Autosport

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Courageous Dron's GI Donington

Alpina BMW wins ETC Zandvoort □ South's F3 Snetterton

Autosport

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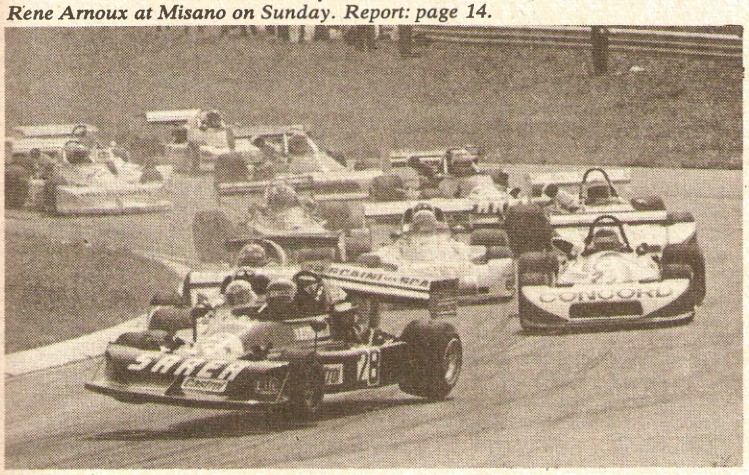

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Your only chance?

From Monday to Wednesday next week, the RAC Race Committee will be holding 'Open House' at Belgrave Square for competitors to air their views about proposed vehicle regulations for the future. Instituted three years ago, these Open Days were, sadly, rather poorly attended last year—something which could have endangered their future.

That the RAC should have even considered serious annual consultation with competitors was, in 1975, a major step forward and one which was greeted with enthusiasm by most parties. The first series of Open Days was pretty well attended, as their 'novelty value' and the fact that they had been only recently announced had kept them fresh in the mind.

Last year, however, the story was a somewhat different one. Attendances were 'reasonable' according to the RAC at the time, although the sole regular competitor who attended the prodsaloon meeting hardly represented 'reasonable' in our minds. The other category meetings were somewhat better attended and certain competitors—such as the special saloon and super saloon regulars—had met prior to the Open Day in order to formulate their views.

The feeling at the time was that the Open Days were constructive despite the rather poor attendances—but think how much more useful they could have been with a few dozen competitors present. Poor publicity of the dates by the RAC was blamed by many competitors for their non-attendance, a complaint countered this year with the announcement in the 'Blue Book' of the dates and venues.

So, competitors, what about it? The RAC is providing through these Open Days an ideal opportunity for you to become more closely involved in framing the regulations governing your sport. After all, if you have been constructing a special saloon for the past five years, there is a jolly good chance that you know more about it than most members of the Race Committee. If you want to change something, this is your ideal chance—indeed, just about your only chance—to do so. Take the opportunity to meet motor racing's rulers and help to change the rules. Just think, if you complain next year about the way the regulations are framed, you might have only yourself to blame.

Full details of the Open Days are contained in *Sports Extra* and we are hoping to be able to report excellent attendances in our issues of the next couple of weeks.

cover picture

After a severe mid-week practice accident, in which he destroyed his training car against the Donington Park safety wall and suffered a badly bruised ankle, Tony Dron bounced back on Sunday with a superb win in the ninth round of the Tricentrol British Saloon Car Championship. Report: page 42. Photo: Jeff Bloxham.

next week

Nigel Roebuck's full report on the Austrian Grand Prix at Osterreichring—Formula Ford: a review of the past ten years and a glance into the future—Jill Robinson: British rallying's fastest lady—a preview of the Burmah International rally—Private Ear.

These items were correct at the time of going to press

edited by Nigel Roebuck

Lauda looks for another win

As usual before any Grand Prix these days, it seems, many of the teams were out testing last week, ten days before the actual race. At the Osterreichring, suitably, Niki Lauda proved fastest over the first three days, Tuesday, Wednesday and Thursday. During those days, everybody was confined to hard compound tyres.

The Osterreichring is a tough circuit for tyres, and hard compounds are normally standard wear there. On these, Lauda finally went round in 1m 41.8s, several seconds away from the lap record, of course, but the circuit is appreciably slower this year, due to the introduction of a chicane before the very fast *Hella Licht* curve, right after the pits. The old *Hella Licht* was an absolutely flat, blind right-hander, and it was here, two years ago, that Mark Donohue lost his life. While we regret the wholesale introduction of chicanes everywhere, there does seem to be more of a case for one here than at certain other circuits. As one leading driver recently said, "The old *Hella Licht* was a stupid corner, anyway. It was one of those turns which was absolutely flat for *everyone*, a very quick but relatively simple turn which put no real premium on skill. Pointless. At the same time, if anything happened to the car halfway through, it meant an absolutely enormous accident".

Last year, the corner was modified slightly, but this year a completely new right-left chicane has been installed. It appears to have found little favour among the drivers. "They don't seem very keen on it", said Ken Tyrrell, who was out there last week. "For one thing, the entry to it is completely blind—when you turn into it, you can't really see it. And for another, because the surface is new, it is much more slippery than the rest of the circuit." Something which worries many people is the prospect of a first-lap shunt at the chicane. "By the time they get there", said Ken, "they'll still be running in pairs, and it's going to be very difficult for 26 of them to get through without something happening".

Ken came back from Austria in good spirits, both his drivers setting a time of 1m 42.7s on hard tyres, bettered only by Lauda and by Jody Scheckter's Wolf (1m 42.3s). What's more, Depailler and Peterson both set that time when driving the 'laboratory' car, admitted by Karl Kempf to be around 20lbs heavier than the regular race car. "We are beginning to make progress", said Tyrrell, "and the laboratory car was to race specification for the first time. It was set up exactly like Patrick's Hockenheim car".

Slower, surprisingly, than the Tyrrell pair were Mario Andretti's JPS 78 and Jacques Laffite's Ligier-Matra, both of which went round in 1m 43.6s, only a little quicker, amazingly, than Patrick Neve's Williams March (1m 43.7s). The Belgian likes fast circuits, of course, and this was his first visit to the Osterreichring. Apparently, he got the handling very much more to his liking than has been the case in recent races.

On Friday, the Lotus team decided they would like to try some soft rubber. The results were truly astonishing, Mario Andretti removing three seconds from his previous time, finally recording 1m 40.6s! Let no one underestimate the all-importance of tyres in modern Grand Prix racing. . . . The American's time was later equalled by Carlos Reutemann's Ferrari, but Lauda had already left the circuit the night before. Eventually, the fastest time of all was set by Laffite, who screamed round in 1m 40.4s.

Niki—going for a home run.

So what happens this weekend? Tyrrell says he foresees problems on the tyre front. Lotus reckon that their car can do the Grand Prix distance on the soft tyres, so quite obviously most people are hoping that only the hard rubber will be dished out for both practice and race. "Otherwise", said Ken Tyrrell, "we're back to the old days of qualifying tyres, and nobody really wants that".

"Now this is how it is. . . ."

Taylor answers Tambay criticism

Sid Taylor rang last week, a little upset over our comments on the contractual row he had with Patrick Tambay on the day of the German Grand Prix. "That was *not* the first time he had seen the contract", said Taylor. "We had a meeting in May, Patrick, Teddy Yip and myself, in which it was agreed that we would run Patrick in an Ensign from the French GP on. Everything was agreed, including the finances. We got Motor Race Consultants to draw up the contracts, and a draft contract was taken to Silverstone. Patrick was quite happy with it, apart from three items, one of which was the financial agreement for 1978. So we took the contract back to MRC, and a new one was drawn up, exactly as he had requested. We told Patrick about it and he said that was OK, but then he said he wanted his father and solicitor in Cannes to see it. He also said he wanted it in French. It was only then that we said that if he wouldn't sign, he couldn't drive. I'd like to make it clear that Teddy and I would *never* stand in a driver's way if he wanted to go and drive for someone else. It's happened in the past, with people like Alan Jones and Brian Redman, and I never stood in their way. Anyway, the contract is now exactly as it was, except that it is for this season only, and not next."

And what were the Taylor/Yip plans for the future? "I really can't tell you that. What I will say, however, is that Teddy and I have very big F1 plans for 1978."

Automatic Gunnar

Seen testing at Snetterton last week was Gunnar Nilsson, at the wheel of one of last year's JPS 77s. Why a 77? Well, to begin with, the 78s were out in Austria, where Mario Andretti was testing and, for another thing, the 77 is being used as a hack for testing the Lotus F1 automatic gearbox. And this was the purpose of Gunnar's visit. These gearboxes are being manufactured in Germany, and apparently the actual business of changing gear works in the same way as the Porsche 'Sportomatic'—touching the top of the lever frees the clutch. Did the car *sound* like an automatic as it went round the circuit? Apparently not, but it seems that the tests went well enough. Our apologies for the vagueness, but the tests were conducted under a veil of secrecy. . . .

AJ for Bathurst!

Hey, this is getting silly. On the heels of the news that Jacky Ickx and Johnny Rutherford were to take part in the Hardie-Ferodo 1000Km saloon car race, now comes the revelation that one of the Holden Toranas is to be driven by no less than A. J. Foyt! Anthony Joseph will share one of the Marlboro-Holden entries with the team's regular number one driver, John Harvey.

It seems that Foyt is taking the matter very seriously, for he is to prepare the engines for his car at the Coyote workshops in Houston, and will bring his own radio expert over for the race—two-way radios are allowed this year, for the first time.

A. J. likes Australia, and now makes an annual trip each winter to take part in the Australian Speedcar Grand Prix, an event run for dirt cars at Sydney's Liverpool Street Stadium. In 1975, in fact, he flew in, won the event and flew out again, having been in the country for a total of 22 hours!

All in all, Bathurst on October 2 looks like being a very exciting place to be.

For most people, the highlight of last Sunday's meeting at Snetterton was a 40-minute demonstration by John Watson and the Brabham-Alfa. In fact, John was 'borrowing' Snetterton to do a little testing and he tried his race car, Stuck's car and the spare. After five laps, he was down to 60.3s, close to the absolute lap record.

Renault miss Austria

Unfortunately, the Renault RS01 will not be going to the Austrian Grand Prix this weekend. You will recall that the car—despite excellent testing times at Dijon and a satisfactory first outing at Silverstone—has so far been plagued by overheating problems which, curiously enough, manifest themselves only when the engine and turbo are mounted in the car. On the bench and in the original "laboratory" car, there were no such problems.

New parts for the turbocharger have recently arrived from the States, but there has been insufficient time for them to be tested thoroughly. It seems that Jean Sage now knows the cause of the problem, and the team is optimistic that the car's reliability will be much improved when it next appears. All being well, that should be at Zandvoort, on August 28.

Allam switches to Ford for TT

With Phil Dowsett driving Stuart Patterson's Capri in the Tricentrol G1 championship races this has left Stuart as a spectator and team manager at races. He is, however, going to have another drive this year in the car at the Access TT at Silverstone, and sharing the drive with him on this occasion will be Jeff Allam, who up to now has been very much a Vauxhall man.

