, Darrell Waltrip qualified the DiGard Racing Gatorade Chevrolet on the pole, lapping at 147.59mph, while Bobby Allison got his AMC Matador really weaving to join Waltrip on the front row. Dave Pearson in the Wood Brothers Purolator Mercury and Parsons in De Witt Racing's First National Chevrolet lined up behind, followed by Petty with the STP Dodge, Yarborough in Junior Johnson's Holly Farms Chevrolet, and Buddy Baker in Bud Moore's Norris Industries Ford Torino.

The first seven qualifiers broke away from the start, launching into a classic NASCAR slipstreamer, with Parsons doing the bulk of the leading. The refuelling stops hardly broke up the battle, which raged right through to lap 123, when Baker's Ford touched Parsons's Chevrolet, and cannoned into Yarborough; Baker retired on the spot, and Yarborough lost two laps in the pits before continuing with a heavily damaged left rear fender.

Pearson retired with a broken shock absorber, and over the last 50 laps or so Parsons and Petty managed to get away from Waltrip and Allison. Parsons led every one of the final 44 laps, in fact, but under constant and intense pressure from King Richard. After the dash for the chequered flag, the timekeepers were able to separate them, finding a gap of 0.045sec. . . .

Half a lap back, Waltrip held Allison at bay to take third place, but these four left the rest far behind. The incredibly consistent Richard Brooks brought the Truxmore Ford into another points-scoring finish by taking fifth place, albeit two laps away from the leaders, while Yarborough was classified sixth after his pitstop (not quite enough to retain the series lead). Also on 198 laps, Ricky Rudd (First National Chevrolet) was seventh ahead of Butch Hartmann in another Chevrolet, while Skip Manning in the other "rookie" Citicorp Chevrolet completed 197 laps for ninth place, and James Hylton in yet another Chev 194 laps for tenth.

NASCAR Winston Cup Grand National Championship (after 18 rounds): 1. Richard Petty, 2956pts; 2. Cale Yarborough, 2950; 3. Benny Parsons, 2718; 4. Darrel Waltrip, 2617; 5. Buddy Baker, 2428; 6. Richard Brooks, 2302; etc.

Tough Texas 200 to Rutherford

McLaren's works USAC driver Johnny Rutherford scored the third victory of his 1977 Citicorp Cup season when he won the tenth round, the Texas 200, last Sunday.

The race was run in temperatures of over 105deg at the College Station speedbowl in central Texas and the pace was too hot for the cars of many of the leading USAC contenders. Fresh from his first USAC victory at Michigan, Hawaiian Danny Ongais put Ted Field's Interscope Racing Parnelli-DFX VPJ6B on the pole at 205.421mph, a speed precisely equalled by the similarly powered McLaren M24 of Rutherford. The second Parnelli of Al Unser made it 1-2-3 in qualifying for the Ford-Cosworth engine, and next up were A. J. Foyt with the Gilmore Coyote-Ford/Foyt, championship leader Tom Sneva in Roger Penske's modified McLaren M24, Bobby Unser with the Romlin Lightning-Offy (now fitted with old-spec Eagle rear suspension in an attempt to solve its handling problems), and Pancho Carter with Dan Gurney's works Jorgensen Steel Eagle-Offy.

From the start, it was a three-man race. Ongais led away from pole, the black Parnelli leading Rutherford in the First National McLaren and Al Unser in the American Racing Wheels Parnelli. Unser worked his way past Rutherford and deprived his team-mate of the lead on the ninth lap, and he held the lead through the first scheduled pitstops. However, the ARW car then contracted a gearbox oil leak, and Unser dropped back down the field towards retirement. Rutherford now took up the running, leading Ongais by about 4secs before the Hawaiian lost his clutch, and retired.

Gordon Johncock in the Wildcat-DGS and Sneva now took up the chase of Rutherford, but the 100-lap race was shaken up by a weird series of incidents following a shunt by Bobby Unser. Unser's Lightning went off on lap 35 in a big way, and was all but destroyed; Bobby was lucky to escape with only an injured foot, and he declined to go to hospital. The yellow flag was out for 11 laps after the accident while the track was cleared, and most of the field took advantage of the situation to make refuelling/tyre stops. Sneva's stop was a disaster: he set off again with an air wrench still attached to a wheel, and trailing a long length of air hose behind him. In the pits road, Dick Simon in the Bryant Heating Vollstedt came across the hazard, and in avoiding it came together with Rutherford, the collision breaking a wheel on the Vollstedt and doing nothing for Simon's temper. Amid all the confusion, the Penske team's refuelling beam swung back into line over their pit, and knocked the crew chief's wife off her lap charting chair. . . . She was unhurt. Meanwhile, Sneva decided that he had no choice but to complete a lap with the air wrench still in place, and he was penalised a lap.

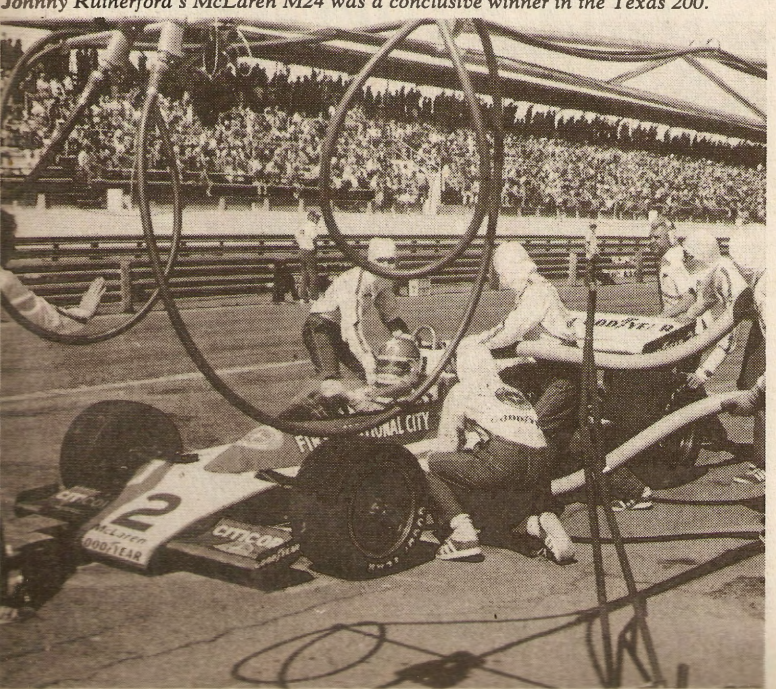
The second half of the race became a duel between Rutherford (whose McLaren was more or less undamaged) and Johncock, the M24 driver always having the upper hand, and going away during the final 30 laps to win by around 9secs. Sneva was third on the road, but his penalty dropped him to fifth place behind Carter (achieving the troubled Gurney team's best result of the season so far) and Johnny Parsons, standing in for the injured Mike Mosley in the Sugaripe Prune Eagle. These three were all credited with 98 laps, one more than sixth man Rick Mears with the Theodore Racing McLaren M16C, who was followed by Jim McElreath (Eagle-AMC) on 96 laps, Larry Dickson (McLaren), Bobby Olivero (Eagle), sprint car ace Tom Bigelow (Thermo King Eagle), Al Loquasto (Mclaren) and the final points-scorer, Spike Gehlhausen in another McLaren.

Foyt was completely out of luck at this race, making two pitstops for fresh right-side tyres before retiring his ill-handling Coyote (which had run fifth early on), while of the other leading runners Wally Dallenbach stopped his Wildcat-DGS with engine trouble, and later retired with a wheel bearing failure.

Although Rutherford has closed the gap a little, Sneva still leads the USAC points table for the Penske team:

Citicorp Cup USAC Championship Trail (after 10 rounds): 1, Tom Sneva, 3220pts; 2, Johnny Rutherford, 2200; 3, Gordon Johncock, 2070; 4, A. J. Foyt, 2040; 5, Wally Dallenbach, 2025; 6, Al Unser, 1610; etc.

Johnny Rutherford's McLaren M24 was a conclusive winner in the Texas 200.





Not always reliable, Hobbs's BMW 320i turbo is paralysingly quick.

Hobbs all the way

Both McLaren Racing and BMW fared rather badly at the German GP meeting at Hockenheim last weekend, the McLaren Formula 1 cars both retiring and the BMW 320i Group 5 machines suffering a humiliating defeat at the hands of the new 1.4-litre Porsche 935 turbo (see separate story). But David Hobbs did plenty to restore their morale at Sears Point last Sunday, when he scored a crushing victory in the tenth round of the Camel GT IMSA Championship. The British driver, at the wheel of McLaren Racing's BMW 320i turbo, qualified comfortably on the pole and led the 40-lap race all the way, winning by almost half a minute.

The best Porsche placing at this tight northern California circuit, in fact, was sixth, for neither Hurley Haywood nor Danny Ongais entered the event, and series leader George Dyer retired his 934 after only 12 laps with a broken gearbox. Al Holbert brought his Chevrolet Monza home in second place, 26.7secs behind the flying BMW but not far in front of Brad Friselle in another Monza and George Follmer, on this occasion driving one of Vasek Polak's BMW CSL cars. Three laps down, Gene Bothello brought his Corvette into fifth place ahead of the 934 of Tom Frank.

Camel GT IMSA Championship (after 10 rounds): 1, George Dyer, 112pts; 2, Al Holbert, 102; 3, Hurley Haywood, 81; 4, Brad Friselle, 68; 5, David Hobbs, 50; 6, Danny Ongais, 48; etc.

Ralts at F3 Misano

In the latest round of the Italian Formula 3 Championship, at Misano last Sunday, the European series leader, Piercarlo Ghinzani in the AFMP/Allegrini March-Toyota 773, suffered another defeat, this time at the hands of Elio de Angelis.

De Angelis, driving his Ralt on this occasion, won his heat from Piero Necchi in another Ralt, while the other heat was won by Oscar Pedersoli, also in a Ralt RT1. In the final, de Angelis won, with Necchi second, Ghinzani third, and Beppe Gabbiani taking his Trivellato Chevron B38 in to fourth place in front of Guido Pardini's March and Pedersoli's Ralt.

Italian Formula 3 Championship (after eight rounds): 1, Elio de Angelis, 30pts; 2, Oscar Pedersoli, 25; 3, Piercarlo Ghinzani, 22; 4, Beppe Gabbiani, 21; 5, Piero Necchi, 14; 6, Robert Farnetti, 13; etc.

● With Formula 3 dominated by cars from March, Ralt and Chevron, it makes a change to see one of Jorg Obermoser's Toyota-powered Toj chassis doing well. Former Super Vee driver Peter Scharmann leads Germany's national F3 championship after four races at Nürburgring (March 27 and May 28), Wunstorf (June 12) and Diepholz (July 24), with a seven points advantage over March-Toyota 753 driver Heinz Scherle. Michael Korten, who drives one of Ernst Maring's Maco 376 chassis, shares third place with Chevron B38 driver Werner Klein, just ahead of KWS Chevron men Jochen Dauer and Rudi Dötsch, who are split by Bertram Schäfer in the first of the Ralts. Thomas von Löwis in another Ralt-Toyota and Wolfgang Klein (Chevron B38) are seventh and eighth in the table, and the next round of the championship will be held at Zolder on August 14:

German Formula 3 Championship (after four rounds): 1, Peter Scharmann, 54pts; 2, Heinz Scherle, 47; 3, Michael Kortn and Werner Klein, 26; 5, Jochen Dauer, 22; 6, Bertram Schäfer and Rudolf Doetsch, 20; etc.

● Following his win with the Melchester Racing F1 Surtees TS19 at Donington, Tony Trimmer has not only extended his lead in the ShellSport Group 8 series, but has also bitten deeper into James Hunt's massive lead in the artificial Tarmac championship:

ShellSport International Championship (after 00 rounds): 1, Tony Trimmer, 13pts; 2, Guy Edwards, 87; 3, Val Musetti, 85; 4, Tony Rouff, 66; 5, Divina Galica, 54; 6, Keith Holland, 53; 7, Bruce Allison, 47; 8, Tom Belso, 45; 9, Emilio Villota, 44; 10, Alo Lawler, 25; etc.

Tarmac British Racing Championship (after July 30/31): 1, James Hunt 158pts; 2, Tony Trimmer, 125; 3, Guy Edwards, 87; 4, Val Musetti, 85; 5, Alan Jones, 84; 6, Peter Gethin, 83; 7, John Watson, 70; 8, Derek Bell, 57; 9, Divina Galica, 54; 10, Keith Holland and Tony Dron, 53; etc.

● Bob Wollek's Group 5 victory at Hockenheim in the Vaillant Porsche moves him closer to Rolf Stommelen in the German Racing Championship table with two races (Zolder on August 14 and Nürburgring on October 2) remaining:

German Touring Car Championship for Group 5 (after eight rounds): 1, Rolf Stommelen, 125pts; 2, Bob Wollek, 117; 3, Hans Heyer and Marc Surer, 85; 5, Manfred Winkelhock, 76; 6, Manfred Schurti, 68; 7, Eddie Cheever, 67; 8, Hans Stuck, 60; 9, Tim Schenken, 56; 10, Jürgen Neuhaus, 44; etc.

● Clay Regazzoni will drive the ICI/*Newsweek* Chevron B40 in this weekend's F2 race at Misano, and Fred Opert Chevrons will be handled by Arturo Merzario and Alex Ribeiro.



A year after his accident, everything came right for Niki Lauda, who scored Ferrari's first win since South Africa.

Lauda than words . . .

Superb win for Niki's Ferrari—Scheckter second for Wolf—Stuck's Brabham third—Hunt, Watson, Andretti retire—Fine drive by Tambay—Report: NIGEL ROEBUCK—Photography: JEFF HUTCHINSON.

Niki Lauda must have derived enormous satisfaction from Sunday. It was in the German Grand Prix last year that he so nearly died. In recent weeks, things have not been so good with the Ferrari team: they have scored a lot of points, but they have won no races since Kyalami, back in March. At Hockenheim—exactly a year since his accident—Lauda took the lead, clean and sharp, from Jody Scheckter, and pulled away, finally winning the race by a quarter of a minute. It was an emotional, important victory, this, and puts the Austrian 10 points clear at the top of the World Championship.

Lauda started the race from the second row, alongside James Hunt's McLaren M26. The World Champion ran a strong, consistent third for most of the race, well in touch with Lauda and Scheckter. But Hunt lost part of his exhaust system at half-distance, and later was halted for good by a broken mechanical fuel pump. So no points for James.

Slowed by fuel pressure problems, Scheckter nonetheless took an excellent second place in the Wolf, having started from the pole. The South African led the first 12 laps, fighting off a strong challenge from John Watson's Brabham-Alfa for the first seven, whereupon the flat-12 blew apart. Yet again, John had started from the front row and had finished up with nothing.

His team-mate, Hans Stuck, had rather better luck, finishing a splendid third with his BT45. The German ran consistently with the leading bunch, but a late challenge to Scheckter was thwarted by a dire shortage of fuel. On the last lap, Hans began to doubt that he would make it to the line, but his luck held, and the spectators erupted.

Behind the first three, Carlos Reutemann brought the other Ferrari to the finish, ahead of Vittorio Brambilla's Surtees and Patrick Tambay's Ensign. For the Frenchman, this was a particularly well-merited place after a superb drive in troubled circumstances.

The rate of attrition at Hockenheim was tremendously high—inevitable, really, considering that the cars are running absolutely flat out much of the way round. There were a great many long faces in the paddock afterwards, as team managers ruefully contemplated shattered engines. Laffite, Nilsson, Depailler, Andretti, Peterson, Watson—all retired with blown engines.

There was an accident at the start, involving Clay Regazzoni, Alan Jones, Brett Lunger, Ian Scheckter and Vern Schuppan, all being eliminated by the immediate or eventual consequences, apart from Schuppan, who soldiered on with his damaged Surtees to finish seventh.

Most of the drivers found Hockenheim a very boring place around which to drive, many of them privately admitting to missing the Nürburgring. Those days, however, are gone, and it seems that nothing will retrieve them. At the weekend, there were substantial rumours that the new 'Ring is going ahead and should be completed by 1980. For the next two years, however, Hockenheim it is. Undeniably, it is a first-rate spectator circuit, the awe-inspiring stadium grandstands giving a magnificent view of the action.

ENTRY & PRACTICE

No matter what sentiments you feel for the Nurburgring, no matter how roundly you may condemn the place, you would have to concede that Hockenheim is no kind of an answer. Niki Lauda's terrible accident last year brought to light the 'Ring's major shortcoming: it is too long to be adequately marshalled. There can be no arguments about that. A lot of us, including myself, stood around last weekend, recalling things we had seen at the Nurburgring and bemoaning the fact that we weren't there this year. But then, of course, we were observers and not doers; we didn't have to drive round the place. We can talk about it, reminisce all we like, but when push comes to shove, we are not the ones going flat through the Foxhole, hoping to God that the car will survive its constant battering and not have something vital snap, pitching us into a rockface. The 'Ring is harder on a race car than anywhere else, the chance of a mechanical failure greater there. On top of that, a fourteen-mile lap inevitably means that rescue crews are thinly spread, the possible consequence being that a driver may sit there, dreadfully injured and trapped, with no one in the immediate vicinity to help him. The first men to come to Lauda's aid last year were other drivers, some themselves involved in the accident, some not. Whatever, they were the first people to reach the Ferrari, a state of affairs which should not exist anywhere. Having said all that, of course, one still reverts to the thought that the Nurburgring remains the greatest race circuit on God's Earth, truly a place to make your shake your head in wonder at what a man can do with a hunk of metal, fibreglass and rubber. But no more. "I'd much rather race at the 'Ring", said John Watson during practice, "but I'd rather survive at Hockenheim."

By contrast with the 'Ring, of course, Hockenheim is *ersatz*. A long, long right hand curve, a straight, a couple of chicanes and a stadium bit for the spectators. A couple of years ago, I was dragged, screaming, to witness the Cowes-Torquay-Cowes Offshore Powerboat race, and quite enjoyed the first part where the big boats came by, did a loop and then came by again. That part was all right, but then they disappeared from sight, returning again some time toward the quiet evenfall. In the meantime, people stood around, drinking gin and tonic (sorry, darling, G-and-T) and talking about money. What kind of spectator sport was this, I asked myself? Hockenheim struck me exactly the same way. What was the point of all those long, straight bits out into the country for miles, no great test of a Grand Prix driver and watched by no one? Why not shorten that part of the circuit and have them come more often through the amphitheatre? Hockenheim is unlucky in that it must inevitably face comparison with the 'Ring, just as Zolder would probably be all right, were it not in the same country as Spa.

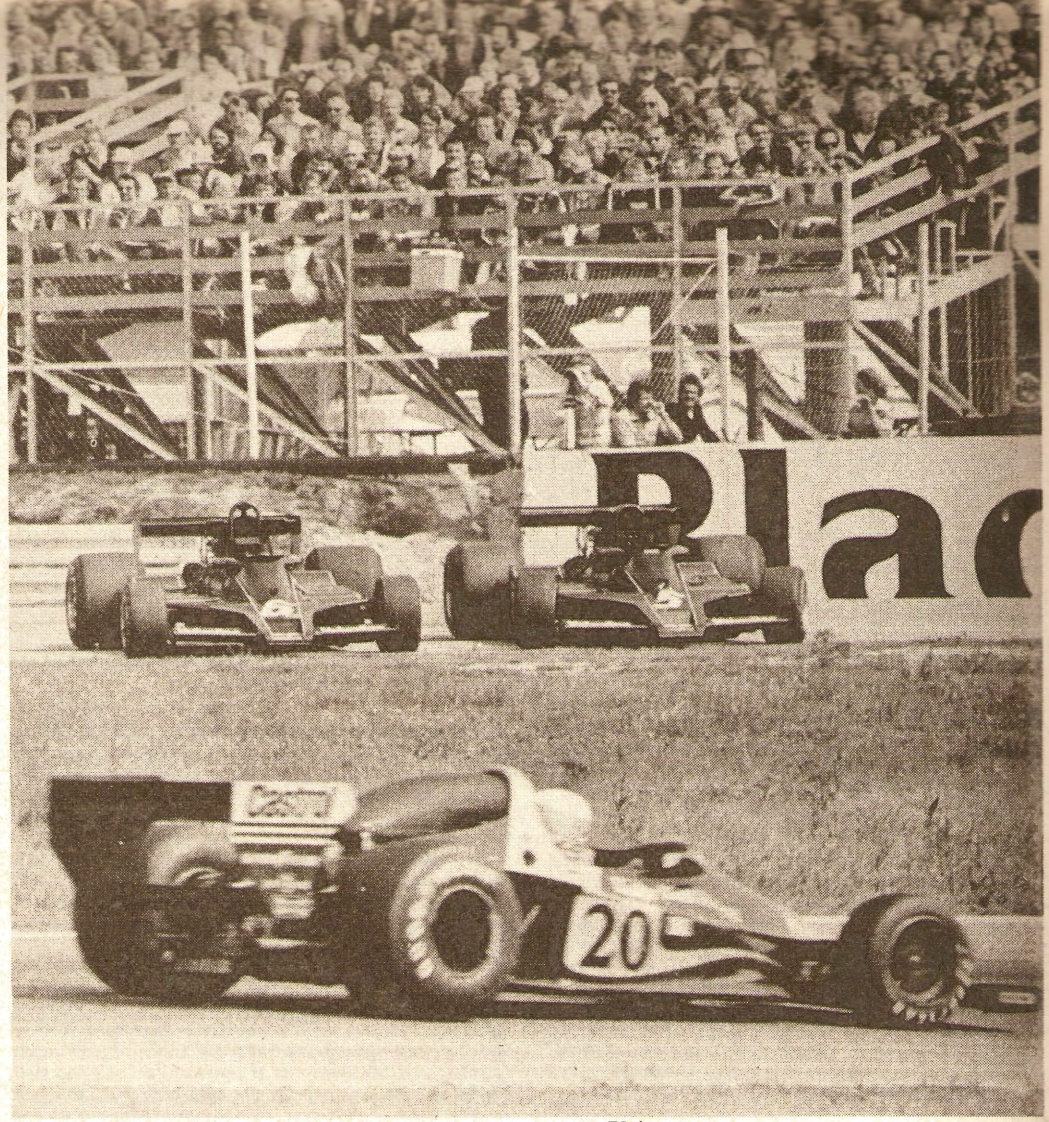
When first you see the stadium area, you half expect to hear martial music and goose-stepping boots, for it seems like a dream setting for a Nuremberg Rally. The stone stands are truly vast and appear to go on for ever. They house 100,000 people—more than were at Silverstone a couple of weeks ago.

Throughout practice, the weather was dull and overcast, with the threat of rain always there. During the second session, on Friday afternoon, there was intermittent drizzle but throughout the others, it remained dry.

Pace man on the first day was James Hunt, looking fast and confident in the McLaren M26 which was unchanged since its win at Silverstone. Again using a Cosworth "development" engine, James went round a second faster than in testing a few days earlier, in fact equalling the time then set by Niki Lauda. At Silverstone, of course, James set the quickest time on the first day of practice, after which (as you will have seen in his column last week) the settings were changed completely so as to make the car handle well with a lot of fuel on board. As we know, they worked. At Hockenheim, however, he was working with 'race' settings throughout practice. On Saturday afternoon he was marginally slower than the day before, finishing up on the second row, by the side of Niki Lauda.

The Austrian was not satisfied with the handling of his Ferrari ("understeer on slow corners, oversteer on fast ones"), but still found it good enough to claim the third grid slot. And both Ferraris, according to other drivers, were *very* quick in a straight line. The Heuer speed trap figures had Niki quickest, at over 291kph—about 185mph. During the second session, both Ferrari drivers tried a two-tier rear wing with streamlining pods at either end, but it was quickly discarded, apparently serving no useful purpose.

So Niki and James were on the second row. Until the very end of qualifying, though, Lauda looked a certainty for the front. Right at the last minute, on his last timed lap, Jody Scheckter stuck the Wolf on pole for the first time in its life. The South African, apparently way off the pace during testing and only seventh quickest at the end of the first day, put it all together when it most counted, a quarter of a second faster than anyone else. There was, however, a certain amount of brotherly love involved in Jody's pole. Out at the same time was Ian's March 761, travelling, as you would expect, somewhat slower than his kid brother's Wolf. Seeing Jody in his mirrors, and knowing that this was probably the last lap of qualifying, Ian realised that he might well be in the way at the chicane. Therefore, he gave Jody a huge tow down towards it and then got well out of the way, giving him all the road to play with. It was this lap which produced the pole time. Before coming up on Ian, Scheckter J. had also gained usefully from slipstreaming the two Tyrrells, timing each manoeuvre to a nicety. Throughout practice, Jody back-to-backed his two Wolves (Wolfs?) before settling for the standard, as opposed to the wide-tracked, car,

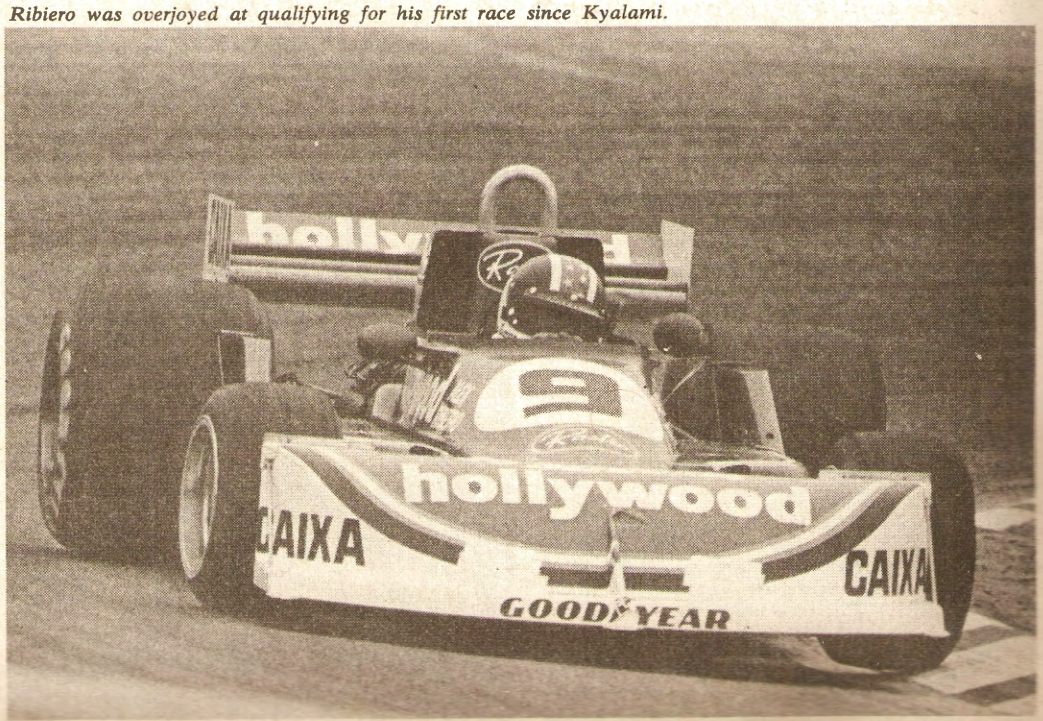


Jody Scheckter investigates a new line in off the peg Lotus 78s!

"Yes. I'm on the pole," he said afterwards, a wide grin across his face, "but still I can't say the car is good. It's all right, nothing more."

Next to him, at the front, was John Watson's Brabham-Alfa. In the first session, John tried both his normal race car (chassis 5) and the team's spare (chassis 1), before opting to stick with the spare, just as he did at the British Grand Prix. "It's really curious. The race car and the spare are set up identically, but they just don't *feel* the same. It's difficult to put your finger on it, but the spare definitely feels nicer to me, just as it did at Silverstone." Qualifying was a trouble-free time for John, all in all, his only disappointment being Scheckter's 'perfect' lap. . . .

Ribiero was overjoyed at qualifying for his first race since Kyalami.





Tambay fulfilled his Silverstone promise, gaining a championship point in only his second GP.

F1 WORLD CHAMPIONSHIP **12**
GERMAN GP

continued

Hans Stuck, in the second Brabham, was right behind the leading quartet. The Fatherland always brings out the best in Stuck—if you saw what he did with his March during qualifying at the 'Ring last year, you will know what I mean. On my stopwatch, Stuck was the very quickest through the stadium on Saturday afternoon, and might well have put himself even higher on the grid had he not collected one of the March jacks on his way out of pit lane during the last session. Damage to the nose and radiators required 20 minutes' repair work, and Hans could only sit there, cursing himself. Eventually, the work done, he came rushing out for a final banzai charge, one of his three laps being good enough for fifth spot. A great effort, this, causing the amphitheatre positively to shake when the time was announced.

Next to Stuck, Jacques Laffite was a little disappointed with his grid placing. After the first couple of sessions, the Ligier was looking good for the front row, Jacques setting the second best time in the first, dry, 90 minutes. Last weekend, there were no less than three JS7s on hand, including a brand-new car, with narrow track front and rear. Laffite tried it briefly during the first and last sessions, but found his usual car slightly nicer. "Everything is good with the car, handling, brakes, everything. But the engine refuses always to pick up properly out of the corners." The problem lay with the metering unit and, try as they might, Gerard Ducarouge's boys could not get the mixture *parfait*. "Still, sixth is not too bad," smiled Jacques, "because I can go third on the first lap, second on the second. . . ."

Mario Andretti had a troublesome time in qualifying, ending up only 11th on Friday evening. In fact, it transpired that he had clipped a kerb early in practice, slightly tweaking the suspension geometry. Not surprisingly, he was unable to get the JPS 78 to handle the way he likes it. On Saturday, however, he soon got his times down, his efforts in the last session being curtailed by a cracked bellhousing. "Come the race, I think it'll be all right. I could have gone quicker today," he commented on Saturday evening.

Fastest of all in the second session, Carlos Reutemann's Ferrari was alongside Mario's Lotus, on the fourth row, the Argentine saying that he thought Hockenheim a very dangerous place indeed, a sentiment echoed by several other drivers, including one or two or three or four who admitted they would sooner be at the 'Ring. Generally speaking, few of them found Hockenheim much fun to drive round, Jody Scheckter adding that the place would be absolutely lethal, should it rain on race day.

Behind Reutemann, on the fifth row were Gunnar Nilsson and Vittorio Brambilla, the Surtees driver on good form throughout qualifying. Poor Gunnar, sixth quickest at the end of the first day, felt confident of a really good time during the last session, saying that the car felt good, the engine really strong. Sadly for him, however, the DFV let go in a very big way after only a few laps, leaving the Swede to sit it out in the pits, watching sixth become ninth. Considering that Nilsson had put in at least 20 fewer timed laps than most people, ninth best was very respectable indeed.

Tremendously impressive again was Patrick Tambay in Teddy Yip's Ensign, who qualified 11th, despite losing the whole of the second session, having had an engine blow on Friday morning. Before going out for the last hour, Patrick enthused anew about the car. "It feels just as good as at Silverstone, and the brakes are simply fantastic." Was he sure of going quicker? "Oh yes, I can improve, but not by much, three-tenths maybe." As it turned out, Tambay underestimated himself, paring off almost a full second, to the delight of Teddy Yip.

Quick during the two days of testing, Jean-Pierre Jarier also looked in good shape when official qualifying got underway, winding up ninth after the first session, driving the ATS PC4 crisply and neatly. In the only German-sponsored F1 team, there was a lot of pressure on Jumper at the weekend, and he was quite confident of reducing his time. However, during the untimed session on Saturday morning, he came into the pits, a long haze of smoke heralding the end of an engine. By the time it was changed, the last session was all but over, Jarier having time only for seven laps, none of which were as quick as his original time. For all that, the Frenchman started from the sixth row.

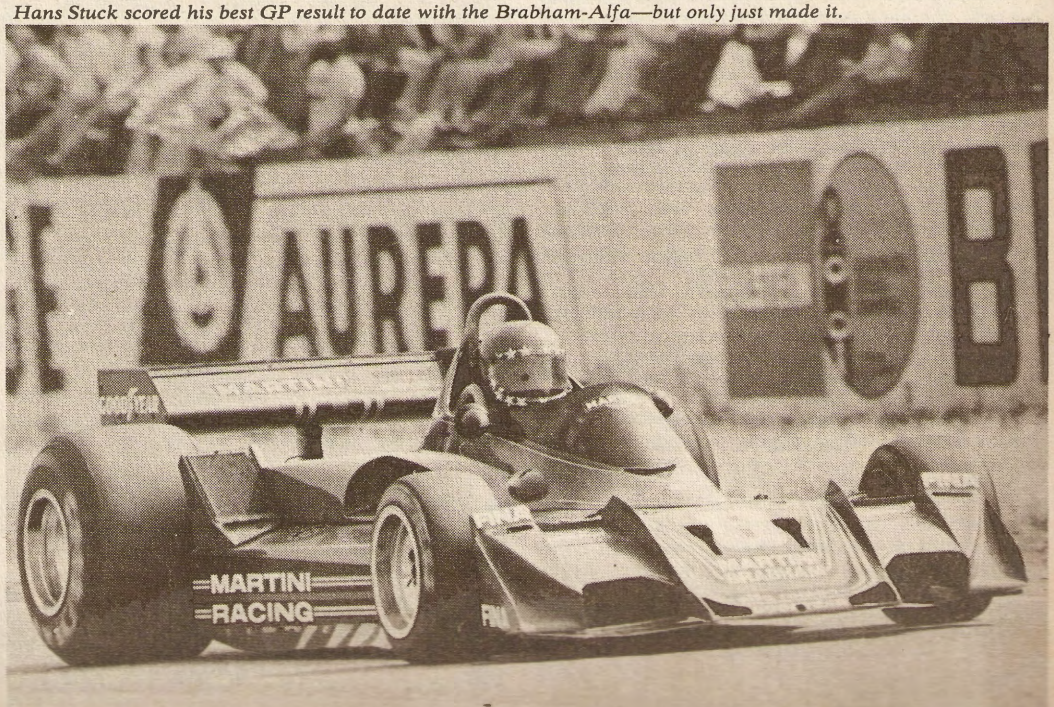
Also stuck with a first session time was Jochen Mass, another man expected to go quicker on Saturday. During the untimed session, however, the McLaren's left front tyre suddenly went down, throwing the car out of control. This occurred at a very fast section of the circuit, beyond the first chicane, and the car hammered very hard into the barriers, damaging the nose and wiping off the right rear corner. Considering the speed at which all this took place, Mass was fortunate to get out unscathed. Soon he was back in the pits, finishing the day with the M23. The mechanics were at one time hopeful of getting the M26 repaired in time for Jochen to do a few laps in the last session, but there simply wasn't time enough to finish it. For race day, however, it would be all right.

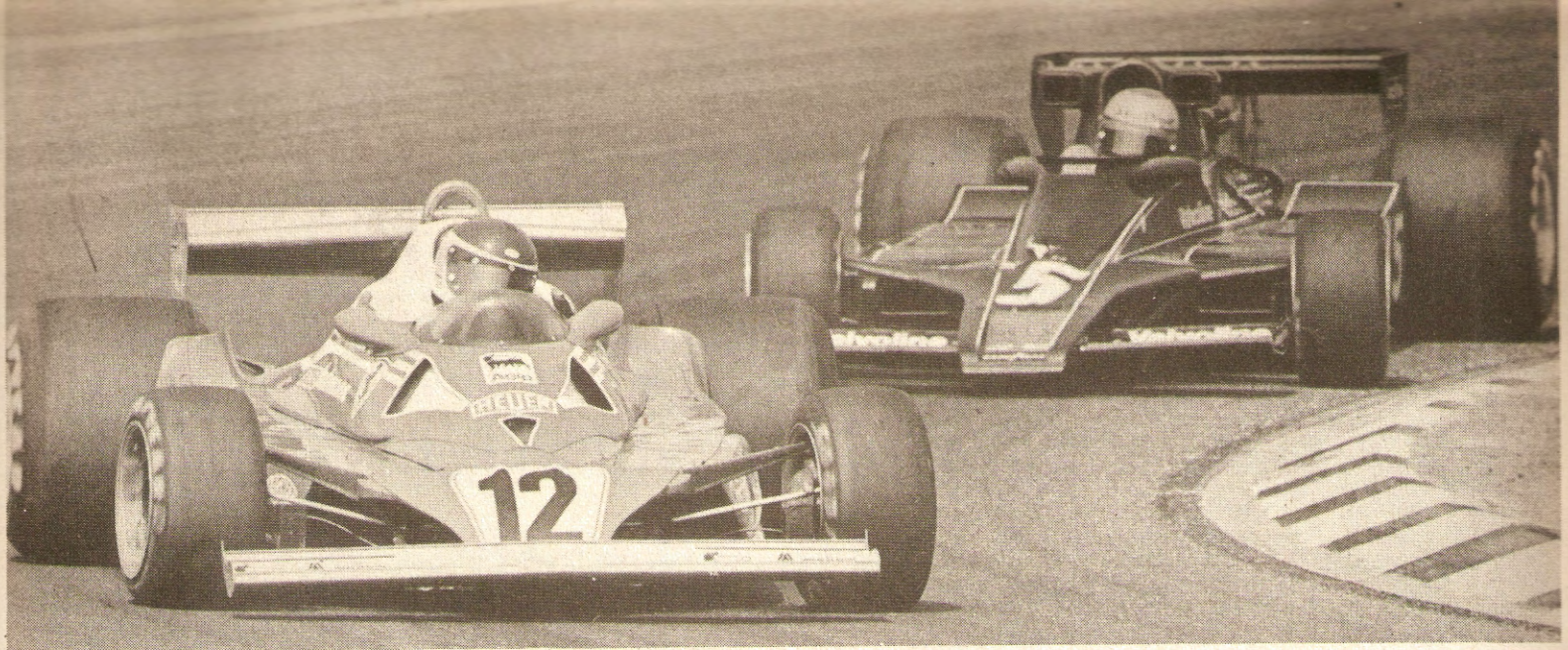
Dramatically quicker on Saturday afternoon were the two Tyrrells. "It is getting better," said Patrick Depailler cheerfully, "but we still have a big problem getting out of the corners. The traction is not so good and, of course, the cars are heavy. Getting better, he said, but better than what? This time last year, the cars were front runners. Rumours suggest that a four-wheeler is on the way, possibly appearing at Monza, which seems optimistic. Ken was slightly cheered by good news from Trent Bridge, but there was little else to make him smile.

Close together, like the Tyrrells, the Shadows of Patrese and Jones proved tremendously quick in a straight line, only the Ferraris and the Wolf going through the trap faster. This, however, was at the expense of the handling, for both cars were running with virtually no rear wing, and the drivers found them very skittish through the turns. Making its debut at Hockenheim was a revised car for Alan Jones, featuring a front oil radiator and different bodywork. The car was tried during both testing and practice, but not raced. Also back last weekend was Tony Southgate, this his first race with Shadow since rejoining them a few weeks ago.

Throughout qualifying, Ian Scheckter's March was immensely spectacular, the driver chucking it about in great long, opposite-lock slides. Thanks to Germany's total ban on cigarette advertising, the Rothmans sign-writing was gone last weekend, the car being decked out in the red and gold of Sportsman Lager, a South African brew. "I can't say I'm thrilled with it," said Ian, "but then I don't think I'll *ever* be thrilled with this car." Quite sure that his car was slower than team-mate Ribeiro's in a straight line, Scheckter asked for an engine change at the end of practice.

Hans Stuck scored his best GP result to date with the Brabham-Alfa—but only just made it.





The fourth-placed Ferrari of Reutemann leads the ill-fated JPS Lotus of Andretti. Mario blew up a few laps from the end.

"Well, I must say it doesn't feel too bad here." Vern Schuppan was talking about his Surtees TS19. "I think all it really needs is a lot of testing. I don't believe there's any basic problem with it that can't be solved." Next to the Australian, on row ten, was Alex Ribeiro, qualifying for a Grand Prix for the first time since Kyalami! Time and again this year, Alex has been the fastest non-qualifier, and it was a pleasure to see his face on Saturday evening, a great grin across it as if he couldn't quite believe he was going to get a run on the morrow.

Brett Lunger, on the other hand, usually qualifies these days (as well he should, with the last McLaren M23 to be built!). The American was actually slightly quicker than Clay Regazzoni, very depressed with the straightline performance of his Ensign. "When you come to me in report, write big word 'ENGINES'," he said after practice. It was Silverstone all over again, the Swiss's corner times being very respectable. But a weak engine is exactly what you don't need at Hockenheim, and the dark blue car looked very sluggish out of the corners. Clay is hoping for better things in Austria, when the Heini Mader-prepared DFV goes into his car.

The last row was all Hesketh, Rupert Keegan and, remarkably, Hector Rebaque who hitherto never looked like getting into a race. Despite being thoroughly unhappy with his car, Rupert would undoubtedly have been much higher up the grid had he not had a coming-together with Ribeiro early in the last session, the Hesketh clear of the ground for some little time, apparently. Keegan was unhurt in the incident and ran back to the pits, the Hesketh also sustaining very little damage. But that was the end of practice for Rupert, who had been 16th fastest the day before.

Patrick Neve made a gallant attempt to qualify his evil-handling March, the Belgian having to lift off everywhere to get the nose to tuck in. Despite his best endeavours, however, Patrick missed out by eight-hundredths of a second. Behind him, Mallory G8 winner Emilio Villota must have been wondering if his time would have been better spent at Donington, the Spaniard just missing the boat once more. Hans Heyer, best known for his Zakspeed Escort exploits, appeared in a F1 car for the first time, driving the second ATS PC4 smoothly and well, if not quickly enough to qualify.

And then there was poor Emerson Fittipaldi, who briefly thought his problems were over when the Baldwin-designed F5 first appeared. Emerson had every conceivable problem during practice, the worst of which were lack of straightline speed (the Copersucar was actually slower through the speed trap than the Stanley Steamer!), diabolical oversteer and brakes which pulled left and right at will. At no stage did Emerson Fittipaldi look likely to qualify in Germany, and it made most people very sad. Once more, of course, speculation is renewed as to what he will do next year. Surely, for his own sake, he must move.

Arturo Merzario was another to suffer badly at Hockenheim, a variety of problems accounting for his March covering only twelve laps in three sessions. And the BRM? Well, Teddy Pi'ette said it wasn't as bad as he had expected. Was the engine largely to blame for the car's pitiful showings this year? "Oh no, it's not just the engine. It's everything. Everything is bad. But I really believe it can be improved if a lot of testing is done. I would be happy to drive it again, but really we must test."

RACE

After two days of fairly miserable weather, Sunday looked altogether better, and the sun, the *sun* yet, appeared during the morning and decided to stay for the day. The amphitheatre, completely solid for race day, was in good voice and there were roars of approval as Stuck and Mass came out of the pits for the morning warm-up.

The warm-up, in fact, brought the shock-horror-drama story of the weekend. It began when Sidney Taylor presented Patrick Tambay with a contract, together with a request that he sign it forthwith. This Patrick was understandably reluctant to do, especially when close examination of the screed revealed that he was signing himself away for 1978 as well as for the rest of this year. On recent form, Tambay is well in line for a works drive next season, and nothing puts off a potential employer as much as an existing contract which has to be bought. "Sid and Teddy (Yip) say if I don't sign, I don't drive today," said Patrick during the morning, "so I say OK, then I don't drive." After a rather unseemly argument in the middle of the paddock, Taylor and Yip finally relented, and Patrick got into the car *without* signing the contract. Just what a young driver, going into only his second Grand Prix, needs to boost his confidence and concentration. Most people felt sorry for Tambay, John Surtees and Jody Scheckter among those who calmed him.

After chassis problems in the warm-up, Gunnar Nilsson had to abandon his race car, taking over the team's spare car for the race—a bad break for the Swede, who had been confident of going well in the race.

Last year, at the Nürburgring, when Niki Lauda drove the Ferrari out of the pit lane to start his warm-up lap, there were jeers and boos from the crowd for a man who had dared to criticise the 'Ring. On Sunday afternoon, there was frantic support for the Austrian, cheering and banner-waving, a poignant contrast. But Niki has never forgotten—or forgiven—the shabby way in which he was treated twelve months ago, a fact which became abundantly clear later in the afternoon.

The start was shambolic. The front rows got away all right, Scheckter getting the drop on Watson, whose Brabham sat still with wheelspin too long. But behind there was carnage, and no one really seems to know how or where it started. During the morning, an errant breakdown truck somehow managed to destroy the start-light system, meaning that the race would begin by the drop of a flag. Unfortunately, Patrick Depailler didn't know about this and was looking for a green light. When the flag went down, therefore, the Tyrrell didn't move.

In the meantime, Gianclaudio Regazzoni, citizen of Lugano, was working through his own starting procedure. You will recall that Clay's unwilling DFV had landed him at the back of the field, on the penultimate row, in fact. As the field trickled out of the last turn before forming up on the grid, the blue Ensign was right at the back, moving very slowly. One by one, the other drivers put the brakes on, revved hard and waited for the flag. And still Clay was behind, moving along at about 10mph. Then suddenly the message became clear: he had in mind not to stop at all! When the other drivers finally let out their clutches, Clay was long gone, accelerating strongly up through the pack. In line behind Depailler were Jones, Schuppan and Lunger, all of whom had pulled to the right to go round the Tyrrell—right into the path of the Ensign. . . . "I remember him going over my front wheel," said Schuppan. "I don't know what the hell happened", said Jones, "except that suddenly I was hit really hard in the back." There was immediate condemnation of Regazzoni, of course, and certainly his start was somewhat unorthodox, but probably he would have got away with it, had not the road become blocked by people going round Depailler. As it was, the Ensign finished up a wheel light, Jones also retired immediately, Lunger and Ian Scheckter (also involved) retired early in the race and Depailler came round at the back of the field.

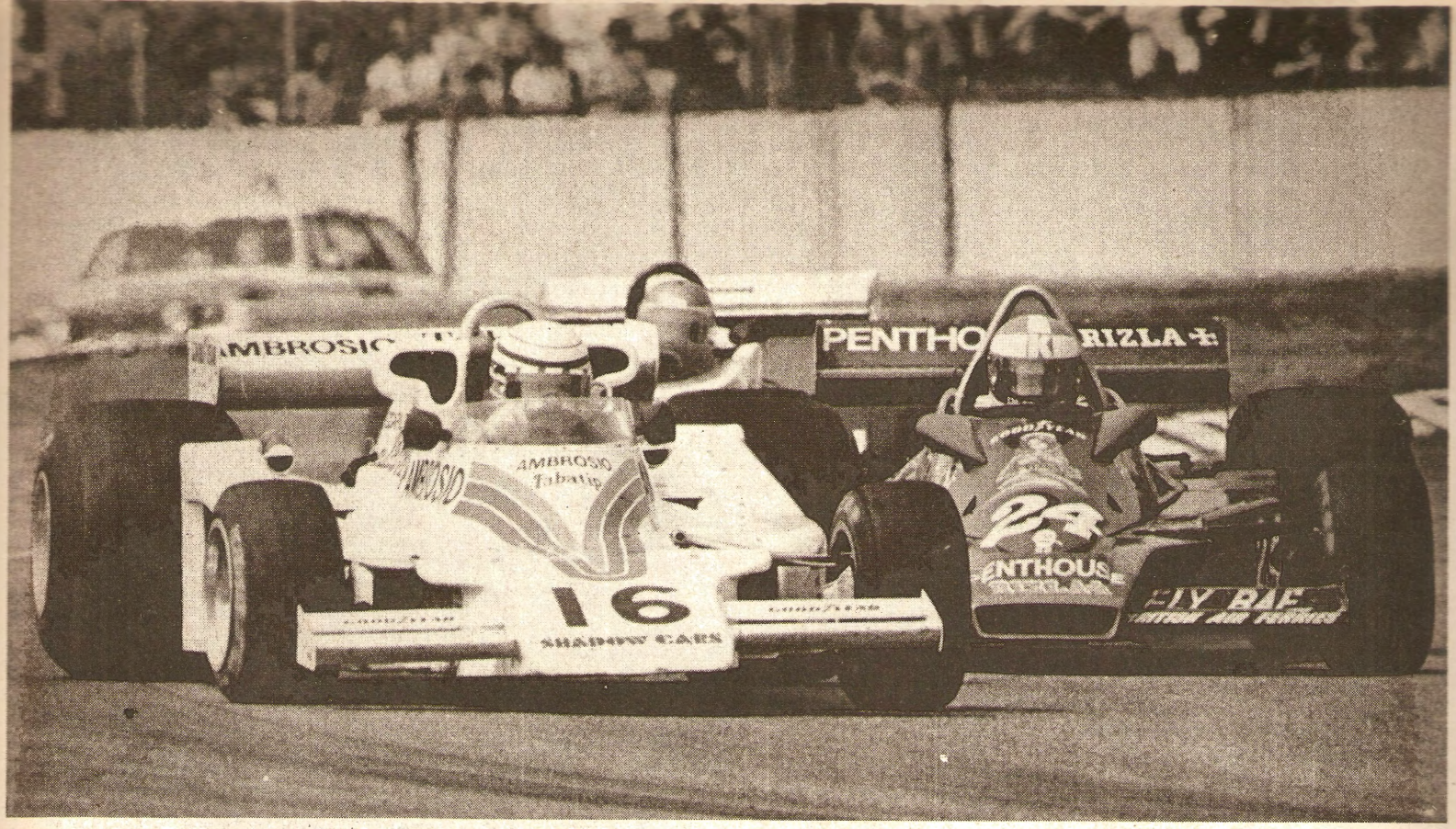
But back to the race. Into the stadium they came for the first time, with Scheckter leading from Watson, Lauda, Hunt, Stuck and Laffite. On the following lap, Jody had got away a little, the South African really hurling the Wolf into the right-handed *Onkokurve* which leads into the stadium. Was this to be like Monaco—Scheckter from flag to flag? No way. On lap three, the Brabham-Alfa was right back with the Wolf, and Lauda, Hunt and Stuck were well in touch, breaking away from the second group, now headed by Reutemann and Andretti, for Laffite's Ligier was dropping away.

Right at the back of the field, a long way behind the rest, was Hans Heyer's ATS, which had not qualified, of course. As the cars had formed up on the grid, the yellow car sat at the back, off the road, its driver strapped in and ready to go. As soon as the field had departed, Heyer moved and joined them, to a torrent of applause from the stands. This was nothing more than a blatant con-trick, a crowd-pleaser. Heyer had not qualified, had not even been first or second reserve and was now circulating in the race illegally. Early on, the German's gear linkage broke and he retired, but one wonders about the legal position of the organisers had the car been involved in a serious accident. . . .

There was some suggestion that Heyer's participation in the race was all legal and above board, as Jones was out before crossing the startline. But that was not the way most people interpreted it, and no official statement was issued.

After four laps, Watson had the Brabham right up with Scheckter, looking likely to go by at any moment, but the status quo remained until the seventh lap when Scheckter entered the stadium alone, now followed by Lauda, Hunt and Stuck, with poor Watson behind his team-mate, the Alfa flat-12 in its death throes. "I was having no problem staying with Jody," muttered John, resignedly, "and I was actually quite encouraged by that. With our fuel load at the start, we're about 30 kilos heavier than the Wolf, and I thought things were looking good for the halfway point, when the fuel load would have lightened. But there you are. Something broke in the engine and I never got the chance. I didn't over rev it or anything. It was just one of those things." Well . . . at least last weekend he didn't have to drive *all* the way for nothing.

After the Brabham's clattery withdrawal, Scheckter was left with a two-second lead over Lauda, but there was something very menacing and relentless about the Ferrari at this time, Lauda closing the gap every time around. Hunt's McLaren was still close to the Ferrari, but Stuck was losing touch a little. "I knew I would have a front tyre problem if I went really hard on full tanks," Hans remarked later. "It was a lot hotter during the race



Patrese continues to impress with the Shadow. Here he leads Keegan whose race, like Riccardo's, ended dramatically.

continued

than in practice and I decided to sit back a little and take my time." As it turned out, Stuck's sandbagging at this point was to have a crucial effect on his position at the end of the race.

After 12 laps, Lauda was on Scheckter's tail, the crowd expectant. As they disappeared from the stadium, the two cars were very close indeed, and a minute later the spectators went out of their heads at a guttural announcement from the PA system. He had made it! Lauda was in front! In a glorious manoeuvre at the second chicane, Niki had jinked out of Jody's slipstream, left his braking to the last and ducked into the ess-bend ahead of the Wolf. As the red car screamed into the stadium, *very* sideways through the first right-hander, the noise from the amphitheatre was amazing, cheering followed by loud gasps as Hunt tried to take Scheckter as well! This was splendid stuff. James's attempt didn't quite come off, the two cars almost touching but Jody's position was obviously a little tenuous at this point.

Behind the first four, a tremendous battle was in progress between Reutemann and Andretti. These two had circulated together from the fall of the flag, and were very evenly matched. In a straight line, the Ferrari was very much quicker than the JPS, but Andretti was using the 78's fantastic cornering ability to excellent effect, his car embarrassingly swifter through the stadium than the Ferrari. Ducking left and right, all but under and over, Mario looked sure to get past eventually, but Carlos had matters well under control, weaving across the road as the two cars came out of the *Opelkurve* onto the pit straight. On acceleration, Andretti was left gasping.

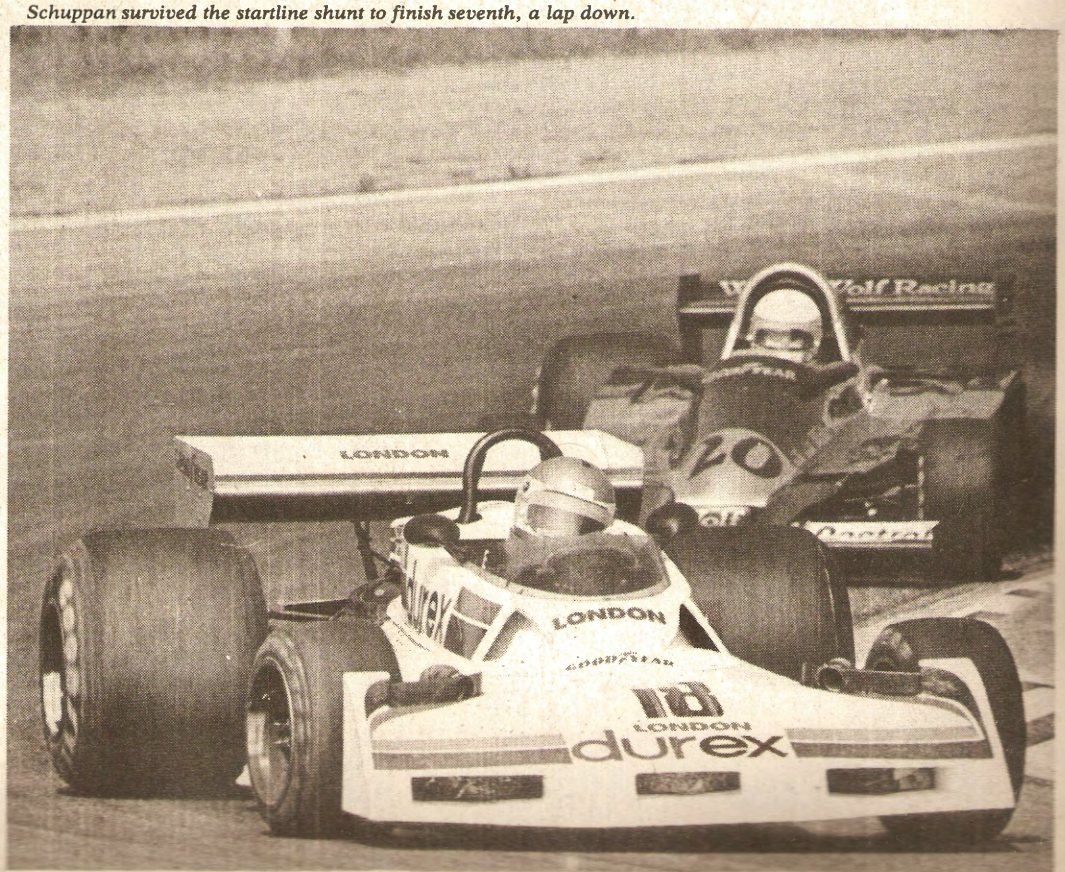
When first Lauda moved into the lead, the Ferrari immediately opened up a gap of around a second and a half over Scheckter's Wolf, but Jody was certainly not finished yet, cutting back the deficit so that Lauda could not afford to ease off at all. For several laps, Scheckter was no more than half a second back, but still Lauda looked unflustered, unassailable. Hunt's McLaren was still there, but the 'special' DFV had lost its crisp note and was sounding dreadful, as if part of the exhaust system had been lost. This was, in fact, the case, and James later reckoned this was costing him half a second a lap. The fact that he was still able to keep station with Scheckter is some indication of the M26's handling. "It was fantastic, and got better and better during the race. I've no doubt that my car was the fastest in the place," said James later. After ten laps of running with the broken exhaust system, however, the car's race was over, thanks to a malfunctioning mechanical fuel pump. It had been an excellent run, though, and James was in surprisingly good spirits afterwards, really enthusing about the car.

When the German Grand Prix was last run at Hockenheim, in 1970, the race was remarkable for the number of blow-ups it produced. It is prodigiously hard on engines. As Teddy Mayer said, "Until I drove around the place, I never realised what it was—a couple of *autobahns* and a stadium!" And really this is true. At Hockenheim, the engines are run absolutely wide open for a hell of a long time each lap, and the mechanical toll is inevitably heavy. Jacques Laffite's Ligier-Matra, for example, had been losing power almost from the start, and when the oil pressure began to drop, the Frenchman came in. He was sent out again, but the V12 exploded spectacularly at the beginning of the stadium section. Eventually oil flags were waved, but not before several people, including Andretti, had had anxious moments. Nor was Laffite the only man to have this happen to him. Depailler's engine had already blown on lap 16, and there were many more before the end of the race.

One of the best drives of the race was coming, without a doubt, from Patrick Tambay. On lap one, for example, he came by in ninth place, ahead of Brambilla, Mass and Nilsson, and seemed well able to run with them. After all his hassle earlier in the day, it was a particularly fine effort. At half-distance, he lost fourth gear and was passed by Brambilla, but continued to drive superbly, keeping in touch with the Surtees.

As the race entered its last few laps, it became quite clear that Scheckter was no longer any threat at all to Lauda, who had smoothly pulled away to a six second lead, looking as if he could go on for ever. Relaxed and effortless, it was a beautiful demonstra-

Schuppan survived the startline shunt to finish seventh, a lap down.



continued

tion of Grand Prix driving. Jody, in the meantime, was having fuel pressure problems and began to look anxiously in his mirrors for Stuck, who was now being willed on by 150,000 German throats, audible to him, he said afterwards, even through earplugs, balaclava, helmet and the scream of the Alfa flat-12. . . . Hans-Joachim was really going hard after the Wolf, but now began to experience problems of his own, for the fuel pressure was dropping away all the time. Surely we were not to have yet another Brabham run out of fuel?

The field was now decidedly thin. Jochen Mass, after an excellent run in his McLaren M26, had quit with gearbox trouble on lap 26, when running seventh, and Gunnar Nilsson's engine blew up five laps later, the Swede parking his JPS in the escape road by the entrance to the stadium, next to Depailler's abandoned Tyrrell. A little later, they were joined, sadly, by Mario Andretti's JPS, the little American parking his car alongside that of his team-mate. A regular dead car park.

As Mario walked across the infield and back to the pits, there was excitement behind him. Vittorio Brambilla had been having gearbox trouble for some laps, allowing Ronnie Peterson's Tyrrell to close up on him. It seemed unlikely that Ronnie could get by, however, until Vittorio came charging into the stadium, apparently having paid scant attention to his middle pedal. There was no way the Surtees could make the corner at that sort of speed, and Vitt ploughed off the road and onto the grass. Mario, meantime, was on his way across the infield, sublimely unaware of the drama behind him. . . . Brambilla was soon back on the road, but by now Ronnie had got by. However, Vittorio really got the TS19 moving, and was back in front after only two laps!

In the late laps, a tremendous wind blew up, showering the circuit with sand, and we all began to wonder about jammed throttle slides and so on, but there were no occurrences of this, fortunately.

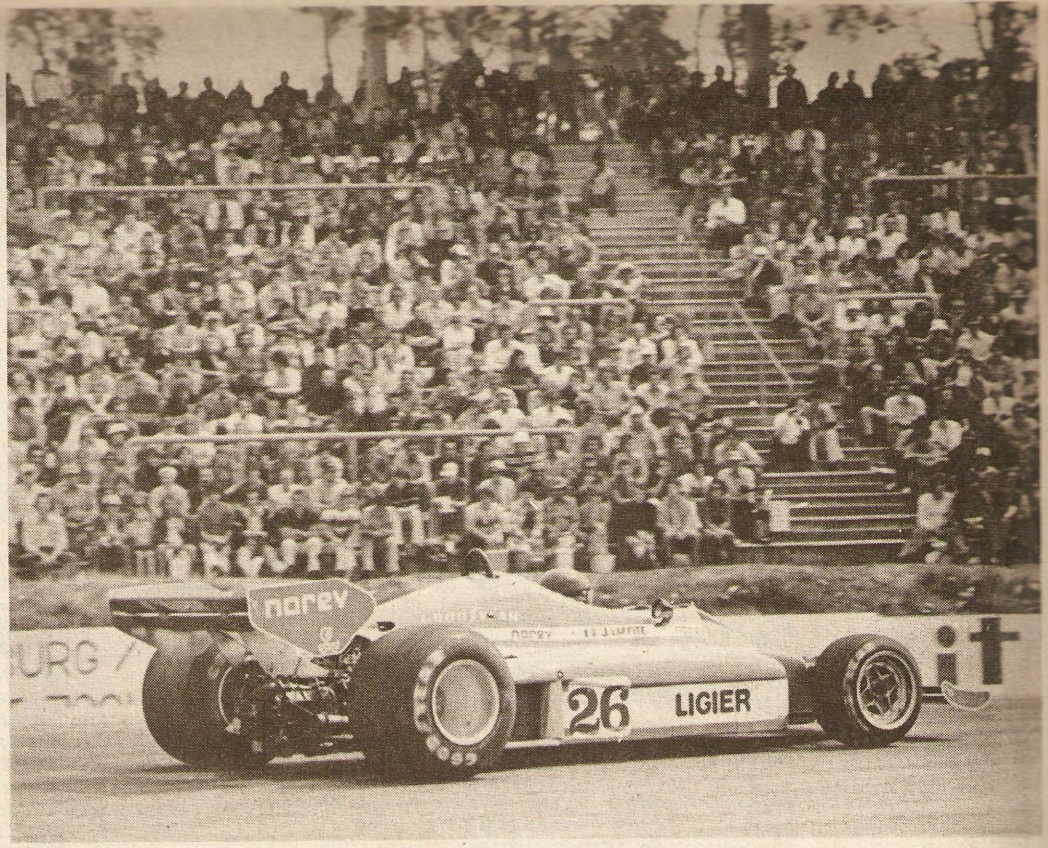
So what was next? Ah yes, Rupert Keegan ran into the side of Alex Ribeiro. Rupert had pitted earlier in the race to have a loose wheel-nut tightened, and was a lap behind Alex's March. It was therefore not really clear why he was so desperate to get by. On lap 41, he tried to go by at the *Sachskurve*, a long, slow left-hander in the stadium, but was not really close enough and locked his front wheels, just missing the March. On the very next lap, at the same place, he was a little closer, locked up once more and T-boned the Brazilian, both cars finishing up off the road. Ribeiro rejoined, Keegan did not, his front suspension damaged. A little unnecessary.

With a mere four laps to go, poor Ronnie Peterson had his engine blow, thereby losing a much-needed point for himself and the Tyrrell team. And three laps later, Riccardo Patrese, after a troubled race with his Shadow, suddenly lost his nearside rear wheel as he entered the stadium, skating off into the infield, but not hitting anything. The wheel, however, continued at high speed, its progress arrested by a quick-thinking marshal. It would otherwise have rejoined the track on the other side of the infield. . . .

Nor was the drama yet over. Niki Lauda duly took the flag, to a fantastic ovation, and Scheckter survived his fuel pressure problems to bring the Wolf in second. But Hans Stuck had a real problem coming into the stadium for the last time, his engine missing and stammering. Fuel! The Alfa was almost bone-dry. As Hans came by, he was flicking the car from side to side, trying to slosh the gas around, his metallic blue helmet jerking about as the flat-12 missed, caught, missed again. He just made it to the line, and the crowds went home happy. Reutemann took fourth in the second Ferrari, about a minute behind, Brambilla fifth and Tambay a remarkable sixth. The contract remains unsigned. . . .

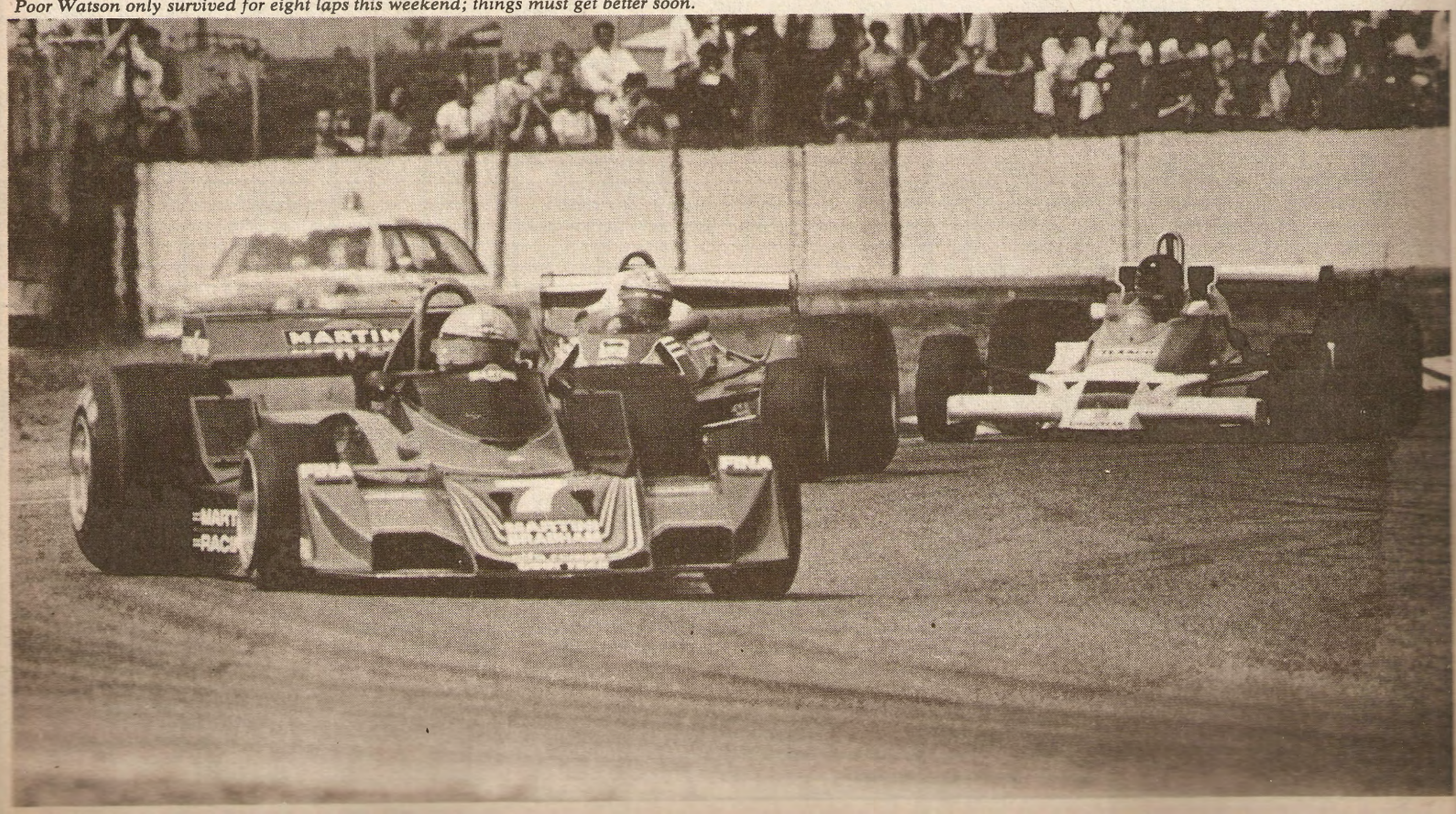
When Niki Lauda brought the Ferrari to a halt, one's thoughts inevitably went to the Nurburgring last year, to the same time on the same Sunday. You can only wonder at what he has achieved since that time. As he took off his helmet and balaclava, put on the familiar *Romerquelle* cap (replaced on the rostrum by a Goodyear one, of course), and permitted himself a bit of a grin, Ermanno Cuoghi ran up to the car. They had both waited a long time for this win. "No problem," said Niki, quietly. "Oh, Jesus Christ, Niki, Jesus Christ. . . ." Ermanno was emotional; they both were, Deliriously happy, each man recongising the other's part in the afternoon's triumph. In half a minute, there was bedlam as journalists and hangers-on rushed up, thrusting microphones under Lauda's nose, chattering in ten languages. . . . The public Lauda again. "Maybe those bloody people realise I'm still bloody alive now," he said, waving a hand towards the amphitheatre. They'd better.

And now it's Austria. . . .

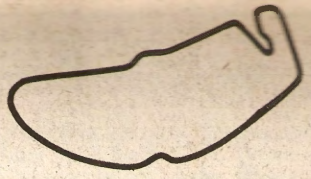


Laffite qualified the Ligier well, but the Matra V12 blew after 21 laps.

Poor Watson only survived for eight laps this weekend; things must get better soon.



GERMAN GRAND PRIX. DATE 31 JULY 1977 CIRCUIT HOCKENHEIM



WORLD CHAMPIONSHIP ROUND 11 LENGTH 47 laps of 4.218 mile circuit. 198.246 miles

WEATHER SUNNY. WARM. DRY. No. of STARTERS 24 +1 FINISHERS 8

WINNER N. LAUDA in FERRARI 312 T2 av. speed 129.475 mph

FASTEST LAP N. LAUDA in FERRARI 312 T2 No. 11 on lap 28 in 1 min. 55.99 sec. 130.832 mph

EXISTING LAP RECORD W. KAUHSEN in PORSCHE 917/10 in 1 min. 55.80 sec. 131.110 mph

PREVIOUS YEAR'S RESULT (NURBURG) J. HUNT in MARLBORO-McLAREN M23 at 117.18 mph

ENTRIES

NO	DRIVER	CAR	ENTRANT	FUEL/OIL CONTR	TYRE	CHASSIS	ENGINE	
1	J. HUNT	MARLBORO-McLAREN M26	MARLBORO TEAM McLAREN	TEXACO HAVOLINE	GOOD	M26/2	DFV	
2	J. MASS	MARLBORO-McLAREN M26	MARLBORO TEAM McLAREN	TEXACO HAVOLINE	GOOD	M26/4	DFV	RACE CAR.
2T	J. MASS	MARLBORO-McLAREN M23	MARLBORO TEAM McLAREN	TEXACO HAVOLINE	GOOD	M23/11	DFV	
3	R. PETERSON	TYRRELL-FORD P34	ELF TEAM TYRRELL	ELF ELF	GOOD	34/5	DFV	
4	P. DEPAILLER	TYRRELL-FORD P34	ELF TEAM TYRRELL	ELF ELF	GOOD	34/7	DFV	
5	M. ANDRETTI	JPS-78	JOHN PLAYER TEAM LOTUS	- VALVOLINE	GOOD	78-3	DFV	RACE CAR.
5T	M. ANDRETTI	JPS-78	JOHN PLAYER TEAM LOTUS	- VALVOLINE	GOOD	78-1	DFV	
6	G. NILSSON	JPS-78	JOHN PLAYER TEAM LOTUS	- VALVOLINE	GOOD	78-2	DFV	
7	J. WATSON	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA FINA	GOOD	BT45B-1	Alfa flat-12	RACE CAR
7T	J. WATSON	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA FINA	GOOD	BT45B-5	Alfa flat-12	
8	H. STUCK	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA FINA	GOOD	BT45B-3	Alfa flat-12	
9	A. RIBEIRO	MARCH 761B	HOLLYWOOD MARCH RACING	- VALVOLINE	GOOD	761B-3	DFV	
10	I. SCHECKTER	MARCH 761B	TEAM ROTHMANS INTERNATIONAL	- VALVOLINE	GOOD	761B-1	DFV	
11	N. LAUDA	FERRARI 312 T2	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312 T2 031	Type 312 B	
12	C. REUTEMANN	FERRARI 312 T2	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312 T2 029	Type 312 B	
16	R. PATRESE	SHADOW-FORD DN8	AMBROSIO TABATIP SHADOW RACING	FINA VALVOLINE	GOOD	DN8-5A	DFV	
17	A. JONES	SHADOW-FORD DN8	AMBROSIO TABATIP SHADOW RACING	FINA VALVOLINE	GOOD	DN8-3A	DFV	RACE CAR.
17T	A. JONES	SHADOW-FORD DN8	AMBROSIO TABATIP SHADOW RACING	FINA VALVOLINE	GOOD	DN8-4A	DFV	
18	V. SCHUPPAN	DUREX-SURTEES TS 19	DUREX TEAM SURTEES	FINA DUCKHAMS	GOOD	TS 19-07	DFV	
19	V. BRAMBILLA	BETA-SURTEES TS 19	BETA TEAM SURTEES	FINA DUCKHAMS	GOOD	TS 19-05	DFV	
20	J. SCHECKTER	WOLF WR	WALTER WOLF RACING	FINA CASTROL	GOOD	WR2	DFV	RACE CAR.
20T	J. SCHECKTER	WOLF WR	WALTER WOLF RACING	FINA CASTROL	GOOD	WR3	DFV	
22	C. REGAZZONI	ENSIGN N177	TEAM TISSOT-ENSIGN WITH CASTROL	CASTROL	GOOD	N177/MN06	DFV	
23	P. TAMBAY	ENSIGN N177	THEODORE RACING HONG KONG	- -	GOOD	N177/MN07	DFV	
24	R. KEEGAN	HESKETH 308E	PENTHOUSE RIZLA RACING	- -	GOOD	308E-4	DFV	
25	H. REBAQUE	HESKETH 308E	HESKETH RACING	- -	GOOD	308E-2	DFV	
26	J. LAFFITE	GITANES-LIGIER-MATRA	LIGIER GITANES	SHELL -	GOOD	JS7-02	Type MS 73/V12	RACE CAR.
26T	J. LAFFITE	GITANES-LIGIER-MATRA	LIGIER GITANES	SHELL -	GOOD	JS7-03	Type MS 73/V12	NEW CAR.
27	P. NEVE	MARCH 761	WILLIAMS GRAND PRIX ENGINEERING	- -	GOOD	761-7A	DFV	DNQ. DNS.
28	E. FITTIPALDI	COPERSUCAR-FITTIPALDI F5	COPERSUCAR-FITTIPALDI	- -	GOOD	F5-01	DFV	DNQ. DNS.
30	B. LUNGER	MARLBORO-McLAREN M23	BS FABRICATIONS WITH CHESTERFIELD	- -	GOOD	M23/14	DFV	
34	J-P. JARIER	ATS-PENSKE PC-4	ATS RACING TEAM	- VALVOLINE	GOOD	PC4-002	DFV	
35	H. HEYER	ATS-PENSKE PC-4	ATS MAMPE RACING TEAM	- -	GOOD	PC4-001	DFV	DNQ. STARTED ILLEGALLY.
36	E. VILLOTA	MARLBORO-McLAREN M23	IBERIA AIRLINES	- -	GOOD	M23/6	DFV	DNQ. DNS.
37	A. MERZARIO	MARCH 761B	TEAM MERZARIO	- -	GOOD	761B-2	DFV	DNQ. DNS.
40	A. PILETTE	STANLEY-BRM P207	ROTARY WATCHES-STANLEY-BRM	- -	GOOD	P207-2	BRM V12	DNQ. DNS.

RESULTS

POS	NO.	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS
1	11	N. LAUDA	FERRARI 312 T2	47	1h. 31m. 48.62s.	129.475 mph.	LOCK FER	KONI	FERRARI 312 TRANS	CHAMPION	LUCAS	MARELLI DINOPLEX
2	20	J. SCHECKTER	WOLF WR	47	1h. 32m. 02.95s.	129.140 mph.	LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
3	8	H. STUCK	MARTINI-BRABHAM-ALFA	47	1h. 32m. 09.52s.	128.986 mph.	GIRL FER	KONI	BRABHAM-ALFA	CHAMPION	LUCAS	MARELLI DINOPLEX
4	12	C. REUTEMANN	FERRARI 312 T2	47	1h. 32m. 48.89s.	128.075 mph.	LOCK FER	KONI	FERRARI 312 TRANS.	CHAMPION	LUCAS	MARELLI DINOPLEX
5	19	V. BRAMBILLA	BETA-SURTEES TS 19	47	1h. 33m. 15.99s.	127.454 mph.	LOCK FER	KONI	HEW FGA-6	CHAMPION	LUCAS	MARELLI DINOPLEX
6	23	P. TAMBAY	ENSIGN N177	47	1h. 33m. 18.43s.	127.399 mph.	LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
7	18	V. SCHUPPAN	DUREX-SURTEES TS 19	46			LOCK FER	KONI	HEW FGA-6	CHAMPION	LUCAS	MARELLI DINOPLEX
8	9	A. RIBEIRO	MARCH 761B	46			LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
9	3	R. PETERSON	TYRRELL-FORD P34	42	NOT RUNNING AT FINISH		LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
10	16	R. PATRESE	SHADOW-FORD DN8	42	NOT RUNNING AT FINISH.		LOCK FER	KONI	HEW TL 200	CHAMPION	LUCAS	LUCAS

RETIREMENTS

NO	DRIVER	LAPS	REASON
22	C. REGAZZONI	0	STARTLINE ACCIDENT.
17	A. JONES	0	STARTLINE ACCIDENT.
34	J-P. JARIER	5	STARTLINE ACCIDENT DAMAGE.
7	J. WATSON	8	ENGINE.
10	I. SCHECKTER	9	HANDLING.
35	H. HEYER	9	BROKEN GEAR LINKAGE.
30	B. LUNGER	14	STARTLINE ACCIDENT DAMAGE.
25	H. REBAQUE	20	BATTERY.
26	J. LAFFITE	21	ENGINE.
4	P. DEPAILLER	22	ENGINE.
2	J. MASS	26	GEARBOX.
6	G. NILSSON	31	ENGINE.
1	J. HUNT	32	ENGINE. MECHANICAL FUEL PUMP.
5	M. ANDRETTI	34	ENGINE.
24	R. KEEGAN	40	ACCIDENT WITH RIBEIRO.
16	R. PATRESE	42	LOST WHEEL.
3	R. PETERSON	42	ENGINE.

CHAMPIONSHIP POINTS

DRIVERS

N. LAUDA	48	H. STUCK	8
J. SCHECKTER	38	E. FITTIPALDI	8
M. ANDRETTI	32	C. PACE	6
C. REUTEMANN	31	V. BRAMBILLA	5
J. HUNT	22	R. PETERSON	4
G. NILSSON	20	A. JONES	3
J. MASS	17	C. REGAZZONI	1
J. LAFFITE	10	R. ZORZI	1
P. DEPAILLER	10	J-P. JARIER	1
J. WATSON	9	P. TAMBAY	1

MANUFACTURERS

FERRARI	65
JPS-FORD	47
WOLF-FORD	38
McLAREN-FORD	34
BRABHAM-ALFA	23
TYRRELL-FORD	14
LIGIER-MATRA	10
FITTIPALDI-FORD	8
SURTEES-FORD	5
SHADOW-FORD	4
ENSIGN-FORD	2
ATS-PENSKE-FORD	1

DATE FRI & SAT 29 JULY WEATHER OVERCAST. DRY

PRACTICE 1

1	J.HUNT	1m. 53.68s.
26	J.LAFITTE	1m. 53.97s.
7	J.WATSON	1m. 54.12s.
11	N.LAUDA	1m. 54.35s.
12	C.REUTEMANN	1m. 54.60s.
6	G.NILSSON	1m. 54.97s.
20	J.SCHECKTER	1m. 55.08s.
19	V.BRAMBILLA	1m. 55.18s.
34	J-P. JARIER	1m. 55.19s.
2	J.MASS	1m. 55.25s.
23	P.TAMBAY	1m. 55.28s.
8	H.STUCK	1m. 55.62s.
5	M.ANDRETTI	1m. 55.88s.
17	A.JONES	1m. 56.53s.
22	C.REGAZZONI	1m. 56.68s.
16	R.PATRESE	1m. 57.01s.
24	R.KEEGAN	1m. 57.44s.
10	I.SCHECKTER	1m. 57.71s.
4	P.DEPAILLER	1m. 57.74s.
9	A.RIBEIRO	1m. 57.83s.
18	V.SCHUPPAN	1m. 57.91s.
3	R.PETERSON	1m. 57.97s.
30	B.LUNGER	1m. 58.25s.
36	E.VILLOTA	1m. 58.80s.
27	P.NEVE	1m. 59.19s.
28	E.FITTIPALDI	1m. 59.89s.
25	H.REBAQUE	2m. 00.83s.
35	H.HEYER	2m. 01.43s.
40	A.PILETTE	2m. 01.93s.
37	A.MERZARIO	2m. 02.64s.

DATE FRI & SAT 29 JULY WEATHER OVERCAST. DAMP LATER

PRACTICE 2

12	C.REUTEMANN	1m. 55.23s.
11	N.LAUDA	1m. 55.39s.
5	M.ANDRETTI	1m. 55.46s.
26	J.LAFITTE	1m. 55.54s.
20	J.SCHECKTER	1m. 55.65s.
7	J.WATSON	1m. 55.70s.
8	H.STUCK	1m. 56.25s.
6	G.NILSSON	1m. 56.73s.
24	R.KEEGAN	1m. 56.89s.
1	J.HUNT	1m. 57.02s.
2	J.MASS	1m. 57.44s.
4	P.DEPAILLER	1m. 57.48s.
9	A.RIBEIRO	1m. 57.67s.
22	C.REGAZZONI	1m. 57.85s.
10	I.SCHECKTER	1m. 58.05s.
3	R.PETERSON	1m. 58.36s.
17	A.JONES	1m. 58.40s.
35	H.HEYER	1m. 58.51s.
16	R.PATRESE	1m. 59.01s.
27	P.NEVE	1m. 59.52s.
19	V.BRAMBILLA	2m. 00.00s.
36	E.VILLOTA	2m. 00.31s.
25	H.REBAQUE	2m. 01.18s.
40	A.PILETTE	2m. 03.72s.
30	B.LUNGER	2m. 04.12s.
28	E.FITTIPALDI	2m. 08.59s.
34	J-P. JARIER	2m. 10.02s.
18	V.SCHUPPAN	2m. 32.15s.