It seems that lack of additional finance for this race has meant that Jeff will be unable to enter his usual Allam Motor Services Magnum, so he will have his first ever drive in a Capri. This should be quite an interesting exercise for Jeff has proved this year to be a very quick and competent driver. It will be even more interesting if Jeff gets some drives in the car next year as Stuart is planning to go G2.

Indy Porsche off?

Which story do you believe? During a recent visit to the States, Ferry Porsche completely ruled out the possibility that one of his cars would run in the Indianapolis 500. According to an American weekly, Dr Porsche said, "Porsche does not intend to race at Indianapolis next year, or any other year. At this time I would say an absolute 'no' to racing at Indianapolis".

The story blew up, of course, when several Porsche representatives attended this year's race, after which the company requested and received a copy of the USAC rules and regulations. Dr Porsche feels strongly that "if the racing car is near to the production car, it is best from an engineering and sales standpoint". Nor, it appears, is he particularly enamoured of the 500 itself: "When the winner of the Indianapolis 500 is discussed, the only mention is of the driver, the car never gets much attention".

So would Porsche engines be available to private USAC teams? "If we have an engine that someone wants to try at Indianapolis . . . well, they are for sale if someone wants to buy them".

So how do you reconcile this with the fact that our American Editor recently spoke to Jo Hoppen, Special Vehicles Manager for Porsche Audi (America), about the Indy rumours, and was told that the project was definitely on?

Ashley—another chance.

Vintage 'Ring

While the F1 teams move to Austria this weekend, there will be big happenings over the border, at the Nürburgring, where the circuit's 50th Anniversary will be celebrated at a vintage meeting.

No ordinary vintage meeting, this. Over the two days, 20 races will be run, the highlight of which will be the two races for post-war racing and sports cars of over 2500cc. Heading the entry are two Mercedes, owned and entered by Daimler-Benz, a 1955 W196 Grand Prix car, which will be driven by Karl Kling, who partnered Fangio and Moss in the team during the hey-day of that car, and a 300SLR sports car, similar to the one with which Stirling won the 1955 Mille Miglia, which is to be handled by Hans Hermann, who drove occasionally for the team in 1954.

Apart from these two, there is a multitude of other delectable machinery, including four Maserati 250Fs (one of which will be driven by Charles Lucas!), Neil Corner's Aston Martin DBR4 and so on. Most of the British vintage brigade will be there, as well as many others from different parts of Europe. Another of the races is for Mercedes 300SLs only, and there are 30 entries. . . .

The races themselves will be run only on the 'Ring's short loop; the main purpose of the weekend is to celebrate the greatest race circuit yet devised by man. Among those present to take part in the Jubilee Parade will be Juan Manuel Fangio, Stirling Moss and Hermann Lang. Sounds like a tremendous weekend.

Long Beach guarantees

The future of the Long Beach Grand Prix looks more secure now than at any time since the race was first run. A couple of weeks ago, the Directors of the Long beach Promotion and Services Corporation voted to enter into a five-year, million dollar support contract for the Long Beach Grand Prix Association.

The Long Beach Promotion and Services Corporation has the function of promoting the city, and its members feel that the Grand Prix is one of the finest promotional events the city has ever hosted. In making the announcement, they were at pains to point out that this was a vote of confidence not only in the race but also in the LB GP Association, the subject of a certain amount of criticism in the past.

At the same time, CBS, who have televised all three races so far run at Long Beach, announced that they would continue to put the race out live up to and including the 1981 event. Not that it will affect you, the reader in England, unfortunately. . . .

Next year's race will be held on Sunday, April 2.

● Gilles Villeneuve will share a Jagermeister-sponsored BMW 320i with either Hans Stuck or Sam Posey in the Mosport G5 race on August 21.

Ashley's F1 return

Yet again, Ian Ashley is staging a comeback. With a works F3 drive as long ago as 1968, a great future was predicted for Ashley, but somehow things have never worked out. He has, of course, had excellent results in F5000 in the past.

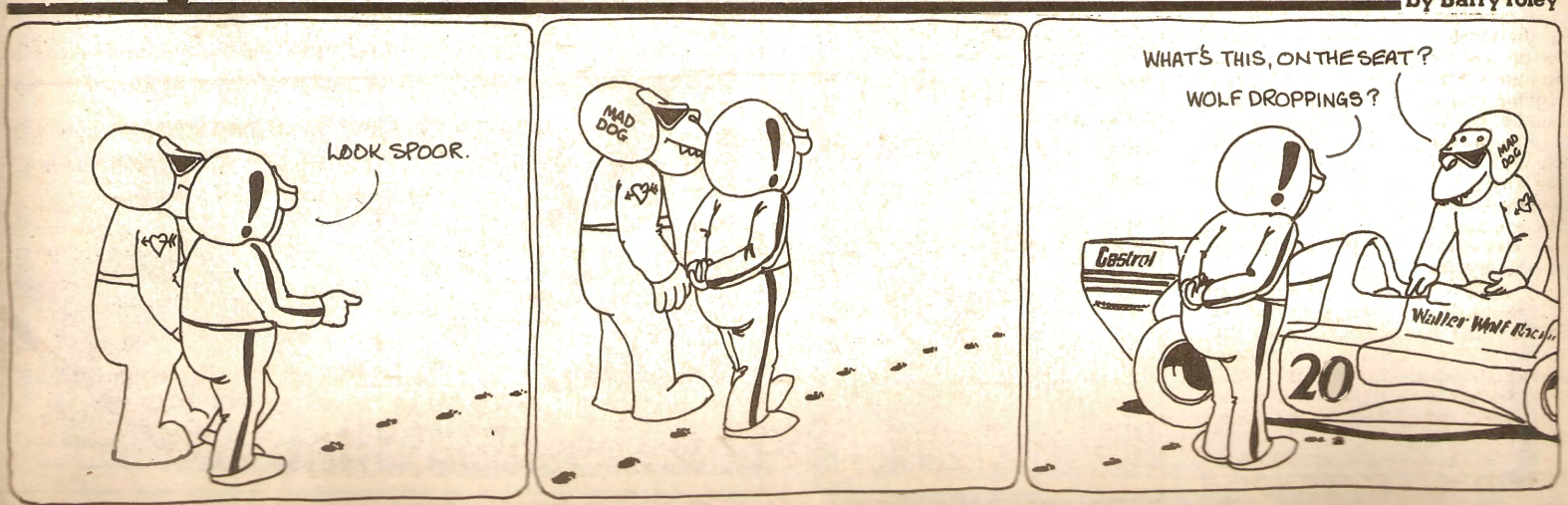
After a couple of abortive F3 projects in the past 18 months, Ashley is now in F1. Alongside Rupert Keegan and Hector Rebaque, he will drive a Hesketh in Austria this weekend, and is also to appear at Zandvoort, Monza, Watkins Glen and Mosport.

The car is to be sponsored by Godfrey Bilton, a member of the Bilton building family (although he no longer has any connection with it). Among other things, Bilton is Chairman of Edinburgh Industrial Holdings Ltd, which company has a subsidiary called Obex Oil. This is the name which will appear on the car, although the entire project will be sponsored by Bilton himself.

● Brazilian FF1600 ace Chico Serra drove an F3 car for the first time, at Snetterton last week. At the wheel of Aryon Cornelson's March, Serra put in 10 laps, the fastest of which was only 0.3sec slower than Cornelson's best. . . .

catchpole

by Barry Foley



At the Misaro F2 race last weekend, the local boys very definitely made good. Right: Elio de Angelis—only 19 years old—made his first F2 appearance, in a Ralt-Ferrari, and led the first heat for a long way. Left: Lamberto Leoni scored his first big win. In the Chevron-Ferrari, he was a worthy victor, and made no mistakes all day.

Moore moves rapidly

Back into motor racing are Rapid Movements, the Cowley-based company which specialises in moving freight swiftly and efficiently all over the world. A considerable proportion of the company's business, of course, is connected with motor racing, and they have been frequent sponsors of the sport in the recent past. Most notably, they backed the Chevron with which Gunnar Nilsson dominated the back end of the 1975 Formula Atlantic season.

Ted Moore, who heads the company, has always been a racing fanatic, and has sponsored several karts in the past 18 months. One of these has been driven by Roger White, whom Ted considers one of the best three or four kart drivers in the country. "He's very keen and I feel he has a lot of talent. So I've decided to back him, and I'll take him as far as I can", says Moore. "He'll have half a dozen FF1600 races this year, and if that works out OK, I'll run him in FF2000 next season and so on. As far as I'm concerned, the only thing that will stop this arrangement is him. But I think he'll make it." Make the best of it, Roger. People dream of opportunities like that!

● Lamberto Leoni's victorious Chevron was powered, at Misano, by the very latest Ferrari F2 engine. Among the known changes in the rather heavy engine is the adoption of titanium con rods. It apparently revs to 12,000, and was turning out 308bhp—a remarkably good figure in the very hot conditions at Misano. Scuderia Minardi, who have stuck by the Ferrari engine for use in their Ralts this season, are apparently somewhat miffed that the first of the new ones should go to the rival Trivellato team, which started to race the Italian engines only at Enna. . . .

● The name of Lec may well reappear shortly. It is thought that Derek Bell will drive the team's new car at the Brands Hatch G8 race on Bank Holiday Monday. It seems that Derek will not be driving the old Penske PC3 any more.

● In last week's issue of the American weekly, *Autoweek*, there was an ad, hidden away among the classifieds at the back. The ad was for a PR man, wanted by "a California-based team moving into F1 next year." The team required someone who could also speak French and German. The address given was 12172 Skyline Drive, Santa Ana, Calif. Now who could that be? Our American Editor points out that this address is just over the road from Interscope Racing. Are they planning to bring Danny Ongais to Europe next year, provided his drives at Mosport and the Glen go well?

● There was a substantial fire at McLaren's American workshops at Livonia last week. Fortunately, the fire was contained before it could do too much damage, but there was quite a lot of "smoke damage" to the USAC cars, which were inside at the time. The team's BMWs were outside in the transporter, happily. Bossman Tyler Alexander was on holiday when the fire occurred.

● Dieter Quester's partner in the Alpina BMW CSL at the Access Tourist Trophy will almost certainly be Tom Walkinshaw. At the Zolder ETC round, on September 25, the Austrian will share the car with Jacky Ickx.

● There are rumours that one of Paul Newman's Lolas will be driven in future by USAC star, Johnny Parsons. The other car is, of course, driven by Elliot Forbes-Robinson.

● Due in England on Tuesday was Mike Hailwood, invited over by the ACU as Guest of Honour for the John Player Grand Prix motorcycle meeting at Silverstone this weekend. Mike will stay for about three weeks.

● Stephen South's March 753, completely wrecked during the Silverstone F3 race at the Grand Prix meeting, was insured by Motor Race consultants, through Lloyd's. Remarkably, only three weeks after the shunt, Peter Gaydon was able to give Stephen a cheque for £2400 from the insurance company. He feels sure this must be a record!

Chevs clean up Talladega 500

By virtue of finishing second in last weekend's Talladega 500, Cale Yarborough has retaken the lead of the Winston Cup for Grand National Drivers. Erstwhile leader, Richard Petty, had a troubled race with his Dodge, and finished only 11th. The King had constant overheating problems with his car on a very hot, humid day.