DATE SAT & SUN 30 JULY WEATHER OVERCAST. DRY

PRACTICE 3

20	J.SCHECKTER	1m. 53.07s.
7	J.WATSON	1m. 53.34s.
11	N.LAUDA	1m. 53.53s.
1	J.HUNT	1m. 53.89s.
8	H.STUCK	1m. 53.91s.
5	M.ANDRETTI	1m. 53.99s.
12	C.REUTEMANN	1m. 54.27s.
6	G.NILSSON	1m. 54.44s.
19	V.BRAMBILLA	1m. 54.53s.
26	J.LAFITTE	1m. 54.74s.
23	P.TAMBAY	1m. 54.77s.
3	R.PETERSON	1m. 55.70s.
4	P.DEPAILLER	1m. 55.92s.
16	R.PATRESE	1m. 56.09s.
17	A.JONES	1m. 56.22s.
2	J.MASS	1m. 56.23s.
10	I.SCHECKTER	1m. 56.35s.
18	V.SCHUPPAN	1m. 56.54s.
9	A.RIBEIRO	1m. 56.63s.
30	B.LUNGER	1m. 56.64s.
22	C.REGAZZONI	1m. 56.68s.
24	R.KEEGAN	1m. 56.89s.
25	H.REBAQUE	1m. 57.18s.
27	P.NEVE	1m. 57.26s.
34	J-P. JARIER	1m. 57.27s.
36	E.VILLOTA	1m. 57.39s.
24	R.KEEGAN	1m. 57.50s.
35	H.HEYER	1m. 57.58s.
28	E.FITTIPALDI	1m. 58.53s.
37	A.MERZARIO	1m. 59.13s.
40	A.PILETTE	1m. 59.55s.

STARTING GRID

POLE

20 J.SCHECKTER 1m. 53.07s.	7 J.WATSON 1m. 53.34s.
11 N.LAUDA 1m. 53.53s.	1 J.HUNT 1m. 53.68s.
8 H.STUCK 1m. 53.91s.	26 J.LAFITTE 1m. 53.97s.
5 M.ANDRETTI 1m. 53.99s.	12 C.REUTEMANN 1m. 54.27s.
6 G.NILSSON 1m. 54.44s.	19 V.BRAMBILLA 1m. 54.53s.
23 P.TAMBAY 1m. 54.77s.	34 J-P. JARIER 1m. 55.19s.
2 J.MASS 1m. 55.25s.	3 R.PETERSON 1m. 55.70s.
4 P.DEPAILLER 1m. 55.92s.	16 R.PATRESE 1m. 56.09s.
17 A.JONES 1m. 56.22s.	10 I.SCHECKTER 1m. 56.35s.
18 V.SCHUPPAN 1m. 56.54s.	9 A.RIBEIRO 1m. 56.63s.
30 B.LUNGER 1m. 56.64s.	22 C.REGAZZONI 1m. 56.68s.
24 R.KEEGAN 1m. 56.89s.	25 H.REBAQUE 1m. 57.18s.

35 H.HEYER. 1m. 57.58s. 3RD RESERVE STARTED ILLEGALLY AFTER FLAG FELL.

LAP CHART

GRID ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
20 J.SCHECKTER	20	20	20	20	20	20	20	20	20	20	20	20	11	11	11	11	11	11	11	11	11
7 J.WATSON	7	7	7	7	7	7	7	11	11	11	11	11	20	20	20	20	20	20	20	20	20
11 N.LAUDA	11	11	11	11	11	11	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1 J.HUNT	1	1	1	1	1	1	1	8	8	8	8	8	8	8	8	8	8	8	8	8	8
8 H.STUCK	8	8	8	8	8	8	8	12	12	12	12	12	12	12	12	12	12	12	12	12	12
26 J.LAFITTE	26	26	12	12	12	12	12	5	5	5	5	5	5	5	5	5	5	5	5	5	5
5 M.ANDRETTI	12	12	5	5	5	5	5	26	26	2	2	2	2	2	2	2	2	2	2	2	2
12 C.REUTEMANN	5	5	26	26	26	26	26	2	2	26	23	23	23	23	23	23	23	23	23	23	23
6 G.NILSSON	23	23	23	23	23	23	23	23	23	23	26	26	26	26	26	26	26	26	26	19	19
19 V.BRAMBILLA	19	2	2	2	2	2	2	19	19	19	19	19	19	19	19	19	19	19	19	6	6
23 P.TAMBAY	2	19	19	19	19	19	19	6	6	6	6	6	6	6	6	6	6	6	6	3	3
34 J-P. JARIER	6	6	6	6	6	6	6	3	3	3	3	3	3	3	3	3	3	3	3	(26)	9
2 J.MASS	34	34	34	34	3	3	3	16	16	16	16	16	16	16	16	16	16	16	(16)	9	18
3 R.PETERSON	3	3	3	3	16	16	16	24	24	24	24	24	24	24	24	24	24	(24)	9	18	26
4 P.DEPAILLER	16	16	16	16	24	24	24	4	4	4	4	4	4	9	9	9	9	9	18	(25)	24
16 R.PATRESE	4	24	24	24	9	9	9	9	9	9	9	9	9	18	18	18	18	18	25	24	16
17 A.JONES	24	4	4	18	18	18	18	18	18	18	18	18	18	25	25	25	25	25	24	16	4
10 I.SCHECKTER	18	18	18	9	25	4	4	25	25	25	25	25	25	(4)	4	4	4	4	4	4	
18 V.SCHUPPAN	25	25	9	25	4	25	25	(7)	(35)	30	30	30	30	(30)							
9 A.RIBEIRO	9	9	25	10	10	10	10	35	(10)												
30 B.LUNGER	10	10	10	4	(34)	35	35	(10)	30												
22 C.REGAZZONI	35	35	35	35	35	30	30	30													
24 R.KEEGAN	(30)	30	30	30	30																
25 H.REBAQUE																					
35 H.HEYER																					

22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	
11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	
20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	
1	1	1	1	1	1	1	1	1	1	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
8	8	8	8	8	8	8	8	8	8	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
12	12	12	12	12	12	12	12	12	12	5	5	19	3	3	19	19	19	19	19	19	19	19	19	19	19	
5	5	5	5	5	5	5	5	5	5	19	19	3	19	19	3	3	3	3	3	23	23	23	23	23		
2	2	2	2	19	19	19	19	19	19	3	3	23	23	23	23	23	23	23	23	18	18	18	18			
23	19	19	19	6	6	6	6	6	6	23	23	9	9	9	9	9	9	9	18	9	9	9	9			
19	23	23	23	3	3	3	3	3	3	23	9	9	18	18	18	18	18	18	9							
6	6	6	6	23	23	23	23	23	23	9	18	18	24	24	24	24	24	24	16	16						
3	3	3	3	(2)	9	9	9	9	9	18	24	24	16	16	16	16	16	16								
9	9	9	9	9	18	18	18	18	18	24	16	16														
18	18	18	18	18	24	24	24	24	24	16																
24	24	24	24	24	16	16	16	16	16																	
16	16	16	16	16																						
4																										

AUTOSPORT



RACE DATA BY
ALAN PHILLIPS

SMMT speaks

Your *Pit & Paddock* of July 14 refers to the welcome news that the CSI have decided to allow dry-sump lubrication for Group 2 cars (and incidentally for Group 4), and questions the background to the decision.

Pressure for the acceptance of this regulation was originated by the Motor Sports Committee of the Society of Motor Manufacturers & Traders.

The CSI/FIA has the ultimate responsibility for deciding what international regulations should be, but there is a facility for manufacturers to promote their views to the CSI through the Bureau Permanent International des Constructeurs d'Automobiles—an international organisation of motor industry trade associations of which SMMT is a member.

Dry sump lubrication for Group 2 was first raised at international level through the BPICA in May 1976, and it has taken a year of continuing pressure by the four major British car manufacturers through SMMT and the RAC, co-ordinated with continental interests, to force the issue.

It may not be generally appreciated that manufacturers do a lot of work behind the scenes to promote motor sport, and this success is one example of how pressure exerted at international level can achieve a satisfactory result which would not be posssible by any one country on its own.

LONDON SW1 KEITH DOUGLAS
Chairman,
SMMT Motor Sports Committee

Better Beeb!

I would like, through the columns of your magazine, to express my satisfaction over the recent BBC coverage of the British Grand Prix.

Admittedly it was a week late, and only half an hour long, but the camera work was superb and the commentary excellent.

The only criticism I had was that Murray Walker made it a little too obvious that he is a James Hunt fan; there were a lot of Watson, Andretti, Peterson etc, fans watching. But still my thanks go to the BBC.

While on that last subject, the sight of Ronnie going through Woodcote still makes me draw breath. Surely it must all come right for him soon after all these years of bad luck. A truly great driver.

DUNSTABLE, BEDS PAUL HETHERINGTON

Strangled development

I was perturbed by the content of Mr Nixon's letter (July 28). I consider his criticism unjust, and his suggestion for a return to more competitive racing amounts to near idiocy.

If anyone wants to put his recommendations for car limitations into practice, it would probably result in the collapse of motor racing as we have come to expect it. The limitations are such that they would strangle development within the sport, resulting in stalemate. Once this happens, motor racing ceases to be exciting and, as far as advertising is concerned, racing no longer remains a commercial prospect. Therefore there is no money, without which we cannot continue to run formula racing. We have therefore to allow progress: "wide" tyres, aerofoils and wider cars are part and parcel of the inevitable developments that teams undertake, striving to gain the edge on competitors.

Due to these progressions in motor racing a lot of circuits have become outdated, a prime example being the Nürburgring. I was deeply disturbed by Mr Nixon's disgust that this circuit was no longer being used for Formula 1. Perhaps Niki Lauda's crash has not convinced some enthusiasts that this circuit is no longer practical. Nürburgring was built for a different era of motor racing, and sadly this era came to an end with Lauda's crash.

However, I feel I must add my disapproval of chicanes. Rather than slowing a corner down, why not alter the corner to accommodate the needs of todays racing cars? This incorporates designating larger run off areas and more catchfencing, or facilities to that effect. It is no surprise to find that the run off area at Dijon Prenois is apparently wider than the track. I feel that this has to be the general pattern for things to come.

In my opinion Mr Nixon wasted his time in going to Silverstone at all, as he was unable to appreciate that the apparently lacklustre British Grand Prix was unfortunate in that it failed, to a certain extent, to give the entertainment we have come to expect of today's Grand Prix racing. However, let us not forget that the Silverstone organizers managed to produce a varied and interesting day's entertainment, and I enjoyed it, even if Mr Nixon did not.

LEEDS KEVIN GRADY

A better deal

I would like, through your publication, to make a point concerning the lack of sponsorship for many of the country's top racing drivers, particularly in the very expensive but exciting Group 8 series. A lot of these drivers are virtual privateers and deserve a better deal.

The ShellSport series has all the makings of the most attractive championship outside of the F1 world series.

The main problem at present is the lack of machinery on the grid, and I am sure this could be overcome with additional sponsorship.

The championship is very closely contested, as this year's results show, and it also proves that varied machinery can race against each other successfully, so giving the series a very interesting and exciting format. The calibre of driving is excellent, the cars generally well maintained and neatly turned out, but we would welcome an extra few on the grid.

So how about it, sponsors? Let's give these top privateers what they deserve, and by doing so you will help swell the entrants and make the ShellSport Group 8 championship the premier series outside Formula 1.

STAFFORD TREVOR A. FOX

Human being first?

After attending the race meeting at Brands Hatch on May 22, I wrote to the BRSCC because I felt that the marshals at the Paddock-/Ambulance Gate had got their priorities wrong.

During practice for Clubmens cars, the driver in car number 2 had to bring his car to a very quick halt, just past the post in question, with a fire in the engine of his car. The driver managed to get out of the car and then had to roll about on the grass in an effort to put out a small fire on his left ankle. The marshals arrived at this time, complete with fire extinguishers, ran straight past the driver, still rolling on the grass, and attended to the car first; then came back to the driver, who still had smoke coming from his overalls. Now I know that there is the danger of the petrol tank exploding, but surely a human being must come first! When I queried their action with one of the marshals, the one in charge, I was told to forget it.

I suggested in my letter to the BRSCC that perhaps two men with extinguishers from each post be assigned to attend to the driver in future, and the rest can go to the car. I have always felt what a good job the marshals do, and I appreciate that they do give up their weekends to do it; but they must be enthusiasts in the first place to volunteer, so they should know what to do in an incident like this. If anyone from the BRSCC thinks I am wrong about this, then I can get photographic evidence of the driver with smoke coming from his overalls as he ran away from his car!

As I haven't heard from the BRSCC after all this time (eight weeks), I am hoping someone from that establishment will read this in your exellent magazine and tell me what the rulebook says about who comes first; driver or car.

TONBRIDGE, KENT JOAN NEAME

Leyland lunacy

"After all, if we wanted to come first, we could probably lay our hands on a pair of V12 Jaguar engines to put under the bonnet. It wouldn't prove much, but would scare the hell out of the opposition." (From current Leyland ad for Dolomite.)

Latest rumours from Leyland's competition department are that their new twin-engined rally winner will be ready for this year's RAC Rally. Early attempts to turn a Mini 1275GT into a Mini 10686 GT having failed, development work has concentrated on the Dolomite Sprint. Now renamed the Dolomite Sprout V24 (having sprouted another 10ft of bonnet to accommodate the new engines), this outstanding example of Leyland's famed advanced engineering should soon be heard in full cry, its distinctive V24 exhaust burble drowning the cries of anguish from the vanquished opposition.

Handling has, however, proved something of a problem, despite fitting a 48in circumference steering wheel in order to enable Messrs Pond and Culcheth to share the driving (at the same time). Neither felt happy about this unusual arrangement, so John Davenport has been forced to negotiate with London Zoo for the services of Guy the gorilla. It is thought that Guy should be strong enough to cope with this exciting machine, though more bars will have to be added to the roll cage.

Both Brookes and Airikkala are reputed to be as scared as hell of Leyland's new driver, not to mention the car he will be driving. . . .

GREEN STREET GREEN, KENT
DAVID TOMLINSON

Then as now?

With three meetings coming up the following weekend (August Bank Holiday), the title race in the *AUTOSPORT* £200 Formula Three Championship was really 'hotting up'. Although Don Parker was leading by a comfortable margin, much interest surrounded the progress of Les Leston. Having gained 19 points the previous weekend, Leston had jumped to second place in the table ahead of such notables as Stirling Moss, George Wicken and Stuart Lewis-Evans. Also featured in *AUTOSPORT* (August 1, 1952) was a report on Ken Wharton's victory at Bouley Bay with his 1000cc Cooper, John Bolster's road test of the Bristol 401 and a preview of the holiday weekend's major event, The *Daily Mail* Trophy meeting at Boreham. Entries for the 201-mile Formula 1 and 2 race included Gonzalez (BRM), Villoresi (Ferrari), Hawthorn (Cooper-Bristol) and Moss (ERA). A glance at the classifieds in the same issue revealed a Type 38 Bugatti, in excellent order, for sale at £195!

edited by Peter Newton

Boreham's WCR jigsaw

Ford's Italian sponsor provides the key to that third driver at San Remo—Sutton takes Vatanen and Brookes to Corsica

If there is any period of time during the rally year which could in any way be described as a 'close season', then we must now be in it. Major championships, national and international have taken breathing space. It will not be until the Burmah International on August 19/20 that the major championships get under way again, and the WCR returns to action with the 1000 Lakes in Finland the following week. Superficially then, the rally world lies becalmed as momentum once again builds up both here and in Europe towards the Lombard RAC Rally in November.

However, behind the scenes all is not as quiet as the casual observer may surmise, and Ford's announcement of their driver pairings for remaining WCRs begs almost as many questions as it answers. For Boreham, of course, final decisions have depended very much on the vacillations of their recalcitrant Italian sponsor, Outsider Jeans, with whom Ford had all but signed until the Italians decided to think it all over once again.

Meetings

Yesterday (Wednesday) Peter Ashcroft had scheduled meetings both with Ford (Italy) and with 'Outsider' to settle the situation once and for all, but as we went to press nothing definite seemed to have been decided. Not that the outcome will affect Ford's plans dramatically in any way. It will however mean the difference between an Italian driver presence in the team on the San Remo, or a third car for A. N. Other (whom one assumes will most likely be Roger Clark)—for Boreham are keen to run a third car here.

To start at the 'beginning' though, it's probably a sound idea to list the personnel recruited for each of the four remaining rounds—all of which Ford will contest; sponsor or no. The 1000 Lakes situation has been described in these pages before. Suffice to say that Vatanen has been busy tyre testing with Dunlop in Finland lately, and he will be driving the infamous 'POO 504R' (or what remains of the original car) which was described by one member of the team as "the least successful car we've ever had!" Dressed in a new shell and resplendent in its Marlboro colours for the 1000 Lakes, there are few who would associate it with Timo's roll on the RAC last year in the Forest of Dean, Ari's accident in Portugal, or that same driver's spectacular error in Greece on the Acropolis!

By contrast, Bjorn Waldegaard will be driving STW 130R—the same successful machine which was new (and which finished second) in Portugal, which then won the Acropolis and seems destined for further great things. New boy to G4 motoring, Kyosti Hamalainen, will be driving POO 489R—the car which Ari has used successfully in Finland this year—the RS1800 which won the Arctic and the much coveted East Rally. A co-driver for Kyosti has yet to be nominated, but Vatanen will be partnered by a now fully recovered Atso Aho; and Waldegaard will be with Claes Billstam (Harry Kallstrom's regular partner) in the absence of Hans Thorszelius.

In Quebec, just over two weeks later, Boreham will be represented by two cars to be driven by Vatanen and Roger Clark. The latter once competed in Canada on the Shell 4000 some years ago, but the event remains very much a mystery at present. Both drivers will be at the wheel of their respective Safari cars, now returned intact from Mombasa, Dar-es-Salaam, and all points west. Co-drivers will be Jim Porter and Peter Bryant.

Catalyst

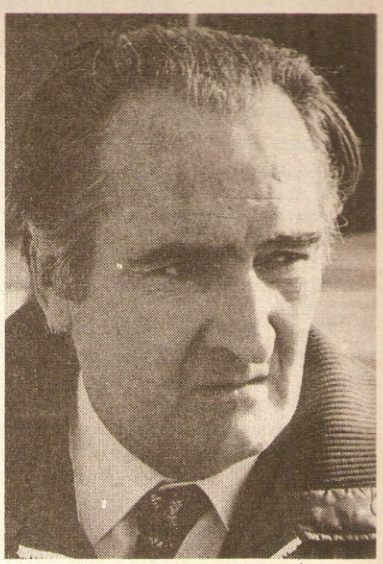
Which brings us to the San Remo, very much the catalyst for intrigue and politics at present. Boreham seem to have agreed to run one Italian driver on the San Remo in deference to their sponsors' wishes; but they have also made it very clear that under no circumstances will they be dictated to on matters of rally team decisions. Thus we are left to reflect on who the lucky Italian hero will be, if the Outsider deal finally goes through.

Other sources

Sources in Italy suggested initially that Lele Pinto might be the man, but this has now been ruled out on account of internal politics between Lancia and Fiat. (The Pinto story has *always* been categorically discounted by Boreham.) It now seems likely that Ford (Italy) are hard at work securing the possible services of another driver. There is some reason for supposing that they might be interested in setting up a national team next year, and the San Remo opportunity would perhaps be the ideal chance to test a theory and gain some experience at first hand. At a wild guess a name like Roberto Cambiaghi springs to mind. Roberto has been very much 'in the wings' at Fiat for some time now. He has distinguished himself both in a 124 Spyder and Jolly Club 131s, and yet his big break has never appeared. In the light of the possible formation of an Italian national Ford team in '78, a decision to leave the arms of the Fiat empire does not sound quite so foolhardy.

Whatever has been decided by the time this news reaches the bookstalls, Ford will be running three cars on the San Remo, two which will be for regular drivers—Waldegaard (back with Hans Thorszelius once more), Ari Vatanen with Atso Aho, and, if the 'Italian Job' fails, probably Roger Clark/Jim Porter.

So to Corsica, less than two weeks before the RAC Rally. This critically short time factor is the one which is so crucial to Boreham's plans, and in typically astute manner they have firmly decided against the possibility of overstretching themselves to the detriment of results. Thus Boreham will *not* be going to Corsica; the team are staying home, preparing for the event which they have won for the past four years, and will thus be represented on that foreboding rocky Mediterranean outcrop by Ari Vatanen and Russell Brookes (the latter was discussed in the context of Corsica as long ago as January).

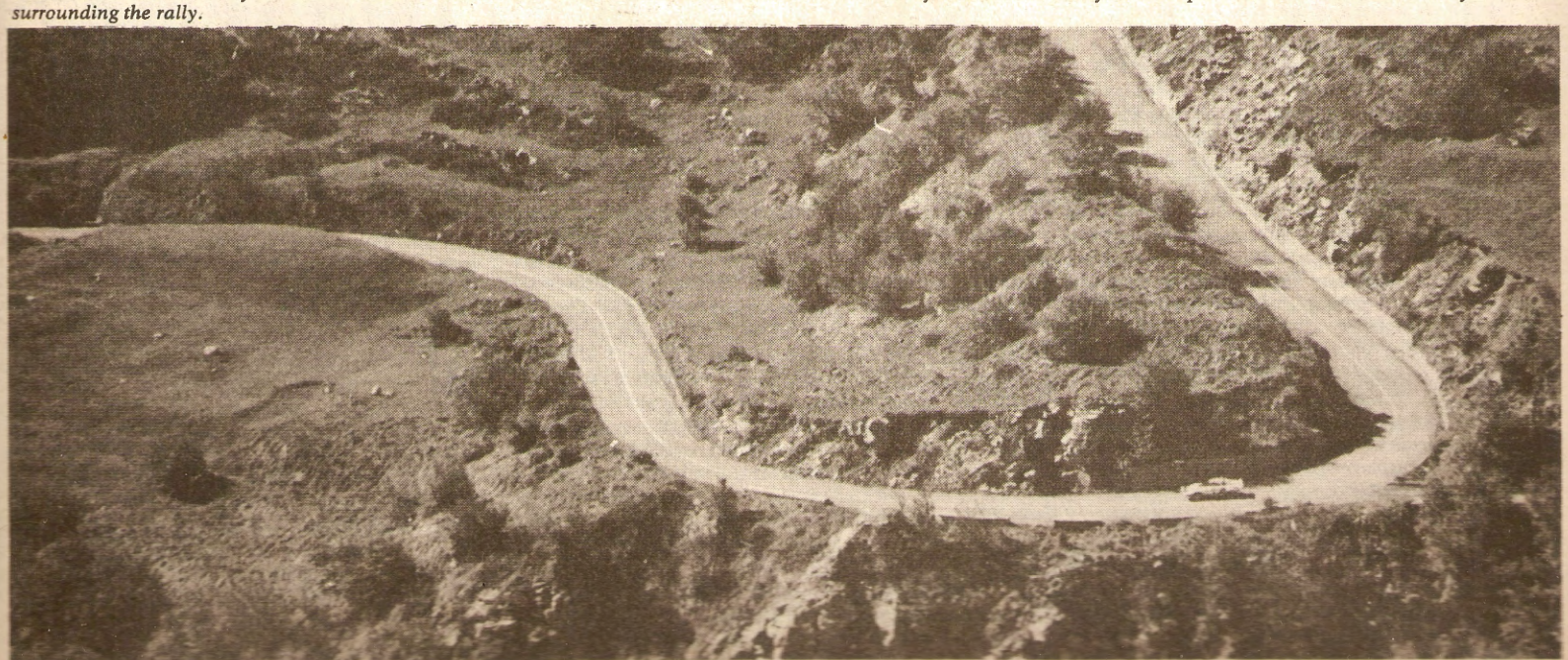


Peter Ashcroft—planning ahead.

Ari and Russell will be driving under the David Sutton Cars management banner, although only Ari is expected to be actually at the wheel of a Sutton RS1800. Russell will probably be driving one of his two RS1800s and the Sutton equipe will of course be totally supported by Boreham. What this means is that Ari will not only miss the Manx owing to commitments in Canada; he will also miss the Burmah owing to David Sutton's recent changes of plan. (The meeting between Peter Ashcroft and David, which resulted in the decision over Corsica, only took place last Friday.)

On the RAC, Boreham are at present 'only' entering three cars (for usual trio Bjorn, Ari and Roger), but as Peter Ashcroft says, Ford have considerable 'strength in depth' on this event and there is no need to join in the Italian 'steamroller' tactics. (One suspects that even if they had the choice to do so, a similar arrangement would have been decided upon.) There is no substitute for reliability and quality. Thanks to everyone's efforts, not least those of Allan Wilkinson, the cars have benefited enormously this year. The prospects then are most exciting whether Outsider are 'in or out', and the hard-working team at Boreham must now be viewing their WCR chances with some soundly based optimism.

Classic San Remo scenery . . . an Alitalia Stratos streaks down a mountainside under the autumn afternoon sun. This year there promises to be more controversy than ever surrounding the rally.





Walter Rohrl—Fiat 131.

Fiat: Rohrl signs

Walter 'on loan' after meetings in Italy

Following a suggestion in these pages last week that Walter Rohrl had been approached by the Fiat combine, comes news from Italy that after a visit to Turin last week, the German has indeed signed an 'option contract' with the Group to contest all remaining rallies this year on which he is not already contracted to drive with Opel. In effect this leaves Rohrl free for San Remo, Corsica and perhaps the Lombard RAC Rally, and also means that he is at the disposal of both Fiat *and* Lancia for these rallies.

It seems likely that Italian policy in relation to Rohrl is that they would much rather have him 'on their side' than against, and the possibilities of his 'release' from Opel, even in temporary terms (for Walter will always be keen to drive for a German team in preference to any other) were seen as a possible threat, especially on the RAC where the Italians saw him as being particularly damaging to their cause, as well as extremely beneficial were he at the wheel of a 131 Abarth.

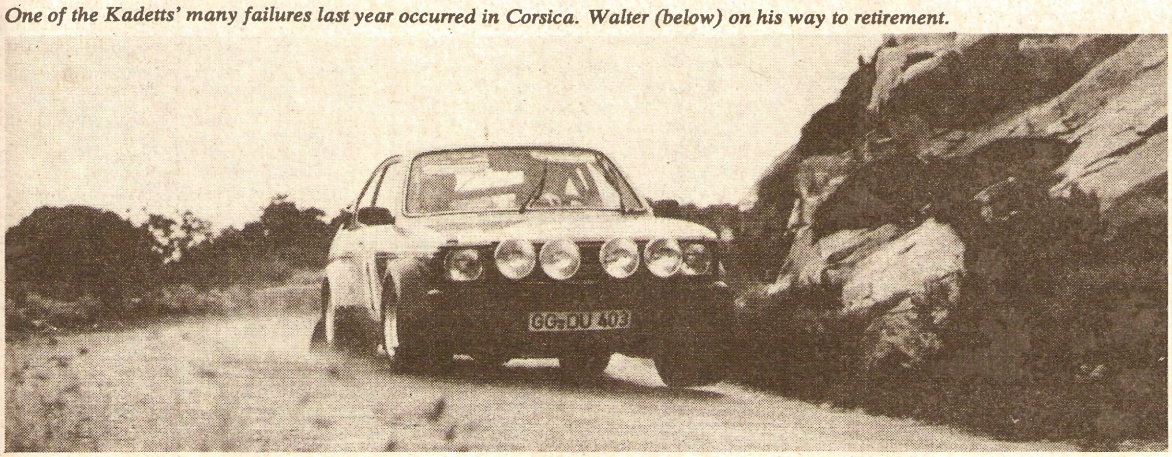
We gather that Tony Fall has assured Fiat that Opel will *not* be starting the San Remo or Tour de Corse, but that at the RAC Opel may debut a new G4 (or G2) Kadett, a model designed to fit in with '78 regulations. Turin is fervently hoping that this Kadett fails to show up, for it is here that they value the German's services most highly.

With Rohrl's arrival, Italian championship strategy for the remainder of the year seems to fit more readily into place. It perhaps means that Darniche can contest the San Remo in a Stratos—this is a rally he would love to drive for Lancia, while Walter joins Alen, Bacchelli and Verini in a works 131. By contrast, in Corsica, Rohrl may even find himself in a Stratos while Bernard drives a 131. The Frenchman knows this tortuous island like the back of his hand; perhaps better than any of the really quick European drivers . . . and besides, his rivalry with Munari on this rally is seen by 'the Group' as being potentially damaging to both their WCR and FIA Drivers Championship aims. In a 131 Abarth, Bernard would be ideally placed to further both these causes.

It's all rather intriguing and one wonders what the Italians will be cooking up next. . . . Clearly however the signing of Rorhl is something of a coup, adding to their victory potential enormously while also increasing their 'saturation' techniques!

As far as Opel and the RAC Rally is concerned, Tony Fall commented on Monday that "we would probably put Walter in one of our Dealer Team cars, even if we have no official Eurohandler Kadett to offer him from Russelsheim".

One of the Kadetts' many failures last year occurred in Corsica. Walter (below) on his way to retirement.



Raylor politics

The facts behind the unfortunate cancellation of the Raylor Rally, the ninth round of the Castrol/Autosport championship which was to have taken place on September 24th (also Esso BTRDA/Gold Star round nine), go back several months, although the underline only too obviously the current 'difficulties' being faced by rally organisers in Yorkshire.

Initially, when application was put in for last year's route approval, there were some murmurs from localised regional offices concerning double useage of forestry road allocation, although forestry representatives in York were very much in favour of the idea, since they were in effect recipients of twice the amount of money normally levied per car mile. Tony Raylor, who came to the rescue of the event last year, playing a leading role both during the promotional build up prior to the rally and on the day itself, felt that the event required a different approach. He was not alone in his ideas, and since he is businessman first and foremost (as well as ardent Motor Club member, keen enthusiast and ex-competitor), he was naturally keen to recoup something in publicity from an event which last year cost him around £3500 to promote and run.

Accordingly it was generally agreed to base the event from Teesside this year (where Raylor has further business interests). Such a plan effectively required the use of the Hambleton area (including Over Silton, Boltby, Ingleby, etc) and also made use of the A19. The forestry regional office at Pickering were less than enthusiastic about the idea, but work went ahead despite the ominous rumbles of internal dispute. A month ago, the Hambleton side was finally denied to the club, although a similar route to that which was run last year seemed to present a possibility (c. 35 miles of stages run twice).

In fairness to Tony Raylor, however this was not a solution which he, a sponsor really wanted, and Teesside remained very much the crux of Raylor's involvement, an involvement which he naturally wished to see invested in a continually evolving and progressive rally. Clerk-of-the-Course Tony Williams, and his officials very much regret having to have made the decision to cancel, especially in view of all the hard public relations work, etc which has already gone into the rally and they now hope to go for an event in May. No one however is over optimistic.

Organising rallies in Yorkshire is seemingly becoming more and more the case "of beating your head up against a brick wall" as Peter Williams put it. In addition to internal disagreements among forestry regional offices, the officials on the National Parks Committee apparently now have a strong anti-rallying majority which is seeming on laying down categoric restrictions on rallying in the forests, especially if any part of the route crosses a public right-of-way, etc. There are so many public rights-of-way on the forests that it is not difficult to find one if you are searching hard enough.

It was almost too late to organise the '77 event (nine and a half weeks) before York MC ever got to discover if they were to be allowed to use *any* of the forest roads this year, thus it would most probably have been all but impossible for them to run the event even if they organised it in similar fashion to last year's successful rally . . . altogether, a sad affair.

No Burmah for Sutton

The meeting which took place on Friday between Peter Ashcroft and David Sutton, leading to the latter 'taking over' the works effort in Corsica later this year, has meant that Ari will not now be competing in the Burmah, having already had to miss the Manx owing to commitments in Canada. For David, it has meant a rapid rearrangement of plans since his workshop is still overflowing with brand new cars for South American customers ("the biggest order I've ever fulfilled for rally cars") and the prospect of preparing and running a tarmac specification car for Corsica, together with all existing customer work will clearly be something of a strain on the little Acton premises. There will thus not be an official David Sutton entry on the RAC this year, although the team are preparing a brand new car for Stuart Pegg, whose nominated driver this year is South African Jan Hettema, Pretoria MC's president, who recently won the Total Rally in such controversial circumstances. David's team will also be 'looking after' a number of other competitors on the great event.

Robert's Beetle drive

After a close-fought battle with Ronnie McCartney in his RS2000, Robert McBurney took his VW, with its 3-litre Porsche Carrera engine, to victory on the Bowmaker Tour of the Sperrins in Ulster at the weekend.

The rally, a round of *the Belfast Telegraph*/Pirelli/Ulster stage championship, was based on Ballymena and was organised by the Mid-Antrim MC. The event included six stages which were all used twice. They were run in the reverse direction after the lunch halt at Magilligan.

McCartney took an early lead on the first two stages in Gortnamoyagh, but when they reached the next two in Cam, McBurney, who knows the area like the back of his hand, took over and kept his lead over the next two stages at Springwell and Ballyleighery until the lunch halt.

However, McCartney wrestled back the lead after lunch and held a 20-second advantage. But once they were back in Cam, McBurney took the lead again and kept it to the finish.

One man to have an unhappy event was Bertie Fisher who stalled his RS2000 at the start of the first two stages, fell off the road in Cam and finally retired from the competition after a puncture in the same forest. He did, however, act as Course Car in the afternoon and, despite losing his brakes, managed fastest time on the last stage.

Good results came from Bertie Law at sixth in his Vauxhall Magnum (Bertie is only in his first year of rallying), and Ken Irwin at eighth in his Avenger, Ken being better known in the autotest world.

Results: 1, R. McBurney/N. Smith (VW/Carrera) 46mins 28secs; 2, R. McCartney/D. Smyth (RS2000) 46mins 51secs; 3, R. Lyons/S. McCammy (Hillman Avenger) 47mins 54secs; 4, J. Logan/P. Irvine (RS2000) 47mins 55secs: 5, G. Robinson/D. Carey (Escort 1600) 49mins 19secs; 6, B. Law/J. Meeke (Vauxhall Magnum) 49mins 35secs.

● How's this for an Irish piece of 'wheeling and dealing'? Peter Thompson took his RS1800 over from England to compete in Donegal this year. While there, he agreed to sell the car to Fred Patterson who is often to be seen driving a Porsche on Irish events. Fred has now bestowed this car upon the ubiquitous McCartney brothers. It's the nature of this latter deal which is so fascinating, for it involved a straight, simple swop—of one rally RS1800 for a BMW road car, a Model T Ford replica Hot Rod, and last but not least, a very ancient Dennis Fire Engine which could have almost been helping to quell that London blaze back in 1666!

From Covent Garden it starts

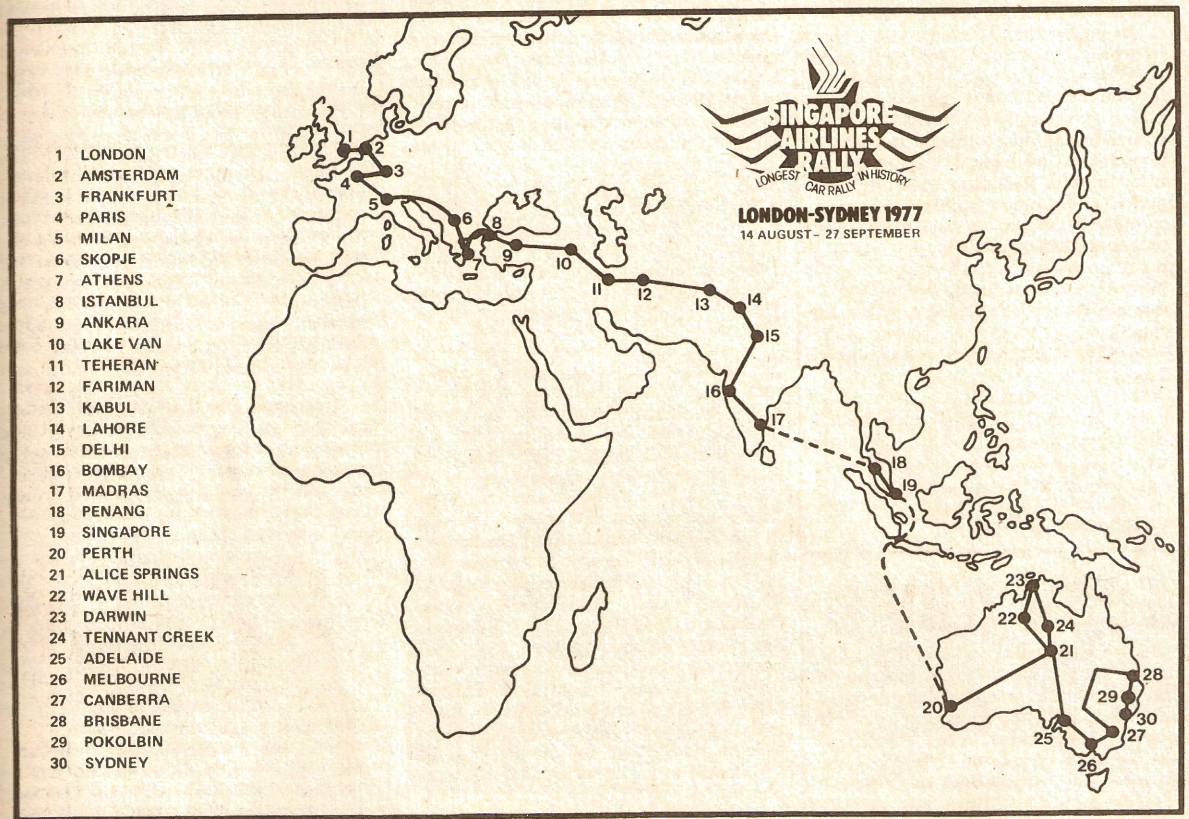
Despite some widely expressed doubts that it would ever happen, the Singapore Airlines London to Sydney Rally is definitely *on* and 79 crews will be starting from the Covent Garden Opera House in London at 11am on Sunday, August 14.

The starting numbers have been picked 'out of a hat' so many leading crews have uncharacteristic seedings, but after the first leg of the event, which ends in Athens on August 18, they will be reclassified according to their times on the three stages which will have taken place by then. The first stage in Yugoslavia, is 15 kilometres long and the next two, both in Greece, are 38 and 50 kilometres. By the time the cars reach Athens they will have covered 4,640 kilometres.

Leading the British contingent will be Paddy Hopkirk in a Citroen CX 2400 at number 45, and Andrew Cowan and Tony Fowkes in Mercedes 280Es at 33 and 49 respectively. There is a strong contingent of French competitors with Jean-Paul Luc at 25 in a Citroen CX 2400, Robert Neyret at 6 in a Fiat Abarth Diesel, Christine Dacremont at 66 in another similar Fiat Abarth and Claude Laurent at 15 in a Citroen CX 2400. Also out in a Mercedes 280E is Germany's Achim Warmbold. A fuller list of starters will be publised next week.

The event will be covering 30,000 kilometres and finishes at Sydney Opera House on September 27.

The event promises to be very tough indeed and although seasoned marathon campaigner Andrew Cowan has been unable to do any recceing of the route his comment on the rally was, "I know it is going to be a hell of a hard event". Henry Liddon who has recently returned from the Teheran area following a recce on behalf of the rally, remarked that one of the major problems encountered by crews on the massive and gruelling Ankara to Kabul sections will be dehydration. This section of the route will, according to Henry, really sort out the professionals from the also-rans. Henry will be expounding his recent experiences more fully in next week's AUTOSPORT.





Rod Millen—autumn in the old country.

Rod for RAC

News from Down Under is that quick local Mazda RX3 driver, New Zealander Rod Millen, will be coming over to this country to compete in the RAC Rally, and is also likely to tackle the Lindisfarne to get the feel of British rallying.

If Rod does come over, it seems likely that he will be looked after by fellow New Zealander, Chequered Flag chief rally mechanic, Don Fenwicke. Before coming to this country (a year ago last Monday) Don co-drove for Paul Adams, another very competitive NZ local who drives an Escort. He is likely to co-drive with Rod on the Lindisfarne (but of course he will be much too busy on the RAC looking after the Chequered Flag team) and confidently predicts that Rod's speed will surprise a few people.

Rod has only rallied outside New Zealand twice; on the 1974 and 1975 Southern Cross rallies, but has been the best placed local driver on the Rally of the South Pacific for the past two years. This year, the first time the event has been a WCR round, he finished fifth overall in the 220bhp, 2.6 litre Mazda, being beaten by just the three works Fiats and Ari Vatanen.

Even though Don Fenwicke is usually associated with the Flag team, it is likely that he will be seen rallying himself next year. At the moment he is building a G4 RS1800 and is expecting to take delivery of a new David Sutton Cars shell this week. Don is naturally building the car and "this certainly cuts the cost down considerably as I can make and adapt most of the parts myself". He seems determined to produce a fully competitive car which he would eventually like to take home, perhaps with his wife who herself co-drove before they came to England.

Attractive prospects

The fifth Cyprus Rally, sponsored once more by Rothmans, takes place on September 23/25, and promises to be an interesting and very tough event (only three cars finished last year!) What makes it especially attractive to British crews is the keenness of the enthusiastic organisers to attract foreign competitors, and there are really mammoth travelling reductions available on request. The route, of approximately 950 miles, will include 24 special stages mostly of loose forestry and coastal roads, and many of the link sections qualify as selectives. The Cyprus Rally is most emphatically not an event for tarmac tuned, high speed sprint performances. The rally qualifies for the ECR, the Greek championship, and the Belgian championship, and was won last year by Shekhar Mehta's Datsun Violet. The rally is being promoted by the Cyprus Automobile Association and their postal address is PO Box 2279, Nicosia, Cyprus. Telephone number 021-73883 or 021-73076. A Mediterranean holiday in September seems like an excellent idea.

RAC Regulations

That famous case of the reluctant cork! Bath, 1976.



Regulations are available this week for Europe's biggest motorsport event, the 25th Lombard RAC Rally. It has been decided to limit the entry to 180 cars, and the fee for private entrants is £150. (Forestry Commission charges for each competing car work out at around £200.) As last year, a Clubmans Trophy is being run, giving 50 additional competitors more than 200 miles of stages during the final two days of the event. As previously mentioned in these columns a target timing system on road sections, with up to 30 minutes cumulative penalty-free lateness, is incorporated, together with the aforementioned 'new' innovations such as a Sunday start, 400 miles of forest stages (plus between 50 and 100 more on mixed surfaces), a more northerly route, etc. Total rally route will be approximately 1900 miles and entrants who are not also drivers will be accepted at £250 each. All communications concerning the rally, the final round of the WCR, should be addressed to the Motor Sport Division, RAC, 31 Belgrave Square, London SW1X 8QH. Tel: 01-235 8601. Telex: 27203 Racing G. Telegrams: Motrace London SW1.

Good relations

As a 'tailpiece' to the recent CSI meetings in Paris, we gather that the 'Italian Connection' were *even* trying to secure a 'special coefficient' for the RAC Rally . . . not out of any generosity so much as to attempt to exclude it from the WCR altogether by banishing it to coefficient 5 in the ECR! All is not entirely lost however for the balance of power in the CSI Rallies Committee is shifting remorselessly (albeit slowly) in favour of no-practice events. Naturally teams such as Ford and Saab are rather keener on this type of rally (notwithstanding the obvious environmental recommendations) but they will surely have another new ally in the committee camp henceforth; for Cesar Torres, Clerk-of-the-Course for the WCR Rally of Portugal, and hitherto staunch supporter of the practice event, took up a new post three weeks ago—as Public Relations Manager of Ford (Portugal)!

Action in Arbroath

GLAYVA Scotch Liqueur
THE SCOTSMAN
SCOTTISH RALLY CHAMPIONSHIP

This Saturday's D&A Arbroath Stages, a Pirelli/*Cars and Car Conversions* round, and a *Scotsman*/Glayva Challengers counter, has a remarkably full entry; many of the competitors having made the trek from far south of the border. Scrutineering is on Friday evening between 18.00 and 20.30 at Lambs Garage (Leyland) situated on the A92 by-pass. There will be further evening entertainment at the Viewfield Hotel, Arbroath, where *Star Talk* makes another appearance. The fun starts at 20.30 and Stuart Turner will be 'in the chair' (in the absence of Tony Mason)—his guests: Johnstone Syer and Barry Lee. It could be an hilarious evening and there will be a film as well.

The rally starts at 08.00 on Saturday in close proximity to Arbroath swimming pool, and the first test is at Kinnell, a disused airfield at MR54/608508 where first car is expected at 08.16, and again at 14.50. Cars will then be due at Montreathmont forest at 08.20, where there is a Forestry Commission car park at 54/596522. Lunch is being taken at Panmuir Hotel, Edselmuir, and spectators can see the cars afterwards at a farm track stage called Boggie (!)—44/504617—first car 12.40. The event is scheduled to finish back at the Viewfield Hotel soon after 15.00.

PIRELLI CARS and CAR CONVERSIONS RALLY CHAMPIONSHIP

The entry list includes leading *Triple C* drivers and a vast number of Scottish contenders. Dominic Buckley, whose plans include a number of championships this year, starts his RS1600 at two, behind Willie Crawford's Lothian Sports Cars RS1800. Leading Challenger, John Wilson (Escort TC) is at five, and Ken Wood's TR7 at six.

Those who do go watching must surely stay for the passage of competitor number 22, James Ingleby, who is entered in his rally car, but will in fact be arriving in his 6-litre, four-wheel-drive Jeep Cherokee . . . he is using the event as a shakedown for the London/Sydney Singapore Airlines Marathon! James is *not* eligible for awards!

Stand well back please. . . .

Top 12 crews are as follows:

1, Willie Crawford (RS1800); 2, Dominic Buckley (RS1600); 3, Martin Watson (Escort TC); 4, Ivor Pengelly (Escort 1300 BDA); 5, John Wilson (Escort TC); 6, Ken Wood (Triumph TR7); 7, Willie Lawrie (Vauxhall Magnum)—the ex-Cowan G4 car; 8, Geoff Lobb (Opel Kadett GT/E); 9, Andrew Smith (RS1800); 10, David Porter (Vauxhall Magnum); 11, Vince Finlayson (RS2000); 12, Julian Raymond (Volkswagen 2.1 litre).

No Cowan for Southern Cross

Australia's best known rally, the 12th Total Oil Southern Cross International has seemingly already attracted a record number of competitors. More than 50 overseas cars, accompanied by nearly 200 drivers and service crew members are expected. The entry of 27 cars from Japan alone is believed to be a world record for an International rally in any country (although Andrew Cowan is not among them).

The Southern Cross commences on October 8 at Amaroo Park, near Sydney. The 3000km event finishes four days later at Sydney, the major competitive sections being held over forestry trails around Port Macquarie on the NSW mid north coast.

The event has been selected as part of a newly created championship devised by the international motor sport authority to find the world's top rally driver.

Overseas drivers include, Roger Clark, Achim Warmbold (Germany), Shekhar Mehta (Kenya) and Rauno Aaltonen (Finland). The best known Japanese entrant is Kenjiro Shinozuka. Stig Blomqvist and Harry Kallstrom are also competing.

Australian drivers include Colin Bond (new works RS1800 built at Boreham), George Fury, Doug Stewart, Greg Carr, Barry Ferguson and Ross Dunkerton.

The Japanese Mitsubishi team of Colt Lancers has won the event for the past five consecutive years but strong opposition is certain this year, with factory teams from Ford, and Datsun who this year intend to prise the cups away from Colt. Factory prepared cars are also likely from Subaru, Renault, Toyota, etc.

Good news

As a postscript to the Hadrian Centurion Rally, round six of this year's Castrol/AUTOSPORT championship held last May, the co-sponsors, loading shovel manufacturer F. E. Weatherill Ltd, were so impressed by the success of the rally, organised by Hadrian Motor Club, that they have already agreed to take sole sponsorship for next year's event which is to be known as 'The Weatherill Centurion Rally'. Ron Jackson, Clerk-of-the-Course, remarked that "we are delighted that Weatherills are sponsoring the rally again; with the costs of promoting this type of event forever increasing it is essential to have a generous sponsor and in F. E. Weatherill Ltd we not only have generosity but a company with a keen interest in the organisation and running of the rally". Weatherill's northern area manager, George Flowers, will be acting as liaison officer between the club and the sponsors. Planning of the '78 event is already under way.

● Leyland's long-standing rally men Johnstone Syer and Pat Ryan have some spare time on their hands now that the team are not competing on the Burmah, so they will be taking part in an Allegro marketing exercise which comprises eight different versions of the car being driven from Lands End to John O'Groats via some of Britain's major holiday resorts. The 'marathon' started in Birmingham on Monday and will finish in London a week on Tuesday, each car (hopefully) having covered 4,000 miles. The trip is being sponsored by Shell, the AA, Ordnance Survey, Slideaway Customising and Pye. Other motor sport personalities taking part include Dolomite Sprint racer, Tony Dron, and Mini 1000 driver Paul Gaymer.

Briefly . . .

● In order to keep the costs of entering the Welsh rally down to £100 SWAC are urgently looking for someone to join the *Western Mail* in sponsoring the 1978 event. This year the club subsidised the rally heavily out of their own funds to keep the entry fee down to £100 and, unless a new sponsor can come up with some financial support for next year, they will be forced to put up the fee to £150. With plans for 230 miles of competitive motoring (200 of these on Forestry Commission land), the club will have to put up the fee to cover the increased Commission charges for this amount of mileage, without added sponsorship.

The *Western Mail*, who will be sponsoring the event for the fourth time next May, are apparently quite content to be co-sponsors, and only regret that their limited budget precludes them from increasing the support they already give.

Any interested parties should contact either Keith Pittard on Cardiff 565400 or Rob Davies on Cardiff 613563.

● Regulations for the 1977 Matgrove Tour of Hamsterley Rally will be available in early August. Aimed at the genuine clubman, this single venue stage rally is once again held entirely within Hamsterley Forest, Co. Durham and consists of several stages totalling 50 miles of smooth forest tracks within an overall event distance of 60 miles. No Road Traffic Act insurance is necessary and servicing will only be allowed at the start/finish area. The entry fee, including two free meal tickets to a buffet social after the event is £33.50 which must be one of the bargains of the year for 50 miles of smooth forest. The event is open to members of clubs in the Teesside Motor Sport Group and regulations will be sent to anyone who sends a stamped, addressed envelope to Graham Alder, 12 Gatenby Drive, Brookfield, Middlesbrough, Cleveland. Matgrove Motor Factors are well known in the Teesside area for their support of motor sport and director Mike Hodgson will be pleased to assist with any spares problems competitors may have. He can be contacted at 26 George Street, Thornaby on Tees, telephone 0642-66051 or 612982.

● On Sunday, September 25, 1977, Bridgend Automobile Club will be promoting its daylight special stage rally, which is a round of the WAMC Stage Championship. The event, jointly sponsored by J. C. Van and Car Hire, Tonypandy and The Golden Dragon Restaurant, Bridgend, will be based at Carmarthen with 40 miles of forestry roads and 90 miles on the public highway. Overall prize is a guaranteed free Entry to the West Cork Rally (Feb '78) together with free return passage to Ireland for car and crew. With prize money down to 3rd in Class, and an entry fee of only £27, certainly an event which is 'value for money'. Regulations are available in early August from S. J. Jenkins, 15 Hillside, Off Chantal Avenue, Pen-y-Fai, Bridgend, Mid Glam. (8½" x 6" SAE)

● Last weekend, Taunton and Burnham-on-Sea MCs promoted their first single venue stage rally at Trickey Warren near Taunton. Running out overall winner in his RS1800 was Dennis Moody with a polished performance on a very difficult and slippery surface. An interesting battle should ensue on the second of the two club's single venue dates at the old airfield near Weston-super-Mare on August 14. Secretary of the meeting is Mrs Pat Cripps, 28 Galmington Road, Taunton. Tel: 86527.



Currently the most successful Pirelli Triple C competitor is Martin Watson (above). He has class wins on the Tour of Cumbria, Southern Stages and Oswestry stages to his credit. A panel beater from Merseyside, 28-year-old Martin has prepared his G2 Escort TC himself, despite lack of any sponsorship.

● Plans for this year's Wyedean Stages, the final round of both the Castrol and BTRDA Championships are now well in hand and the Forest of Dean MC hope to provide another first-class event with 20 stages covering 80 stage miles. Unfortunately, the new Forestry charges will probably be in effect by November 5, so the entry fee will have to be raised to £49.50.

The main sponsor this year is David Skeffington of Focol and as part of the deal, they will be providing every competitor with a set of four colour 10" x 8" photographs free of charge. Regulations will be available this month from Mary Thurston, 25 Primrose Way, Lydney, Glos.

● Regulations are now available for the Telford Forestry Stages Rally on September 17 from John Arnold, 50 Broomfield Road, Admaston, Telford, Salop, tel Telford 3971. The event is a round of the Pirelli/*CCC* championship and will be based on Newtown, Powys.

● Leading Esso Uniflo BTRDA Gold Star **drivers** have scored points as follows: Mike Bayliss 77 from six events; Robin Farrington 67 from six events; Mike Brown 54 from five; Dave Wallis 50 from five; Graham Lepley 40 from three.

Co-drivers: Rick Green 82 from six; John Mullord 62 from five; Malcolm Harvey 30 from two.

Ladies: Rose Anne Clinton 37; Chrissie Ashford 30.

The up to 1300cc class is being led by John Bradley's Peugeot 104; 1301-1600cc by Tony Giardino's Escort TC.

● Regulations for this year's AP Stages are currently available from the entries secretary, Mrs S. Hirons, 8 Mayfield close, Sydenham Estate, Leamington Spa CV31 1RE. The event is a counter in the Central Tyres Clubman championship, as well as qualifying for LCACC status. Total mileage will be around 165 including 16 stages (two of which will be on forestry land), representing 40 competitive miles. The first car will start from 09.00, September 11, and the rally is based on the proven format of quarries, airfields, and farm tracks, comprising two loops based on Banbury. Buckingham and District MC are co-promoting the rally with AP MC for the second year running.

● Another continental event on which concessions and good 'deals' are being offered to British competitors is the Rallye Du Condroz in Belgium on November 12/13. Anyone wanting details of this should contact David Booth, Little Hollow, Lower Farm Road, Postumbe, Oxford, enclosing an SAE.

Range roving

ANN BRADSHAW roams amid the Teutonic traumas of the Hunsrück Rally—and finishes up on the end of a rope

Idar-Oberstein is a beautiful twin town nestling in the Hunsrück hills in the heart of Germany's semi-precious stone region. The town has a fairy-tale quality about it, with 'Hansel and Gretel'- style houses bordering the narrow twisty streets. The shops are full of semi-precious stones either in their natural state or cut into jewellery for sale to the many tourists who visit the area both to see stones and sample local Mösel wine.

But the town quickly had its atmosphere changed from merely bustling to chaotic, with the arrival of the Hunsrück rally participants. The rally brought nearly 250 competitors plus four times that number of associated team members and all the accoutrements that go with modern day rallying.

Although this was the sixth Hunsrück rally held, it was by far the most momentus. Along with ECR status it has gained the reputation of being the best rally in Germany, a country whose recent rallying history is somewhat clouded and controversial. Leading shock absorber manufacturers, Bilstein, who have a factory situated about 30 miles from the town, had put their name to the rally for the first time and their strong influence had brought Ford and Ari Vatanen to join the fray. In fact, as well as Ari, the event had attracted works teams from Leyland, Opel, Saab, Toyota and VW; and there to do battle with them was Walter Rohrl in his private Porsche Carrera. It really was a truly international affair in terms of both cars and personalities. The organisers had an entry list with which some WCR organisers would have been pleased.

For their first sortie into rally sponsorship, Bilstein could not have picked a better event and the affable Hugo Emde, their Manager of Public Relations and Motor Sport, had every right to appear happy with the event.

From competitors' points of view the event was a great success, with the 246 starters having little but praise for the route and, in view of their past experience, the organisation. Although the rally itself was exhausting—it was, in effect, an RAC Rally in 24 hours—there were no serious complaints from the weary crews about the quality of the stages, two of which were over 100 kilometres in length. However, from a press viewpoint the whole event was so nearly a disaster. The organisers were keen to keep the route secret, so much so that they were volunteering information only with the utmost reluctance during the first day. Locations for the first four stages were disclosed just before the 11.30 start on Friday, but for afternoon viewing, a mad dash back to Rally HQ in Idar-Oberstein, which during the rally was composed of an almost infinite traffic jam, was a necessity.

Once here, only a few public stages were disclosed to the press, with the 'meat' of the action still being kept secret. So by the end of the first day's rallying, the organisers had some irate press representatives on their hands. Fortunately for their continued reputation they realised just how detrimental such individuals can be, and 'came up with the goods' for the second day.

Not only was the rally rich in international competitors, but it was also rich in 'big white Chiefs' from the teams. On the evening prior to the start, Bilstein had organised a very select gathering, and sitting round one table, all in most earnest conversation, were Peter Ashcroft, John Davenport, Tony Fall and Mike Kranefuss. As Tony Fall remarked "it was far better than a BPICA meeting".

Despite the might of the works teams, at the end of the day it was the internationally unknown Reinhard Hainbach who won the event in his RS1800, for the second time. He obviously has some advantage in having done the event before, not even Walter Rohrl had competed here, but he did resist the temptation, that was too great for some drivers, of throwing himself into rocks or other solid objects along the way.

Ari Vatanen was one of the few 'stars' to survive, but his rally was anything but happy. He drove the now 'middle-aged' David Sutton Cars Gandy RS1800, and spectators were presented with a very unusual sight of David's men actually working *hard* during an event. This car usually runs like clockwork, with the mechanics only having to give it a cursory glance during an event. But this time it was a different story, with both the inside and outside of the car gradually disintegrating.

Even with the presence of Dunlop's John Horton as a team manager, tyres could not be 'made' to last. Wear rates were so high that at the end of some stages Vatanen's tyres were totally unrecognisable from their tread. By the middle of the second day the team were forced to borrow tyres from the (by then) retired Johnstone's Squad, and the Pirelli tyrefitters were adhering them to Ford's rims. Amazingly, both car and tyres lasted the event and, despite Ari's astute remark after the first day "this is not my event", he managed to finish fourth.

Saab, who must have been hoping that their appearance would boost their meagre road car sales (1200 units) in Germany, returned home with a very sorry-looking car. Stig Blomqvist had been driving like a demon and was leading all the locals until halfway through the second day, when in rapid succession he suffered a fuel pump failure, hit a bridge parapet, and finally had the differential break. However, team manager 'Baby' Bo Swaner then was able to set off to Switzerland with his son for an orienteering holiday. Presumably, while jogging round the mountains, he will be able to ruminate on how to rid Saab of their differential gremlins. Perhaps a departure from standard parts is required. . . .

Johnstone's Squad were again there in force, but their rally was, on the face of it, no happier than Saabs. Both Tony Pond and Brian Culcheth dropped out on the second morning—Brian after vainly attempting a three-wheel drive down a 60km stage, and Tony after contact with a very large rock, damage from which could not be repaired before he went OTL. But the Squad's entire weekend was not a complete disaster, as a party under the leadership of Bill Price managed to find what must have been the only blue movie club in the town and, more significantly, this discovery was made before the rally even started. As his position of Squad Leader befitted, Johnstone Syer offered to return the rally car 'replica' to England and he set off with fleeting thoughts of a 'magic' night in Luxembourg followed slowly by a leisurely drive across Belgium and France. All went well until 69 kilometres before Calais when the conspicuously painted car commenced a violent juddering motion before coming to a final and forlorn halt on the side of the busy road.

In true British style help soon arrived, in the form of a juggernaut carrying 20 tons of melons, fresh from Spain. The moribund automobile and its terrified occupants were then dragged to Calais behind a gyrating seven foot tow rope, staring awe-struck at the quivering fruit. Johnstone was determined not to be beaten and, with the help of a French AA man, he managed to get the car from customs to the boat, 100yds—for the extortionate sum of £10! Following various attempts to persuade the TR7 to respond to the presence of its homeland, Johnstone finally abandoned it in Canterbury and, clutching his bottle of duty-free Glayva for solace, set off by public transport for Edinburgh, 'electric-soup', and sanity.

But foreign team managers were not the only people with problems. Herr Tony Fall and his Opel men were far from happy. Lars Carlsson/ Bob de Jong had managed to perch their Dutch Kadett on an elevated rock and the winner's brother, Peter Max Hainbach, who had Walter Smolej co-driving (!) managed a similar feat. Walter found himself in the unaccustomed position of 'co-driver' since he was nursing a broken leg. Young journalist Martin Holmes became 'very interested' when he noticed Walter's plaster, instantly imagining that he would discover new tales of dare-devil bravery, so was quite rightly disappointed when it was confirmed that Walter had tripped up while negotiating his staircase at home.

Fall was rather crestfallen at the finish and was overheard in the following conversation with Brian Culcheth and Bill Price. Brian to Bill: "Am I having a new car for the Manx?"

Bill: "I don't know whose turn it is to have a new car."

Fall: "In our team it's everybody's turn to have a new car every rally because they *always* write them off."

However, the Lars Carlsson mishap was rather unfortunate and not really the drivers' fault. Lars had caught up with another competitor on a long stage and when he saw this gentleman indicating left, thought he was being considerate. Alas, too late Lars realised that the road in fact went left, and he and Bob were last seen in their car, the three sitting about five feet above the road.

But one thing Tony Fall had managed to achieve over the weekend, in which most other dignitaries failed, was extract the route from the organisers. But he only managed this feat after some intense bargaining and even had to part with his own personal Opel for the organisers' use.

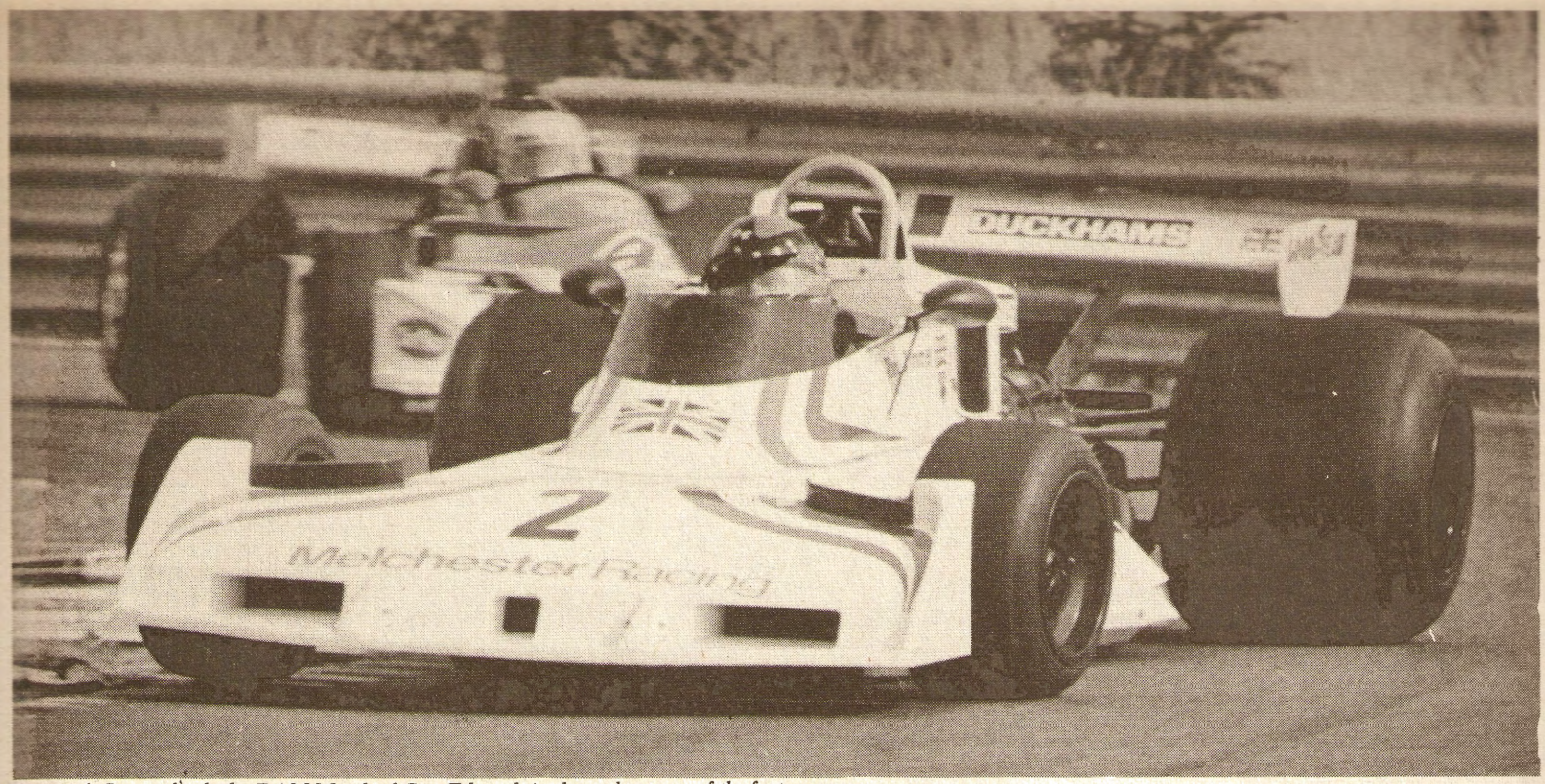
It seems that Tony's first plea for knowledge of the route for him, Peter Ashcroft, Mike Kranefuss and John Davenport was greeted with a firm, "Nein!" It was only when the Opel he had originally lent them had broken down that a deal was struck. Thereafter the supremoes were able to catch glimpses of their cars rushing across ground usually reserved for tank training.

It was on this military land that the most impressive stages lay. At one particular vantage point spectators could watch cars starting, finishing (and crawling), at about three different points on the stage. The scene resembled a mountainous moonscape, with ribbons of dust being thrown up by continuous paths of cars on the hard dusty roads. It was in the midst of all this mayhem that Chris Wathen's car broke down. He was to be rescued hours later by aeroplane. It was also here that Walter Rohrl's rally finished when the engine went on his Porsche. Up to that time he had been leading, even though he said that he had been taking things easy as it was his own car and he did not want to damage it.

The only genuine 'bad' feeling in the rally was regarding the use of illegal pace notes, and in an attempt to ensure that no one benefited in such a way the organisers set up regular searches of the cars. It was because he refused to allow one of these searches to take place within his Toyota that Achim Warmbold, who many had tipped to win the event, was disqualified—a momentus business to be sure. Almost certainly, a new precedent has been set in German rallying.

Perhaps if the organisers had admitted to the facts of rallying life in Germany—that 'cheating' exists and must be scotched—rather than inferring that German nationals 'are above that sort of practice'—then the press (and particularly the German press) would have come away less frustrated and more sympathetic. The Hunsrück must have a great future; mutual understanding will help immeasurably. Courageous decisions over disqualifications are only part of the story.





Trimmer's Surtees leads the RAM March of Guy Edwards in the early stages of the feature race.

Tony's fourth of six

Trimmer's G8 win extends his championship lead—Divina a brilliant second—Bell fourth despite gear selection problems—Elgh wins close BP F3 qualifier—Report: JEREMY SHAW—Photography: JEFF BLOXHAM.

Kent driver Tony Trimmer scored his fourth victory in six races at the delightful Donington Park venue last weekend, thereby strengthening his lead in the ShellSport International championship. With Guy Edwards's car out of the race with a broken rear wheel hub, Trimmer was left a clear road ahead until, in the closing stages of the race, the experienced F1 Surtees driver came under great pressure from a rather unlikely source. Divina Galica, driving as never before, narrowed the leader's advantage from a steady 5.7 secs down to a mere 1.6 secs as they entered their final lap but, despite a brilliant effort, the Olympus Cameras Surtees TS19 was still 0.8 secs adrift as the cars flashed underneath the chequered flag at the end of a hard 40-lap event. There may only have been fourteen starters for the tenth round of the Group 8 series but, as at Mallory Park the week before, reliability was fairly good and the race was interesting to watch. The busy two-day, BARC-organised meeting also featured a BP F3 qualifier, which was won in fine style by the young Swedish driver Eje Elgh from the similar Chevron B38s of Dane Thorkild Thyrring and Ireland's Derek Daly.

A jubilant Tony Trimmer after his victory.



G8 SHELLSPORT INTERNATIONAL — DONINGTON PARK **10**

ENTRY & PRACTICE

A total of seventeen cars and drivers participated in either or both of the two hour-long practice sessions, the only non-arrivals being Bruce Allison's Chevron, the engine of which could not be readied in time after the Mallory troubles and Brian Henton, who never seriously contemplated bringing his F1 March 761. The first session, on Saturday afternoon, ended with two drivers sharing the honour of being quickest—a situation which was to continue throughout the weekend. Guy Edwards was the first man to record 1m 04.8s in his RAM Racing *Titbits*/MD4 March 751, using a new engine after his intended one blew up in mid-week testing, though Tony Trimmer also did this time before one of the mounting brackets for the top rear wishbones broke on the F1 Surtees. On Sunday morning both men improved their fastest lap by 0.6 secs, although this time it was the Kentishman who did it first and therefore laid claim to pole position.

With the rear suspension on the Surtees repaired—the earlier failure could well have been a legacy of the vibration that has plagued the car all season—Trimmer was motoring confidently and quickly. "I was just screwing myself up to do a sub-64.0 lap—it's in the car, it's just up to me to bring it out—but the gearbox seized in fourth gear. All the troubles we have with this car are to do with the rear end!" One tooth had stripped from the all-important fourth gear and the selector had apparently jammed itself in the resultant hole. Edwards, meanwhile, had reduced the down-force on his March's nosecone and found the car correspondingly faster in a straight line but was happy with his efforts and not too worried about starting the race from the outside of the front row.

From fifth fastest at the end of the first day, Divina Galica really got to grips with her F1 Surtees TS19 on Sunday morning. For a change, she had a relatively untroubled practice and was able to get on with the job in hand without having to worry about niggling problems. Her third quickest time represented a fine effort. Val Musetti found his Essex-engined March eating through brake pads and rear tyres at an alarming rate and also suffered a most unnerving—at least it would have been for most people, but Val *is* a stuntman by profession—failure in the second practice when a front upright suddenly broke as he rounded the right-hander at McLeans. Val was unhappy with life even before this breakage as he just could not get the handling of the car to his liking and was also complaining of a down-on-power engine.

Derek Bell was another driver in trouble with the Hexagon Penske and, once again, he was at a loss to explain where the problem lay. The popular Englishman looked extremely spectacular as he fought with the difficult car, especially at Redgate Lodge where the Penske would throw up clouds of dust as Derek clipped first the apex of the corner and then slid wide on the exit. A slow puncture in the first session caused slight understeer but when minute alterations were made to the car for Sunday this was replaced by severe oversteer. Derek was seen deep in conversation with the car's designer, Geoff Ferris, prior to the race in an attempt to solve and cure the problem.

Tom Belso turned up with Johnny Jordan's F5000 Lola T330 in a new all-white colour scheme—"we thought we had to do something to change our luck so we sprayed the car!" Unfortunately, however, this still didn't seem to do the trick and the Dane had as many bothers as usual. But still he kept up that famous smile! The main drama surrounded the engine and, for the race, he had to borrow a cylinder head from Robin Smith. Danny Sullivan made good progress with the Netherton & Worth Boxer, in full F2 trim, and headed the fourth row despite having no fourth gear on Sunday morning.

Of the rest, Tony Rouff only practised on Sunday as the engine was rebuilt on Saturday following a mid-week blow-up, and Damien Magee was beset with lack of fuel pressure in the Len Gibbs Lola T332C, which had hitherto been driven by Keith Holland. Scot Robin Smith also complained of a very poor engine but, as he builds the motor himself, he only has himself to blame!

Qualifiers		
Tony Trimmer (GB)	Surtees TS19	1m 04.2s
Guy Edwards (GB)	March 751	1m 04.2s
Divina Galica (GB)	Surtees TS19	1m 05.0s
Val Musetti (I)	March 761	1m 05.4s
Derek Bell (GB)	Penske PC3	1m 05.6s
Tom Belso (DK)	Lola T330	1m 05.8s
Danny Sullivan (USA)	Boxer PR276	1m 06.4s
Aio Lawler (IR)	Lola T462	1m 07.8s
Brian McGuire (AUS)	McGuire BM1	1m 08.0s
Tony Rouff (USA)	Ralt RT1	1m 08.2s
Robin Smith (GB)	Lola T330	1m 08.6s
Adrian Russell (GB)	Lola T460	1m 09.8s
Damien Magee (IRE)*	Lola T332C	1m 10.8s
Dennis Leech (GB)	Chevron B28	1m 11.6s
Rob Moffat (AUS)	March 74B	1m 14.8s
Howard Rose (GB)*	March 753/76B	1m 19.0s

*Non-starters

RACE

Damien Magee was pushed off the grid when a broken rocker screw was discovered, so a mere fourteen cars came under starter's orders. As the lights flicked from red to green both front row men leapt away together the RAM March of Edwards almost setting fire to its tyres as the rubber fought for grip but, into the first corner, Trimmer took advantage of his inside line to slot into the lead. Edwards, however, still didn't give up and he clung doggedly to the outside line for most of the way around the deceptively tight right-hander. Suddenly, the two cars came into contact and the March slewed sideways before Guy was able to regather control. By this time, Trimmer had a useful lead and, at the completion of lap one, was comfortably ahead of Edwards, who was closely followed by Divina, Bell and Sullivan before a slight gap to Rouff and Musetti, who had made a poor start and was then forced off-line by the Trimmer/Edwards incident. Lawler came by in eighth place ahead of Belso, who had also been baulked, Smith, Leech, Russell, the very slow Moffat and Brian McGuire, who struggled round after a push start before retiring after three laps.

At the front, Edwards soon whittled away at Trimmer's lead and all looked set for a fair dice between these two. The gap varied between 0.5 secs and 1.5 secs depending on how the back-markers behaved, until lap 21, when Trimmer went autocrossing at McLeans. The car had apparently lost fourth gear again and, with trying to rev the engine very high in third gear so that it wouldn't go 'off cam' when he changed to top, this put quite a strain on third gear too. When rounding McLeans on lap 21 the car jumped out of gear and Tony found himself on the grass. If this wasn't enough, on the very next lap Edwards had a rear hub break at the same place and he coasted to a halt. It was a disappointed Guy who shrugged after the race: "I'd just pressured him into a mistake and then. . . ."

After all this drama, Trimmer's Melchester Racing Surtees held a lead of 5.7 secs over Divina, while she was similarly ahead of Derek Bell and Val Musetti, with Sullivan and Belso the only other unlapped runners. Musetti had resigned himself to driving for a finish with a very poor motor but then found his March closing on the Penske of Bell, which had had its gear linkage fall apart and Derek was having to change gear by gripping and twisting the shaft! The inevitable happened on lap 32 when Val took over third place into the Park chicane and thereafter pulled away to his first finish from the last three starts. Tom Belso was driving his Lola hard and, having passed the well-driven F2 car of Sullivan on Starkeys Straight, Tom closed on Bell towards the end but was unable to offer a serious challenge.

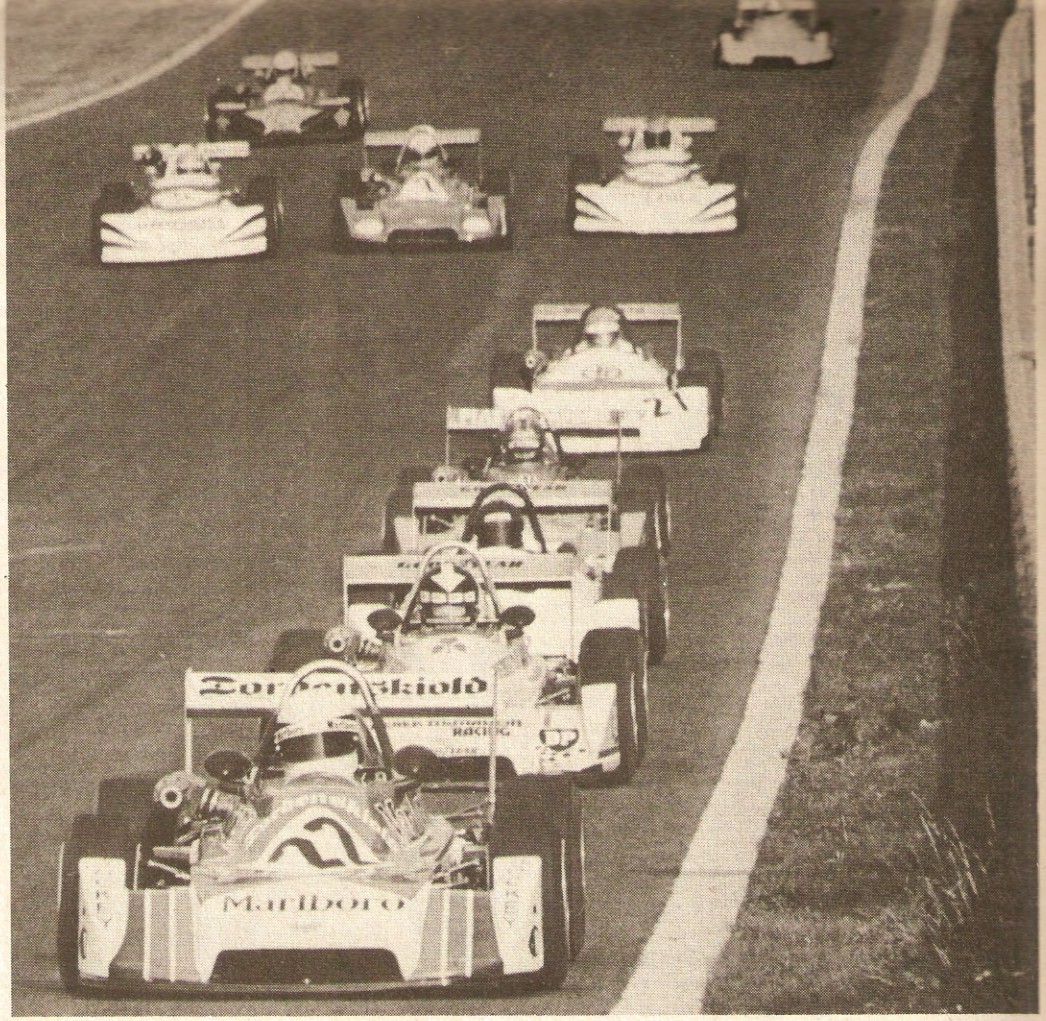
At the front, however, Divina really had the bit between her teeth and began to whittle away Trimmer's lead. On to that decisive last lap and there were two back-markers between Divi and the leader. "I just shut my eyes and went", she said afterwards. And go she certainly did! Reeling off consistently quick laps—she had even equalled Tony's lap record-breaking best—Divina closed right onto the tail of the red, white and blue Surtees but Trimmer was not about to make any stupid mistakes and he held on to score a good win.

Lawler had seemed set for seventh place in his F2 Lola but had a fuel union break in the dying stages so Dennis Leech overcame a hectic weekend during which he'd changed two sets of run bearings in his Morand motor. An unhappy Robin Smith followed a further lap down having had a spin to add to his engine problems, while Rouff came home next after a couple of early stops to replace an errant plug-lead. Russell retired at the Old Hairpin after a spin while Moffat completed the finishers despite having no clutch and a holed radiator, though was too far back to be classified.

ShellSport International Championship, round 10
Donington Park, July 31
40 laps—78.29 miles

1, Tony Trimmer (3.0 Surtees-Smith/DFV TS19), 44m 09.6s, 106.37mph;
2, Divina Galica (3.0 Surtees-Cosworth/DFV TS19), 44m 10.4s;
3, Val Musetti (3.4 March CES/Ford GA 761), 44m 46.2s;
4, Derek Bell (3.0 Penske-Cosworth/DFV PC3), 44m 50.6s;
5, Tom Belso (5.0 Lola-Smith/Chevrolet T330), 44m 52.4s;
6, Danny Sullivan (2.0 Boxer-Hart 420R PR276), 44m 54.0s;
7, Dennis Leech (5.0 Chevron Morand/Chevrolet B28), 38 laps; 8, Robin Smith (5.0 Lola-Smith/Chevrolet T330), 37 laps; 9, Tony Rouff (2.0 Ralt-Cosworth/BDG RT1), 36 laps. No other classified finishers.

Fastest lap: Trimmer and Galica, 1m 05.0s, 108.40mph (outright record).



Thorkild Thyrring drove his best ever F3 race to finish second in the final behind team-mate Elgh.

F3 BP CHAMPIONSHIP **DONINGTON PARK** **11**

HEAT ONE

With only 20 starters allowed on the testing 1.9573 miles of Donington Park, the BARC found it necessary to run two heats on Saturday afternoon, from which the fastest 20 would qualify for the 20-lap final late on Sunday afternoon. In the first group, Geoff Brabham continued his run of good form at Donington—he won the BP round in early June at the circuit—and placed his Esso Uniflo Ralt squarely on pole position with a time 0.4 secs ahead of Ian Flux and Eje Elgh who recorded identical times to complete the front row.

Fastest Qualifiers—Heat 1		
Geoff Brabham (AUS)	Ralt RT1	1m 10.8s
Ian Flux (GB)	Ralt RT1	1m 11.2s
Eje Elgh (S)	Chevron B38	1m 11.2s
Derek Warwick (GB)	Chevron B38	1m 11.6s
Ian Taylor (GB)	March 773	1m 12.0s
James King (USA)	March 773	1m 12.2s
A. Cornelsen-Filho (BR)	March 773	1m 12.4s
Luis Canomanuel (E)	Ralt RT1	1m 12.4s
Richard Morgan (GB)	Anson SA2	1m 12.6s
Pierre Dieudonné (B)	Ehrlich RP3	1m 12.6s
Alejandro Campos (RA)	Argo JM1	1m 12.8s
Philippe Colonna (F)	Chevron B38	1m 12.8s
Patrick Gaillard (F)	Chevron B38	1m 12.8s
Fernando Jorge (BR)	Ralt RT1	1m 13.6s
Bruce Coate-Bond (GB)	March 753	1m 13.8s
Les Duncan (GB)	March 753	1m 17.8s

At the start, it was young Flux who did exactly as he had done on June 7 by leaping into the lead and cutting over to the inside for Redgate Lodge.

For over half of the race, Flux held his advantage over the Australian but Brabham always seemed likely to be able to go ahead of the Englishman. Sure enough, on lap 10, Brabham swept through in a marvellous manoeuvre at Redgate before romping away to a clear win from Flux, Warwick and Elgh. Brabham was pleased to have won but was not altogether happy with his performance: "I just couldn't put it together for the first half of the race. I was making too many mistakes, but then it all clicked together".

Ian Taylor dropped away in fifth place but was still clear of James King, whose March had been well down the grid because someone had omitted to connect the rear roll-bar (!). Frenchman Patrick Gaillard (Chevron) also had a troubled practice but drove well in the race and was pressuring the American for most of the latter stages.

1, Geoffrey Brabham, 18m 02.0s, 97.68mph; 2, Ian Flux, 18m 05.2s; 3, Derek Warwick, 18m 06.4s; 4, Eje Elgh, 18m 07.4s. **Fastest lap:** Brabham, 1m 11.0s, 99.24mph.

HEAT TWO

Stephen South was still feeling somewhat bruised and stiff following his horrific Silverstone accident but was nevertheless fit enough to qualify his brand new Team BP March on the pole for heat two. The next two men were something of a surprise, especially Danish driver Thorkild Thyrring, who was having his best showing to date in his Marlboro-backed works-entered Chevron B38. "You see, with a good engine and a good car, I *can* go quickly!" quoth Thorkild before the race, trying desperately to lose his "gorilla" tag.