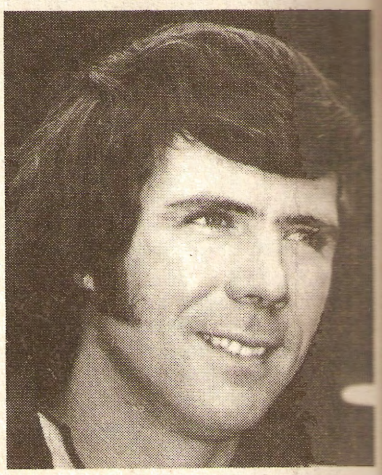
Winner of this, one of NASCAR's most prestigious events, was Donnie Allison's Chevrolet. The younger Allison's appearances on the Southern tracks have been spasmodic this season, but he qualified second and always ran with the leaders, Towards the end of the race, however, Donnie took a drink of ice-cold water which promptly upset his stomach. Happily, Allison was able to hand over to Darrell Waltrip, who had earlier retired his own Chevrolet, and Darrell drove relief until the end of the race.

The 188-lap race actually came to an end under the yellow flag which precluded any possibility of a close finish. The yellow came out because of an oil leak from Skip Manning's Chev. Manning, last year's Rookie of the Year, was actually running third at the time, a position he maintained to the flag. Novel way of holding your place!

Benny Parsons's FNCB Chev was fastest in qualifying, with a startling 192.684mph average, but in the race he blew up after leading for quite a long way. For poor David Pearson, it was a traumatic weekend, the Woods brothers' Purolator Mercury qualifying only 21st and retiring after 37 laps with overheating.

The other places were taken by Ricky Rudd, a 21-year-old rookie in another Chev, Lennie Pond (Chev) and Buddy Baker (Ford).

With 19 rounds run, Yarborough leads the championship with 3125pts, followed by Petty (3093), Parsons (2793), Waltrip (2772), Baker (2583) and Richard Brooks (2407).



Waltrip drove relief for Donnie.

If you haven't yet sent in your Moet et Chandon *entries for the Austrian Grand Prix, time is running short. Have a squint at the testing times, and then send your postcards to* Autosport *Editorial, Haymarket Publishing Ltd, 76 Dean Street, London W1A 1BU.*

WORLD CHAMPIONSHIP OF DRIVERS (F1)	Nat	Jan 09 Argentina	Jan 23 Brazil	Mar 05 South Africa	Apr 03 USA West	May 08 Spain	May 22 Monaco	Jun 05 Belgium	Jun 19 Sweden	Jul 03 France	Jul 16 Britain	Jul 31 Germany	Aug 14 Austria	Aug 28 Holland	Sept 11 Italy etc	Total points
1. Niki Lauda	A	—	4	9	6	—	6	6	—	2	6	9				48
2. Jody Scheckter	ZA	9	—	6	4	4	9	—	—	—	—	6				38
3. Mario Andretti	US	2	1	—	9	9	2	—	1	9	—	—				32
4. Carlos Reutemann	RA	4	9	—	—	6	4	—	4	1	—	3				31
5. James Hunt	GB	—	6	3	—	—	—	—	—	4	9	—				22
6. Gunnar Nilsson	S	—	2	—	—	2	—	9	—	3	4	—				20
7. Jochen Mass	D	—	—	2	—	3	3	—	6	—	3	—				17
8. Jacques Laffite	F	—	—	—	—	—	—	—	9	—	1	—				10
Patrick Depailler	F	—	—	4	3	—	—	—	3	—	—	—				10
10. John Watson	GB	—	—	1	—	—	—	—	2	6	—	—				9
11. Hans Stuck	D	—	—	—	—	1	—	1	—	—	2	4				8
Emerson Fittipaldi	BR	3	3	—	2	—	—	—	—	—	—	—				8
13. Carlos Pace†	BR	6	—	—	—	—	—	—	—	—	—	—				6
14. Vittorio Brambilla	I	—	—	—	—	—	—	3	—	—	—	2				5
15. Ronnie Peterson	S	—	—	—	—	—	—	4	—	—	—	—				4
16. Alan Jones	AUS	—	—	—	—	—	1	2	—	—	—	—				3
17. Clay Regazzoni	CH	1	—	—	—	—	—	—	—	—	—	—				1
Renzo Zorzi	I	—	1	—	—	—	—	—	—	—	—	—				1
Jean-Pierre Jarier	F	—	—	—	1	—	—	—	—	—	—	—				1
Patrick Tambay	F	—	—	—	—	—	—	—	—	—	—	1				1

†Deceased

WORLD SPORTS CAR CHAMPIONSHIP (G6)	Nat	Apr 17 Dijon	Apr 24 Monza	May 29 Vallelunga	Jun 19 Enna	Jul 10 Estoril	Jul 24 Ricard	Sep 18 Salzburg	Total points
1. Alfa Romeo*	I	20	20	20	20	20	20		120
2. Osella	I	15	15	12	12	—	4		58
3. Chevron	GB	8	2	10	10	—	10		40
4. Lola	GB	12	3	—	8	10	6		39
5. Sauber	CH	—	—	—	15	8	8		31
6. Toj	D	2	—	—	—	—	15		17
7. McLaren	GB	—	10	—	—	—	—		10
8. Cheetah	CH	6	—	—	—	—	—		6
9. AMS	D	—	—	4	—	—	—		4

*Champions

Olofsson—another F3 win.

Olofsson closes on Ghinzani

Knutsdorp, in Sweden, was the scene of last Sunday's European F3 Championship round. As could be expected, fastest in qualifying was local hero Anders Olofsson with a 60.78s lap to claim pole position in his Ralt. Taking the other front row slot was the now familiar yellow Ralt of Nelson Piquet on 61.30s, who might have gone quicker but for a broken second gear. Slim Borgudd had to hire Torsten Palm's Ralt this weekend as Hakan Alriksson was racing his own. Borgudd made the second row without any dramas which is more than could be said for Huub Rothengatter's March which oversteered to fourth quickest time. Row three comprised Thorbjorn Carlsson's Ralt and the desperately unlucky John Nielsen, who this time lost all the oil from the gearbox. A lengthy precautionary strip-down revealed no serious damage but he only just made the grid in time for the race. Fourth row occupants were the Ralts of Hakan Alriksson and Bertram Schafer ahead of Wolfgang Locher's BMW-powered example and Fernando Jorge who is still learning about his recently acquired Ralt. Jan Lammers was next up in his Hawke (suffering from power oversteer) and had an on-form Rudi Gygax for company on row six. The rest of grid was made up by local drivers in historic Brabham BT41s, GRDs and an infamous Viking THI.

Olofsson took the initial lead but in his eagerness missed second gear and was quickly relegated to third behind Piquet and Nielsen with the Ralts of Carlsson, Jorge and Schafer close behind. Right behind was Huub Rothengatter who suffered a total electrical failure and required a push start almost losing a lap before the car burst into life.

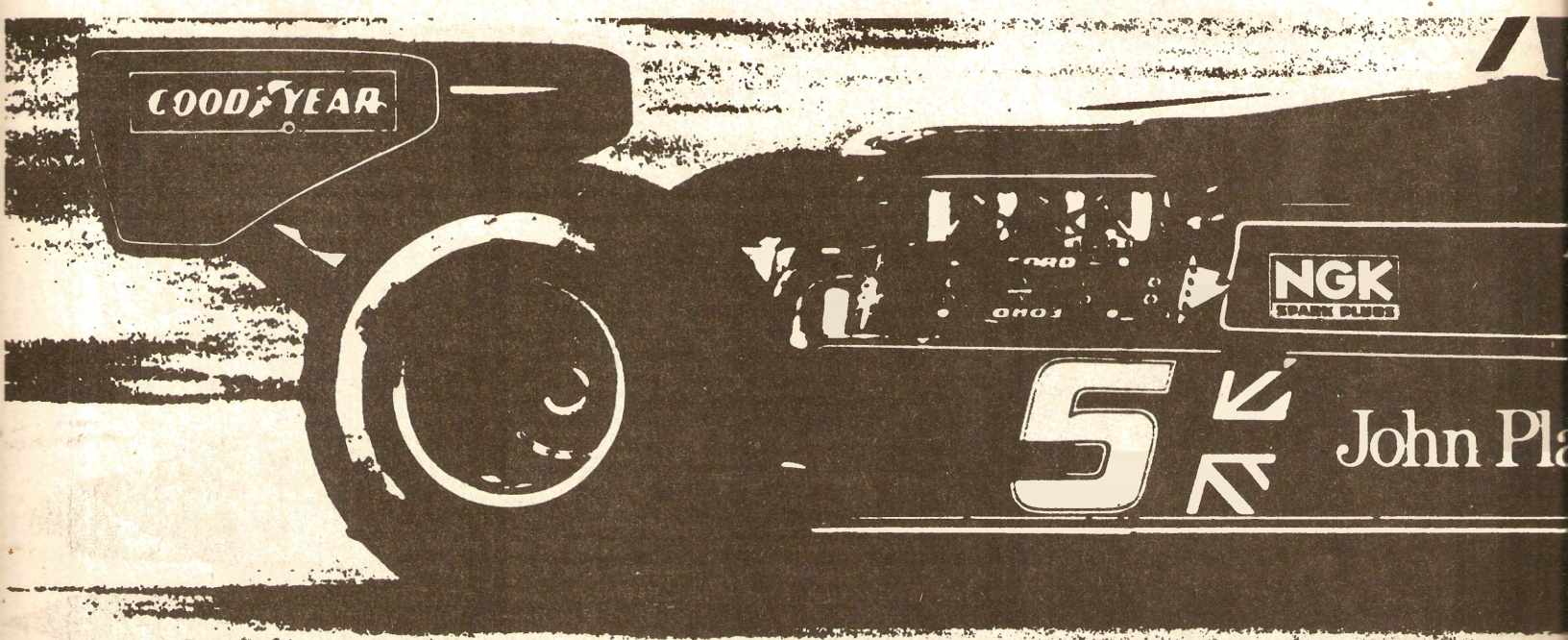
The field rapidly spread out and once Olofsson made second it looked a foregone conclusion that he would hit the front, but Piquet hung on until forced into a mistake on the 14th tour. The Brazilian soon lost ground as the clever Swede put backmarkers between them and to the delight of the home crowd sped to a 3.5secs victory. Very much alone in a safe third came Nielsen, way ahead of Carlsson who in turn has a comfortable lead on Schafer, the German coming under strong attack from Alriksson's Ralt. Seventh and eighth places were keenly fought by Jan Lammers and Slim Borgudd. Borgudd eventually got through by a dint of barging.

The Viking of Ingvar Carlsson made tenth ahead of Rothengatter who spectacularly carved his way up the field although surprisingly he did not receive a penalty for the assistance at the start.