Fastest Qualifiers—Heat 2		
Stephen South (GB)	March 773	1m 11.2s
Thorkild Thyrring (DK)	Chevron B38	1m 11.4s
Mario Pati (BR)	Ralt RT1	1m 11.4s
Geoff Lees (GB)	Chevron B38	1m 11.6s
Brett Riley (NZ)	March 773	1m 11.6s
Derek Daley (EIR)	Chevron B38	1m 11.6s
Juan Villacieros (E)	Ralt RT1	1m 12.0s
Tiff Needell (GB)	March 773	1m 12.0s
John Stokes (GB)	Chevron B38	1m 12.4s
John Bright (GB)	Wheatcroft R18	1m 12.4s
Chris Farrell (AUS)	Chevron B38	1m 13.0s
Mario Ferraris (BR)	March 773	1m 13.4s

Thyrring made the best start and followed the earlier example of Flux by hugging the inside line down to Redgate before turning into the corner still in the lead. South tried to take the wider line but found himself running out of road and had to give way to Derek Daly, who had made a storming start from the third row of the grid, and Lees, with Brett Riley (Starz March), Mario Pati (Ralt), Tiff Needell (Unipart March) and John Bright next up.

South moved up ahead of Lees on lap 2, but before he could have a real go at the McMahon racing Chevron of Daly, the Team BP March disappointingly peeled into the pits to retire with a holed radiator. Thyrring was all the while driving with commendable composure and remained ahead of the Irishman, Daly, to score his first win in this country.

Riley was also driving rapidly and, having disposed of the ragged Lees began to close slightly on the two leaders, setting fastest lap as he did so. Lees still could not get to grips with his car but fought on to take fourth place ahead of Needell. John Bright's Wheatcroft has been rebuilt since his Cadwell crash and has also gained some backing for his manful efforts which is good news indeed.

1, Thorkild Thyrring 18m 02.2s, 97.66mph; 2, Derek Daly, 18m 02.8s; 3, Brett Riley, 18m 04.0s; 4, Geoff Lees, 18m 07.8s. **Fastest lap:** Riley, 1m 11.2s, 98.96mph.

FINAL

The grid for the final saw Brabham on pole position, flanked by Thyrring and Daly, with Riley and Flux on row 2. The three Chevrons of Warwick, Elgh and Lees comprised the third row ahead of the two Unipart March-Triumphs of Tiff Needell and Ian Taylor.

For the second time during the weekend, Brabham's start was something less than perfect while Thyrring was extremely quick off the mark and again led the field into Redgate. Brett Riley made a real dog's dinner of his start, could not find any second gear at all, and was immediately swallowed by the pack, while Warwick, who had made a good initial getaway became jammed behing the lagging New Zealander and had to travel for fully a hundred yards down the grass in one brave sideways slide before regaining the track. At the end of an eventful first lap, Thyrring still led from Daly, Brabham, a good starting Elgh, Flux and Lees followed by Taylor and Needell with Riley starting to make progress again in ninth place. During the lap though, King and Colonna had had a coming together at the Old Hairpin, both limping round to the pits, while the way Geoff Lees passed the two Unipart cars on Starkeys Straight was a sight to behold!

On lap 2, Daly made a mistake exiting the chicane and slid very wide over the kerbing and on to the dusty outfield. Derek continued undaunted but had lost a couple of places to Brabham and Elgh and was coming under pressure from Flux, who was in turn being hounded by a charging Lees. After having tried at least twice to overtake Flux's Ralt, Lees attempted a difficult manoeuvre at Redgate that ended with both cars spinning in front of Riley, who was now climbing up the field.

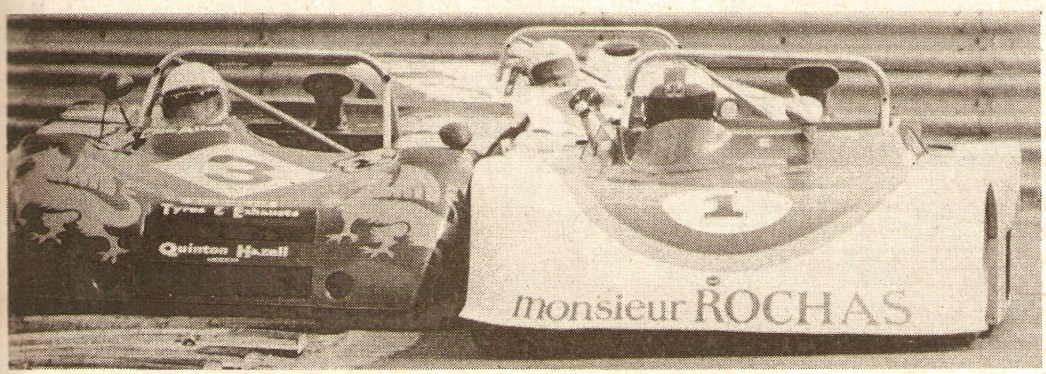
At the front, though, Thyrring was able to hold a few length's lead over the battling Brabham and Elgh. On lap 8 Elgh emerged from Coppice in second place but Geoffrey neatly out-braked him again into Park.

On lap 15, Elgh again took second place from Brabham in a glorious out-braking bid at Park and then closed right up on Thyrring and made his move for the lead into Redgate. Eje had the better line through the corner and Thorkild had no option but to relinquish his lead, "I slid a little too wide but he's my team-mate so I didn't try anything stupid!"

Once in the lead the Swede had no ideas of letting anyone else past and he actually pulled out a slight lead until the end from the impressive Thyrring. Brabham made an error three laps from home and spun out of contention at Redgate leaving Derek Daly to take third ahead of the well-recovered Riley. The Aussie was able to take fifth place form Derek Warwick, whose car had suffered badly from the long trek across the grass at the start—he had also hit Riley's errant March and buckled the front suspension. Towards the end Derek was also hampered by locking brakes so was content to pick up one championship point for sixth ahead of Needell, while Pati just pipped his fellow-countryman Cornelsen for eighth on the last lap.

BP Formula 3 Championship, round 11
Donington Park, July 31
20 laps—39.15 miles

1. Eje Elgh (Chevron Toyota/Novamotor B38), 23m 59.8s, 97.87mph;
2. Thorkild Thyrring (Chevron Toyota/Novamotor B38), 24m 01.4s;
3. Derek Daly (Chevron Toyota/Novamotor B38), 24m 03.0s;
4. Brett Riley (March Toyota/Novamotor 773), 24m 04.4s;
5. Geoffrey Brabham (Ralt Toyota/Novamotor RT1), 24m 08.8s;
6. Derek Warwick (Chevron Toyota/Novamotor B38), 24m 11.2s;
7. Tiff Needell (March Triumph/Holbay 763), 24m 13.8s; 8. Mario Pati (Ralt Toyota/Novamotor RT1), 24m 23.0s; 9. Aryon Cornelsen-Filho (March Toyota/Novamotor 773), 24m 23.4s; 10. Patrick Gaillard (Chevron Toyota/Novamotor B38), 24m 30.0s. **Fastest Lap:** Geoffrey Brabham, 1m 11.0s, 99.24mph.



Chris Alford uses an unconventional 'line' trying to ease past John Webb.

SUPPORTING RACES

Three heats and a final were run for the BARC Formula Ford Championship, Saturday's heats qualifying for the race on Sunday. In heat one Mark Syms from the second row made the best start, only to pull off after 200 yards when the throttle cable came adrift. David McLelland led into Red Gate from a smokey Barry Pigot, Paul Smith and the rest. At Coppice the BOC-Saffire car of Pigot was in the lead from Smith, Peter Morgan and David Wheeler (Royales) with McLelland in fifth. A good scrap for second resolved itself in the order Smith, McLelland, Wheeler and Morgan with Martin Ochiltree's unique BEF Priamos a good sixth.

Heat two saw Bernard Devaney's works development Hawke DL19 on pole but Peter Argetsinger's Crosslé 32F was fastest away from the lights although Devaney outbraked him to lead at Red Gate. Third was the rapid Richard Trott from Shepherd although these two had swopped places by Coppice. From the fifth lap Devaney steadily increased his lead. Argetsinger and Shepherd enjoyed an intense struggle and were almost joined by David Sears on the penultimate lap. Shepherd netted second place.

The third, and most exciting, heat had Nigel Mansell on pole in the McKechnie Crosslé from Dave Leslie's Crossflags Motors Royale and Bernard Vermilio in the works Merlyn. Vermilio made the best getaway to head Mansell, George Caton (Hawke), Leslie and Rick Whyman (Royale) down towards the Craner Curves. Mansell had annexed the lead by Coppice and led Leslie, Vermilio, Caton and Tony Barley at the end of the first lap. Leslie took the initiative on lap 3 at the Old Hairpin but Mansell, after several attempts, repassed the blue RP24 at Park. Vermilio battled to get on terms with Leslie finally taking him on lap 8 after which Leslie contented himself with third place and a start in the final.

First event on Sunday was a ten-lapper for the Forward Trust 1000 series. In fact it became two races, the first one being stopped on the first lap following a very nasty shunt at the Old Hairpin. It seems that Mike Parkes' Mini spun off the circuit only to rejoin, out of control, in front of Peter Jurgens in his immaculate A40. A collision couldn't be averted and both cars were severely damaged as a result. At the restart, after about half an hour, poleman Basil Dagge shot off into the lead although Cliff Watts had the edge round the right-hander at Red Gate. Dagge squeezed through into a lead he was never to lose extending his advantage lap after lap, his all steel Imp having the legs of Watts and Rupert Long in their spaceframe Wallinger creations. Watts spun on lap four, losing second place, but was third again by the flag ahead of Mike Kirby's well driven class-winning 850 Imp.

A round of the SodaStream Sports 2000 Championship followed, the early laps being notable for several spins. John Cooper led away in the mauve Lola from the similar car of Chris Alford, John Webb's pretty Tiga and the vivid green Kelly Girl Lola of Divina Galica. Spinners on the first lap were David Pullen in the second John Brown Wheels Lola at Red Gate and Mike Ostroumoff in the similar Esso-sponsored car at the chicane. Thereafter the order settled down with Cooper extending his lead over Divina whose engine gradually went off rendering a challenge impossible. Alford held third behind these two until lap 8 when the pace of Webb, whose newly-bodied Tiga is handling better than of late, and Gretton allowed them to catch the Quinton Hazell car. Webb nipped through to an encouraging third, Alford remained fourth from Gretton and the recovered Ostroumoff.

The up to 2000cc Britax prodsaloons were next, Tony Hill's beautifully presented Dolomite being fastest in practice from John Lyon's Monsieur Worth Alfetta and Stuart MacAllan in the fastest of the Mazdas. Such was Hill's speed throughout the meeting that nobody looked like catching, let alone beating, him. Lyon, Andy Jeffrey (Dolomite) and MacAllan diced furiously for second until the Mazda spun to fifth behind the similar car of Ron Freeman. Jeffrey eventually got the better of the Alfa to make it a Leyland one-two. Once again Roger Turner took the Lada to victory in the small class, comfortably clear of David Kahn's Renault 5TS and John Spiller's Avenger GT.

The BARC Formula Ford series final followed with Devaney, Mansell and Vermilio on the front row. Vermilio made a fine start with Devaney, Mansell and Pigot tucked in behind. Barley had reached fourth by the end of the first lap demoting Pigot who was just ahead of Caton and Leslie. Barley had a moment on the second lap, falling to seventh ahead of Argetsinger and Devaney scattered marker cones at Park on the next lap, dropping to fourth. Mansell scrambled past Vermilio into Red Gate but was then outbraked into the chicane so the order remained as before. Leslie made it three abreast down Starkey's Straight on lap 5 when he joined the leaders although an even better battle was raging behind them. This was for third place, Leslie having been caught by Devaney and Pigot, but became the fight for second as Vermilio had a moment at the back of the circuit and fell to fifth. Mansell opened up a large gap at the front, perhaps aided by Mike Colin "spoiling his Image" *(really Ian!)* at Park, and cruised to an accomplished and popular win. Vermilio regained his supremacy in the next group.

Following the feature race was a round of the Forward Trust 1000 Plus special saloon championship. Nick Whiting was lurking near the back of the grid, lack of compression accounting for his lowly position after practice. As the light flashed to green, poleman Graham Goode made best use of the available horses to lead the first lap from Tony Sugden and Alastair Lyall in the Swancar Escort BDE. All interest surrounded the phenomenal progress of Whiting who was sixth by the Old Hairpin and third at the end of the lap. Not surprisingly, Nick led with consummate ease by the end of the second lap and nobody could touch the 3.4-litre beast as it sped to its customary win. Goode and Sugden held on to second and third ahead and these two were chased home by the class-winning Mini of Peter Baldwin. The dice of the race featured Janes (Firenza), Allen and Mowatt (Minis), Pearson (Datsun Cherry) and Humberstone (Imp-Ford) and was resolved, after many changes, in that order.

The final race was for the larger Britax saloons and saw an entertaining encounter between Jock Robertson in Pete Hall's Opel (his own *Mayfair* car being in Ireland) and Derrick Brunt's Manitou-LE BMW. These two had a splendid duel for the lead throughout the race, Brunt holding the upper hand. A skirmish at Red Gate on the first lap retired Hugh Wheldon (Capri) and Adam MacMillan (BMW). Robertson trying everything he knew to overtake the faster BMW of the St Albans farmer. Alan Minshaw finished third from Graham Miles and Rod Birley. The exuberant Gerry Marshall upheld Vauxhall honour with a class-winning sixth by a length from Malcolm Prior in the Strand Garages Magnum.

MARCUS PYE

BARC Formula Ford 1600 Championship, Heat 1 (10 laps): 1, Barry Pigot (Van Diemen-Scholar RF77), 13m 54.8s, 84.40mph; 2, Paul Smith (Royale-Harris RP24), 14m 1.8s; 3, David McLelland (Crosslé-Minister 30F), 14m 3.8s; 4, David Wheeler (Royale-Harris RP21), 14m 6.4s. **Fastest lap:** McLelland and Peter Morgan (Royale-Minister RP21), 1m 22.2s, 85.72mph.

BARC Formula Ford 1600 Championship, Heat 2 (10 laps): 1, Bernard Devaney (Hawke—Minister DL19), 13m 50.0s, 84.89mph; 2, Bill Shepherd (Crosslé-Minister 30F), 13m 56.8s; 3, Peter Argetsinger (Crosslé-Minister 32F), 13m 57.6s; 4, David Sears (Royale-Scholar RP24), 14m 0.6s. **Fastest lap:** Devaney, 1m 22.2s; 85.72mph.

BARC Formula Ford 1600 Championship, Heat 3 (10 laps): 1, Nigel Mansell (Crosslé-Minister 32F), 13m 50.4s, 84.65mph; 2, Bernard Vermilio (Merlyn-Minister Mk30), 13m 51.0s; 3, David Leslie (Royale-Scholar RP24), 13m 52.0s; 4, George Caton (Hawke-Scholar DL19), 13m 56.0s. **Fastest lap:** Mansell and Vermilio, 1m 21.4s, 86.56mph.

Forward Trust 1000 Special Saloon Car Championship (10 laps); Overall: 1, Basil Dagge (Hillman Imp), 14m 41.6s, 79.92mph; 2, Rupert Long (Wallinger Imp), 14m 42.5s; 3, Cliff Watts (998 Wallinger Imp), 14m 56.4s; 4, Mike Kirby (850 Imp), 15m 10.8s. **851-1000cc:** 1, Dagge; 2, Long; 3, Watts. **Fastest lap:** Long, 1m 25.8s, 82.12mph. **Up to 850cc:** 1, Kirby, 77.36mph; 2, Chris Roberts (850 Hillman Imp); 3, Eddie McLurg (850 Chrysler Imp). **Fastest lap:** Kirby, 1m 28.8s, 79.35mph.

SodaStream Sports 2000 Championship Race (12 laps): 1, John Cooper (Lola-Ford T490), 15m 59.2s, 82.15mph; 2, Divina Galica (Lola-Ford T490), 16m 2.6s; 3, John Webb (Tiga-Nelson SC77), 16m 7.6s; 4, Chris Alford (Lola-Ford T490), 16m 8.0s; 5, Rod Gretton (Lola-Ford T490), 16m 8.4s; 6, Mike Ostroumoff (Lola-Alan Smith T490), 16m 18.0s. **Fastest lap:** Cooper and Galica, 1m 18.6s, 89.65mph.

BARC Formula Ford 1600 Championship Final (12 laps): 1, Mansell, 16m 31.6s, 85.27mph; 2, Vermilio, 16m 37.2s; 3, Leslie, 16m 37.2s; 4, Pigot, 16m 37.8s; 5, Devaney, 16m 38.0s; 6, Shepherd, 16m 54.0s. **Fastest lap:** Leslie and Mansell, 1m 21.0s, 86.99mph.

Britax Production Saloon Championship Race (Up to 2000cc) (10 laps): Overall and 1500-2000cc: 1, Tony Hill (2.0 Triumph Dolomite Sprint), 16m 15.6s, 72.22mph; 2, Andrew Jeffrey (2.0 Triumph Dolomite Sprint), 16m 24.0s; 3, John Lyon (2.0 Alfa Romeo Alfetta GTV), 16m 27.6s; 4, Ron Freeman (2.0 Mazda RX3), 16m 30.0s. **Fastest lap:** Hill, 1m 36.6s, 72.94mph. **Up to 1500cc:** 1, Roger Turner (1.2 Lada 1200), 67.49mph; 2, David Kahn (1.3 Renault 5TS); 3, John Spiller (1.3 Hillman Avenger GT). **Fastest lap:** Turner, 1m 42.8s, 68.58mph.

Forward Trust 1000 Plus Special Saloon Car Championship (10 laps): Overall: 1, Nick Whiting (3.4 Escort), 12m 56.0s, 90.80mph; 2, Graham Goode (2.0 Escort BDG), 13m 11.0s; 3, Tony Sugden (2.0 Escort BDX), 13m 22.4s; 4, Derek Walker (1.8 Escort BDE), 13m 23.0s. **Over 2500cc:** 1, Whiting; 2, Doug Emms (6.1 Chevrolet Camaro). No other starters. **Fastest lap:** Whiting, 1m 14.8s, 94.20mph. **1301-2500cc:** 1, Goode, 89.08mph; 2, Sugden; 3, Walker. **Fastest lap:** Goode, 1m 17.2s, 91.27mph. **Up to 1300cc:** 1, Peter Baldwin (1.3 Mini Clubman), 82.83mph; 2, Malcolm Allen (1.3 Mini Clubman); 3, Jon Mowatt (1.3 Morris Cooper S). **Fastest lap:** Baldwin, 1m 23.4s, 84.49mph.

Britax Production Saloon Championship Race (Over 2000cc) (10 laps): Overall and Over 2500cc: 1, Derrick Brunt (3.0 BMW SI), 15m 44.6s, 74.59mph; 2, Jock Robertson (2.8 Opel Commodore GS/E), 15m 49.2s; 3, Alan Minshaw (2.8 Opel Commodore GS/E), 16m 3.8s; 4, Graham Miles (3.0 BMW SI), 16m 8.0s. **Fastest lap:** Brunt and Robertson, 1m 33.2s, 75.78mph. **2000-2500cc:** 1, Gerry Marshall (2.3 Vauxhall Magnum), 71.53mph; 2, Malcolm Prior (2.3 Vauxhall Magnum); 3, Dave Watt (2.3 Vauxhall Magnum). **Fastest lap:** Prior, 1m 36.4s, 73.09mph.

The CanAm challenge

In his new capacity of CanAm team manager, Chris Amon told QUENTIN SPURRING that the SCCA's controversial new Canadian-American Challenge sports car series should succeed in the long term—provided that the earning potential of the series is improved.

"The new rules, when combined with the pitstop requirement format, will make for closer, more competitive racing than ever took place under the old formula. The money, prestige and car configurations have great fan appeal." Bill Johnson, Chairman of the Board of Governors of the Sports Car Club of America, was comparing the new Canadian-American Challenge concept with the old, which ceased in 1974. He was speaking before the first race of the reconstituted championship. Not even he would care to make a similar pronouncement now that the series is four races old, for the brave new world seems to be off to a shaky start.

In many quarters, the SCCA caused disbelief when it first announced its intention to renounce its apparently successful Formula 5000 series in favour of a return to a sports car format for its primary championship. Can it succeed?

The wisdom or otherwise of the SCCA's controversial move, killing Formula 5000 in north America and returning to the sports cars which, it was hoped, would get the crowds flooding into the circuits, does not concern us here; for that is water under the bridge now. The 1977 CanAm series is the first of four annual championships guaranteed by the SCCA's contract with its sponsor, Citicorp Services Inc, the firm which markets First National City Travelers Checks. The series features a prize fund of rather more than $800,000 in its first year, and Citicorp has undertaken to increase the total purse on an annual basis.

The first of the 1977 CanAms was run at the Canadian circuit of St Jovite on June 12, and produced an entry of only 17, of which only nine were the 5-litre stock-block single-seater sports cars which had been envisaged as constituting the hard core of the series. The new-style cars were in varying states of unreadiness, and during qualifying this contributed to the frightening accident which befell the number one star attraction of the series, Brian Redman in the latest Lola T333CS entered by Carl Haas and Jim Hall, and sponsored by Citicorp themselves. Just about the only truly competitive car which was race-ready—the futuristically designed, Lola-based Schkee driven by Tom Klausler—won by over a lap. A three-year-old Lola was second, and a five-year-old Lola was third. . . .

The second race, run at the Californian track at Laguna Seca, was won by a driver virtually unknown in Europe, Don Breidenbach, in another Lola. Frenchman Patrick Tambay was drafted into the Haas/Hall seat for Watkins Glen, and won with ease, while Peter Gethin—one of those who had previous SCCA sports car experience from his days with Gulf-McLaren team in the old CanAm Challenge—drove Count Rudi van der Straten's Lola T333CS to victory by a minute and a half in the most recent counter, at Elkhart Lake.

Not one of the races has been closely contested, and the spectacle of the cars themselves has waned after a few laps of each event. In the case of a race series of this supposed importance, four races ought to be sufficient to indicate the extent of its future success and, from this side of the Atlantic, the CanAm looks to be in a sorry state. When Chris Amon returned to this country from the USA for a mid-series break, we took the opportunity to hear his opinion of the series.

Amon started his 1977 CanAm involvement as the driver/team manager of Walter Wolf's Wolf-Dallara sports car, but then switched exclusively to managing the Wolf CanAm programme, inviting Formula Atlantic champion Gilles Villeneuve to drive the car. He is, therefore, able to view the CanAm both as a driver and as a team manager. During the years of its heyday, the old CanAm attracted the participation of several contemporary Grand Prix drivers, notably Bruce McLaren, Denny Hulme, John Surtees, Dan Gurney and, of course, Amon himself. Is there any prospect of the new-style CanAm doing the same?

Amon is undecided: "It's really too early to judge. The first four races certainly make the thing look rather grim, but perhaps you could compare it with the first year of the 3-litre Formula 1. That was messy; and you get the same feeling about the new CanAm. Yet the 3-litre F1 has been the most successful GP formula. . . ."

A lot of teams were not ready for the 3-litre F1, which explains the 'messiness' of the 1966 season. Presumably, the same is true of the new CanAm. Amon: "Yes, the problem is that it all happened far too quickly for most of the teams. Not only that, but the nature of the formula itself was against it taking off straight away. It isn't just a question of developing the chassis and suspension with these cars, there's the bodywork too, an area of no less importance and complexity. It is much more difficult (and more expensive) to make these cars work, and to keep them working, than it is with formula cars. Most of the leading teams in the CanAm have been using the first few races for development purposes, which has made the whole thing look rather mickey mouse."

Money, as ever, must be one of the crucial factors. Of the nine CanAms, two have a purse of $30,000 (Laguna Seca and Sears Point), two of $55,000 (St Jovite and Trois Rivieres), and the remainder the maximum of $75,000. Of the four winners so far, Klausler took home around $14,000 from St Jovite, Breidenbach $8000 from Laguna Seca, Tambay $20,000 from the Glen and Gethin $16,500 from Elkhart Lake. Is the money good enough?

Amon thinks not: "When you are budgeting a race programme these days, the major expenses are different from the past. The big factor is people—paying their wages, transporting them, feeding them, putting them into hotels—and that factor is fairly constant whatever formula you are contesting. The running expenses of doing the CanAm with one car and a spare are probably somewhere around $100,000, which in fact is only fractionally more expensive than doing the most viable alternative in north America, Formula Atlantic. In our stock-block 5-litre class, the engines are cheaper to run than in Atlantic, but our cars are more expensive to run. The money is better in CanAm, and there are more races.

"The SCCA people have come in for a lot of criticism about the new formula, but in fact it is fair to say that they do rather better than their image suggests. They are fully conscious of the problems and are taking positive steps to promote the formula. But there is no doubt that they have to find some more money from somewhere if the formula is going to match the old CanAm. The fact is that the money-making possibilities are fewer at the moment than they were in the old formula, but I am convinced that more top teams would be willing to take part if the money is improved. There were signs of this at Elkhart Lake, where we had George Follmer in another new Lola; the formula needs drivers like him and Al Unser right now, and there is a reasonable chance that, like in the old days, the Grand Prix status drivers will follow. After all, if you take north America's two top road racing categories, CanAm and Atlantic, there is no doubt that GP drivers are more likely to want to do the CanAm. In Atlantic, there would be little to gain but plenty to lose. Somehow, CanAm is on a different plane, and there would be very much less danger of a GP driver damaging his reputation."

It is obvious that the SCCA has to do something to raise the status of the CanAm, and the choice seems to be to find a way to increase the purse, or to make changes to the formula itself. Amon: "I don't think there is a lot wrong with the concept, in fact. The CanAm cars are reasonably fast and reasonably spectacular, and will become more so when the teams have got the formula sorted out, hopefully. Things got much more competitive at Elkhart Lake, and the early laps of the race were really good to watch. One thing I don't like is this restiction to a fuel load of 30 US gallons, which produces the mandatory pitstop situation in which the SCCA places so much faith. In fact, this tends to break up the races pretty early on, which is the opposite of the SCCA's intention. I think the races would go down much better with the spectators if they were 100-mile events with no pitstops."

The CanAm would clearly benefit from a number of detail changes to its regulations, which is not uncommon in a new formula, but what of the long-term future? Amon is hopeful: "I think the best indication we have had of the potential of the formula was the race at Elkhart Lake. There was a noticeable improvement there over the first three races, and if that is maintained the CanAm could be really good. It is going to take very positive action from the SCCA and a significant improvement in the purse before we get the real name drivers. But I am not unhappy with the way things have gone so far, bearing in mind the usual difficulties of a new formula and the teething problems of the cars. I think the CanAm has great potential—if any road race category is going to succeed outside Formula 1, CanAm could well be the one."

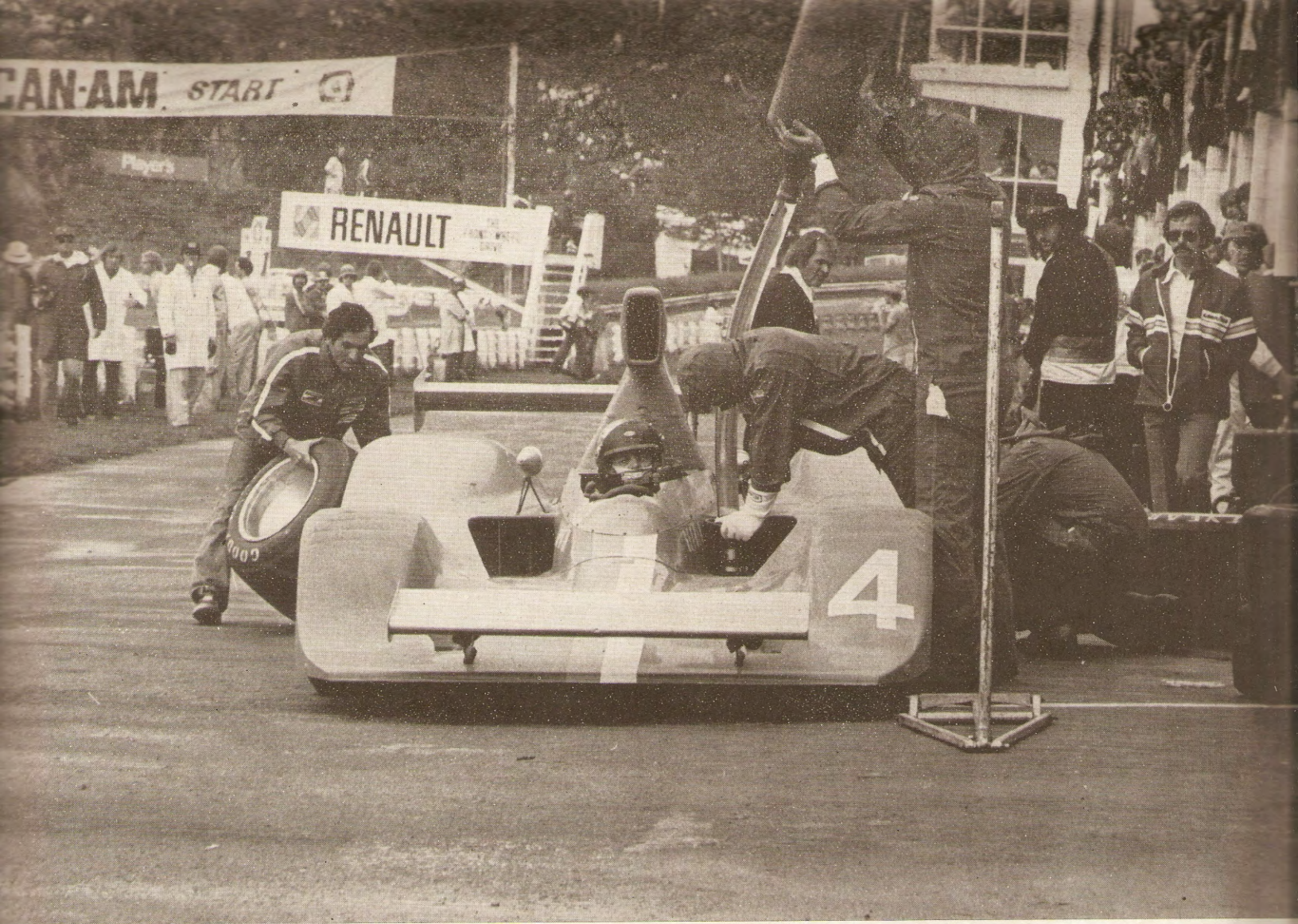


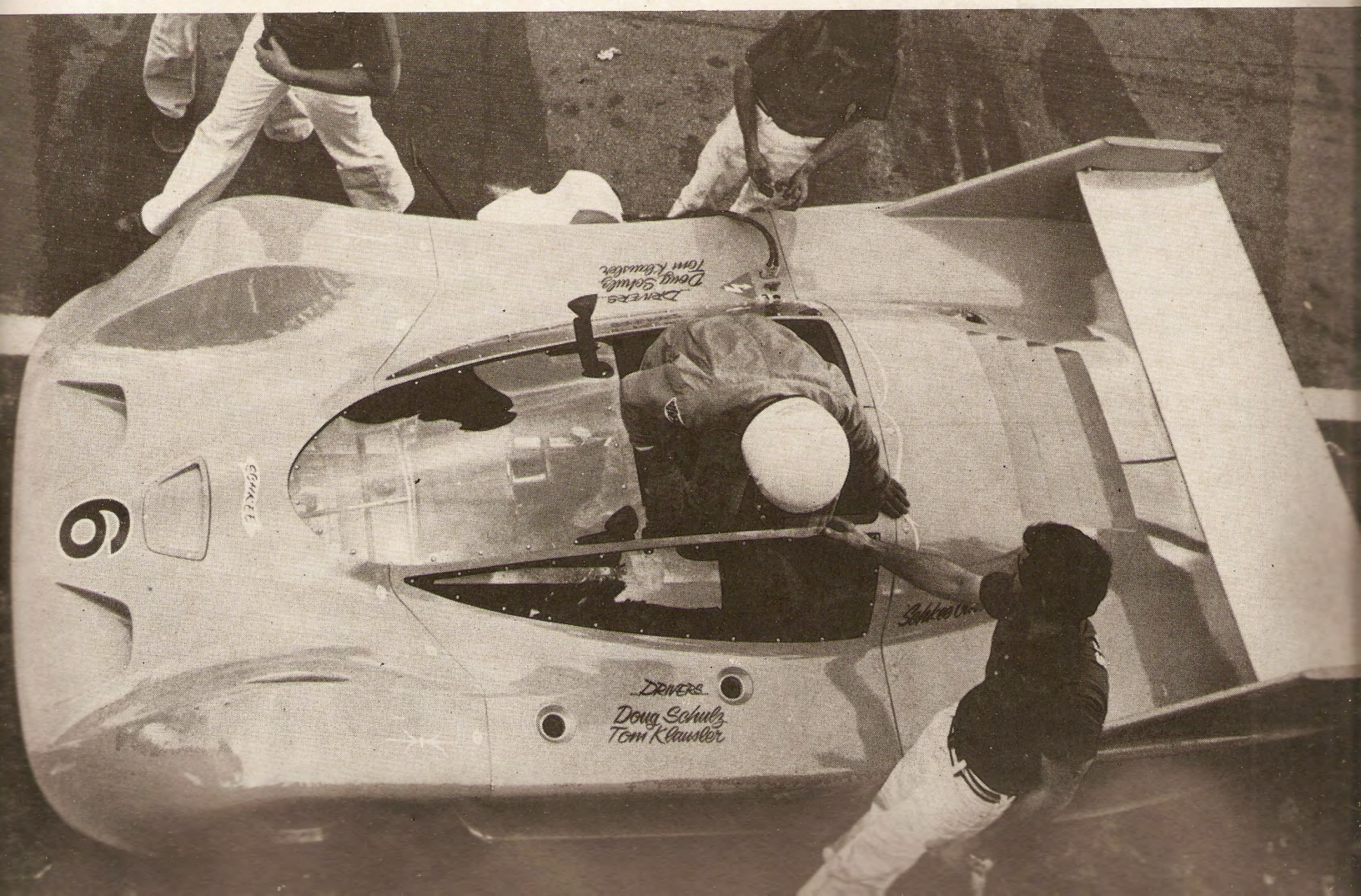
"I am not unhappy with the way things have gone so far, bearing in mind the usual difficulties of a new formula and the teething problems of the cars."

Facing page, top: Citicorp Cup leader Peter Gethin in the pits with his Team VDS Lola. Below: Probably the fastest car in the series so far is Tom Klausler's Schkee, and a second one has now been built.

our centre spread

The winner of the most competitive race in the Citicorp Cup CanAm series so far held, at Elkhart Lake, was British driver Peter Gethin at the wheel of Count Rudi van der Straten's Racing Team VDS Lola T333CS. Coincidentally, Gethin's only other CanAm victory was achieved at Elkhart Lake in 1970, when he was Denny Hulme's team-mate in the works McLarens which dominated several successive CanAm championships. Peter's VDS Lola is powered by a 5-litre Chevrolet V8 race-prepared by Chaparral, and he started the new series with a fifth place finish at St Jovite. Following a qualifying accident to Peter's team-mate Warwick Brown, the VDS team withdrew from the event at Laguna Seca, but Gethin came back to take second place at Watkins Glen and first place at Elkhart Lake. The VDS team was one of the top equipes in the SCCA's Formula 5000 series, and seems to have made the switch to sports cars with great success. After four races, Gethin has established a 17-point lead in the series over Patrick Tambay.


CAN-AM START
RENAULT
4


6
DRIVERS
Doug Schulz
Tom Klausler




4



Castrol Autosport Rally Championship '77







Castrol

CASTROL/AUTOSPORT RALLY CHAMPIONSHIP 1977

		Jan 2 Tour of Eppynt	Feb 5 Grwynedd	Feb 25/26 Mintex	Mar 26 Cheltenham	Apr 16 Avon National	May 28 Hadrian Centurion	Jul 16 ATS Stage	Aug 19/20 Burmah	Sep 24 Raylor	Oct 15 Castrol '77	Nov 05 Wyedean	etc	Total points
DRIVERS OVERALL														
1.	Nigel Rockey	30	30	28	24	26	28	28						194
2.	Paul Faulkner	—	28	30	16	30	30	24						158
3.	Geoff Simpson	24	22	26	22	—	—	30						124
4.	Malcolm Wilson	14	26	24	—	28	—	26						118
5.	Terry Kaby	12	6	22	28	—	20	22						110
6.	Graham Elsmore	28	18	16	30	—	—	—						92
7.	Fred Henderson	—	4	12	26	—	24	18						84
8.	David Stokes	26	24	—	—	—	26	—						76
9.	George Hill	—	16	14	—	—	22	20						72
10.	Steven Ward	20	20	—	—	24	—	—						64
	etc.													
Co-Driver Overall														
1.	Derek Tucker	30	30	28	24	26	28	28						194
2.	Monty Peters	—	28	30	16	30	30	24						158
3.	Alan Simpson	24	22	26	22	—	—	30						124
4.	John Davies	14	26	24	—	28	—	26						118
5.	Brian Rainbow	12	6	22	28	—	20	22						110
6.	Stuart Harrold	28	18	16	30	—	—	—						92
7.	Roger Jones	—	16	14	—	—	22	20						72
8.	Lyn Jenkins	—	—	8	20	—	26	—						54
9.	Bill Andrews	26	24	—	—	—	—	—						50
10.	Colin Wilson	—	4	—	26	—	—	18						48
	etc.													
Group 1 Drivers														
1.	Terry Kaby	10	20	18	20	—	20	20						116
2.	Peter Clarke	14	10	—	16	12	18	18						88
3.	Steve Smith	8	14	—	—	10	16	16						64
4.	Les Barrett	—	16	4	12	18	2	—						52
5.	Charlie Wood	16	8	12	—	—	—	12						48
6.	Bernard Banning	6	—	—	14	20	—	—						40
7.	Chris Wathen	—	—	—	18	14	—	—						32
8.	John Cleary	10	—	—	—	16	—	6						32
9.	Robert James	—	12	—	—	4	14	—						30
10.	Tony Fowkes	20	—	—	8	—	—	—						28
	etc.													
Group 1 Co-drivers														
1.	Brian Rainbow	18	20	18	20	—	20	20						116
2.	Phil Boland	14	10	—	16	12	—	18						70
3.	Antony Biggin	8	14	—	—	10	16	16						64
4.	Robin Lailey	—	16	4	12	18	2	—						52
5.	Mike Smith	16	8	12	—	—	—	12						48
6.	Rob Parrot	6	—	—	14	20	—	—						40
7.	Simon Everret	10	—	—	—	16	—	6						32
8.	Bryan Harris	20	—	—	8	—	—	—						28
9.	David Crawley	—	2	2	10	—	12	—						26
10.	Stuart Derry	—	—	—	—	2	10	10						22
	etc.													
Lady Drivers														
1.	Jill Robinson	10	—	10	10	10	10	—						50
2.	Chrissie Ashford	8	—	8	6	8	8	6						44
3.	Rose Anne Clinton	—	—	—	8	—	6	10						24
4.	Mary Fullerton	—	—	—	—	—	—	8						8
5.	Sue Warrell	—	—	6	—	—	—	—						6
	etc.													
Lady co-drivers														
1.	Pauline Gullick	—	—	10	10	10	8	—						38
2.	Julia Richards	10	10	—	—	—	—	10						30
3.	Gill May	4	8	—	6	6	—	6						30
4.	Christine Procter	6	—	—	—	—	10	—						16
5.	Vera Chambers	8	—	—	8	—	—	—						16
5.	Linda George	—	—	—	—	8	—	8						16
	etc.													

Best of three

PETER NEWTON reviews Castrol/AUTOSPORT championship prospects with three rounds to go

With the unfortunate news of the Raylor Rally cancellation (originally scheduled for September 24—see Special Stage), just three rounds of the Castrol/AUTOSPORT championship remain. Since eight best scores will now count out of a total of ten (rather than 11) events, the next few weeks promise to be particularly tense for those competitors at the top of their respective leagues. The three final rounds—-Burmah International on August 19/20, Castrol '77 on October 15 and Wyedean Stages of November 5 will provide a fitting finale to this ever-expanding championship's most popular season to date. All these three rallies promise to be demanding, professionally organised and exciting events during which Castrol contenders will on two occasions be able to compare their performance against RAC championship regulars.

The cancellation of York MC's event will be especially mourned by those who did not include the Burmah or the Wyedean in their financial considerations, and there are a number of competitors who will now be forced to contest all remaining rounds. In the case of those wishing to drive on the RAC Rally this year, the necessity of competing in the Forest of Dean during November is now something which simply cannot be helped, despite its proximity to the great event. However, speaking strictly in terms of satisfaction-per-'£' spent, these last three events are among the best in the championship calendar, and all three will be virtually guaranteed a full entry.

Delicate balance

Once again this year the situation is delicately balanced, and with eight best scores to count, it is still impossible to predict anything with certainty. Nigel Rockey's phenomenal reliability—he has scored maximum points twice, never scored lower than 24, and never failed to finish—may in fact count against him in the final analysis, since the two scores he must drop may turn out to be highly respectable ones: However, the Mike Phillips-prepared Penarth Commercial Properties/Goodyear/Castrol RS1800 seems to have a special affinity for our championship this year and has in consequence reserved its few failures for the RAC series. Paradoxically, if Nigel were to retire from one of the three remaining rallies, it may even be to his ultimate advantage!

Fastest

Rockey began the year as undisputed fastest driver competing in the series; but since early spring, two major factors have conspired together to make his position at the top of the league that much less secure. One is Nigel's affinity for acquiring punctures and associated damage sustained from driving on wheel rims (like a badly bent axle on both the Avon National and the ATS Stages; the latter with which he might have had to live, albeit in straightened form). Rockey's driving style is much less 'stop-go' than it was in days gone by; his performances are now considerably smoother and he is not noticeably more 'sideways' than his, mostly slower, competitors. However, it might be true to say that he does instinctively try to 'straighten' bends and cut corners more than most. On any tyres this can be a most risky business.

The second major factor comes from Hampshire in the form of Paul Faulkner, one of Nigel's longest-standing 'adversaries' whose increased determination and speed have this year elevated all his performances to a standard achieved by the smallest handful of British drivers in this country. Paul's Castrol/Goodyear RS1800 is still largely unsponsored (a surprising feature in view of the promotability of the driver, the competence of the team and the impressive results achieved). Parts supply from Boreham has meant that the team have largely gone their own way concerning such specialised items as studs, wheel bearings, hubs etc. They have achieved this most sucessfully, and as a result Paul's smooth unruffled driving has paid off handsomely. Like Nigel Rockey, Paul has also won two events and the battle is far from over yet. Faulkner is especially at home on the longer stages and always seems to go exceptionally well in Argyll on the Burmah. His driving has been far more purposeful recently than at any time during his 11-year rally career, and the 36-point gap between the two drivers is by no means as wide a margin as it may appear. If both had to drop their two worst scores now the verdict would go to Nigel by just two points!

Malcolm Wilson, who emphatically had the thin end of the 'deals' which were being offered to the three 'hopefuls' at the start of the year, has had a very tough season during which he has been personally responsible for the preparation of both his G1 and G4 cars. In consequence he is still driving the same RS2000 which finished the Circuit of Ireland as a rolling wreck, and has only very recently secured a new block for his RS1800. It is a credit to him, and hence his sponsors—County Garages, Peter Russek Manuals and Dunlop—that he has never once missed an appearance. He has always driven fast, although a little wildly on occasions, and he was most unlucky not to win his first national rally last month when a halfshaft failed on the final stage.

The Simpsons have graduated up the ladder in the traditional way, like David Stokes and others before them. Last year they won the BTRDA series and this year broke through with a brand new car to score a fine victory on the ATS Stages. Their smart Tyreservices/Century Oils RS1800 is a credit to their personal preparation while the engine is a credit to Frank Pierson. Whether they will be able to make a real impression later this month on less familiar stages in Scotland remains to be seen. . . . Whatever, their performances this year (particularly on the Mintex in the ageing Mk1) are well worth noting.

Worth noting too is that Graham Elsmore has had his chances thwarted for the second year running thanks to the lack of an engine. While he enjoys the luxury of two G1 cars from Thomas Motors, his Avon/Castrol RS1800 has suffered from lack of money and latterly lack of available cylinder blocks. He will now only have one further chance to drive this car in 1977—this on the Wyedean Stages, an event which he has made his personal 'property' in recent years.

Facing page, top: Nigel Rockey on the ATS Stages recently. This car, which was new for the Welsh last year, will be up for sale next week and is currently being rebuilt for this purpose. Nigel will thus be taking over Norman Harvey's identical (but newly built at the beginning of the year) RS1800. Harvey, the man behind Penarth Commercial Properties and Harveys Garages, now resides in the Channel Islands and will not be competing here again this year, so Nigel is taking over Norman's car which has only contested six rallies. Rockey hopes to find extra support to continue entering RAC rounds, but will in any case be concentrating on the Castrol/AUTOSPORT championship. Left top: Fred Henderson is one of those competitors whose arrangements will be somewhat complicated by the cancellation of the Raylor. The necessity of competing on the Wyedean means a rapid change from dry to wet sump for the RAC. Left centre: Peter Clarke's immaculate RS2000 has performed consistently this year and is now a strong second in Group One. Left bottom: George Hill has still to fully sort his Chevette, but progress at Martins is encouraging.



Paul Faulkner is in the process of having a new RS1800 built, but it is very unlikely it will be ready before the end of the year. Next season's plans are still in embryo form, but one thing is certain: he needs a sponsor, particularly if he supplements his British rallying with continental events as he hopes to be able to do.

Group One

After a memorable season of Castrol/AUTOSPORT Group One last year, when any one of six drivers might have taken the championship which hung in the balance right to the last; it was perhaps understandable that affairs would be a little quieter this year. Terry Kaby who, during that year persevered manfully, and virtually singlehandedly with his Dolomite (and in which he scarcely achieved a single satisfactory result), has reaped the benefits of his singlemindedness this year, and wiped the forest floor with all comers. Group One and Terry's SAH-owned, Dunham and Haines/Castrol Dolomite are now synonymous; and although there are many RS2000s in the championship which look the part, they are not in the same league for speed. Terry feels that his machine is still well below par compared with the works car, yet this Sprint is still very quick, and Terry's presence behind the wheel ensures a winning combination. He has enjoyed remarkably little help from Abingdon and one can only hope for Leyland's continued esteem, that they don't lose him to more eager benefactors in 1978. . . . The much-mooted RS2000 championship perhaps?

Peter Clarke, with the ex-Roger Clark Tour of Britain car, has driven sensibly and reliably all year. Steve Smith seems to be returning to form following two accidents, and despite a spell at the Ford Rally School (!) Charlie Wood's promising plans with the Europat Avengers took a sad dive following events on the Hadrian Centurion. Bernard Banning has yet to persuade his Dolomite to run reliably and fast, despite some help out of the Leyland back door, while perhaps the greatest tragedy of the Group is the fact that Chris Wathen—surely the fastest of the RS2000 drivers—has not been able to secure a regular drive in order to demonstrate his talents.

Ladies

Among the ladies, Rose Anne Clinton's Norfolk Line-supported Avenger scored a well-deserved class win on the ATS Stages; although this was of course in the absence of Jill Robinson who once again has dominated proceedings on her every appearance. Jill would dearly welcome some genuine competition which she feels might also raise her performances. Regrettably, full Group Four cars and lady drivers don't often get together.

Chrissie Ashford's Tyreservices Vauxhall Magnum has run reliably throughout and is thus now in a strong position should Jill suffer failures on the next three rounds. Finally, Mary Fullerton's performance on the ATS Stages was very encouraging in view of her lack of stage rallying experience. When Jenny Birrell joins Jill, Rose Anne, Chrissie and Mary later this year, we may yet see a real in-fight among the ladies. Can't wait!



ESSO UNIFLO SPECIAL SALOON CAR CHAMPIONSHIP.

Neck and neck for the title

The Esso Uniflo Special Saloon Car Championship resumes this weekend after its midsummer break with two drivers sharing the lead at the head of the points table. Tony Sugden has scored at every round so far with his 2-litre Formula 2 BDX-engined Ford Escort, taking three wins and two second places in the 2½-litre class.

A class below Sugden, Peter Baldwin has an impressive unbeaten record with his 1300cc BDA-engined Mini. Unfortunately he wasn't able to make round four at Thruxton, and so he has scored at one race less than Sugden, which makes his position as equal leader very creditable.

Sugden has been beaten twice in his class, once at Brands Hatch by Rob Mason's amazingly fast George Bevan engined Sunbeam Stiletto, which very nearly won the race outright—and the second time at Oulton Park where Derek Walker's BDG-engined Escort finished in front. Neither Mason nor



Tony Sugden

Walker have scored in any other rounds, however, and so Sugden has a secure 12 point lead in his class over Chris Wray, who also races an Escort.

Baldwin has some persistently stiff opposition in the 1300cc class in the shape of Gerry Gough's Mini Clubman. Gough won the Thruxton race that Baldwin didn't compete in and has finished second to him at Silverstone and Oulton Park. He's also collected a bonus point for the fastest lap at Brands Hatch and Thruxton and is only five points behind Baldwin in the class and well placed at fourth in the overall standings.

The fifth round, at Oulton Park, saw Baldwin draw level with Sugden after a fine race in which he finished third overall—only one place behind Sugden!—dominated his class and set the fastest class lap. If he keeps up that form in round six, Sugden will have a fight on to retain a share in the series lead.

Minis and Imps fight it out



Joint leader Tony Sugden in his 2-litre Escort.

Almost a championship within a championship is the struggle between the numerous Minis and Imps in the two smallest classes. The divisions for saloons up to 850cc and from 850 to 1000cc are so well supported that the smaller cars often have a separate race to themselves, and the competition for championship points has been proving particularly fierce.

The smallest class is being led by Esso sponsored driver David Enderby, who has had two wins and a second place in his Mini to score 11 points. In the last round, at Oulton Park, Enderby was eliminated in a startline pile-up and Reg Ward went on to take his second successive class win and close to just one point behind Enderby. Second to Ward's Mini in that race was Michael Holland's Imp and the three points Holland collected there brought him on to ten as well, so a very close three-way battle has materialised at the head of the 850 class as a result.

Outright winner of the 'small race' at Oulton was the Imp of Richard Long. With two previous wins at Silverstone and a third at Thruxton added to the Oulton score, Long found himself with a total of 15 points and the clear leader of the 1-litre class. John Homewood, whose Imp won the class at the Brands Hatch round, has a score of five points, as have Brian Miles and George Ostroumoff. As Long's closest challengers they've got a lot of catching up to do!

The halfway stage

At the halfway stage of this year's Esso Uniflo Special Saloon Car Championship 47 drivers had scored points in the five classes, demonstrating the continuing popularity of special saloon racing. The second leg of the 10-race championship begins this weekend at Donington and the remaining rounds are at Mallory Park on August 21, Silverstone on August 29, Donington on September 11 and Silverstone on October 1.



Championship points

1,	Tony Sugden* (Ford Escort)	19
	Peter Baldwin* (Mini Clubman)	19
3,	Richard Long* (Chrysler Imp)	15
4,	Gerry Gough (Mini Clubman)	14
5,	Colin Hawker* (DFVW Cosworth)	12
6,	David Enderby* (Mini))	11
7,	Michael Holland (Chrysler Imp)	10
	Reg Ward (Mini)	10
9,	David Carvell (Mini Cooper S)	8
10,	Chris Roberts (Chrysler Imp)	7
	Chris Wray (Ford Escort)	7

*class leader

Battle of the giants

Colin Hawker's amazing Formula 1-engined Volkswagen seems to have the measure of the rest of the supersaloons in the championship's 'anything goes' over 2500cc class. Hawker's total of 12 points is double the score of his nearest rival, Mick Hill, and is the result of two wins and three fastest laps so far this year.

Hill races a 5-litre Chevrolet-engined Volkswagen that looks more like a flying saucer than the Beetle it began its life as and he started the season well by winning the opening round outright after a tremendous battle with Tony Strawson, which was only resolved on the last corner of the Silverstone circuit. Strawson's monster 8.1 litre Capri was left behind on the grid at the start of the race, but once it got going it took only three laps to overtake Hill and lead the field. Strawson was having to hold the car in top gear though and Hill stayed with him and then dived back into the lead halfway through the last lap. Strawson retaliated with a final challenge on the very last corner, but the big Capri spun off into the armco and the race was Hill's.

In the next round, again at Silverstone, the boot was on the other foot for Hill, who this time had Colin Hawker's DFVW to contend with. In an effort to pass Hawker on the last corner Hill spun off, but unlike Strawson on the previous occasion he didn't hit anything and was able to continue and finish second.

Neither Hill nor Hawker made the third round at Brands Hatch and so Nick Whiting scored a start-to-finish victory in his Escort. Hawker took over the class lead with a win in the fourth round at Thruxton and he consolidated his position at Oulton Park a fortnight later, picking up a couple of points despite a late start because of a faulty fuel metering unit.



Peter Baldwin

Two races at Donington

Another large Esso saloon entry means two separate races for the championship contenders at Donington this Sunday (August 7). Each race is over ten laps of the exciting new Leicestershire parkland circuit and all the leading competitors will be in action.

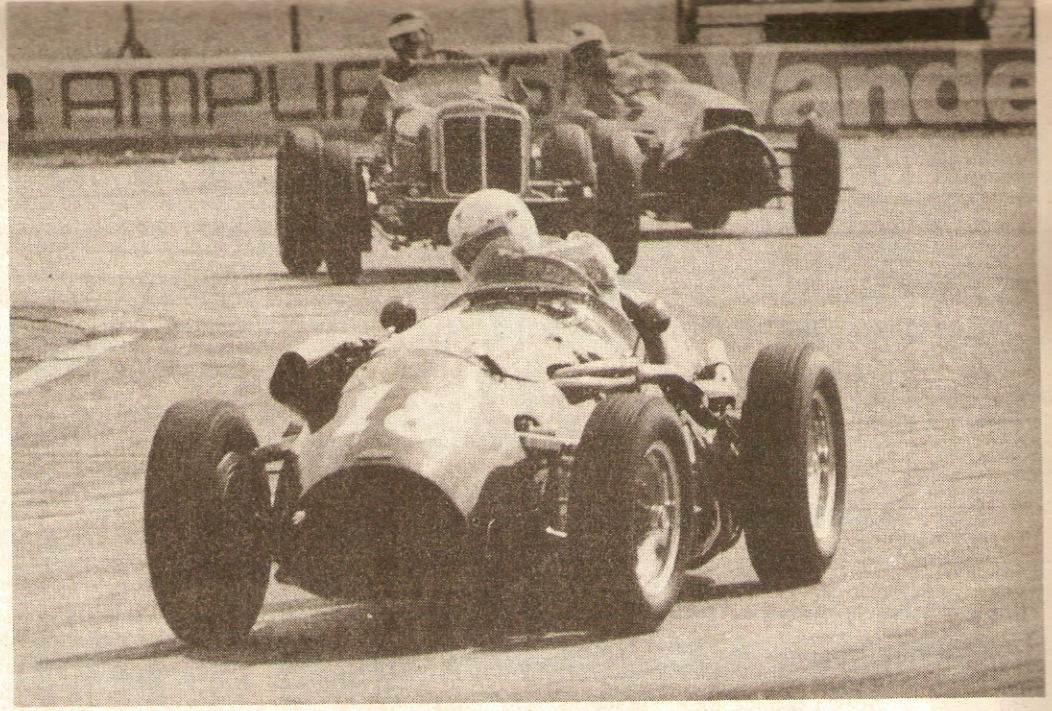
The two Esso saloon races are part of a packed programme of racing that features the revival of the British Empire Trophy—as an event for Historic Racing Cars, a round of the RAC Touring Car Championship and races for Formula Ford, Clubmans, Classic and Historic sportscars and Formula Vee. Racing is from 11.00 on Sunday (practice is on Saturday) and admission is £2 for adults and 50p for children. Donington is three miles from Junction 24 on the M1, near to East Midlands Airport, and if you want to see saloon racing at its very best, round six of the Esso Uniflo Special Saloon Car Championship is for you.

ESSO UNIFLO  Protects better by moving faster

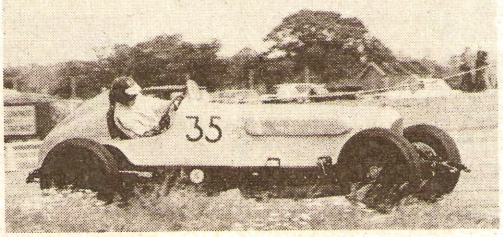
SILVERSTONE

Margulies' magnificent Maserati

Britain is the mecca of vintage motor racing thanks to the efforts of the Vintage Sports Car Club and, as proof, at Silverstone last Saturday, the club ran a tremendously entertaining and varied ten race programme for over 5,000 sun-drenched spectators. In the main event, Simon Phillips became the first winner of the Hawthorn Memorial Trophy driving a Cooper-Bristol, and Bernard Kain (Bugatti T35B) won the Boulogne Trophy for the third time, almost at a record average speed. Chris Mann's brilliant driving of the ex Peter Waller ERA secured a win in the pre-war racing car event but the most spirited performance of the day came from Dan Margulies in a Maserati 4CL.



Above: Gerry Walton's fine drive netted him the APG Driver of the Day award. Below: Gordon Russell's out-handicapped Bentley.



The programme opened with a five-lap vintage scratch race, in which Colborne's Riley Special held a comfortable lead throughout. Barbet's baby Austin narrowly succeeded in keeping at bay Venables' Lester MG and Rolph's Talbot for second place, Venables snatching third spot on the line. The first handicap event produced a perfect climax with Chris Pack's Riley-engined Aston Martin fending off a determined challenge from the Hon Finch-Hatton's BMW 328 on the last corner, the BMW nearly overdoing it. Hugh Conway's Bugatti 37A, which led for a couple of laps, just clinched third place from Peter Evans' Chawner GN and David Elwell-Smith's Aston Martin. Scratch man Gordon Russell, whose 8-litre Bentley is housed in a 3-litre chassis, was out-handicapped and finished eighth.

A combination of cars leaving the grid at the wrong time and Duncan Grew's Bentley having an over-generous credit lap, made for a rather complicated Fox & Nicholl Trophy race, this being an eight-lap handicap event for large capacity vintage sports cars. On the track Chris Mann's glorious blown straight 8 Alfa Romeo Monza, the ex-John Mudd car, was fastest and put in a strong last lap effort to overcome Bob Burrell's Bentley fitted with an 8-litre V12 Phantom III Royce engine. However, Grew's credit lap gave him a win by 6secs. Simon Lees-Milne's Leaf, with 3½-litre SS100 engine installed, was a strong contender for victory but, trying too hard at Woodcote at the start of the last lap, he understeered into the wall quite alarmingly. Victor Gauntlett's Derby Bentley, last year's winner of this race, was a very competitive fourth.

ERAs (minus pole man Hamish Moffatt after his 2-litre R3A developed brake trouble in practice) and Maseratis were the star attractions of the eight-lap pre-war racing car event. Bill Morris, driving Miss Narisa Chakrabongse's famous ERA Romulus, stole the lead from Chris Mann's ERA R9B while two of the front row occupants soon struck trouble. Tony Merrick's ERA R1A suffered diff failure on the first lap and Hon Patrick Lindsay's ERA Remus pitted with piston troubles, returning to the fray just before the end. Mann, driving with great enthusiasm and taking to the grass on the exit of Woodcote, took the lead on lap two but Morris retaliated for the first half of a very exciting race. However, he was docked ten seconds for jumping the start, and this dropped him to third in the results. With Patrick Marsh's black ERA R1B falling back with a sick engine, Dan Margulies' splendid Maserati 4CL snapped up third place on the road which became second in the results once Morris had been penalised. To the delight of the spectators, Margulies was driving the 1939 16-valve 4CL with such force that the inside rear tyre was exuding plumes of smoke under acceleration from the corners. The other Maserati in the race, Cameron Millar's Wilbur Shaw Indy type 8CTF, held a mid-field position until pitting near the end.

The grid was so full for the next five-lap handicap that all those that wanted to didn't get a run. Chilcott in Dick Smith's Frazer Nash executed some exciting cornering manoeuvres to snatch victory from Derrick Edwards' Aston Martin while Adrian Liddell's 1918 Straker Squire, as raced at Brooklands by Kensington-Moir, finished an excellent third to win the Edwardian section.

With rather a lot of non-starters, including two practice casualties (Gordon Chapman's Lister Jaguar Monza which burnt a piston and Colin Crabbe's Ferrari 375 which lacked oil pressure) the 15-lap Mike Hawthorn Memorial Trophy race looked a little sparse. Simon Phillips' Cooper-Bristol romped away to a comfortable win, lapping at a creditable 67.6s, and David Llewellyn's Maserati 250F initially held second place before falling back as the engine sounded progressively flatter. Another first-class drive by Margulies in the 4CL Maserati gave him second place for most of the race, but in the closing stages he was caught by Gerry Walton's immaculate A-type Connaught and Peter Mann in Chris Mann's ERA. In a very tense last three laps, all three took turns to lead before Walton pulled ahead on the last tour with Margulies keeping Mann behind him for third. Frank Lockhart's recently rebuilt Rover Special circulated just ahead of Stephen Langton's nicely turned-out Cooper-Bristol for fifth and sixth placed, while Patrick Lindsay's ERA Remus again suffered engine problems after holding fourth place for the first half of the race.

After an interesting parade of ACs, another five-lap handicap produced a fairly comfortable win for Bayne-Powell's 1933 blown MG with Derrick Edwards' Aston again taking second spot.

Peter Morley's 24-litre Bentley Napier and Bernard Kain's Bugatti Type 35B swapped the lead of the Boulogne Trophy for vintage racing cars for the first two laps and then Peter Evans' Chawner GN suffered a terrifying accident at Maggott's when something, probably the chain, broke and the car rolled several times. The race was stopped while the driver was removed to hospital with slight injuries but, as it's such a rare occurrence for a vintage race to be stopped, few of the drivers appeared to know what the red flag meant. On the re-start, the race was shortened from ten to eight laps, Morley's thundering Bentley galloping into the lead only for Kain to slip by on the corners. However, this time Morley lasted just a lap before retiring with a burst top water hose. Kain went on to score a commanding win over Ron Footitt's Cognac Special leaving much of the interest focused on the third place battle in which Johnty Williamson's 10½-litre V12 Delage Land Speed Record car was being climbed all over by Harvey Hine's 4½ Bentley and Gordon Russell's 8-litre Bentley Special. The Delage's immense power secured third place for Johnty, but only after Hine put in a tremendous last corner effort which left Russell breathless. After a race-long battle, Ray Fielding driving the of Moray's Maserati 8C pulled away from John Warden's blown 1½-litre Norris Special which won its class.

The fastest of the five-lap handicaps provided a popular win for Gerry Walton's Connaught, Walton being awarded the APG Driver of the Day prize. Geoffrey St John's twin ohc Bugatti T51 pursued Walton gallantly at the same time as keeping out Stephen Langton's Cooper-Bristol while scratch man Simon Phillips could not overcome his handicap and had to make do with fourth in another Cooper-Bristol. Bernard Kain's Bugatti and David Vine's Cooper-Bristol were the next two. While this time Dan Margulies was out of luck, the mag packing up on his different Maserati, a 1936 6CM with a 4CM 8-valve engine.

Chris Mann's delectable Monza Alfa Romeo seemed certain of winning the final five-lap scratch race but, on the third lap, the wheel came off at Copse corner; Mann, thankfully, brought the car to a safe stop. Meanwhile at Woodcote a nasty-looking accident between Bayne-Powell's MG, Mrs Nickalls' Lagonda and Roger Newton's HRG resulted in damaged machinery and a lucky Newton as he was thrown out of the HRG into the middle of the circuit, narrowly being missed by the following cars. Rhodes's 4.3-litre Alvis inherited the lead with Woodley's Alvis Special of similar capacity claiming second, and Ronnie Symondson's Bugatti T57 finishing third to win the Bill Phillips Trophy for the first standard PVT sports car in road trim. Burrell's hybrid Bentley Royce was a close fourth.

Vintage sports car scratch race (5 laps): 1, P. Colborne (1.8 Riley), 7m 44.8s, 62.71mph; 2, W. Barbet (747 Austin), 8m 06.2s; 3, P. D. Venables (1.1 MG), 8m 07.6s; 4, D. B. Rolph (3.0 Talbot), 8m 08.2s. **Fastest Lap:** Colborne, 1m 31.4s, 63.33mph.

Vintage sports car handicap race (5 laps): 1, C. R. Pack (2.4 Aston Martin-Riley), 7m 19.4s, 70.69mph; 2, Hon R. Finch-Hatton (2.0 BMW), 7m 20.4s; 3, H. Conway (1.5 Bugatti T37A s/c); 4, P. Evans (1.0 Chawner GN), 7m 27.8s. **Fastest Lap:** Pack and G. Russell (8.0 Bentley), 1m 18.4s, 73.83mph.

Fox & Nicholl Trophy handicap race for Vintage sports cars (8 laps): 1, W. D. Grew (3.0 Bentley), 11m 24.2s, 59.66mph; 2, R. Burrell (8.0 Bentley Royce), 11m 30.8s; 3, C. Mann (2.6 Alfa Romeo Monza s/c), 11m 31.4s; 4, V. Gauntlett (4.2 Bentley s/c), 11m 40s. **Fastest Lap:** Mann, 1m 15.2s, 76.97mph.

Pre-War Racing Car scratch race (8 laps): 1, C. Mann (1.5 ERA s/c), 9m 25.8s, 81.84mph; 2, D. Margulies (1.5 Maserati s/c), 9m 30.4s; 3, W. Morris (1.5 ERA s/c), 9m 38.8s; 4, P. Marsh (1.5 ERA s/c), 9m 54s. **Fastest Lap:** Mann, 1m 09.4s, 83.41mph.

Vintage, Light Car and Edwardian handicap race (5 laps): 1, C. Chilcott (1.5 Frazer Nash), 9m 02.6s, 59.97mph; 2, D. Edwards (1.5 Aston Martin), 9m 03s; 3, W. Liddell (3.9 Straker Squire), 9m 95.4s; 4, M. Pilgrim (747 Austin), 9m 06.4s. **Fastest Lap:** Edwards, 1m 29.2s, 64.89mph. **Edwardian class winner:** Liddell. **Light car class winner:** T. Dickie (847 MG).

Hawthorn Memorial Trophy for Historic racing cars (15 laps): 1, S. Phillips (2.0 Cooper-Bristol), 17m 08,4s, 84.43mph; 2, G. Walton (2.0 Connaught), 18m 01.8s; 3, D. Margulies (1.5 Maserati 4CL s/c), 18m 03.2s; 4, P. Mann (1.5 ERA s/c). **Fastest Lap:** Phillips, 1m 07.6s, 85.63mph.

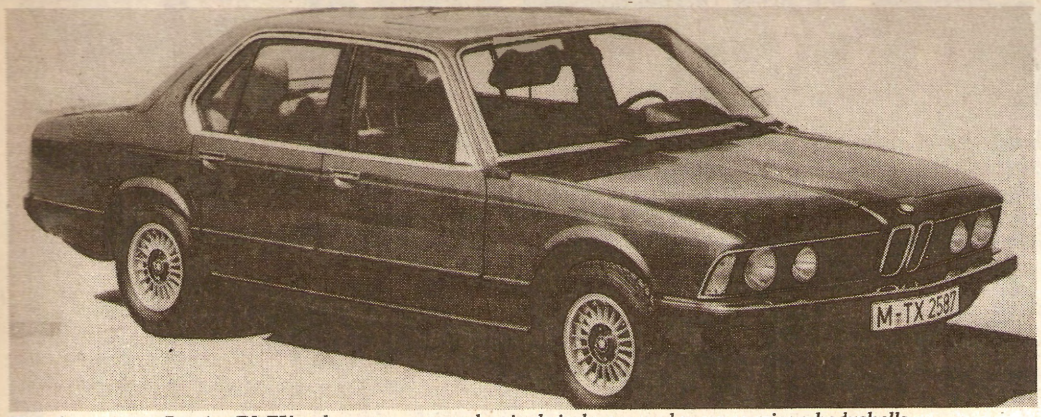
Vintage handicap race (5 laps): 1, P. Bayne-Powell (1.1 MG s/c), 8m 10.2s, 63.58mph; 2, D. Edwards (1.5 Aston Martin), 8m 13.8s; 3, P. Holdsworth (4.4 Alvis), 8m 15.2s; 4, D. Whittaker (4.1 Chrysler), 8m 18s. **Fastest Lap:** Holdsworth, 1m 23.6s, 69.24mph.

Boulogne Trophy Race for Vintage Racing Cars (8 laps): 1, B. Kain (2.3 Bugatti T35B s/c), 9m 56.4s, 77.69mph; 2, R. Footitt (2.0 Cognac Special), 10m 04s; 3, J. Williamson (10.5 Delage V12), 10m 33.2s; 4, H. Hine (4.4 Bentley), 10m 34s. **Fastest Lap:** Kain, 1m 13.4s, 78.86mph. **Class winners:** Kain and J. T. Warden (1.5 Norris Special s/c).

Vintage handicap race (5 laps): 1, G. Walton (2.0 Connaught), 6m 56.2s, 79.03mph; 2, G. St John (2.3 Bugatti T51 s/c), 6m 58.4s; 3, S. Langton (2.0 Cooper-Bristol), 6m 59.8s; 4, S. Phillips (2.0 Cooper-Bristol), 7m 04.2s. **Fastest Lap:** Phillips, 1m 08.2s, 84.87mph.

Vintage scratch race (5 laps): 1, D. Rhodes (4.3 Alvis), 6m 52.6s, 70.15mph; 2, P. Woodley (4.3 Alvis), 6m 54.8s; 3, R. Symondson (3.2 Bugatti), 6m 56.2; 4, R. Burrell (8.0 Bentley Royce), 6m 58.8s. **Fastest Lap:** C. Mann (2.6 Alfa Romeo s/c), 1m 16.4s, 75.79mph.

by John Bolster



The elegant new 7-series BMWs rely on proven mechanicals in larger and more spacious bodyshells.

Impressive 7-series

In the past, the six-cylinder BMW saloons have been cars of great, almost fierce, performance. The conditions under which we now live have reduced the importance of this aspect, and four-door cars in the high-priced field are tending to be more luxurious and less sporting.

The new 7-series BMWs follow this trend. They are altogether larger and heavier, both in the interest of passenger comfort and to pass, by a wide margin, all present and future safety regulations. The future for cars with very large engines does not look bright on many markets, so BMW are wisely sticking to their well-tried and economical units of 2.8, 3.0, and 3.3 litres; the cars are called 728, 730, and 733i in consequence, the last-named having fuel injection on the Bosch L-Jetronic system and electronic ignition.

Great trouble has been taken to achieve low emission and the two smaller engines now have a four-barrel Solex carburetter. There are various minor ameliorations and the cooling fan is kept down to a maximum of 2300rpm, in pursuit of silence and reduced power consumption. The well-known Getrag four-speed manual gearbox is now even quieter and a new ZF automatic transmission is also offered. The chassis-mounted final drive is higher geared (lower numerical ratio) for the two larger engines and the 728 also has slightly smaller-section tyres, 195 instead of 205mm.

A new geometry for the strut-type front suspension has been developed, with reduced centre-point distance and a small positive scrub radius. This has the advantage of allowing the ventilated front brake discs to be mounted clear of the wheel rims. The most important design change is the use of a central hydraulic system, with engine-driven pump and accumulator which provides the power for the brakes and the recirculating-ball steering gear. This eliminates the vacuum servo, which might have undesirable effects on an engine highly tuned for minimum emission.

The exhaust system is ingeniously suspended at those points where vibration nodes are found to occur and expansion volume is up by 25 per cent, matched by a larger air filter intake. Bigger headlights give 30 per cent increase on low beam, 10 per cent on high beam—a welcome improvement.

A new and sophisticated heating and ventilation system has been standardised, with separate provision for the rear compartment. On the 733i, a central locking system takes care of all four doors, the boot and the petrol filler flap. All doors are automatically unlocked by any impact above 5mph.

I spent a couple of days in France driving the 733i and the 728 automatic. These were early production cars, and had not covered a sufficient mileage to reach their best potential, but as I shall be carrying out a full road test in due course, I omitted the stopwatch routine and concentrated on some enjoyable motoring. There still exist some winding roads in France that are relatively free of traffic and I was able to test the handling and suspension to the full.

The 733i is not the hairy sort of car that some previous injection BMWs have been. If its performance is slightly reduced by the greater weight, it is certainly fast enough for the majority of owners. With 197bhp at his disposal, the driver has a fine reserve of power and the big machine is smooth, quiet,and effortless in the extreme. It corners best with power on, tending to change to oversteer on lift-off, but the power-assisted steering is quite quick and one is not really conscious of the considerable size and weight of the vehicle.

Curiously enough, the ride and handling of the 728 were actually better than those of the bigger-engined car; it remained level over really bad bumps and the steering had more castor return. One does sometimes find that tyres of greater section do not necessarily improve the ride. The 728 had the new automatic transmission and this must be given very high marks for smoothness and efficiency.

A trivial fault affecting both cars was a creaking sound which could occasionally be heard from behind the facia panel; I am assured that this will be eliminated before customers' cars are delivered. Some wind noise was also audible, largely because engine and transmission sound were at such a low level, and road noise has been well subdued. The brakes stood up extremely well to hard driving on winding roads and the new hydraulic servo gives exactly the right degree of assistance. The cars were lavishly equipped, such things as electrically controlled external mirrors being appreciated, but once again I found German seats a little on the hard side, perhaps because Teutonic posteriors have more upholstery than mine.

The new 7-series BMWs are big, impressive cars, with more performance than most of their owners will ever be able to use. They must be placed among the world's great luxury cars, yet their engines are not excessively large, and their fuel consumption is quite reasonable. At prices ranging from £8950 to £11,550, they cost appreciably less than I had expected.

Specification and performance data

Car Tested and Described: BMW 728, 730, and 733i four-door saloons, prices £8950, £10,540, and £11,550.

Engines: Six-cylinders in line with inclined valves, operated by single chain-drive overhead camshaft and rockers. Compression ratio 9 to 1. **728:** 86 x 80mm (2788cc), 170bhp DIN at 5800rpm, Solex 4-barrel carburetter. **730:** 89 x 80mm (2986cc), 184bhp DINat 5800rpm, Solex 4-barrel carburetter. **733I:** 89 x 86mm (3210cc),197bhp DIN at 5500rpm, Bosch L-Jetronic electronic fuel injection.

Transmission: Getrag 4-speed synchromesh gearbox, ratios 1.0, 1.4, 2.2, and 3.85 to 1.
ZF 3-speed automatic transmission, ratios 1.0, 1.47 and 2.47 to 1. Hypoid final drive, ratios: **728**, 3.64 to 1, **730** and **733I**, 3.45 to 1.

Chassis: Combined steel body and chassis with 6-year guarantee against corrosion. Independent front suspension by struts, lower wishbones, and anti-roll bar. ZF recirculating-ball power-assisted steering. Independent rear suspension by semi-trailing arms and coil springs. Disc brakes, ventilated in front, with power assistance from hydraulic pump and accumulator, also operating steering. Bolt-on steel wheels, fitted: **728**, 195/70 HR-14; **730** and **733I**, 205/70 HR-14 steel radial tyres.

Dimensions: Wheelbase 9ft 2in. Overall length 15ft 11.3in. Width 5ft 10.9in. Weight: **728**, 30cwt 14lb, **730**, 31cwt 12lb, **733I**, 31cwt 56lb.

Performance: **728**, 119mph, 0-62mph, 10.1s. **730**, 124mph, 0-62mph, 9.6s. **733I**, 127mph, 0-62mph, 8.9s (maker's figures).

Revised Fiat 127

The Fiat 127 is the car they all have to beat! It was the first of the "Super-Minis" and is still the best-seller of this best-selling class, although it is now pursued by nearly a dozen worthy rivals. It's all too easy, and it has often been done, to spoil a successful car when trying to improve it. To avoid making that mistake, Fiat have carried out the most elaborate market research programme, including an analysis of all relevant press reports.

They have found that economy is of ever-increasing importance, followed by the comfort of the occupants in all its aspects, including especially freedom from noise and vibration. In order to satisfy both these requirements, the engineers have raised the gearing by a massive 15 per cent, reducing the numerical ratio of the helical spur-gear final drive from 4.69 to 1, the new ratio being 4.071 to 1; this, plus a very slightly raised top gear, 0.963 instead of 0.977 to 1, means that at the frequently-used cruising speed of 100kph (62mph) the engine revolutions are now 3930 instead of 4300rpm.

Fundamentally, this must aid economy by lowering fuel consumption and reducing wear and tear; the benefit in terms of diminished noise and vibration is also apparent. In pursuit of economy, stellited valves and a clutch of larger diameter ensure long life, while redesigned flexible engine mountings and a lot of extra sound-deadening material, plus reduced clearances in certain bearings, all contribute to silence.

Larger and more comfortable seats are featured, and the tailgate has been extended downwards in three-door bodies, reducing the height of the sill over which luggage must be loaded. The engine of the 900 models is the well-known three-bearing pushrod unit, in its latest form.

In addition, a five bearing 1050cc engine is offered, with a belt-driven overhead camshaft. It develops 50bhp compared with 45bhp for the smaller alternative, with the considerably greater torque of 57.1lbs/ft, as against 47lbs/ft, at 3000rpm.

I have tested both versions of the new 127, but as the 1050 models will be the first imports, I shall concentrate on that car in the present report. A short additional summary on the 900 will appear as soon as it becomes available. Both my test cars were actually of left-hand drive type, because I avoid testing vehicles that are too new to be properly run in. In any case, I have a secret preference for "left-hookers", perhaps because the gearlever is on the right.

When I took delivery, I was surprised how much better-looking the new cars are. The flat-topped bonnet, with headlights incorporated in a wider grille, has a pronounced edge that makes close parking easy. Similarly, the extended hatchback has a deeper window and the rear side windows also give a better view for reversing, thanks to their straight bottom edges, the wedge-shaped look being now rather dated. The black PVC covering that protects the bottom of the car is now carried up over the sills at the lower edges of the doors; all box sections of the body are wax-filled to prevent corrosion. Both my test cars were of the three-door CL type, which is the most luxuriously-equipped of three versions.

The 1050 can be distinguished by its larger exhaust pipe and the absence of a manual choke. It is far quieter than the previous 127, indeed from being one of the noisier Super-



The revised Fiat 127 features neater rear-end styling than before and a large lift-up tailgate incorporating parcel shelf.

Minis it is now one of the most nearly silent. There's a faint whine from the transmission, which disappears above 50mph, and moderate wind noise near the maximum speed, but that is about all.

As for performance, the maximum speed is 88mph, with 90mph frequently recorded in one direction, and certainly more to come after a greater mileage. The new final drive ratio steps up second and third gears, which have not themselves been altered. This means that second will now reach 50mph and a brilliant 0-50mph acceleration time of 9.4s is the result. Similarly, 70mph can now be easily exceeded in third, which aids the rapid resumption of motorway cruising speed after a check.

First gear has been lowered to compensate for the new final drive, the overall ratio being the same as before, which assures an easy restart on a steep hill. The gearchange is now very slick, with up-rated synchromesh, assisted by the rigidity of the lever. Traction is excellent and though the new engine has enough power to spin the wheels lustily, the car does not hang about on the line but gets moving pretty smartly.

The little machine gets through corners very well, with a moderate degree of understeer and not much roll. The roadholding is excellent on wet roads or dry and the steering transmits sufficient message from the road surface to the driver's hands. It is quite light, too, even on very sharp bends or when parking in confined spaces. The brakes are well up to the extra performance of the larger engine and the independent suspension ensures that all four tyres grip the road during emergency stops.

It is the independent rear suspension, too, that permits such a low floor level to be achieved. The people at the back really do have plenty of leg and head room, which is translated into a simply vast space for the carriage of bulky objects when the seat is folded, especially as the spare wheel is under the front bonnet with the compact, transversely-mounted engine.

The interior of the CL model is quite luxurious, with soft velour upholstery and an attractive new instrument panel. There are several receptacles for odds and ends and a shelf at the rear conceals the luggage, rising with the tailgate when it goes up on its two gas struts. I do feel, however, that swivelling quarter-lights are an old-fashioned form of cool-air ventilation, but when the heater is in use there is no other method. The rear windows can be angled outwards for extra extraction.

Finally, there is the question of fuel economy. I tested this aspect with especial care in this case, as economy is one of the declared objects of the new 127. The answer, when driving flat-out for many miles for speed and acceleration testing, plus town work, quite a few cold-starts, and some country travel, was 34.4mpg. However, few owners thrash their cars like that and I did a typical touring run of 100 miles, driving quite fast on the winding sections but keeping the cruising speed down to 60mph (actual not speedometer) on the straights. This gave 46.5mpg, and I'm much too impatient to make a good economy driver.

It is necessary to stress that the car never feels over-geared, picking up quite smartly from 20mph in top gear and fairly rushing up hills on the same ratio. Personally, I'm delighted with the new higher gearing, or "longer" gearing as one says on the Continent, because I will now admit that I often tried to change up again, when I was already in top, on the old 127.

Life isn't all Berlinetta Boxers and Porsche Turbos, and for those of us who must consider the cost of motoring, this new Fiat is going to save a lot of money that we can spend on riotous living.

Specification and performance data

Car Tested: Fiat 127 1050 CL 2/3-door saloon. Price £2239.38.
Engine: Four cylinders 76 x 57.8mm (1049cc). Compression ratio 9.3 to 1. 50bhp (DIN) at 5600rpm. Belt-driven overhead camshaft. Single-barrel downdraught carburetter.
Transmission: Single dry plate clutch. 4-speed synchromesh gearbox with central remote control, ratios: 0.963, 1.348, 2.055, and 3.910 to 1. Helical spur gear final drive, ratio 4.071 to 1.
Chassis: Combined steel body and chassis. Independent strut and wishbone suspension of all four wheels, with coil springs and anti-roll bar in front, transverse leaf spring with anti-roll mounting at rear. Rack and pinion steering. Servo-assisted dual-circuit disc/drum brakes with rear control valve. Bolt-on steel disc wheels, fitted 135 SR 13 tyres.
Equipment: 12-volt lighting and starting. Speedometer. Fuel and water temperature gauges. Heating, demisting, and ventilation system. Windscreen wipers with intermittent setting and electric washers. Flashing direction indicators with hazard warning. Reversing lights. Extras on test car: Heated rear window. Headrests. Steering wheel lock.
Dimensions: Wheelbase 7ft 3½in. Track 4ft 2½in/4ft 3in. Overall length 11ft 11½in. Width 5ft 0¾in. Weight 13.9cwt.
Performance: Maximum speed 88mph. Speeds in gears: third 75mph, second 50mph, first 26mph. Standing quarter-mile 19.6s. Acceleration: 0-30mph 4.2s, 0-50mph 9.4s, 0-60mph 14.4s, 0-70mph 21.6s.
Fuel consumption: Overall including speed testing 34.4mpg. Touring 46.5mpg.