Olofsson's main rival was Mats Nygren, the 28-year-old taking his ex-Conny Anderson March round in 60.93s to take pole position for heat 2. Jac Nelleman really got the bit between his teeth to complete the front row. Stefan Johansson and Beppe Gabbiani made row two in front of Henrik Spellerberg's Ralt and David Kennedy making his debut in the Argo, Kennedy at last with a professionally run team and feeling very pleased. Clas Sigurdsson and Piercarlo Ghinzani made up the fourth row. The rest of the grid was made up by local vintage machinary, even a BT35 Brabham made it halfway up the order.

Stefan Johansson got caught in a terrifying start incident as he was trapped between Nygren and Nelleman with wheels banging. The young Swede expected the worst but instead was hauled into the lead, helped when Nygren broke second gear, causing havoc behind as could be seen by the blanket of blue tyre smoke that hung around the first corner. Johansson it was who had a ten cars' length advantage over Nelleman, Gabbiani and Ghinzani. Next time round Gabbiani had squeezed through and started to make an impression on Johansson, while Ghinzani found a way round Nelleman but too late; the leaders were away so the Championship leader had to settle for third. Nelleman's Chevron headed the squabble for fourth with Sigurdsson, Spellerberg, Kennedy and Svensson all looking for a way through. The first change in this bunch came with a mistake by Sigurdsson who dropped two places. Kennedy was really getting to grips with his new mount, eventually passing Spellerberg and Nelleman to finish a splendid fourth. Up front the leading car was in trouble. Stefan's lead was coming to an end as third gear kept jumping out. Gabbiani won by 6 seconds.

In the final, Nelson Piquet made a fabulous start to slot in behind Gabbiani as Olofsson again did not get off the line quickly. Beppe Gabbiani led the second lap and surprisingly there



What we've done for Lotus

The John Player Team Lotus has continuously made its presence felt at circuit after circuit this season, gaining outstanding Grand Prix victories at Long Beach, Spain, Belgium and France for Mario Andretti and Gunnar Nilsson.

And a vital contribution to the Lotus success comes from the NGK Spark Plugs that were selected for the Ford Cosworth 3-litre V8 engine. The secret lies in the refinement of their design and the quality of materials used in their construction.

The result is the kind of wide heat range performance that can make a lot of difference to success on the circuits.

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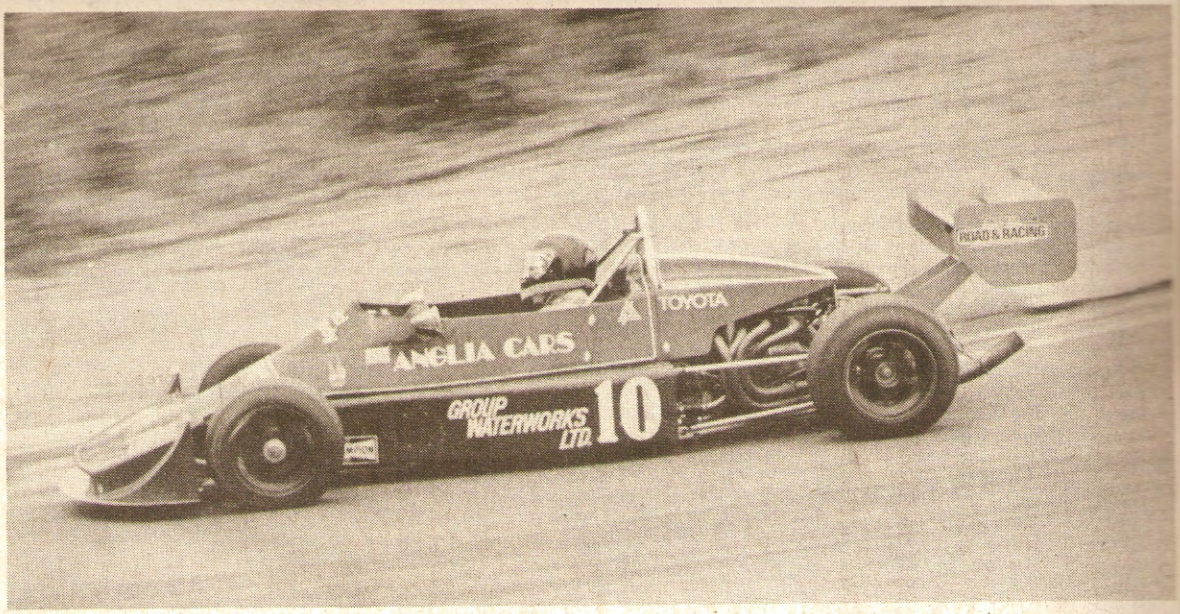
was no change behind, Johansson holding fourth ahead of a massive train made up of Nielsen, Nelleman, Ghinzani, Spellerberg, Schafer and Kennedy. The fast pace brought plenty of retirements. Borgudd spun into a field and could not get out, Carlsson and Clas Sigurdsson touched as they both tried to pass Schafer with Carlsson rolling over Sigurdsson. Jan Lammers who had lost the nose section in the first lap pulled out when an electrical lead to the fuel pump broke.

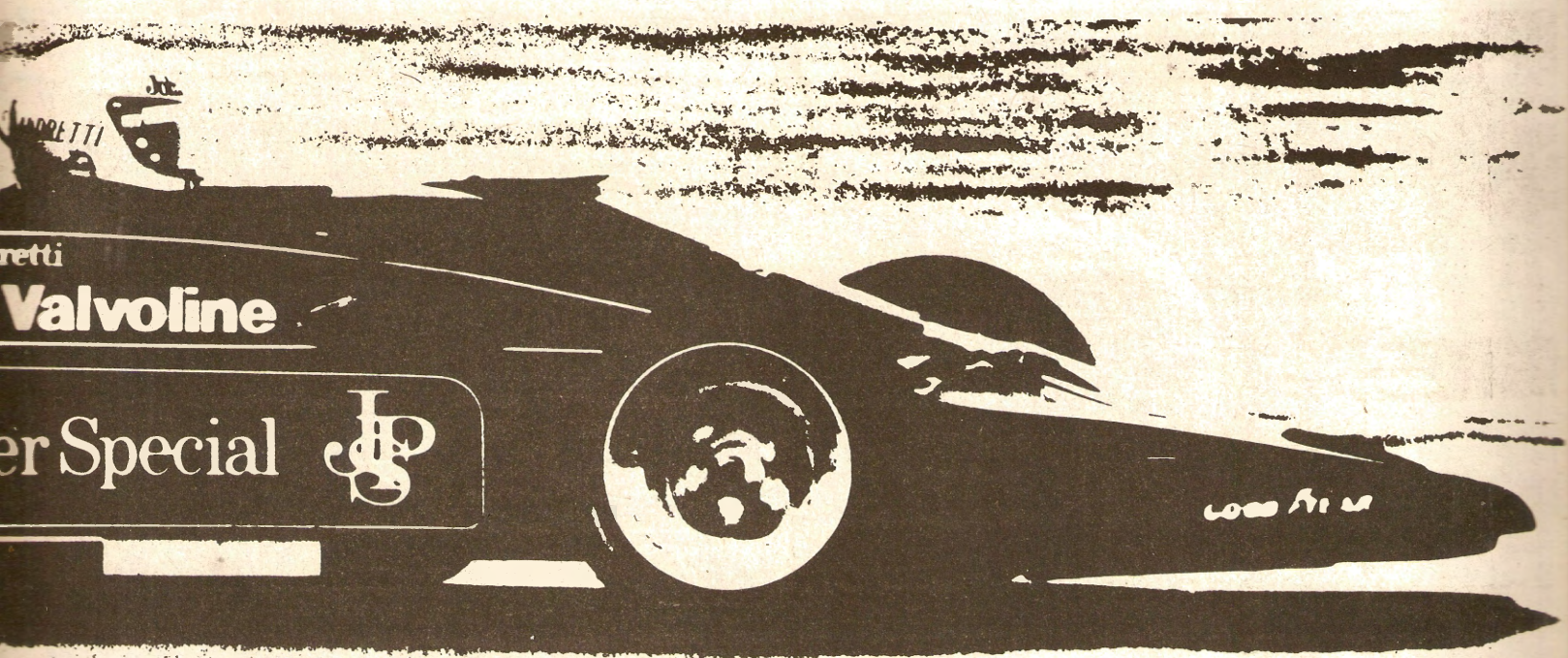
After eight laps Olofsson started to apply pressure and took the lead as Piquet had a brief nudge with the leading Chevron. David Kennedy's challenge ended when he coasted to a halt with an electrical problem. The unlucky Irishman had to get out and push the car to the pit road before his machanics could get him going, David resuming just behind Gabbiani, frightening the Italian as he thought he was being chased for third. The big battle behind slowly faded as Johansson dropped away with third gear problems and a loose wing, leaving Nielsen, Nelleman and Spellerberg fighting it out, the first two also fighting for the Danish Championship. This was resolved in Nelleman's favour as Nielsen had a cold, and tired early. Rudi Gygax, who had been driving really well, had a spectacular exit to the race when he lost a rear wheel and hit a bridge, fortunately escaping injury.

The run to the flag was just a matter of reeling off the laps for Olofsson, as Piquet's Ralt had been savaged by the Swedes who were only interested in letting Olofsson through. As well as closing the gap to Ghinzani in the European championship he also wrapped up the Swedish championship in the process. Piquet set the lap record at 60.9s.



David Kennedy went well in his first drive for Argo. The Irishman was very happy with his new team.

EUROPEAN FORMULA 2 CHAMPIONSHIP	Nat	Mar 06 Silverstone	Apr 11 Thruxton	Apr 17 Hockenheim	May 01 Nürburgring	May 15 Vallelunga	May 30 Pau	Jun 19 Mugello	Jun 26 Rouen	Jul 10 Nogaro	Jul 24 Enna	Aug 07 Misano	etc	Total points
1. René Arnoux	F	9	—	9	3	—	9	—	—	9	6	—		45
2. Eddie Cheever	USA	—	6	—	9	4	—	—	9	2	—	6		36
3. Riccardo Patrese	I	1	2	6	—	—	4	6	6	6	—	2		31
4. Didier Pironi	F	—	—	—	4	6	6	—	4	—	3	2		25
5. Bruno Giacomelli	I	—	—	—	2	9	—	9	—	3	—	—		23
6. Ingo Hoffman	BR	3	—	—	1	—	—	—	2	4	4	4		18
7. Alberto Colombo	I	2	3	2	—	2	3	4	—	1	—	—		17
8. Keke Rosberg	SF	—	—	1	6	—	—	—	—	—	9	—		16
9. Alessandro Pesenti-Rossi	I	—	—	4	—	3	—	3	—	—	—	3		13
10. Brian Henton	GB	—	9	3	—	—	—	—	—	—	—	—		12
11. Lamberto Leoni	I	—	—	—	—	—	—	—	—	—	—	9		9
12. Ray Mallock	GB	6	—	—	—	—	—	—	—	—	—	—		6



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Brack's Atlantic —Gilles shunts

Last Sunday's Canadian Formula Atlantic Championship round, at the Atlantic Motorsport Park, provided a win for veteran Bill Brack, the fifth man to win a Formula Atlantic race in Canada this year — and there have only been five races. . . .

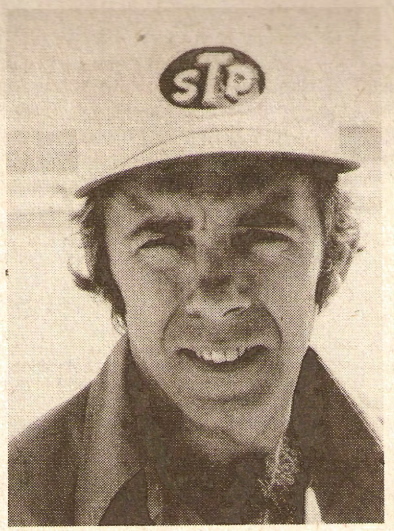
Predictably, Gilles Villeneuve's March 77B took the pole, followed by Brack, Bobby Rahal, Keke Rosberg, Howdy Holmes, Richard Spennard and Pryce Cobb.

Villeneuve took the lead immediately when the flag went down, chased by Rosberg's Chevron and Brack's March, but there seemed to be very little they could do. This was a Villeneuve demonstration, Gilles pulling away easily and leading by 15s after 20 laps. Initially, Rosberg had run second, but clutch and brake problems were slowing him, and he finally retired on lap 24 of the 65 after a series of pitstops.

Shortly before Keke's final stop, however, the leader was also in serious trouble. On the 20th lap, Villeneuve came up to lap Kevin Cogan's March. At the same time, Cogan was preparing to pass someone himself, and spun in the attempt. Villeneuve unavoidably hit Cogan, going off the road and flipping over before finally coming to rest, once more on his wheels. Gilles was very lucky to escape unhurt, but the 77B was very badly damaged.

All of this left Brack in the lead, from Rahal (March 76B), Spennard (77B) and Cobb (77B), but Rahal blew his chances with a spin, which dropped him to the back of the bunch. Brack, now very secure with a 10s lead, eased off considerably towards the end, finally taking the flag by four seconds. Poor Rahal had further misfortune right at the end, stopping at his pit to check out a broken cross-member. He was sent back out, but was now back in ninth spot.

Behind Brack were Cobb, Spennard, Holmes (77B), Tom Gloy (76B) and Craig Hill (Ralt RT1). Bill's win takes him into the lead of the championship with 85pts, from Rosberg (78), Cobb (73), Rahal (67) and Villeneuve (54). The next round is to be run this weekend, at St. Félicien.



Brack—fifth winner in five races!

CITICORP CUP CANAM CHALLENGE	Nat	Jun 12 St Jovite, CDM	Jun 26 Laguna Seca, USA	Jul 10 Watkins Glen, USA	Jul 24 Elkhart Lake, USA	Aug 07 Mid-Ohio, USA	Aug 21 Mosport Park, CDN	Sep 04 Trois Rivieres, CDN	Sep 25 Sears Point, USA	Oct 16 Riverside, USA	Total points
1. Patrick Tambay	F	—	—	36	12	22					70
2. Peter Gethin	GB	5	—	24	36	3					68
3. David Briggs	USA	—	7	8	24	3					42
4. Elliott Forbes-Robinson	USA	—	10	16	—	15					41
5. Don Breidenbach	USA	—	15	12	—	5					32
6. John Gunn	USA	15	—	—	—	8					23
7. Tom Klausler	USA	22	—	—	—						22
8. Horst Kroll	CDN	10	—	4	4						18
9. Gilles Villeneuve	CDN	—	—	—	16						16
10. Dave Johnson	CDN	8	—	—	—						8
Randy Lewis etc	USA	—	—	—	8						8

Tambay's Mid-Ohio

Patrick Tambay put himself into the lead of the Citicorp CanAm Championship on Sunday by winning at Mid-Ohio, his second victory in three races since he joined the Haas/Hall Lola team.

Tambay took the pole by a full second from George Follmer's Lola, and went into the lead as soon as the flag fell, pulling out immediately from Follmer, who kept second place easily enough but was unable to challenge the Frenchman. George finally had his engine go after 37 of the 58 laps, leaving Elliot Forbes-Robinson's Lola in 2nd spot, from Tom Klausler's Schkee and Peter Gethin's VDS Lola. The luckless Klausler, however, got involved with backmarkers yet again, and was put off the road and out of the race only six laps from the end. Gethin was now up into third, but the Englishman's luck was also out. With but two laps left, the VDS Lola ran out of fuel.

In the end, Tambay won by 45s, from EF-R, Randy Lewis (Lola), John Gunn (Lola), Don Breidenbach (Lola) and Gethin. Tambay now heads the Citicorp CanAm Championship with 70pts, from Gethin (68), David Briggs (42), Forbes-Robinson (41), Breidenbach (32) and Gunn (23). Gilles Villeneuve and the Wolf were absentees, incidentally, at this race, the French-Canadian star having a clashing Canadian Atlantic race.

GP preview

Niki at home?

Niki Lauda's Hockenheim victory a couple of weeks back may well have been the most critical win of the year. Already in the lead of the World Championship, the Austrian put himself 10 points—more than a victory, remember—clear of Jody Scheckter, his nearest challenger.

And now we go to the Osterreichring. No matter now outwardly dispassionate Niki may be, this has to be the race he would most like to win. Victory at home has so far eluded him, and this weekend promises to be an orgy of worship for him. The home fans, remember, have not seen him race for two years. This time last year, Lauda was struggling for life in Mannheim, and the F1 circus—minus him, indeed minus any Ferrari driver—played to an empty house. They gave a race and nobody came. It will be very different on Sunday.

If last week's testing times are any guide at all (see *Pit and Paddock*), Niki's chances of a win at home are excellent. When everybody was stuck with hard compound tyres, he was fastest. After that, he left, but Carlos Reutemann stayed around another day, when the soft tyres were brought out. On those, the Argentine proved to be as quick as anyone. As a team, therefore, Ferrari are looking good for Sunday. Don't forget Lole three years ago. He just plain left everyone behind. . . .

John Watson won last year's Austrian GP for Penske, and this remains John's only victory so far. He likes the circuit, and the Brabham-Alfa should also like it. Two years ago, in a March, Hans Stuck was fastest of all in one of the practice sessions, so don't discount him either. As usual, Mario Andretti and Gunnar Nilsson drives the JPS 78s. Mario needs points to keep alive his world Championship aspirations, and Gunnar finished a superb third last year, after being in contention throughout.

The McLarens look a good bet this weekend. James Hunt's performance at Hockenheim showed that the car has little to fear on very fast circuits, and the Osterreichring is *very* fast. The car's strong suit in Germany was its handling, and in Austria this is more important than sheer, straightline speed. Both Hunt and Mass should figure strongly. And—again going by last week's tests—the six-wheeled Tyrrells look like being much more competitive than we have come to expect recently. Both Depailler and Peterson went really well, and the P34s were right up there last year.

One of the Tyrrell men last year, of course, was Jody Scheckter. In the Wolf, Jody was second quickest to Lauda last week during the 'hard' days, and is bound to be up near the front on Sunday. But has the fuel pressure problem finally been solved? Another man looking for a good result is Jacques Laffite, second for Ligier-Matra last year, and quickest of all on last week's 'soft' day. A whole lot of people can win this race.

Two works Marches will be there, for Alex Ribeiro and Ian Scheckter, and two Ensigns for Clay Regazzoni and Patrick Tambay. There will be three Hesketh for Rupert Keegan, Hector Rebaque and Ian Ashley, making his umpteenth comeback. Alan Jones and Riccardo Patrese drive the Shadows, and Jean-Pierre Jarier and Hans Binder the ATS PC4s.

Once again, Vern Schuppan partners Vittorio Brambilla in the Surtees team, and it would be unwise to leave Vitt out of the reckoning here. Remember that the Italian scored his one and only GP win at the Osterreichring, two years ago, and a brilliant victory it was, too.

Other Marches are to be driven by Patrick Neve, Arturo Merzario and Brian Henton, and Emilio Villota and Brett Lunger are entered in their McLaren M23s. Once more, Emerson Fittipaldi will drive the sulky Copersucar-Fittipaldi F5.

F1 WORLD CHAMPIONSHIP — 13 AUSTRIAN GP

Osterreichring.
3.690 miles.
Lap record: Jacky Ickx
(G6 Alfa Romeo T33TT/3),
1m 35.81s, 138.020mph.

BROADCASTING

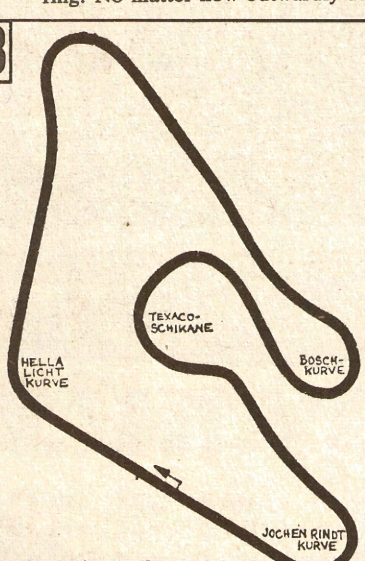
Saturday	17.30 Radio 2
Sunday	17.00 Radio 2
	19.00 Radio 2

TIMETABLE

Practice

Friday	10.00-11.30
	13.00-14.00
Saturday	10.00-11.30
	13.00-14.00

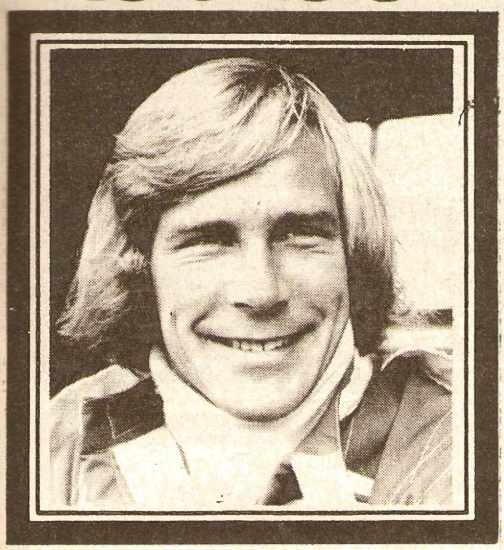
Race (54 laps, 199.26 miles)
Sunday 14.00



PREVIOUS RESULTS

Year	Driver	Nat		
1970	Jacky Ickx	B	Ferrari 312B	129.27mph
1971	Jo Siffert	CH	BRM P160	131.64mph
1972	Emerson Fittipaldi	BR	JPS-Ford 72	133.29mph
1973	Ronnie Peterson	S	JPS-Ford 72	133.99mph
1974	Carlos Reutemann	RA	Brabham-Ford BT44	134.09mph
1975	Vittorio Brambilla	I	March-Ford 751	110.30mph
1976	John Watson	GB	Penske-Ford PC4	132.00mph

Just James



At the time of writing we are still not absolutely sure of the cause of my retirement from the German Grand Prix. After about 15 laps the engine started to make a noise which suggested a broken exhaust pipe but apparently the initial inspection after the race did not confirm that.