Low profile Pirellis

Among very high performance cars, such as the Porsche Turbo, the ultimate in tyre equipment is probably the ultra-low-profile Pirelli Cinturato P7. This is a very special tyre at a high price, but Pirelli have developed a range of tyres with many of the advantages of the P7, though applicable to more normal cars. These tyres will not be available in England for 18 months or so, but they are currently being tested by car manufacturers for possible adoption, and Fiat will offer them on the 132.

Much of the cost of ultra-low-profile tyres has formerly been due to the special wheels required. The new Pirelli fits a standard wheel, by which I mean an ordinary production component. Obviously, the diameter of the wheel must be bigger, but it can be similar to the steel wheels of commerce. It is for this reason that the tyre is named the 'Plus One', because it is fitted to a wheel one inch larger in diameter than the size previously on the car.

It will be understood that although these squat, fat radials are on the bigger wheels, outside diameter is the same as that of a standard tyre on a smaller wheel. This means that they have the same rolling radius, so the effective gear ratio is not affected, and no bodywork modifications are required. These factors are important when the Plus One is fitted to an existing car, and no doubt some owners will make the change in pursuit of improved handling or more modern appearance. However, there are further possibilities when a manufacturer standardises the new tyre.

The greater wheel diameter makes more space for the brakes, which can be increased in size if desired. This may even permit the deletion of the servo in some cases, a welcome cost reduction, and brake cooling can be augmented. Similarly, there is less restriction on suspension design and a different geometry or more widely spaced wishbones can be adopted. It would, of course, be possible to use the existing wheel size and reduce the outside diameter of the tyre, but that would entail a change of gear ratio and smaller wheel arches at the design stage.

Some low-profile tyres have been criticised for giving a hard ride, but Pirelli claim that the Plus One actually provides better passenger comfort and reduced road noise. This is achieved by using a relatively light two-ply steel belt, with a secondary structure of one or more nylon belt plies, combined with careful matching of tread and sidewall stiffness. The main advantages of the ultra-low-profile configuration are increased cornering power and more precise response to small movements of the steering wheel, due to reduced distance between tread and rim.

This new Pirelli tyre equipment is likely to be offered by manufacturers as part of the package on their super models. It will also appeal to enthusiasts who wish to improve their existing cars, without affecting the gear ratios or requiring unsightly body modifications.

Improved G Special

A new addition to the Citroën GS range replaces the 1015cc version and is built in saloon and estate forms. The G Special, as it is called, has an 1130cc engine, which gives more power, 56.5bhp at 6500rpm, greater torque, 58.6lb ft at 3500rpm, and much better fuel economy. Naturally, the famous hydropneumatic self-levelling suspension and disc brakes all round are retained.

The list of standard accessories is far too long to detail here, but the rev-counter and the brake pad wear warning light must be mentioned. Former owners of cart-sprung cars, who may be a little nervous of the highly sophisticated hydropneumatic suspension, should be reassured by the two-years/65,000-miles guarantee of this feature. Prices are £2489 for the saloon and £2699 for the estate.

● Aston Martin Lagonda (1975) Ltd have announced some worthwhile improvements to the standard Aston Martin. Engine modifications give better breathing which, in conjunction with more efficient silencing, gives a 15 per cent power increase with reduced fuel consumption and less noise. New Koni dampers are claimed to benefit handling and roadholding, while a more modern instrument layout has been adopted. Servicing intervals have been increased to 5000 miles.

edited by Robin Bradford

BARC War games

Armour, combat troops and explosions replace racing cars and thunder of exhausts at Hampshire's Thruxton Racing Circuit on Sunday when the first Thruxton War Day gets under way. Organised by the Military Vehicle Conservation Group—a group dedicated to restoring to working order the vehicles of World War 2—the Thruxton War Day will feature more than 100 fighting vehicles, trucks, jeeps and motorcycles of the British, American, Canadian and German sides in a nostalgic day of military action.

Such has been the response from both MVCG members and the public to the Thruxton War Day that the gates will now be opened at 11 in the morning, with battle re-enactments, vehicle displays, skydivers, trick motorcycle riding and much more in the main arena from 2.30pm. Among the military vehicles—none of which are later than December 1945—are Jeeps, DUKWs, Daimler Dingos, half-tracks, trucks and armoured vehicles, all lovingly restored.

As well as the vehicle displays, there will be a battle re-enactment with over 100 combat troops, plus a huge militaria bazaar with dozens of stalls selling weaponry, insignia, uniforms and nostalgia from World War 2.

Short circuiting success

Race organisers at Brands Hatch now regularly have to deal with the problem of drivers who use the old track at Paddock as part of the racing line and who cut across the grass at other points, particularly the left-right swerve of Surtees and McLaren. Mini drivers in a round of the Leyland Challenge were called up before the stewards *en masse* at the Rochester MC meeting on Sunday following an outbreak of this problem in practice. The stewards' lecture must have had an effect, because in the race only a couple of drivers were shown the black and white diagonal flag, which is the final warning before the black flag.

Radio 210 for G8

Radio 210—the Reading-based independent radio station—is to sponsor Thruxton's major European ShellSport International meeting on Sunday, September 11. The meeting will be titled the Radio 210 Raceday and the station's Sunday afternoon show will be broadcast live from the circuit.

The involvement in Thruxton's Radio 210 Raceday will include live reports on the featured ShellSport Group 8 race and the Tricentrol British Saloon Car Championship round, as well as supporting races during the programme. Radio 210 will be bringing many of their personalities and pop stars to Thruxton for the day.

Rufforth at an end

Sunday, September 4 is the day when BRSCC members get their last chance to win a mention in the history of RAF Rufforth near York.

For that's the day when the club's circuit on the main runway and perimeter track just outside the York City boundary will be in use for the final time. The lease under which the North Eastern Centre club enthusiasts obtained the use of agricultural land and access to the runways and linking roads is about to expire.

So September 4 will be a day to remember. Several of the regular competitors at Rufforth have declared their intention of establishing new lap records which will never again be threatened and which will ensure that their names will go into the record book for posterity.

And Leeds Autocars, local main Vauxhall/Bedford and Panther Lima dealership, will make sure that a lot of people take cash prizes home when the last chequered flag has fallen. This is how it will be shared out: Formula Fords, £20 for fastest lap; Special Saloons, £20 for fastest laps in three classes; Production Sports, £20 for fastest laps in three classes; Modified Sports, £20 for fastest laps in four classes; Clubmans, £20 for fastest laps in two classes; *Libre*, £50 for fastest lap and £50 if lap record is broken; Marshals Raffle, £50.



Jock Robertson, Opel Comodore prodsaloon driver, joined the motorsport jet set at the weekend, competing in three race meetings in England and Ireland in four days. At 3am Wednesday last week he set off for Stranraer towing his Mayfair Opel off to Kirkistown for Saturday's meeting. When he was forced to brake hard for another inconsiderate motorist, the fan of his tow van holed the radiator, causing immense problems. His problems continued at the circuit and, after some disastrous practice, he did not race. He then flew to Donington for Sunday's Britax round where he drove Pete Hall's ICS Commodore, annexing pole position and finishing a fighting second to Derrick Brunt. And then it was back to Ireland for Monday's Mondello meeting, the outcome of which we did not know when we went to press.



Griffin prizes

In our Grand Prix issue (July 14) we published a crossword competition for which Griffin helmets kindly donated the prizes. The first all correct solution was received from Mr J. E. Humphries of 25 Thornyfields Lane, Stafford. Second was Mr R. Bolton of 'Chellah', Westbourne Drive, Menston, Ilkley, Yorks and third was Mr D. W. Pickstone of 5, Lowton Street, Radcliffe, Manchester. Terry Ogilvie-Hardy of Griffin Helmets was very pleased with the response to the competition, so much so that it is his intention to award a further Speedstar helmet to the first entry out of the bag left at the factory. The correct answers are shown left.

Aintree addition

An extra race has been added to the programme for Aintree's Saturday, August 13, meeting—a prodsaloon event to be run in Britax classes. The club, whose problems have been aired in these pages frequently of late, are keen to attract more marshals to the meeting as well as a few more entries. For marshalling enquiries, contact Andy Mould (051-639-1084) and for entries, Ian Smith (09285-73280).

. . . and Kodak

In the same issue of AUTOSPORT *we featured a Kodak competition with four prizes of the new Kodak EK6 instant-picture cameras to be won. The first correct entries to be opened were sent in by; Michael Clarke of 35, Millfield Road, Edgware, Middx; Mr S. C. Surey of 65, Oak Bank, Fieldway, Ned Addinton, Croydon, Surrey; John Roberts of 25, Rawdon Grove, Kingstanding, Birmingham and Mr C. Gillard, of 9, Maid Marion Avenue, Selston, Nottingham. Congratulations!*

Desiré takes on Divina

South African FF2000 lady Desiré Wilson will take on her British counterpart, Divina Galica, in the SodaStream Sports 2000 round at Snetterton on Sunday. Desiré will drive Ted Toleman's Lola T490, in which the last 'guest' driver, Rad Dougall, paralysed the opposition at Oulton Park.

Incidentally, for those with an interest in silly statistics, Desiré and Divina hold the two available Ford 2000 lap records at Donington—Desiré's FF2000 record being about one second quicker than Divi's Sports car time. Sunday promises an interesting conflict which, we suspect, could have an unexpected result.

Leslie's Royale sponsored

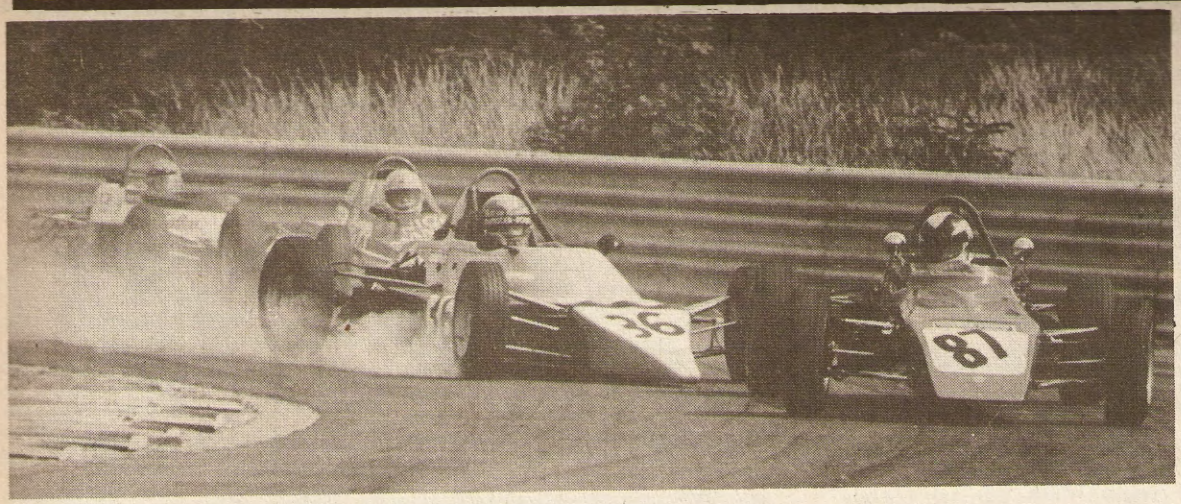
Cumbrian FF driver David Leslie has suffered from an acute lack of funds this season, so it is with great pleasure that he now carries the name of a backer on his car. David appeared at Donington last weekend with his Royale RP24 decked out with the logos of a specialist in High Performance Sports Cars—Crossflags (Motors) of Dumfries. The 'boss', Bert McNish, was an entusiastic spectator at the BARC Championship race and saw David score a good third place after a fine tussle with Nigel Mansell, Bernard Devaney, Barry Pigot and Bernard Vermilio.

Another interesting feature about the car was the latest Rory Byrne 'tweak' which was inspired by the need to overcome the car's inherent slow speed corner understeer problem. A shorter front upright and much shallower suspension combines with different rocker arms and a longer wheelbase to give the car a new appearance but it certainly seems to work. David pronounced himself happy with the car and his third place puts him back in the lead of the BARC championship.

Good entry in clubman's

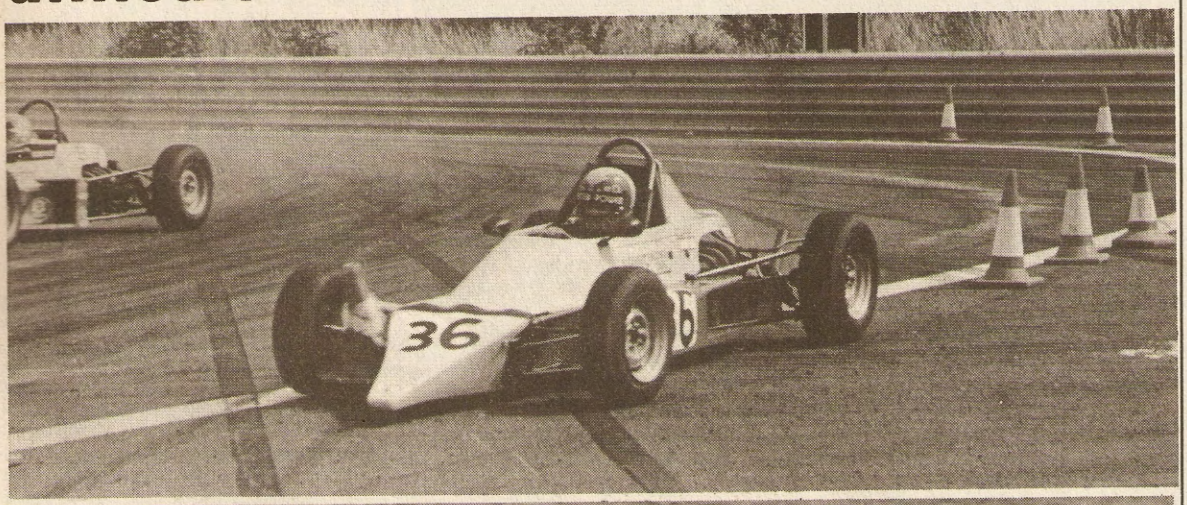
Sunday's Glass Team Leasing non-championship clubmans 'A' class race at Donington's British Empire Trophy meeting has attracted a good entry of two dozen cars, compared with only 16 for the Oulton Park SKF championship round the day before. Among those taking part will be both Richard and Ray Mallock, the former in Barry Smith's car and Ray in Paul Gibson's. Andy Diamond also makes one of his rare appearances in Sid Marler's car.

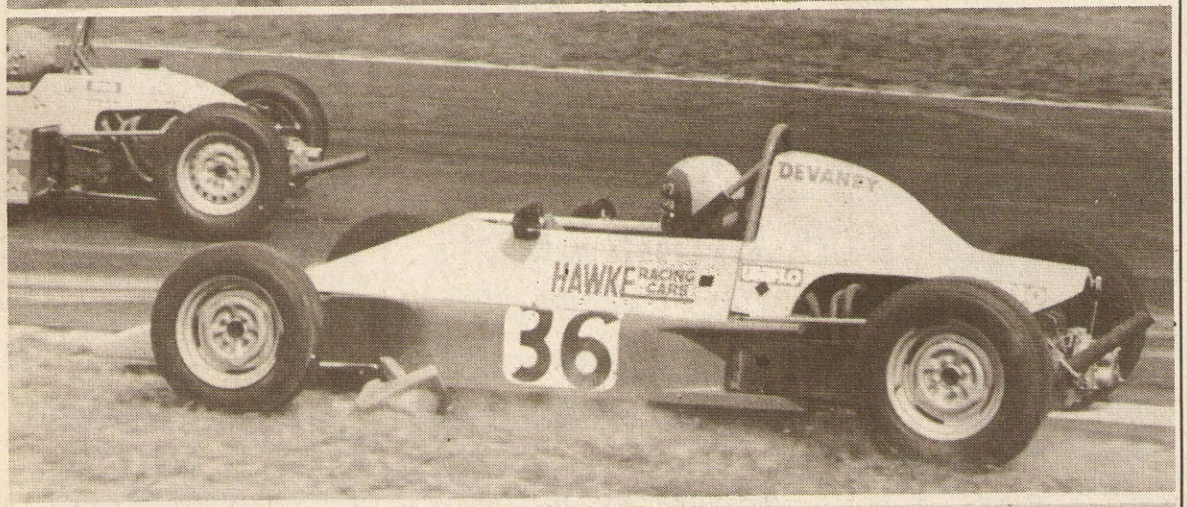
● A special meeting of the Special Saloon register will be held on Tuesday, August 9, to discuss proposed regulation changes in preparation for the forthcoming RAC open day. The meeting, at the Spider's Web Motel on the A41 at Watford, starts at 8.30 pm. Details from Jeff Ward on 0533 823551.



F-Frightfully difficult

Irishman Bernard Devaney gives his fellow Formula Ford drivers an object lesson in how to dispose of unwanted marker cones. The incident, which dropped him a couple of places—and possibly the race—happened during the BARC championship round at Donington Park on Sunday. His chicanery (if you will pardon the pun) was echoed by many competitors during the day, the right-left-right kink coming at the end of a particularly fast straight.







Briefly. . .

● The East Midlands Association of Motor Clubs are organising their annual team autotest on Septembert 18 at Rolls-Royce's Victory Road, Derby premises. Sponsorship has been forthcoming from Wadham Stringer (Shipside) Ltd. Up to 2 teams of three cars per association may enter. Details from: M. Clark on Coalville 222958.

● The Clwyd Vale and North Wales Car Clubs are promoting a restricted road rally on the night of September 3/4. Regs are available, entries £8, from Alyn Edwards, 27, Victoria Street, Craig-y-don, Llandudno, Gwynedd. Tel: 77516.

● Regs are now available for Prattley's Autumn Stages Rally, a new round in the ANECC Stages Rally Championship. Northallerton AC are running the event on September 11. Entries are available now at £14. Regs from Mrs Gill Taylor, 184, Bankhead Road, Northallerton. SAE please.

● David Winstanley's association with Withers of Winsford has seemingly come to an amicable end.

● Appleby Frodingham WMC still have entries available for their 150 mile Firecracker Rally on August 27/28. It is a road rally on maps 111 and 112 starting in Scunthorpe. The club are also in need of marshals on the event. If you could help out ring Barrie Goddard on 0724-50468. Regs from Mrs Ann Bailey on 0724-64296.

● The BRSCCs club night, scheduled for next Tuesday, has been cancelled.

● Regs are now available for the Warrington & District MCs Wheelspin Autotest to be held on Monday August 29 at Burtonwood Services (westbound) on the M62. Anyone interested should contact Dave Read on Northwich 891681.

●The BMRMCs Lady Marshals voted Frank Lockhart as their Dish of the Day at last Saturday's VSCC meeting at Silverstone. Pierre Dieudonné has recently joined the South Midland Centre of the club.

● John Whitmore has added Centurion Helmets to the list of major companies who sponsor his drag racing activities. The list already includes Leyland, Castrol, GUD Filters and Champion and the Thetford based firm hope the association will help promote their Centurion 2150 helmet.

● Frank Bradley's FF2000 Elden is to be sponsored for the remainder of the season by the Centre Hotels Group.

● Autocross regular Tony Merridale will be missing the next few events because of a dislocated leg. He tried water skiing while on holiday in the Lake District and fell off! He can walk but is not allowed to drive a vehicle.

● Regs are available for the Salisbury & Shaftesbury CC and Tavern MCs Camelot Rally, based upon Shepton Mallet on September 3/4. Entries to John Dovey, 164 Netherhampton Road, West Harnham, Salisbury, Wilts SP2 8NB.

● Dudley & District Car Club have joined forces with the 1200 Car Club. The new organisation is known as the Dudley & Halesowen Car Club. The club are holding a special stage practice day on September 25 at Burwarton near Bridgnorth. Both standard and rally cars are catered for on the non-damaging tarmac course. Entries, at £6 are available from Mrs P. Hogan, 17, Stour Close, Hawne Park, Halesowen, B63 3QF.



Liles, in the ex-de Gheldere Celi, leads Flynn's Scarab.

Croft flag-to-flag day

From pole position Dave Manners (Hawke DL17) looked good for the Formula Ford race which opened Sunday's NSCC meeting at Croft but a stuttering car and raised hand at Tower signalled his early return to the Paddock on the first lap. Cameron Binnie (Royale RP21) then took over the lead hotly pursued by the similar car of Richard Peacock. Behind these two Chris Lawson (Hawke DL17), Alan Stringer (Crosslé 30F) and Richard Philip (Lola T340) were trying to sort each other out in all ways imaginable. On lap eight Binnie gave up the struggle with an overheating engine and retired leaving Peacock to take the race in the Dinorben Arms-sponsored car, while Stringer moved into second place until lap 11 when both he and Philip vanished from the fray leaving the runner-up spot to Mick Starkey (driving John Simpson's Royale RP21, his Merlyn being rather twisted about the chassis at present). In third place at the flag was Bernard Hunter in his Van Diemen RF77 just ahead of the RF76 model of Allan Wilson who in turn had a close finish with Stephen Waudby (Lotus 69F).

Modsports and MGAs were combined for the second race and although beaten into the first corner by superior power Jim Adamson soon put his Davrian into an unbeatable lead from Derek Palmer's Lotus Elan. E-Type Jaguars (John Oxborough and Fred Cliffe) took third and fourth places in this rather processional event. The MGA drivers had their usual battles with each other with Michael Waterhouse (Twin Cam) coming off best from Vic Ellis (MGA) and the rest.

A better grid of Formula Vee cars lined up for race three which was a qualifying event for their championship. Wally Liles had pole and the race sewn up with a flag-to-flag lead in the Celi AC10 from Dave Greenwood (Scarab) these two setting up a joint fastest lap of 1m 17.2s. Dave Karaskas was a comfortable third in his Veemax Mk4D from another Celi AC10 driven by Nick Wadham.

The special saloon race saw yet another pole-position-to-chequered-flag drive, this time by Doug Niven but first he had to push his Escort very hard for two laps to try to keep up with the flying Skoda of Norman Hodgson. A mistake by the Skoda driver cost him the race as Niven went on to a steady win and fastest lap from the Escort Turbo of Jimmy Robertson, only these three completing the full 12 laps. In the 1001-1300cc class Eric Smith (Mini 1275GT) and Ian Rogerson (Escort BDA) were the only finishers, in that order: in the smallest class the only classified finisher was Malcolm Bell who had a puncture, just after the chicane on his seventh lap he was forced to stop and when the flag came out he limped over the line to the slowest race average this year at Croft—a staggering 49.89mph! David Leek's ever-improving Turbo Escort looked all set for fifth overall until on its sixth lap the car tried to digest its own turbocharger. A couple of modsports cars helped to fill the grid for this event.

The short programme which enjoyed hot, sunny weather throughout was rounded off by a Formule Libre and Clubmans race. Outright winner was the Sana-shod Andy Barton back in the groove again and rapidly sorting his new car which is more obviously to his liking than the previous Chevron. Warren Booth (Scott F2) vainly pursued Barton for the race distance but was some 30secs in arrears at the flag. David Muter (Lotus 69) and Paul Brook (March 742) had a race-long battle for third place which was only finally decided in the Lotus driver's favour at Tower on the last lap when the March pulled off. Only Class A car in the Clubmans category was Andy Smith's Mallock (he won his class!) and Alex Moss (Phantom P76B) took Class B from Rod Wadham (Gryphon C4B). In the Formula Fords Joseph Lanny (Crosslé 30F) took the honours from Chris Stockton (Alexis 23B).

PAUL BOOTHROYD

results

North of England Formula Ford 1600 Championship Round (12 laps): 1, Richard Peacock (Royale RP21), 15m 7.2s, 83.33mph; 2, Mick Starkey (Royale RP21), 15m 21.0; 3, Bernard Hunter (Van Diemen RF77), 15m 21.4s; 4, Allan Wilson (Van Diemen RF76), 15m 22.0s; 5, Stephen Waudby (Lotus 69F), 15m 22.2s; 6, Colin Verity (Crosslé 20F), 15m 35.0s. **Fastest lap:** Cameron Binnie (Royale RP21) and Peacock, 1m 14.2s, 84.91mph.

Dick Prothero Modsports Championship and MGA Marque Racing Championship Round (12 laps): Overall: 1, Jim Adamson (Davrian Mk7), 15m 14.4s, 82.67mph; 2, Derek Palmer (Lotus Elan), 15m 51.4s; 3, John Oxborough (E-Type Jaguar), 16m 8.0s; 4, Fred Cliffe (E-Type Jaguar), 16m 15.4s. **Up to 1150cc:** 1, Adamson; 2, Ron Kirkham (Davrian Mk7), 16m 20s. No other finishers. **Fastest lap:** Adamson, 1m 14.8s, 84.23mph. **1151-1500cc:** 1, Ian Knowles (AH Sprite), 11 laps; 2, Eric Adams (AH Sprite); 3, Paul Haigh (MG Midget). **Fastest lap:** Knowles, 1m 22.0s, 76.83mph. **1501-2000cc:** 1, Palmer, 76.46mph. No other finishers. **Fastest lap:** Palmer, 1m 15.0s, 79.46mph. **Over 2000cc:** 1, Oxborough, 78.09mph; 2, Cliffe. **Fastest lap:** Cliffe, 1m 17.4s, 81.40mph. **MGAs:** 1, Michael Waterhouse (Twin Cam), 11 laps; 2, Vic Ellis (MGA); 3, John Halton (Twin Cam). **Fastest lap:** Waterhouse, 1m 27.2s, 72.25mph.

Formula Vee Championship Round (12 laps): 1, Wally Liles (Celi AC10), 15m 35.0s, 80.85mph; 2, Dave Greenwood (Scarab), 15, 41.0s; 3, Dave Karaskas (Veeman Mk4D), 15, 52.8s; 4, Nick Wadham (Celi AC10), 16m 11.8s; 5, Geoffrey Rushe (Wooler/Scarab), 16m 14.2s; 6, David Lawrence (Austro 74V), 16m 36.3s. **Fastest lap:** Liles and Greenwood, 1m 17.2s, 81.61mph.

Alan Pond Special Saloon Car Championship round (12 laps): Overall: 1, Doug Niven (2.0 Escort), 14m 36.6s, 86.04mph; 2, Jimmy Robertson (2.0 Escort Turbo) 14m 48.6s; 3, Norman Hodgson (2.0 Skoda S110R), 15m 47.0s; 4, Eric Smith (1.3 Mini), 11 laps. **Up to 1000cc:** 1, Malcolm Bell (1.0 Chrysler Imp), seven laps. No other finishers. **Fastest lap:** Bell, 1m 20.8s, 77.97mph. **1001-1300cc:** 1, Smith, 77.65mph; 2, Ian Rogerson (1.3 Escort BDA), 11 laps. No other finishers. **Fastest lap:** Smith, 1m 16.8s, 82.03mph. **Over 1300cc:** 1, Niven; 2, Robertson; 3, Hodges. **Fastest lap:** Niven, 1m 11.2s, 88.48mph. **Modsports:** 1, Ron Kirkman (Davrian Mk7), 11 laps; 2, Paul Haigh (MG Midget), 10 laps. No other finishers. **Fastest lap:** Kirkman, 1m 19.6s, 79.15mph.

Nottingham Cup Formule Libre Championship Round; Peter Wingfield Trophy for Clubmans 'A' and Hooley Rosebowl for Clubmans 'B' Race (12 laps): Overall: 1, Andy Barton (Sana), 12m 55.6s, 97.47mph; 2, Warren Booth (Scott F2), 13m 25.0s; 3, David Muter (Lotus 69), 13m 35.4s; 4, Andy Smith (Mallock 1700), 13m 57.4s. **Formule Libre:** 1, Barton; 2, Booth; 3, Muter. **Fastest lap:** Barton, 1m 3.6s, 99.06mph. **Clubmans 'A':** 1, Smith, 90.27mph. No other finishers. **Fastest lap:** Smith, 1m 8.8s, 91.57mph. **Clubmans 'B':** 1, Alex Moss (Phantom P76B), 11 laps; 2, Rod Wadham (Gryphon C4B); 3, Dave Abram (Mallock Mk14). **Fastest lap:** Wadham, 1m 14.0s, 85.14mph. **Formula Ford:** 1, Joseph Lanny (Crosslé 30F), 10 laps; 2, Christopher Stockton (Alexis 23B); 3, Malcolm Davison (Lotus 61M). **Fastest lap:** No time given.

Oceanair

Oceanair Clubmans Sports Championship

		Mar 13 Thruxton	Mar 26 Oulton Park	Apr 17 Cadwell Park	May 29 Silverstone	Jun 07 Donington Park	Jun 19 Thruxton	Jun 26 Brands Hatch	Jul 10 Snetterton	etc	Total points
1.	Dud Moseley	22	22	22	20	22	22	15	22		167
2.	Nick Linney	15	15	12	17	12	—	22	15		108
3.	Robert Glass	12	10	17	10	15	—	8	12		84
4.	Guy Woodward	6	12	10	12	—	15	—	2		57
5.	Andrew Neilson	10	—	8	4	—	8	6	4		40
6.	Robin Henderson	—	8	—	8	6	—	10	—		32
	Steve Collier	—	—	—	—	10	12	—	10		32
8.	Bob Morey	1	6	4	3	8	4	—	—		26
	etc										

BRSCC Dunlop 'Star of Tomorrow' Formula Ford 1600 Championship

		Mar 12 Mallory Park	Mar 26 Snetterton	Apr 10 Brands Hatch	May 22 Croft	Jun 06 Snetterton	Jul 07 Oulton Park	Jul 23 Mallory Park	etc	Total points
1.	Willy Ribbs	12	20	15	20	22	20	22		131
2.	Terry Blanchet	15	6	—	15	15	10	12		73
3.	Bill Shepherd	—	17	10	12	—	—	15		54
4.	Jeremy Plunkett	—	4	22	—	—	17	—		43
5.	Graeme Peake	22	12	—	6	2	—	—		42
6.	Martin Longmore	—	—	—	4	10	12	10		36
7.	Martin Fitzman	10	3	—	3	—	8	3		27
8.	David Hoban	4	—	2	—	6	6	8		26
	etc									

● Having to run the event on a Saturday or else lose the date, Sporting Owner Drivers' Club attracted only 36 entries for their sprint at Bassingbourn on July 21 when the day became a Faux family benefit. Godfrey drove the Lotus 61FF to BTD in 38.3secs beating Andrew by four tenths of a second (he took the class) while the third member of the family Paul, won his class in a Mini. A highlight of the meeting was the battle between the Scimitar of Geoff Barrows and the Scimitar GTE of Donald Pither who ended up four tenths of a second apart.

Dusty start to RAC series

The first round of the RAC Rallycross Championship was staged by Longton & District MC at the Longridge circuit last Sunday with sponsorship from Pendle Garages Ltd. and the generous support provided by the club's own fire engine in keeping down the dust.

During Saturday and Sunday it sprayed most of the course with more than 3,500 gallons of water, a gesture which was most appreciated by the competitors who consequently had no dust problem.

Working to the complicated RAC system, the club ran two timed runs for everyone and the top 16 highest points scorers then went forward to nine heats to determine overall positions and the winners of the generous prize money provided by the sponsor.

Overall winner was Ian Smith, the man from Bolton, in his Escort BDA 1800 who beat Trevor Hopkins (RS1800) into second place. Richard Painton was third in his 1300 Mini and John Smith was down to fourth after bending a valve in the semi-final and declining to contest the final run.

George Warren (Escort) and David Angel (Mini), took the next two places with John Mackley (Mini), Peter Hamlett (Escort TC), Bruce Rushton (Escort) and Mick Bird (TR7) taking seventh to 10th spots.

Following the RAC round the club ran a knockout with 24 entries and they ran, very successfully, six off the line in two rows of three. George Warren redeemed himself by collecting the gold from Lawrence Chatwin (Escort) with Chris Timms, in another Escort and Ian Semple (Escort), third and fourth.

In the only major incident of the day, Robin Kinnear rolled his 2.3 Escort onto the top of the Armco barrier at Quarry Corner after a coming together with John Welch's Escort, but then the car gently returned to its normal position on the course.

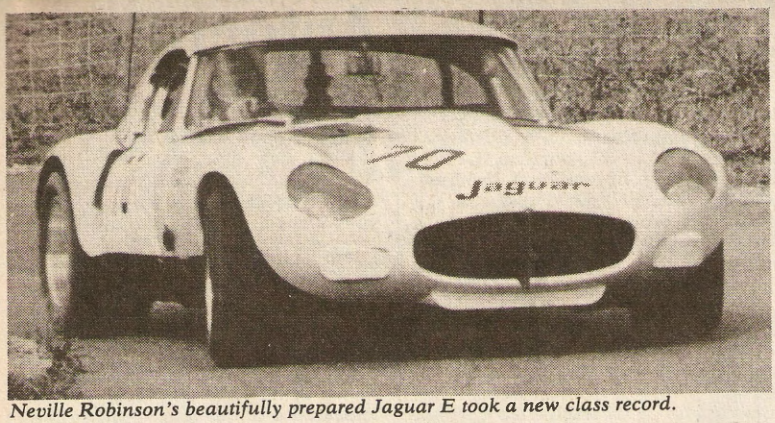
Others to take class wins were Tony Worswick (Escort) and John Butterfield (Mini). The novice award went to autocross regular David Stott who was running out of bits all day and was scrutineered, it's reported, four times.

Brothers in Jeans

Although there was a tie between three crews at the halfway stage of last Saturday night's Western Jeans Nocturnal Rally, run by One Eleven MC, Nottingham brothers Paul and Dave Burns went on to win by one minute.

Eighty crews tackled a 120-mile route in Derbyshire without selectives and the early leaders included Mike Hutchinson/Peter Halkyard and Neil Collinwood/Harold White. In a very fast second half the Burns went on to win dropping 18mins in their Escort TC while Collingwood/White drove their Viva into second 2mins up on Roger Hartley/Mike Roper (Mini) and R. Brookes/A. Higgins (1275GT) both of whom were on 21mins. Hutchinson was fifth on 22mins the same time as Jerry Lunt/Dave Robinson (Cooper S).

The semi-expert class went to N. Rudd/A. Gaze (RS2000) on 31mins and C. Phillips/Miss B. Nos (Anglia) won the novice award on 35mins.



Neville Robinson's beautifully prepared Jaguar E took a new class record.

Lane's record—or is it?

For almost five years Richard Thwaites' 38.47s record has stood at Harewood, but on Sunday Roy Lane broke it at last with a 38.41 first class run. The Fenny Marine March looked smooth all the way up for a near perfect run in what used to be the type of performance associated with Tony Marsh. There was a high quality entry, a large crowd and a sunny day for what should have been a splendid eleventh round of the Guyson/BARC series. Sadly, practice ran very late because of off-course incidents, faulty timing and a sumpful of oil on the already rather dusty track. The meeting did not get under way till after 3.00pm, the first runs only finished at 5.30 after more interminable delays (including an escaped cow on the track!) and many of the crowd had headed for home long before it was wisely decided to scrub the Top Ten and Top Eight runs.

There were many long-time BARC Yorkshire Centre workers and supporters, brought up on a tradition of Harewood excellence, who were simply very unhappy to experience what was a travesty of a Harewood meeting. Clerk of the Course Mike Wilson was the first to admit that it was very sub-standard. Perhaps in September we will again see the taut efficiency allied to exceptional helpfulness which used to characterise the Yorkshire venue. Alas, due to the use of uncertified timing equipment it is possible that all records set will remain unofficial, even Roy Lane's great performance was marred.

Terry Tattam's Esso Uniflo Mini easily won the smaller Touring class but he was unable to hold on to his third place in the Guyson/BARC Championship. Both George Swinbourne (Escort RS1600) and Palmer Hewardine (Mustang) came unstuck first time up but all was well next time with Swinbourne winning this round of their season-long battle by a hefty 2.13secs. Charles Barter increased his Championship lead by knocking a tenth off his 1000cc Special Saloon record, with other Imps of Ken Knott and John Jordan within 0.04sec of each other behind. Charles only had one run as the gear selectors broke before brother Robert could start his second run in the Hartwell Imp. Terry Clifford had just over 0.50sec in hand over Nigel Garland, while in the big class John Meredith was 0.02sec outside the record with the Mini's co-driver Bob Forth third behind Brian Walker's increasingly impressive Ehrwig/BKW Escort Turbo.

David Gardner and Carol Lloyd were only 0.13sec apart in their MG Midgets, while Tony Marshall's Mytre Sportswear Elan headed team-mate Michael Schofield. Peter Garland's Morgan Plus 8 was on good form and managed to beat Richard Jackson's formidable Porsche Carrera. Somewhat predictably, Chris Seaman won his class decisively in the Freedom Lubricants Midget. Josh Sadler moved up to third in the championship with his silent Porsche, and beat Stuart Watt's rapid Elan, but both, and the class record, were beaten by Neville Robinson's well-driven and beautifully prepared Jaguar E.

As usual nowadays the U2s were out in force and provided class wins for Ian Curtis (record—over the redoubtable Anthony Boshier-Jones), David Kennedy, and Jim Robinson (over Mervyn Bartram who had the fuel pressure fail on one run after he had forgotten to switch on the pump again after a start-line delay). However, David Garnett has rapidly come to terms with the superb Chevron-BMW Alpina and he had getting on for a second in hand over Jeremy Hunt (1886 Twin Cam U2).

The racing classes began with Tom Hart's neat modified Chevron B9/15 scoring over David Gould's unusual BDA-engined Terrapin 1G, by just 0.24sec. Peter Kaye could not quite reach his class record (40.29 against 40.09) with the Brabham BT35XP while the minor places were taken by John Barratt (going well with the Northamptonshire Computer Bureau Theta) and Jim Campbell's John Young Brabham-Hart BT35 (despite losing all the oil in, practice). Roy Lane's first run was certainly the high spot of the day, but he was unable to quite match it later on when the track surface was much colder. Alister Douglas-Osborn turned in a 39.21 for a good second BTD and Martyn Griffiths' 39.60 second run was third BTD. The Severn Advertising March had its rebuilt Hart engine newly installed and working well but Martyn had a spin at Quarry first time up—"I forgot it wasn't a Ralt". Malcolm Dungworth's W & G Brabham hasn't the rear-end adhesion of its team-mate but the torquey Repco aided Malcolm to a 40.36, just adrift of Peter Kaye.

CHRIS MASON

results

BTD: Roy Lane (3.0 Fenny Marine March-Cosworth DFV 741), 38.41s **(hill record*).**

Class winners: Terry Tattam (1.3 Mini-Cooper S), 47.79s; George Swinbourne (1.6 Ford Escort RS1600), 48.25s; Charles Barter (1.0 Chrysler Hartwell Imp), 45.21s **(record)**; Terry Clifford (1.3 Mini-Cooper S), 46.47s; John Meredith (1.4 Mini-Cooper S), 45.11s; David Gardner (1.3 MG Midget), 52.52s; Tony Marshall (1.6 Lotus Elan), 52.28s; Peter Garland (3.5 Morgan Plus 8), 47.15s; Chris Seaman (1.3 MG Midget), 46.15s; Neville Robinson (3.8 Jaguar E), 43.81s **(record)**; Ian Curtis (1.6 Mallock U2-Davron Mk18B), 42.42s **(record)**; David Kennedy (1.3 Mallock U2-Ford Mk8K), 46.34s; Jim Robinson (1.6 Mallock U2-TC Mk18/18B), 43.75s; David Garnett (3.0 Chevron-BMW Alpina B19/26), 41.88s; Tom Hart (1.1 Chevron-Chas. Lucas B9/15), 43.53s; Peter Kaye (1.6 Brabham-Cosworth FVA BT35XP), 40.29s; Lane.

Guyson/BARC Top Eight (decided on class runs): 1, Lane; 2, Alister Douglas-Osborn (3.0 W & G Pilbeam-Cosworth DFV R22), 39.21s; 3, Martyn Griffiths (2.2 March-Hart 420R 74P), 39.60s; 4, Kaye; 5, Malcolm Dungworth (5.0 W & G Brabham-Repco BT35XP), 40.36s; 6, John Barratt (1.6 Theta-Cosworth FVA 03), 41.83s; 7, Garnett; 8, Alan Newton (1.9 Huron-Ford FA), 41.89s.

Guyson/BARC Championship positions after eleven rounds: 1, Charles Barter, 79.48 points; 2, John Meredith, 76.80; 3, Josh Sadler, 69.42; 4, Terry Tattam, 68.53.

Guyson/BARC PTD Awards positions after eleven rounds: 1, Alister Douglas-Osborn, 65; 2, Roy Lane, 64; 3, Chris Gardner, 40; 4, Martyn Griffiths, 33; 5, Peter Kaye, 32; 6, Malcolm Dungworth, 28.

*Records set at this meeting remain provisional due to the use of uncertified timing gear.

Scotsmen at home

Although an English crew had the temerity to lead by a tenuous 11 secs at the halfway point, Scotsmen finally came through to take the top two places on Hawick & Border C & MCC Esso/Ronald Morrison Border Counties Stages Rally on July 20.

There were eight stages covering 50 miles in a total run of 150 miles and a full house of 144 competitors turned out for the action, all on land controlled by the Forestry Commisssion.

The crew which took the Scots by surprise after four stages were Carlisle based Robin Murray and Ron Palmer in their RS1600 and there were 11 secs ahead of the TR7 of Ken Wood and Alan Barron. They, in turn, held a seven second advantage over Alistair Brearley and Roger Turnbull in their RS1800.

But it was not to last. Unfortunately the TR7 challenge ended on the very next stage when they broke a half shaft and Murray, after being quickest on two stages in the morning was caught and passed by Brearley and later Dominic Buckley and Walter Duguid also moved ahead of them in their RS1600.

Brearley and Turnbull, from Galashiels, ended their successful day by having a comfortable margin of 47 secs their total time being 52m 56s. Buckley and Duguid, from Duns, finished on 53m 43s and Murray and Palmer weighed in on 54m 4s. Fourth, also in an RS1800, were Andy Smith and Joseph Mechan on 54m 20s and John Heward/Mike Pitts were fifth in their Escort on 54m 46s. Sixth and fine winners of the semi-experts class were Peter Tokely and David Hodges in their TR7 on 55m 21s.