Whatever the problem was became academic about 10 laps later when the mechanical fuel pump failed. I actually thought the engine had blown up although I had not heard any expensive noises, but when the mechanics got to the car they were able to start it up on the electrical pump and drive it back to the pits. In case anyone is thinking that I could have finished the race using the electrical pump, allow me to reassure you that unfortunately the little electrical pump is not designed for that sort of thing all on its own!

I arrived in Germany for the race not very optimistic about my chances because during testing the week before the 12-cylinder cars had shown a distinct superiority. Although I was quickest of the Formula Ford cars there was no way we could live with the Ferraris, Ligier and Brabhams on Hockenheim's power straights. It is a long time since I have been to Hockenheim. In fact, my last appearance there was in the Hesketh-Surtees F2 car just before my first Grand Prix at Monaco. There were two heats of the F2 race on that day and I failed to start in both. I broke down on the warming-up lap in both heats when the metering unit failed. It was the famous occasion that some of you may remember when Bubbles Horsley was asked by an assembled company of European journalists what had happened to my car. "Well," said Bubbles, "you are not going to believe this. James set off on the warning-up lap. No problems. Out of the stadium into the forest. No problems. Suddenly, without any warning, a bloody great buzzard flies out of the woods, lands on the airbox and starts pecking away at the metering unit. Broke it completely." I am not sure, but I think there are still some journalists who are not quite sure whether to believe that or not!

But I digress. We were pleasantly surprised to be quickest after the first session on Friday and we spent all Saturday morning on full tanks getting ready for the race. Again the old M26 understeering problem crept in but it wasn't as bad as it had been in Dijon or Anderstorp and we were reasonably confident that we could be in good shape for the race. Once the hectic final hour of qualifying started it was clear that the Wolf, Ferrari and Brabham teams had been working hard in the morning too, because they were immediately quick. We tried hard in the last few minutes to get pole position back but an amazing time by Jody, helped a little bit by a tow from his brother Ian, gave him fastest lap comfortably. I was not unduly surprised to be slower than Wattie and Niki and after a good warm-up on Sunday morning when the car felt a lot better on full tanks, I thought I was in good shape for the race.

I managed to get a reasonable start and got to the first corner ahead of Niki. The only trouble was that once we got on to the long straight he drove past me as if I wasn't even there! The power of the Ferrari was fantastic and although Jody and I could keep up with Niki during the early part of the race because we were quicker through the stadium, there was just no chance of our getting past because we could never get near enough on the straight. Apparently Mario had exactly the same problem with Carlos Reutemann until the Lotus's engine blew up.

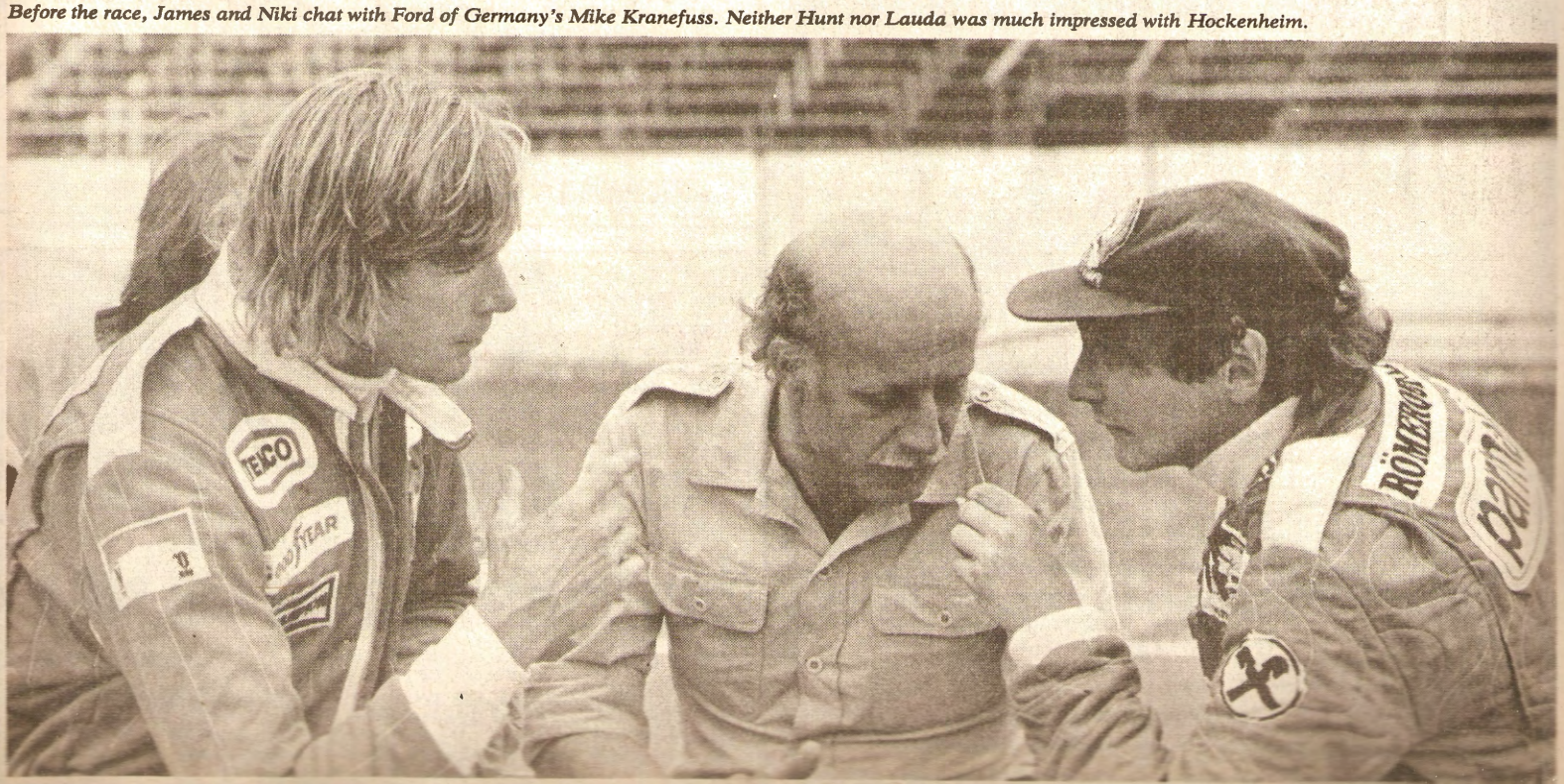
Niki drove faultlessly and, as has been the case this year, the Ferrari was immaculately prepared. It will be very difficult for anyone to catch or pass Niki now, particularly as there do not appear to be the chinks in the Ferrari armour that appeared last year. Jody did well to finish second and Hans Stuck was a happy third place man in front of the enormous German crowd. I was pleased to see Patrick Tambay pick up a well-deserved point because he drove for much of the race without fourth gear and it was only his second or third Grand Prix.

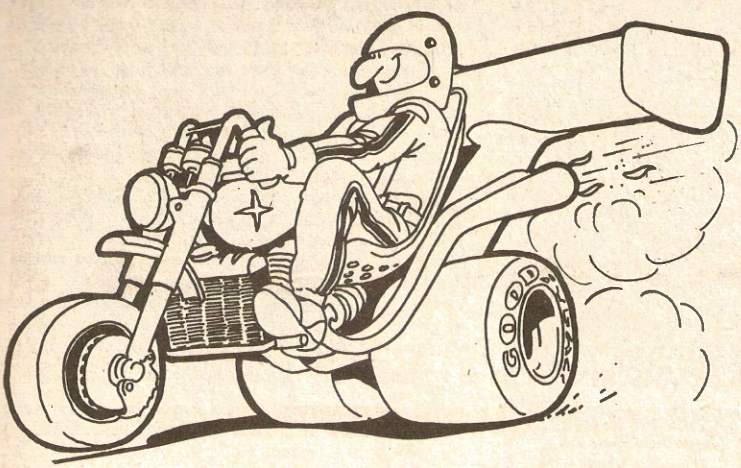
The silly season for driver changes always seems to get under way in earnest at the German Grand Prix. All sorts of rumours abound and there were some terrific driver/team combinations discussed over the weekend. In case anybody does not know, I am under contract to Marlboro, Texaco and McLaren for next year at least, so can safely sit back and look out for team managers in dark glasses and large overcoats meeting well-known drivers behind motorhomes and in the back of transporters. From all the rumours I have heard, it would appear that I am the only driver staying with the same team. Everyone seems to expect wholesale changes. I should not be at all surprised to see very few changes but you never know: anyway it's always very interesting to speculate to oneself.

From Germany I go to Austria for testing and then home for a few days' golf and possible house-hunting. Somebody, somewhere, seems to have the idea that I am about to move (some say I have already moved) to Brussels. This is not strictly true. I have considered moving to Brussels and might do so at some stage but at the moment I am happy in Spain and am likely to stay there for a while.

The Austrian Grand Prix will be interesting this year and I imagine there will be a huge crowd, particularly if the weather is good. Last year neither Niki nor any Ferraris were there (for rather different reasons) and the crowd was pitifully small. The 12-cylinder cars should go well and it would be nice for John Watson's luck to change so that he can repeat his great victory there a year ago. I have got to win to keep any slim chance of retaining the championship and I dare say that Niki would quite like to do well. I am looking forward to it.

Before the race, James and Niki chat with Ford of Germany's Mike Kranefuss. Neither Hunt nor Lauda was much impressed with Hockenheim.





'KICKSTART' is the title chosen by EOIN YOUNG for his new AUTOSPORT column, which will appear monthly. He will discuss a variety of motorcycle topics—but always from the car enthusiast's viewpoint.

The swing to motorcycles

Don't expect to see a car column in the motorcycling papers because the swing is going the other way. These days more and more motor-racing people are getting the bike bug and it makes all sorts of sense when you've started to get interested in it as I have. It's cheaper for a start. The whole thing looks slightly ridiculous when you think that something like a Laverda Jota, the Ferrari of the motorcycling world, can be yours brand new for the same price on the road as an MG Midget. Of course there's a question of insuring yourself to thunder round on a bit of greased lightning like a Laverda but, if you were in the Ferrari bracket to begin with, except that you didn't have the necessary £14,000, the insurance shouldn't be a problem.

It's a whole new world

I want this column to communicate news of the two-wheel world to car-racing people and news of what car-racing people are doing on two wheels; there will also be vintage and classic items. Cost comes in again in these areas. I would love to own a vintage car but it's a case of £2000 for an Austin Seven Chummy or £15,000 for some sort of Bentley. If I decide to go for a collection of classic bikes I could have myself a pukka TT Manx Norton for inside £2000 and still have change to look for something else exciting. It's a whole new world.

Jochen Mass rides for laughs

Jochen Mass is one of the most enthusiastic motorcyclists among the Grand Prix set. "I've got a 1000 Kwaka and a 500 single Yammy in the South of France", he says, which, loosely translated means he has a 1000cc Kawasaki and a 500cc single-cylinder XT500 Yamaha trail bike down in the sunshine. He also has an XT500 Yamaha in Germany as well as a 1965 700cc Italian Moto Guzzi. "They made a few of them before they brought out the 750. It's a monster but it's fun to ride it now and then". Jochen rides his big Kawasaki from Germany down to the south of France and thinks very little of it. "Sometimes I'll take it out and ride 1000 kilometres just for laughs". What does he wear on these marathon two-wheel jaunts? Leathers with a Belstaff suit on top. Speeds? He says he cruises at 190-200kph—around 120mph!

Jenks: how not to be a 'bikie'

Denis Jenkinson has always been into bikes from the days of the late 1940s and 1950s when he was riding sidechair with Eric Oliver and racing solos as well. Jenks has a mouth-watering collection of vintage and classic bikes as well as cars at his home tucked away in the Hampshire woods, but he has just signed back on to the ranks of commuting motorcyclists by buying a 750cc BMW. "What sort of car could I have bought for £2000?" asks Jenks and there isn't any sort of sensible answer if you're talking about performance lb for £. He compares the BMW with the 4.2 lhd E-Type drophead that he's just put out to graze. "The E-Type wasn't a sports car. It was an old gentleman's (very fast) touring car. It's the same with the BMW. Jock West says the BMW isn't a motorbike, it's a motorbicycle, a respectable touring machine. It's accepted everywhere. You can roll up on a 'Bee Em' and you're not a bikie . . . ." So Jenks will motorcycle to the closer GPs and fly to those that are further afield.

Suddenly it's all 'them and us'

The first thing you learn with a motorcycle is that suddenly you don't have that thick shell you had when you were driving your car. You also realise that drivers have turned into 'them' and you're 'us' and you've really got to keep your wits about you on your bike on account of drivers usually don't seem to be keeping their wits about them in their cars. And you bend a lot easier than the car that could brush you off and not even notice it. But against the dangerous bit of being a two-wheeler, you find you're getting all the excitement of manoeuvrability, performance you seldom get in a road car these days, and that wind in the hair feeling—well, not really wind in the hair because you've got your helmet on, but you know what I mean.

Instant classic—and instant quick

If you're quick you may be able to find one of the last 850cc Norton Commandos. The last six or seven hundred are being completed now and Dennis Poore, bossman of the troubled Norton Villiers Triumph empire, says they are all spoken for by dealers. The quirk with the last of Britain's superbikes is that they are selling at around £1100 when their market value is closer to £1750. How come? It seems that all the bits were bought some three years back before all the industrial trouble closed down the factory and as the final build is being done as a job lot, prices are lower than they would be if this was a normal production run with an on-going model. So be in—it's an instant classic.

The last of the Commandos is a gutsy machine, a sort of two-wheeled Cobra, a man's bike that leaves you exhilarated after a blast round the block. Reception of the last big Norton has been mixed. Fringe bike people like Elf-Tyrrell designer Derek Gardner fell in love with it at first sight and wants to buy one. I can see his point because it *is* impressive to behold with the muscular silver tank, the big discs and the upswept exhausts. It has an electric starter as a sop to modern fashion, keeping up with the Japanese Joneses as it were, but you can kick-start the big twin if you so wish.

You have to crank the choke lever right round for the first start of the day, right hand on throttle, left thumb across for starter button so that you can catch the motor on the throttle rather than baulking it with a twist of throttle too soon. The Commando weighs 466lbs which sounds like a lot but in fact isn't when compared with the Jota at 485lbs, the Harley Davidson Sportster at 525lbs and the Honda Gold Wing at a whopping 571lbs.

On balance the Commando is sweetness to handle; get it off balance in an awkward situation parking or manoeuvring and you're in big trouble. But that goes for any big bike—after the first drop you learn not to overbalance . . .

As I said, fringe bike people tended to be vastly impressed with the Commando, but the dedicated two-wheelers like 'The Foresters' gang that gathers for a pint or two and a chat about classic bikes, were rather scathing about the Norton. It didn't match the Japanese bikes on the modern market and it wasn't old enough to be interesting, so it rather fell between two stools as far as they were concerned.

The Commando is a bike that you have to regard as a 'special case', the last of the Mohicans if you're talking about British superbikes . . . the end of an era. Handling is the major-plus point for the Commando—even the most ardent critic of British bikes will concede that the Commando handles well. Smoothness has been the domain of the Japanese multis and the bugbear of British bikes. The Triumph Trident will joggle your eyeballs at a critical rev figure, but Norton climbed around the problem with their Isolastic system which rubber-mounts the motor and the swinging rear fork pivot, thereby keeping the vibes of the big twin away from the rider.

Performance is something fairly special from an 'instant classic'—it's a bit instant quick too. The Commando will do a standing quarter mile in just under 12½ seconds and the top speed is up over 115mph. The bike I tried had no fairing and the limiting factor on high-speed cruising was trying to avoid being blown off the back. Not all that bad for around £1100. . . .

Long distance journeying

Le Mans specialist Alain de Cadanet turned up at Dijon as a spectator having ridden down from Blighty on his 1975 Desmo 900cc Ducati, a 900 twin with desmodromic valves, low-set clip-on handlebars and a racing seat. "The suspension is a bit stiff for touring and the seat was a bit small", de Cadanet commented on arrival at Dijon. A bike like a 'Duke' would cruise happily over the ton on a trip like that, and yet you can buy that sort of performance in a second-hand machine for around £1500. Like I said, it's a whole new world.

As the second heat gets under way, Leoni's Chevron-Ferrari is already in front.

Leoni at home

Chevron-Ferrari's first win—Cheever second—Arnoux shunts—De Angelis shines—Report and photography: JEFF HUTCHINSON

Italy's 24-year-old Lamberto Leoni scored a popular and well deserved home win at Misano Adriatico on Sunday when he won a thrilling two heat battle with America's Eddie Cheever by a narrow 2.7secs margin at the end of the two 30 lap parts. It was his first F2 win, the first for the Ferrari V6 F2 engine and the first for the new Chevron-Ferrari combination which he drove with great style.

Cheever took the first part win after a brilliant drive from 18th place on the grid, finishing just 0.7sec ahead of Leoni and with an almost flat front tyre. "I blew it at the start," was the way Cheever described the second part which saw Leoni take the lead at the flag never to be headed. Cheever put up a good fight in the opening laps, but a half spin when he hooked a wrong gear lost him any chance of catching Leoni and overall victory. Leoni didn't put a wheel wrong despite heavy pressure, again from Cheever, in the closing laps.

Rene Arnoux threw away any chances he had of adding to his European F2 championship lead when he put himself and two other cars out of the running by some over-enthusiastic driving at the first corner, while pole-man Bruno Giacomelli also failed to add to his points score when gearbox problems with the works March cost him five laps in the pits in the first heat, while leading. However, he showed what might have been in the second heat, with fastest lap and seventh place from the back of the grid.

It was one of the best races of the year and now leaves Cheever just nine points behind Arnoux's with three races to run before the end of the season.

ENTRY & PRACTICE

There's not much in Misano Adriatico that you cannot find in Blackpool except, of course, a race track. A circuit just a couple of miles from Italy's most popular seaside resorts is no easy job to fill when the weather is as hot as it is in the Adriatic area, so to help fill their newly built grandstands for their first European F2 Championship race, the Automoto Club di Santamonica brought in Italy's three best known drivers, Clay Regazzoni, Arturo Merzario and Vittorio Brambilla were the three crowd pullers amongst a healthy 35-car entry of which only 22 drivers would get to start.

With such a big entry, the field had to be split into two groups for qualifying and, as usual when that happens, there was a distinct bias in favour of one group as track conditions changed. It all happened in the last of the four sessions, run in the fast cooling evening air, the times tumbling along with the mercury in the thermometer, which out in the mid-day sun had been pushing 100 degrees for most of the day.

In the worst of the heat, drivers were hard pushed to break 1m 13.0s around the flat 3.5 kilometre circuit, but in the final half hour, seven of the fastest 10 times were set by the last group of runners. Pole position went to the works March 772P of Bruno Giacomelli, joint quickest with Riccardo Patrese in the first sessions with a best of 1:12.4 then, with a new engine in the final practice, the young Italian set a flying 1:11.5 in the final minutes to secure pole by a healthy margin. He was joined on the front row by Arturo Merzario driving one of the three Opert Chevron-Hart B40s. It was Merzario's first ever run in the Chevron chassis and, despite problems with the gearbox that limited him to just a handful of laps the first hour, he was bubbling over with praise for the performance of his chassis.

The second session was his first real go in anger and, like Giacomelli, he waited until the final 15 minutes before going out for a flying lap, his times soon coming down to under 1:12.0, but any chance of matching Bruno's times were cut short when he ran out of petrol in the final moments, little 'Art' ending up with a best of 1:11.9. Rene Arnoux's Martini-Renault Mk22 was another to benefit from the cooler session with third best time of 1:12.2 although he did not benefit as much as the others for the team had used up its quota of fresh rubber before the final half hour.

With the Italian timing no more exact than to the nearest tenth of a second and the field so closely bunched there were many cars sharing the same times, like the unfortunate Ricardo Patrese, who set the same time as Arnoux, in the hotter earlier session, but grid positions were decided upon how far into the session he had gone before setting his time, thus Patrese's Trivelatto Chevron-BMW B40 was sitting on the wrong side of the grid.

Heading the third row with another 'cool weather' time was the 19-year-old ex-karting king Elio De Angelis having his first F2 drive at the wheel of a Ralt-Ferrari. Despite spending a lot of his time switching from Goodyear to M&H tyres he ended up with 1:12.4 set on the Goodyears which proved to be a full second better than his best time on M&H. His team-mate Franco Brancatelli had a miserable time in the second car. Gearbox problems prevented many laps the first session and then a blown engine put him out soon after the start of the second session and he did well to qualify in 19th place.

First of the two Ron Dennis Ralt-BMWs was that of Ingo Hoffmann sharing the third row with a best of 1:12.3, Ingo also benefiting from cooler weather although, like many of his rivals, he had found it a hard job choosing gear ratios best suited to the numerous second and third gear medium fast corners at this track. Ingo's team-mate Eddie Cheever was far from happy with his best time that saw him way down in 18th place on the grid 0.6sec slower than Hoffmann. "The car was just twitchy everywhere, especially under braking. I spun three times under braking going in a straight line. Can you imagine that", said a disconcerted Cheever who had worked harder than at any other race this year just to squeeze on the wrong end of the grid. A clue to some of his problems was revealed in abnormally high brake pad wear on one side of the car, while for the pre-race warm-up Dennis planned a lot of changes to the suspension settings in a bid to improve things for the race.

Seventh quickest and second best of the hot weather times, went to Vittorio Brambilla driving one of the two Willi Kauhsen racing Kauhsen-Renault 2Js for the first time, the Italian ace getting in and driving with his usual verve to record the fourth row time. His team-mate Michel Leclere failed to qualify; he was in and out of the pits complaining about the handling and the engine, but one cannot help feeling that if he had spent more time on the track and less time in the pits, that he might have got Kauhsen's second car into the race.

Alberto Colombo put his March-BMW 772 alongside Brambilla on the fourth row, while the fifth row was headed by the new Chevron-Ferrari of Lamberto Leoni who equalled Colombo's best of 1:12.7 after some hair-raising lappery which saw his car using the circuits steep banked kerbs to their best effect. The considerable extra weight of the Ferrari power unit in the rear end of his Chevron made this far more practical for him than for some of his rivals who, when they tried similar antics, came close to spinning as the back end hopped around under power.