The rally was a round of the Central Tyres Clubmans Rally series and Desmond McNelis and Charles Turner were first bringing their Mexico into 20th place on 77m 7s. Buckley's performance ensured his continued leadership of the ANECCC Championship.



Michael Roe: second in FF1600 race.

Bleekemolen takes lead

Michael Bleekemolen, the F&S Properties FF2000 team leader, moved into the lead of both the European FF1600 and FF2000 championships at Colmar-Berg in Luxembourg on Sunday. Despite their European status the two races attracted marginal outside interest, only Oscar Notz travelling from the UK for the 2000 event.

Michael Roe, assisted by Ralph Firman and Doug Wardropper, finished second, in front of Bleekemolen's Crosslé 31F in the 1600 race after a long tussle although neither could touch the flying F&S sister 31F of Maarten Henneman during the race. Brouwer was fourth in his Crosslé 32F from German Peter Kroeber driving a Van Diemen.

A very poorly supported 2000 race saw Michael Bleekemolen lead from start to finish from poleman Van Dedem's Brut Crosslé. Behind them the fight between brothers Huub and Jim Vermeulen was resolved in the former's favour. Oscar Notz ran a lowly sixth in his 31F but wasn't able to challenge the leaders despite qualifying fourth.

European Formula Ford 1600 Championship: 1, Bleekemolen, 38pts; 2, Martinsson, 33; 3, Leeuwenburgh and Henneman, 20; 5, Van Dedem, 17 etc; Rounds to go: Zolder, 4/9; Phoenix Park, 18/9.

European Formula Ford 2000 Championship: 1, Bleekemolen, 40pts; 2, Huub Vermeulen, 32; 3, Henneman, 25; 4, Jim Vermeulen, 20; 5, Notz, 18; Rounds to go: Castle Combe, 29/8.

A born winner?



Nigel Mansell, who experienced a particularly nasty accident at Brands Hatch a couple of months ago, won both his heat and the final in the BARC Formula Ford Championship round at Donington on Sunday. Displaying his usual flair, Mansell annexed pole position for the heat and fought a hard battle with Bernard Vermilio and others. Vermilio was again his main problem in the final, with David Leslie and Bernard Devaney both in contention.



Soper thwarts Till on his way to another Mini 1275 win.

Tony clinches *KM*

Brands Hatch on Sunday saw the running of the annual Promotasport Festival of Speed, sponsored by National Tyre Services, organised by Rochester MC and watched in dry weather by a very healthy crowd. The 'proper' racing took place on the normal short circuit and was followed by an interval while the crowd moved to the Clearways oval, where they witnessed the most extraordinary goings-on in 14 'contact" races, as they are delicately described, for stock cars, bangers and hot rods. The regular race programme of six events also produced some excitement and ended with another excellent round in the *Kent Messenger* Formula Ford series, but an overwhelming impression of rushing through these first six events showed where the bulk of crowd interest lay.

The noise of practice had hardly died away when the first race in this busy and varied programme lined up. The race in question was a round of the Leyland Challenge and had classes for 1275 and 850 Minis. Steven Soper and Geoff Till made all the running while Roger Saunders looked for a way round Paul Taft and, in fact, Soper won while Till set a new lap record, the pair of them being very evenly matched. This was demonstrated by a virtually complete side-by-side lap from the start. Soper finally went ahead and stayed there except for a mad moment by Till at Paddock on the last lap, when he left his braking incredibly late but paid the penalty with a big wobble through the bend. Saunders also passed Taft at Paddock in the race for third place, but almost immediately had a moment which cost him not only that place but three more besides, although he managed to restore the status quo by the end. Peter Daniels was the narrow winner of the 850 class.

A healthy 15-car line-up marked the first Brands Hatch appearance of the Chandler Hargreaves Formula Junior series, but Monoposto man Alan Baillie was too good for the opposition and his well turned out Lotus 20 took a fairly easy victory. Arthur Curnow (Lotus 22) led the early stages until Baillie turned on the taps, but in the second half of the race he came under pressure from Alan Lovell- Spencer's Gemini.

Mike Chalk (Lenham Le Mans) nearly lapped the rest in the MGCC Midget championship round, having practised more than 4secs quicker than the next man up, Paul Barnal-Ryan (Midget), who held second place until the car fell sick. This promoted the dicing Chris Martin and David Paige to second and third, but they only just avoided the ignominy of being lapped.

Classic saloon racing continues in fine form, and there were three unlucky reserves for a round of the national championship in addition to a full 23-car grid. Mike Bennion's Zephyr had attention for an oil leak on the grid, but all seemed to be well as he led the first lap and then held a safe second behind pole man Bill Pinckney (Jaguar). Unfortunately the Zephyr blew up and spun on its own oil at Paddock halfway through the race, causing considerable consternation behind, not least to Marc Lawrence (A35), who overturned at the foot of the hill. Steven McHale drove well to take over second place with the 1976 championship-winning Borgward, but he too had engine trouble and stopped completely after a couple of slow laps, promoting Andy McLennan's A35 to second overall. Wallowing in his wake came the Jaguars of Colin Lane and Chuck Nicholson, and Peter Hall's Zephyr.

Formula 4 prospers under the care of the 750 club, and a round of the AMHEC championship attracted 14 nice-looking cars, a far cry from some of the dire episodes in the formula's past. The race lost lap record holder Bill Cowling (Delta) in a nasty crash at Druids on lap one, this incident slowing those behind and letting Mike Whatley (Brabham) establish a useful lead. But, when under no apparent pressure, Whatley spun his attractively rebodied BT21 at Druids and dropped behind the trio which had been contesting second place. Victory was Bob Laughton's as his Tecno kept going smoothly while Alex Lowe (Chevron) lost time at Druids and Eddie Heasell (Brabham) spun, allowing Whatley to recover one of his lost places.

Last of the 'proper' races was a round of the *Kent Messenger* Formula Ford championship. Tony Halliwell seems to have a fairly tight grip on this Brands-only series, but he's having to work hard for success and is the man everyone likes to beat in these races. Gilmar Camolesi de Souza was the one to do just that on Sunday, much to the joy of Steuart Veitch, whose Royale RP24 he was driving. The Brazilian moved across smartly from his position on the outside of row one and was never headed, although this wasn't for any lack of trying by Halliwell (Van Diemen) in the final laps. Halliwell started farther back on the grid than usual and had a hard time passing old rival Paul Sleeman (Crosslé) for second place, but once through he closed in rapidly on the leader. An attempt to drive round de Souza at Druids on lap nine resulted in Halliwell actually losing time as the Brazilian ran wide, forcing Halliwell wider still. This may have cost him the race, because although he closed again there was not time to mount another attack. Simon Davey (Nike) has been a consistent points scorer in the *KM* series, but his run in fourth place ended abruptly against the Clearways barriers, promoting Jeff Williams' old Palliser.

PAULINE PHILLIPS

results

Leyland Cars Mini Challenge Race (10 laps). Overall and 1275 GT: 1, Steve Soper, 9m 53.2s, 73.04mph; 2, Geoff Till, 9m 53,4s; 3, Paul Taft, 9m 58.4s; 4, Roger Saunders, 10m 01.8s; 5, Steve Harris, 10m 02.2s; 6, Malcolm Leggate, 10m 03.4s. **Fastest lap:** Till, 57.6s, 75.23mph **(record). Up to 850cc:** 1, Peter Daniels, 69.55mph; 2, Stephen Hall; 3, Dick Bost. **Fastest lap:** Patrick Watts, 1m 00.6s, 71.50mph.

Chandler Hargreaves Formula Junior Championship (10 laps): 1, Alan Baillie (1.0 Lotus 20), 9m 27.4s, 76.37mph; 2, Arthur Curnow (1.0 Lotus 22), 9m 29.0s; 3, Alan Lovell- Spencer (1.0 Gemini 4A), 9m 29.4s; 4, Mike Harrison (1.0 Brabham BT2), 9m 38.2s; 5, Al Black (1.1 Lotus 18), 9m 50.0s; 6, Frank Tiedeman (1.1 Lotus 22), 9m 58.0s. **Fastest lap:** Baillie, 55.2s, 78.50mph.

MGCC Midget Championship Race (10 laps). Overall; 1, Mike Chalk (1.4 Austin Healey Lenham Le Mans), 9m 41.6s, 74.50mph; 2, Chris Martin (1.1 MG Midget), 10m 41.4s; 3, David Paige (1.1 MG Midget), 10m 43.6s; 4, Roger Parkes (1.3 MG Midget), 9 laps; 5, Mike Carr (1.1 Austin Healey Sprite), 9 laps; 6, Larry Quinn (1.3 MG Midget), 9 laps. **Road cars:** 1, Parkes, 66.03mph; 2, Quinn; 3, David Elsley (1.3 MG Midget). **Fastest lap:** Parkes, 1m 04.0s, 67.70mph. **Modified cars:** 1, Chalk; 2, Martin; 3, Paige. **Fastest lap:** Chalk, 56.6, 76.55mph.

Classic Saloon National Championship Race (10 laps). Overall: 1, Bill Pinckney (2.4 Jaguar), 10m 49.2s, 66.74mph; 2, Andy McLennan (1.0 Austin A35), 11m 08.8s; 3, Colin Lane (2.4 Jaguar), 11m 11.6s; 4, Chuck Nicholson (3.4 Jaguar Mk VIII), 11m 12.8s. **Over 2700cc:** 1, Nicholson, 64.40mph; 2, Graig Hinton (3.5 Jaguar Mk VII).No other starters. **Fastest lap:** Nicholson, 1m 05.6s, 66.05mph. **1902-2700cc:** 1, Pinckney; 2, Lane; 3, Peter Halls (2.5 Ford Zephyr Mk II. **Fastest lap:** Pinckney, 1m 02.2s, 69.66mph. **1200-1900 cc:** 1, P. Smith (1.5 Wolseley 15/50), 61.51mph; 2, Judy Andreason (1.5 MG Magnette); 3, John Austin (MG Magnette). **Fastest lap:** Steve McHale (1.5 Borgward Isabella TS), 1m 04.0s, 67.70mph. **Up to 1200cc:** 1, McLennan, 64.79mph; 2, Tom Hinds (1.0 Austin A35); 3, Tony Raine (1.0 Austin A35). **Fastest lap:** McLennan, 1m 04.8s, 66.87mph.

AMHEC Formula 4 Championship Race (10 laps): 1, Bob Laughton (1.3 Tecno 76-4), 8m 46.6s, 82.28mph; 2, Alex Lowe (1.0 Chevron B20), 8m 48.4s; 3, Mike Whatley (1.0 Brabham BT21), 8m 48.8s; 4, Eddie Heasell (1.0 Brabham BT38C), 8m 55.8s; 5, Mike Wilder (1.0 Delta IRF4), 8m 56.2s; 6, Jim Ward (1.0 Gem 76), 9m 09.2s. **Fastest lap:** Whatley, 50.4s, 85.97mph.

Kent Messenger Formula Ford Championship Race (10 laps): 1, Gilmar de Souza (Royale-Minister RP24), 8m 50.6, 81.66mph; 2, Tony Halliwell (Van Diemen-Minister RF77), 8m 50.8s; 3, Paul Sleeman (Crosslé-Minister 25F), 8m 52.0s; 4, Jeff Williams (Palliser-Holbay WDF3), 8m 59.4s; 5, Len Greeney (Royale-Minister RP21), 9m 02.2s; 6, Kim Furner (Royale-Scholar RP21), 9m 02.4s. **Fastest lap:** Halliwell, 51.6s, 81.66mph.

Mini 1275GT Challenge	Apr 24 Silverstone	May 05 Thruxton	May 22 Brands Hatch	May 29 Silverstone	Jun 06 Mallory Park	Jun 26 Snetterton	Jul 10 Mallory Park	Jul 31 Brands Hatch	etc	Total points
1. Steve Soper	1	10	10	8	—	9	10	10		58
2. Paul Taft	1	8	9	9	10	1	4	8		50
3. Steve Harris	—	7	8	10	1	10	5	6		47
4. Roger Saunders	10	9	7	3	8	1	1	7		46
5. Malcolm Leggate	9	6	—	6	9	—	3	5		38
6. Anthony Pownall	8	1	4	—	7	8	6	3		37
7. John Edwards-Parton	7	—	—	5	6	7	7	2		34
8. Jeremy Hampshire	—	—	—	7	—	1	8	4		20
etc										

● After five rounds, points in the Lydden-based Marchant and Cox Trophy for Formula Ford are: 1, Paul Sleeman, 36pts; 2, Tony Howard, 23; 3, Len Marchant, 8; 4, Chris Springham, 7; 5, Graham Fuller, 4; 6, Stuart Phillips, Pater Argetsinger, Paul Clark and John Waters, 3.

Autocross cut short

With the RAC steward stopping the meeting about halfway through the first runs when a part of the course cut up, only one run took place at the Bournemouth MC's round of the BTRDA Autocross Championship on a new course at Howlands Farm, Three Legged Cross, Wimborne, Dorset last Sunday.

Best time of the 72 competitors was set up by Mike Turpin, making his first appearance of the year in his, as usual, very quick Turpin Special, and he beat a former champion John Bevan, again in his faithful Naveb Special by almost 2secs.

Dry, dusty conditions did not help matters on an entirely new course of about 800yds and, after the stoppage for course alterations and inspection, time was rapidly running out.

In the first class Ivan Gill (Mini) ran away from mediocre opposition to win by nearly 8secs and Trevor Smith became the second Mini man to score a class win when he had a colossal 11secs in hand over second placed Paul Bristow in the up to 1-litre class.

Roger Brunt, another former class champion put in a rare appearance in his Mini to take the honours in the 13 strong up to 1300cc class, beating Graham Dubber (Mini) by 6secs. The fourth Mini class winner was Tony Gover who headed the 14 entries in the 1300-1600cc class by 6secs ahead of Jeff George's Escort who was closley followed by Jeff Hawkins in the Mini Jem.

The big surprise was the ease with which Dimi Mavropoulos's big engined Escort disposed of Terry Smith's Mini-Ford in the next class, Dimi having almost 6secs in hand with Tim Robinson a very distant third in his VW.

The battle of the specials could have been something if there had been a second run: Bevan was within striking distance of Turpin and maybe a little more of the rust would have dropped away to allow him to hound Turpin a little more. Bob Light, in his Aquarius was seven seconds off the pace but was a mere tenth quicker than Terry Smith in their battle for RAC honours.

Billy Riddle brought along his 2-litre Escort to win the rally car class, which was not split at 1300cc, and he beat Dennis Moody's Escort by four seconds.

BTD: M. Turpin (Turpin Special), 118.6secs.

Class winners: I. Gill (Mini), 132.8s; T. Smith (Mini), 130.8s; R. Brunt (Mini), 128.3s; T. Gover (Mini), 125.5s; D. Mavropoulos (Escort), 121.9s; J. Bevan (Naveb), 120.3s; W. Riddle (Escort), 127. 6s.

Novice: Peter Coombes (Mini), 136.3s. **Best Bournemouth:** Phillip Neate (Saab), 148.8s.

Turnbull's anniversary

Driving his B & W Motors Ralt Rob Turnbull took BTD at the Jaguar Drivers Club 21st anniversary hill climb held at Loton Park, near Shrewsbury, last Sunday. His time was 53.08s. Making his first visit to the course Richard Mallock caused a mild surprise when he finished with third best time and set a new class record in the process.

BTD: R. Turnbull (Ralt), 53.08secs.

Class winners: Keith Webber (Jaguar Mk II), 79.2s; Hugh Roberts (Mini), 71.40s; Phil Jones (Mini Cooper), 62.41s; M. Hollands (Lotus 7), 67.5s; Kim Johnson (Midget), 64.21s; Russ Ward (Porsche 911S), 62.41s; R. Mallock (Mallock U2), 56.40s; Martin Bolsover (Mallock U2), 58.16s; Virginia Medlicott (Escort Sport), 75.3s; Robin Rew (Reliant Sabre), 71.6s; Paul Redman (Jag XK150), 84.0s; Barry Brent (Cooper Mk 10), 61.91s; Alan Cox (Harrison) 58.73s; Rob Oldaker (March 722), 58.23s.

Howard's Lydden FF

The 750 Motor Club paid their last visit of the season to Lydden last Sunday for an eight race championship meeting. It was the normal busy affair organised most efficiently, as we have come to expect from this enthusiastic group.

Pat Longhurst took his smart Davrian Mk7 to a very sound win in the opening modsports race finishing 20secs up on next man Barry Smith (Turner).

But 750 Formula Championship leader Roland Nix had to work hard for the spoils, with Iain Sclanders (DNC Mk3) pushing him every yard of the way and finishing a mere 0.2secs down at the flag. Ian Palmer (Reliant) and Richard Stephens (Jerric) collected each other at the elbow on lap 2 and this allowed the leaders to put a lengthy gap between them and Chris Elmes (Silver Y) and Simon Fry (DNC 5T) who spent the race in close company and survived a last lap scrape at the hairpin to finish third and fourth. Richard Brewer (Arcos Mk6C) filled fifth spot having come up through the packed grid.

Mick Harris (Darvi Mk4) took the 750 Consolation race once Chris Hague, guesting in his old car now owned by Roland Nix, had pitted on three cylinders.

There was a close tussle for honours in the Atlas Photography F1300 race. Paul Webb's Delapena Mallock held a narrow advantage over championship leader Charles Allen (Mallock U211B) despite the latter's untiring efforts; a little farther back Graham Kay (Mallock U218B) chased hard despite an ominous smoke trail coming from his cockpit. John Law watched the fun in a secure fourth spot, while Dick Miller (Centaur) would have been much closer but for a slow start.

Barry, brother of Paul, Webb took a fine win in the F1300 consolation race withholding some strong pressure from John Sutton (Mallock U2 Mk16) who could not start in the main event. Unfortunately, Sutton went wide out of paddock bend on the last lap and ended his race in the startline bank.

In the Marchant and Cox qualifier for Formula Ford, Tony Howard (Crosslé 30F) made the most of Paul Sleeman's absence and took a flag-to-flag victory. But no one seemed happy to stay in second place, first Len Marchant spun his Brabham at the hairpin dropping to last place, then Richard Bacon (Palliser WDF2) retired up Hairy Hill, and finally Kevin Williams (Hawke DL12) rotated at the elbow on the last lap handing the place back to Marchant.

Both Mick Davies and Steven Pengelly (1.3 Minis) made the most of the vacant spot on the front row of the grid, caused by Terry Harmer's failure to start with a melted piston, in the special saloon race but Ed Punt (2.0 BDG Ford Escort) had taken the lead by the end of the first lap. The excitement remained with the two Minis, however, and their attempts to outdo each other. But Pengelly rolled comprehensively at Chessons on his seventh lap handing the class win to Mick Davies.

The final race, for *Formule Libre*, featured a full and varied grid. Martin Mansell (Mallock U2 Mk18) had no trouble holding off Wil Arif (Reynard FF2000) with Bruce West (Royale RP18SV) third. Syd Fox did well to chase Derek Bowley's Brabham BT21/28 home with his FF-Merlyn.

PAUL HARMER

results

Modsports (10 laps): 1, Pat Longhurst (1.1 Davrian Mk7), 8m 09.4s, 73.56mph; 2, Barry Smith (1.5 Turner Mk2); 3, Martin Bewsey (1.5 Turner Mk2); 4, Colin Charman (1.3 MG Midget). **Fastest lap:** Longhurst, 47.0s, 76.60mph.

Reliant 750 Formula Championship round (10 laps): 1, Roland Nix (Wessex Special) 8m 14.4s, 72.82mph; 2, Iain Sclanders (DNC Mk3); 3, Chris Elmes (Silver Y); 4, Simon Fry (DNC 5T); 5, Richard Brewer (Arcos Mk6C); 6, Dick Harvey (Darvi Mk4). **Fastest lap:** Nix, 48.2s; 74.69mph **(record).**

Atlas Photography F1300 Championship round (10 laps): 1, Paul Webb (Delapena Mallock) 7m 42.2s, 77.89mph; 2, Charles Allen (Mallock U2 Mk11B); 3, Graham Kay (Mallock U2 Mk18B); 4, John Law (Samantha U2 18B); 5, John Harrison (Mallock U2 Mk11B); 6, Dick Miller (Centaur Mk14). **Fastest lap:** Webb, Kay and Law 45.2, 79.65mph.

Marchant & Cox Formula Ford (10 laps): 1, Tony Howard (Crosslé 30F-Flint) 7m 56.0s, 75.63mph; 2, Len Marchant (Brabham BT21-28-Scholar); 3, Graham Fuller (Royale RP24-Minister); 4, Stewart Phillips (Merlyn Mk24-Scholar); 5, Alex Caldwell (Dulon Mp17-Scholar); 6, Kevin Williams (Hawke DL12-Scholar). **Fastest lap:** Howard, 47.00s, 76.60mph.

Reliant 750 Consolation (10 laps): 1, Mick Harris (Darvi Mk4) 8m 34.8s, 69.93mph; 2, Roy Cornwall (Roydon); 3, Peter Barrell (Time 3); 4, David Elmer (Contard Mk1); 5, John McFarlane (Panda); 6, Barry Miller (Mouse Mk1). **Fastest lap:** Harris, 50.0s, 72.00mph.

F1300 Consolation (10 laps): 1, Barry Webb (Delapena Mallock) 8m 05.4s, 74.17mph; 2, Andrew Nimmo (Warp 9), 9 laps; 3, Jim Walsh (Walsh/Terrier), 9 laps. No other finishers. **Fastest lap:** John Sutton (Mallock U2 Mk16) 46.6s, 77.25mph.

Special Saloons (10 laps): 1, Edward Punt (2.0 Ford Escort BDG) 8m 07.2s, 73.89mph; 2, Mick Davies (1.3 Mini); 3, Andrew Grover (1.3 Mini); 4, Howard Lester (1.0 Mini); 5, Fred Hendy (850 Hillman Imp); 6, Mike Scott (1.0 Ford Anglia). **Over 1300cc:** 1, Punt. No other starter. **Fastest lap:** 47.4s, 75.95mph. **1001-1300cc:** 1, Davies, 8m 30.6s, 70.51mph; 2, Grover. No other finishers. **Fastest lap:** Davies 49.2s, 73.17mph. **850-1000cc:** 1, Lester 8m 32.6s, 70.23mph; 2, Scott. No other finishers. **Fastest lap:** Lester 50.0s, 72.00mph. **Up to 850cc:** 1, Hendy 8m 41.8s, 68.99mph; 2, John Tait (850 Mini), 3, Colin Carpenter (850 Mini). **Fastest lap:** Hendy 50.2., 71.71mph.

Formule Libre (10 laps): 1, Martin Mansell (1.6 Mallock U2 Mk18-Ford) 7m 26.4s, 80.65mph; 2, Wil Arif (2.0 Reynard SF77-Ford); 3, Bruce West (Royale RP18A-VW); 4, Tony Howard (1.6 Crosslé-Ford); 5, Derek Bowley (1.6 Brabham BT21/28-Ford); 6, Syd Fox (1.6 Merlyn FF-Ford 20A). **Fastest lap:** Mansell 42.6, 84.51mph.

Stringer long way ahead

Steve Stringer (Lotus 7), Trevor Smith (Midget) and Dick Squire (Sprite) provided the thrills at the BTRDA Autotest Championship meeting run by the Sherwood Forest MC at Mansfield last Sunday.

Stringer eventually won by just over 4secs, after the usual tight struggle with Smith, but the fly in the ointment, who very nearly caused an upset, was Squire. After six of the 12 tests the Midlander was in second place behind Stringer, who has opened up a tenuous 5secs advantage, with Smith a fraction of a second away in third place.

Things continued to close until the eighth test when Squire well and truly clobbered a bollard and that was that.

BTD: S. Stringer (Lotus 7), 554.82s.

Class winners: B. Johns (Mini), 668.11s; J. Larkin (Clubman GT), 589.79s; C. Daisy (Chevette), 694.65s; T. Smith (Midget), 558.97s.

Novice: T. Willey (Clubman GT), 796.78s.

First run OK for Humphreys

A first run time of 124.8s gave Rugby driver Dave Humphreys BTD at the dusty Quinton Festival Autocross at Sandwell, near Birmingham, last Sunday. Later in the day his time was equalled by A. Martin, also from Rugby but he had to be content with first in class while Miss A. Martin shared the car to come second albeit 7secs behind.

Reg Ashmore had no trouble in taking the first class for Minis up to 870cc by 3secs and Tim Greenhill had over a second in hand in Class 2, also in a Mini. The 1600 Escort of Ian Beveridge took the rally car class to 1600cc by 4secs only fractionally slower than Pete Robertson's class winning 1600 Escort.

BTD: D. Humphreys (Mini), 124.8secs.

Class winners: R. Ashmore (Mini), 129.6s; T. Greenhill (Mini), 126.4s; A. Martin (Mini), 124.8s; P. Robertson (Escort), 127.4s; P. Morris (Bits & Pieces), 133.4s; I. Beveridge (Escort), 127.8s.



John Taylor took two class wins in the Haynes RS1800.

Greasley on new hill

Amersham's John Greasley (Porsche 911) narrowly took FTD at Maidstone & Mid Kent MC's first hillclimb held at the new venue of Great Farthingloe Farm, near Dover, on July 14 sponsored by George Hammond Motors.

Master butcher Peter Rook of Herne Bay took the smallest class (touring cars up to 1000cc) with his much-modified Imp, fitted with M and S tyres. It was a close contest with the Abarth of Londoner Wally Pratt. In class 3 (1300 to 2000cc touring cars) Rainham rally driver Richard Chambers (1650 Escort TC) easily beat off the opposition leaving Keith Hooper in his RS1600 some 1.2secs in arrears.

One of the most exciting classes of the day was for special saloons up to 1000cc where Richard Ames (Imp) of Cheltenham got right among the overall leaders with a storming 46.3, giving him fifth overall and a class win from the similar car of Dave Scargill. As usual the battle for overall honours came mainly from the big "specials" and John Taylor used his current rally car to record 45.3, taking second overall with Tony Maslen of Crowborough in an identical car some 2secs behind. Trevor Hopkins (Escort) drove a spirited climb but could only manage a 47.5 to put him third in class. Because of the 2-litre limit in class 7 both John Taylor and Rod Chapman had to compete in class 8 on their own and Taylor held off Chapman by just four-tenths of a second, giving them third and fourth places overall.

Next came the *Marque* cars of which only David West of Lewes in his second-ever hillclimb cracked the 50-second barrier with his Lotus Super 7. Ightham garage owner Paul Goddard was very pleased to take second with his road car. Maurice Holmes in a three-week-old Ferrari 308GT was amalgamated into this class and put a very determined drive in this very expensive and exotic machine. Nick Ramus, after giving the TR7 its first-ever race win last week, could only manage fourth in this class despite a new engine.

The modsports provided the overall winner, John Greasley, who thrust the Carrera up the hill in a tremendous 44.9 on his last run. Both he and second-place man in this class, John Rich, went off into the cornfield at the last bend, although Greasley's was during the "run-off."

The historic sports car class was well supported and the crowd were delighted to find Guy Black bring only his real D-type Jaguar instead of his replica, and he really got among the leaders with a drive of a lifetime. This rapid handful of a machine was one of the most exciting spectacles of the day, snaking up the narrow lane to a fine 48.9 which put him 11th overall, and to add deservingly to his luck, had a best improvement time in the run off to win him £5, sportingly donated by the Maidstone club's president.

1, J. Greasley (Porsche Carrera), 44.6s; 2, J. Taylor (Escort RS1800), 45.3; 3, J. Taylor (Escort RS1800), 45.7; 4, R. Chapman (Escort RS1800), 46.1; 5, R. Ames (Imp), 46.3; 6, D. Scargill (Imp) 47.3.

Class winners: P. Rook (Imp), 54.4s; P. Nicholson (Clubman), 50.9; R. Chambers (Escort TC), 52.00; S. Pattinson (RS1300), 53.00; R. Ames (Imp), 46.3; M. Kelly (Escort), 51.00; J. Taylor (Escort RS1800, 45.3; J. Taylor (Escort RS1800, 45.7; D. West (Lotus 7), 49.4; P. Ryan (Midget), 51.2; J. Greasley (Porsche 911), 44.6; G. Black (D-type Jaguar), 48.9.

Olds level with Buckley

After a nail biting final run in which neither driver in contention for the overall fastest aggregate actually improved their times, Trevor Olds took his 1340 Mini to BTD at the sixth round of The Journal/ANECC Autocross Championship run by Border Ecosse MC at Crindon, near Coldstream, Berwick, last Sunday.

Separated by 1.2 secs on aggregate as they went into the final run, Olds broke a driveshaft on his Mini and had to sit and wait for Dominic Buckley to blast past him and take the lead in the championship as well as BTD. But, no; Buckley spun when trying just a little bit too much, did a slow time and Olds was home by the skin of his teeth.

As a result Olds and Buckley (2.1 Escort) are now level on 38pts in the championship with previous leader Gordon Leeming dropping to third on 34pts after a torrid time with his Wolseley Hornet which had the unusual fault of throwing an innner tube on his initial sortie.

Best of the class battles among 58 contenders for honours was in Class 3 where the 12 entrants were led home by Harry Horn's 1293 Mini 2.5secs ahead of Willie Watson's Mini Marcos. F. Kellett took the 850cc Mini class by 3secs ahead of John Lawson's Imp and the rest of the class winners had big winning margins.

BTD: T. Olds (1340 Mini), 5m 56.2secs.

Class winners: F. Kellett (Mini), 6m 34.2s; B. Matterson (Mini), 6m 7.6s; H. Horn (Mini), 6m 4.5s; J. Blythe (Escort), 6m 9.8s; J. Lindores (RS2000), 6m 4.6s; A. Robertson (Avenger), 6m 20.5s; D. Buckley (Escort), 5m 57.4s.

Records fall at Wroughton

With the Wendy Wools March 752 rebuilt after his accident in the Channel Isles the previous week, David Franklin stormed to one of his best wins of the year in the RAC Sprint Championship at Wroughton, near Swindon, last Sunday. He paralysed Dave Harris's one-year-old course record by almost 2secs.

Last year Harris took his McLaren round in 59.22s but Franklin lowered this time to 57.28 in the Top Ten run off with Harris (now mounted in the McRae) coming very close with 57.72. Franklin led all day for, in the class runs, he did 58.65 to Harris's 58.83 with David Render (Lotus 76), returning 60.64. He, like the two in front of him, found a little more in the championship runs and got down to 60.23 but was pipped for third by Alan Richards in the Surtees on 60.04.

The biggest class record breaking time came from Ian Hall in his Mini Jem who slashed just over 4secs off the over 1300cc modsports class while earlier Maurice Gates had taken his TVR round in 75.3 to better his one-year-old record by almost 4secs. In this class Peter Taylor (Lotus Europa) was only fractionally outside Gates's old record.

B. Cotterell (Imp) came from behind to put himself into the record books in the mod saloons to 1-litre class with a run in 80.5 to clip half a second off the old record and in so doing he beat N. Stephens (Imp), by one tenth of a second. Third man P. Gilbert (Mini) was also just inside the previous record.

Record holder in the over 1300cc class for modified saloons, Wridgway Horton lost his title to Trevor Peak. Horton beat his old record with his Firenza in 73.27 but Peak (Escort) thundered round in 72.1 on his last run. The other two class record breakers were H. Marshall in a Mini GT and Chris Bigwood in his Vixen and in a battle of the Mallock U2s P. Paterson pipped Arthur Hinds by two tenths.

BTD: D. Franklin (March 752), 57.28s **(record)**.

Class winners: H. Marshall (Mini GT), 89.92s **(record)**; M. Gates (TVR), 75.3s **(record)**; B. Cotterell (Imp), 80.5s **(record)**; G. Button (Cooper S), 76.00s; T. Peak (Escort), 72.1s **(record)**; I. Hall (Mini Jem), 74.00s **(record)**; G. Paterson (Mallock) U2, 72.03s; C. Bigwood (Vixen), 69.34s **(record)**; C. Morris (Lotus 69), 66.76s; Franklin (March 752), 58.65s.

RAC Run off: 1. Franklin 57.28s; 2. Harris 57.72s; 3. A. Richards (Surtees), 60.04s; 4. Render (Lotus 76), 60.23s; 5. Terry Smith (McLaren M14D), 60.75s; 6. Ted Williams (March 752), 61.06s.

U2 can win at Oulton

Graham Paterson took his Mallock U2 to an easy win at the MGCC North West Centre Sprint at Oulton Park last Saturday, a second-run time of 56.38s being 2secs quicker than the rest of the entry of 74 competitors.

Once again Palmer Hewardine and George Swinbourne engaged in a tight struggle in their class and victory went this time to Hewardine in his Mustang by 0.36sec. Tim Brooke, competing in an Escort in class 5 also put in a very respectable time of 59.88. The only other car to break the one-minute barrier was the Cooper Formula 2 shared by D. Cox and Jeremy Booen, Cox getting down to 58.28 to beat Booen by 0.4sec.

In the rally car class Colin Wild in his Capri and Bob Yarwood (RS2000) tied with 62.17, but Wild took the class having set his time on an earlier run than Yarwood.

BTD: G. Paterson (Mallock U2), 56.38s.

Class winners: D. Franks (Cooper S), 67.33s; P. Hewardine (Mustang), 59.07s; S. Beamish (Clubman GT), 65.01s; T. Brooke (Escort), 59.88s; R. Askew (Midget), 69.34s; D. Taylor (K3 Special), 70.4s; M. Wright (MG TD), 77.98s; S. Holley (MGA), 74.09s; I. Gerrard (MGA modified), 70.99s; B. Sidery-Smith (MGB), 62.39s; F. Robson (Morgan +8), 60.64s; E. Foster (Midget), 60.51s; D. Cox (Cooper Formula 2), 58.28s; C. Wild (Capri), 62.17s.

● Three drivers are tied in first place in *The Press and Journal* Speed Trophy. Roger Fisher who has been clocking up remarkable performances in the road car classes with his R-registered Fiat 128 3P, Trevor Kemp in his Ginetta G4 and Derek Russell in his Austin Healey Sprite. After the Fintray Hill Climb on Sunday, the championship battle moves to the Aberdeen club's Autocross at Pitbee Farm, Pitcaple, Aberdeenshire, on Sunday, September 18.

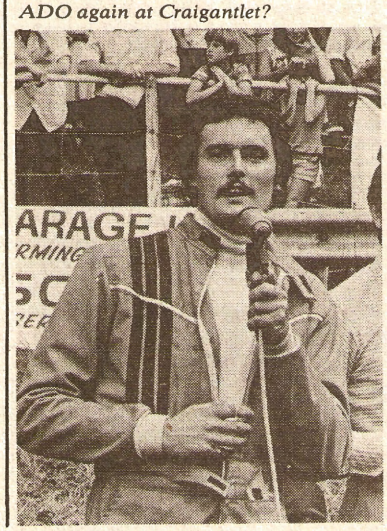
CRAIGANTLET

The Ulster Motor Club promote their annual round of the RAC Hillclimb championship tomorrow (Friday) and Saturday. ADO, Martyn Griffiths, Mike MacDowel and Peter Kaye are making the trip to challenge local aces Patsy McGarrity and Richard Parsons. Practice is from 6.30pm (Friday) and 9.30am (Saturday). Timed runs begin at 1.00pm.

OULTON PARK

Organised by the Lancs & Cheshire CC, Saturday's meeting features another round of the Lord's Taverners FF2000 championship (with consolation race) and events for SKF Clubmans, special saloons, classic cars, historic sports cars and FF1600. Racing starts at 2pm after morning practice.

ADO again at Craigantlet?



DONINGTON

The BRDC championship meeting has been renamed The British Empire Trophy meeting in deference to the fact that the historic race winner will take home the coveted prize. Also on the bill is a further round of the RAC British Saloon Car Championship with supporting events for FF1600, Clubmans, Formula Vee, special saloons, historic sports cars and classic cars. The action is spread over two days with racing from 12.30pm (Saturday) and 11.15am (Sunday).

LYDDEN

Lydden hosts another of its popular Festival of Motor Sport events on Sunday. The AMC-organised meeting features races for FF1600, special saloons, karts, hot rods and bangers. Racing starts at 2pm.

SNETTERTON

The BARC have put together another busy nine-race programme at the Norfolk circuit on Sunday. There are two heats and a final for the club's FF1600 championship, a 25-lap round of the BP F3 series and events for Oceanair clubmans, monoposto formula, thoroughbred sports, special saloon and SodaStream Sports 2000 cars. Racing begins at 2.10pm.

CROFT

The BARC Yorkshire Centre promotes a six-race meeting at Croft on Sunday. Main events are for BAF FF2000 cars and Britax production saloons with supporting races for FF1600, special saloons, modsports and Formule libre. Practice is from noon and racing from 2.45pm.

PONTYPOOL

The 12th round of the Guyson/BARC hillclimb championship takes place on Sunday at the Welsh venue. All the usual championship runners will be there. The BARC South Wales Centre are in charge once again.

BLACKBUSHE

The Hants & Berks MC hosts another round of the International Citroen 2CV Cross championship at Blackbushe, near Camberley, over the weekend.

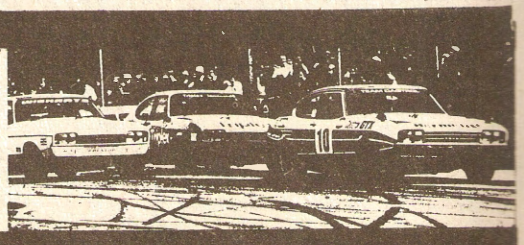
Britax

Britax Production Saloon Car Championship

		class/pos	Mar 27 Thruxton	Apr 03 Silverstone	Apr 17 Cadwell Park	May 01 Snetterton	May 29 Brands Hatch	Jun 07 Donington Park	Jun 26 Brands Hatch	Jul 10 Snetterton	Jul 31 Donington Park	etc	Total points
1.	Derrick Brunt	A1	4	5	5	4	5	4	—	5			37
2.	John Lyon	C1	5	3	5	5	5	4	5	2	2		36
3.	Roger Turner	D1	—	4	4	3	5	4	3	5	5		33
4.	Malcolm Prior	B1	3	5	3	—	2	3	4	4	4		28
5.	Gerry Marshall	B2	5	3	—	5	4	5	1	—	4		27
	Tony Hill	C2	2	5	3	—	4	4	—	4	5		27
7.	Jock Robertson	A2	—	4	3	3	4	3	5	—	4		26
8.	David Kahn	D2	1	2	2	1	3	2	—	3	3		17
	etc												

International events

Date	Venue	Event
Aug 7	Misano, Italy	European F2 Championship
Aug 7	Zandvoort, Holland	European – Touring – Car – Championship—F – Super Vee, FF, F Vee
Aug 7	Knutsdorp, Sweden	European F3 Championship—FF, F Vee, G1-5
Aug 7	Mid-Ohio, USA	Can-Am Challenge Cup
Aug 7	Talladega, USA	Talladega 500—NASCAR
Aug 7	Atlantic Park, Nova Scotia	Labatts F Atlantic Challenge Series
Aug 7	Calder, Australia	F5000, G1
Aug 7	Mont Dore, France	European Hill Climb Championship



British events

Date	Venue	Event	Status	Club	Start	Details
Aug 5/6	Craigantlet, nr Belfast, Northern Ireland	Hillclimb	R	Ulster AC	—	RAC Hillclimb Championship
Aug 6	Oulton Park, nr Tarporley, Cheshire	Race Meeting	R	Lancs & Cheshire CC	14.00	FF2000, Clubmans, Special, FF Saloons, Classic Cars, Historic Sports, G2/4 Historic Sports
Aug 6	Arbroath, Scotland	Rally	R	Arbroath & DMC	08.00	D&A Arbroath Stages Rally—'Scotsman' Glayva Scottish Rally Championship, Pirelli/Cars & Car Conversions Championship
Aug 6/7	Shaftesbury	Rally	R	CSMA	—	—
Aug 6/7	Blackbushe, nr Camberley	2CV Cross	I	Hants & Berks MC	14.00	British & Int 2CV Championship
Aug 7	Snetterton, nr Thetford, Norfolk	Race Meeting	R	BARC	14.00	BPF3, FF1600, Monoposto, Sports 2000, Clubmans Sports, Special Saloons, Thoroughbred Sports
Aug 7	Donington Park, nr Castle Donington, Derby	Race Meeting	R	BRDC	13.30	Touring Cars (G2), FF1600, Clubmans, Special Saloons, FV
Aug 7	Croft, nr Darlington, Co Durham	Race Meeting	R	BARC(YC)	14.00	FF2000, Production Saloons, Special Saloons, Modsports, FF1600, F Libre
Aug 7	Lydden Hill, nr Canterbury, Kent	Festival of Motor Sport	R	Astra MC/TWMC	14.00	FF1600, Special Saloons, Karts, Hot Rods & Bangers
Aug 7	Pontypool Park, S. Wales	Hillclimb	R	BARC (SW)	—	Guyson/BARC Hillclimb Championship
Aug 7	Fintray, Aberdeenshire	Hillclimb	R	Aberdeen & DMC	—	Press & Journal Speed Trophy
Aug 7	Knockhill, nr Dunfermline	Rallycross	R	750 MC (Scot)	13.00	Tannery Shops Scottish Rallycross Championship
Aug 7	Goodwood, nr Chichester	Sprint	R	Southsea MC	12.00	Southsea Sprint
Aug 7	Cotswold Farm, Stafford	Autocross	R	Owen MC	13.30	Wildcam Autocross
Aug 7	Harlington Promenade	Autotest	R	Hartlepool & DMC	10.30	John S Rae Prom Autotest

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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