Next on the grid came the talented Italian Luciano Pavesi making one of his rare appearances in F2 with his shoe-string run Ralt-Hart. Despite problems with third gear which he had to hold in for most of the second session, no easy matter round this track, he set 1:12.8 to equal the time set by Didier Pironi in the second Martini-Renault. Pironi found that each change of tyres also changed the handling considerably and he ran out of time before he could set up the chassis how he wanted it.

Giancarlo Martini's private Martini-Renault came next on 1:13.0 despite his engine cutting out on the rev limiter too early while, back in 13th place behind all the young lions, was Clay Regazzoni driving this race in the ICI/*Newsweek* Chevron-Hart B40. The car went well, the only problem being that 'Regga' had to hold it in fourth and fifth gear which had a habit of jumping out under braking. Sharing the seventh row with Clay was the March-BMW 772 of Alessandro Pesenti-Rossi, the first of five cars on 1:12.1. Along with Gaudenzio Mantova's similar car, Pesenti-Rossi was fortunate enough to have set his best time in the first session for, in the final session, their times were equalled by Freddy Kottulinsky's Ralt-BMW, the March-BMW 778 of Bernard De Dryver and Cheever.

Qualifiers

Bruno Giacomelli	March772P	1:11.5
Arturo Merzario	Chevron B40	1:11.9
Rene Arnoux	Martini Mk22	1:12.2
Riccardo Patrese	Chevron B40	1:12.2
Elio De Angelis	Ralt RT1	1:12.4
Ingo Hoffmann	Ralt RT1	1:12.5
Vittorio Brambilla	Kauhsen	1:12.6
Alberto Colombo	March 772	1:12.7
Lamberto Leoni	Chevron B40	1:12.7
Luciano Pavesi	Ralt RT1	1:12.8
Didier Pironi	Martini Mk22	1:12.8
Giancarlo Martini	Martini Mk22	1:13.0
Clay Regazzoni	Chevron B40	1:13.0
Alessandro Pesenti-Rossi	March 772	1:13.1
Guadenzio Mantova	March 772	1:13.1
Freddy Kottulinsky	Ralt RT1	1:13.1
Eddie Cheever	Ralt RT1	1:13.1
Bernard De Dryver	March 778	1:13.1
Franco Brancatelli	Ralt RT1	1:13.2
Ricardo Zunino	March 772	1:13.2
Patrick Bardinon	March 772	1:13.3
Danny Sullivan	Boxer PR276	1:13.6

RACE ONE

The couple of warming-up laps hardly seemed necessary as the cars came out on to the track for the first of two 30-lap heats, for the sun was beating down and the track at its hottest as the flag fell for the 3pm start.

The field got away to a clean start, but we didn't have to wait long for the action to begin. As the cars funnelled into the first fast left right flick 300 yards after the start Arnoux tried to cut the corner by taking to the grass on the inside. It was the kind of move that, had it come off, would have gained him an instant five places, but it all went wrong when he tried to charge back on the track at the other side. He drove into the back of Colombo's March sending it spinning through the pack to the outside with broken rear suspension, while Arnoux's chances of any points were gone along with his front left suspension. All this happened just in front of Pavesi who, trying to stay out of the way took to the grass on the outside only to be confronted by Colombo's March spinning across in front of him. On the grass he had no brakes or steering to avoid the accident and he T-boned the March, fortunately not too hard.

Merzario had led the pack into the first corner, but he slid wide at the exit letting Giacomelli into the lead. Giacomelli's lead did not last long, however. As he braked at the end of the straight and changed down through the gears he found the car stuck in second. He could not get it out again and a frustrated Bruno had to sit back and watch as the rest of the field accelerated by, the works March peeling off into the pits for a long stop that lost him five laps and any chance of finishing in the points.

As the cars sped across the start/finish line for the first time it was De Angelis in the lead having slipstreamed past Merzario's Chevron down the straight, Merzario holding on to second place, ahead of Lamberto Leoni. Patrese was holding fourth place, while these four had already opened out a gap to Brambilla, Pironi, Hoffmann, Cheever, Regazzoni and Pesenti-Rossi who had been forced to lift off in the melée at the start. Brancatelli's race did not last long either as he coasted to a stop with failing oil pressure.

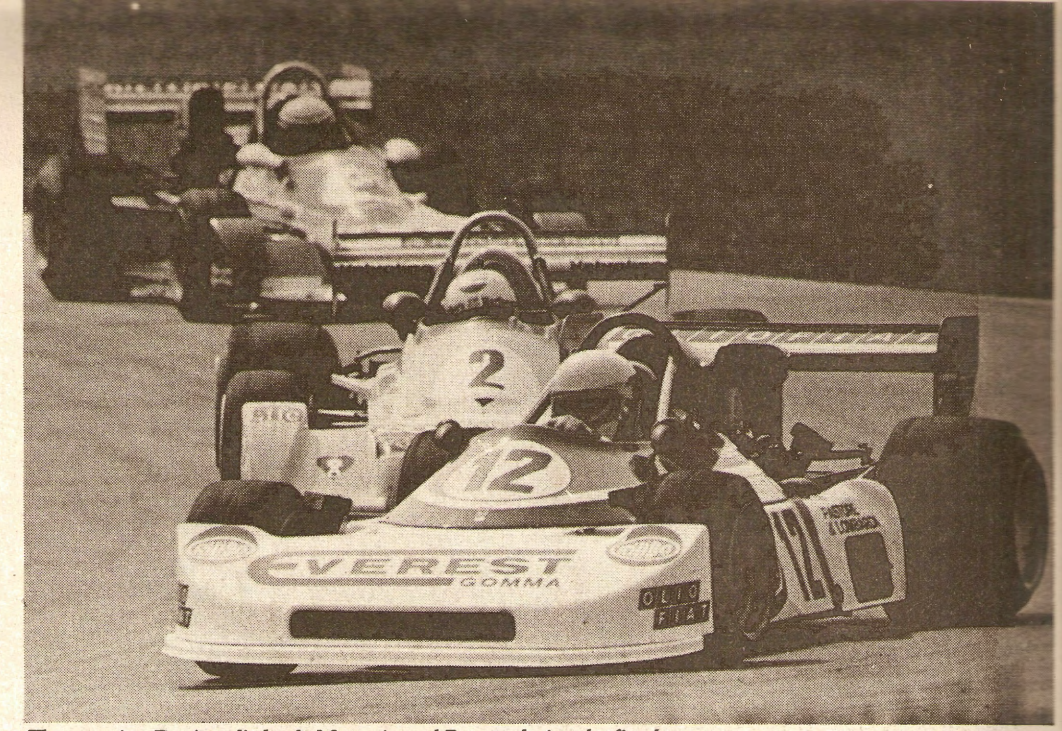
For a while it looked as though De Angelis was going to pull away and dictate his own terms but, after pulling out a few yards, Merzario closed up again when the young Italian started to have problems with locking front brakes. Merzario could close right up under braking, but the Ferrari's definite power advantage down the straight plus some none-too-discreet weaving left Merzario blocked at every move. This went on for a thrilling 17 laps and, even from outside the cockpit of Merzario's car, one could almost feel the tension mounting. It all came to a head under braking for the tight right-hander behind the pits. De Angelis weaved, Merzario weaved and Patrese, who had taken Leoni for third place decided this was a good place to make his move. It was disastrous for all three. Patrese locked up all four wheels in his bid to get by and slid straight on into the side of Merzario's car which in turn was alongside De Angelis's back wheel. Merzario got punted off into the weeds and retired on the spot with a bent front suspension, while De Angelis managed to scrabble around still in the lead, Patrese loosing several places. A furious Merzario jumped out of his car and had to be dragged away from the edge of the track by the marshals as he waited for De Angelis to come around again, this time with a healthy lead over Leoni who had inherited second place.

Behind there had been plenty of changes too, Cheever now holding third place from Hoffmann, Brambilla having dropped out of contention after a spin on lap 7 which caused a puncture. The reason he had spun was because the throttle pedal had half collapsed leaving only a narrow edge to press and making heel-and-toeing an impossibility. Hoffmann's car was suffering worse and worse oversteer as the race went on forcing him to give way to his team-mate Cheever, while Pesenti Rossi also went through a couple of laps later to claim fourth place.

Pironi came through to lead the mid-field group, even though his Martini was oversteering on left handers and understeering on right handers. The Frenchman had passed Regazzoni, who had had two spins because his car was still jumping out of fourth and fifth gear under braking as it had done in practice. There was a hectic battle at the tail end of the field between Mantova, De Dryver and Bardinon, De Dryver finally getting ahead after Mantova blew up, but by this time he was a long way behind Sullivan and Regazzoni.

While the lead battle was upset for a while by the Merzario/Patrese incident, it opened the way for a new act in the drama of this first heat, this time between De Angelis, Leoni and Cheever who, with seven laps to go, were neck and neck again.

Leoni tried to take De Angelis at the same point as Merzario, got ahead, but then was going much too fast and was forced to back off half way around the corner letting De Angelis back ahead again. Cheever had a grandstand view of all this and, taking advantage of the confusion ahead of him, he took a run at Leoni whom he passed in spectacular fashion under braking for the left kink just before the tight left that leads back on to the pit straight. It was an all or nothing manoeuvre which, fortunately for Cheever, came off. He then hounded De Angelis for the lead which the the young Italian looked like keeping but, with two laps to go, De Angelis threw away his win when he locked up all his brakes at the end of the straight and slid straight on. This handed Cheever the lead and both Leoni and Hoffmann also went through before he could get back on the track.



The amazing De Angelis leads Merzario and Patrese during the first heat.

A victorious and worthy Cheever took the flag just 0.7sec clear of Leoni, while a further 6secs back Hoffmann came in third thanks to Patrese who had passed him a few laps before along with Pesenti-Rossi. Patrese did the same to Pesenti-Rossi as he had done to Merzario, Patrese being able to carry on without stopping to finish fifth just behind De Angelis. The naturally uspset Pesenti-Rossi rejoined in seventh place, Pironi slipping by for sixth as he recovered from his spin.

Regazzoni was a distant eighth just ahead of De Dryver and Bardinon, while Danny Sullivan's hard work all came to nothing in the last few laps when his Boxer spluttered around unable to pick up its last remaining fuel. Brambilla's throttle pedal finally collapsed completely and he was unable to make it over the line to the finish but, despite his stop to change a punctured tyre caused by his spin and the further lap lost at the end, he was still classified 12th two laps behind. Other non finishers included Ricardo Zunino and Freddy Kottulinsky, Zunino spinning when his front right brake locked up sending him into a spin the close-following Kottulinsky being unable to avoid the March as it spun across his bows.

For a first heat it was full of action, Cheever finishing the race with only a new pounds of air left in his front left tyre as the wheel had been locking up badly throughout the race. It was indeed a good effort, but one which he was going to have to repeat before he could claim those much needed nine Championship points.

Race 1 (30 laps, 65.02 miles): 1, Cheever, 37m 01.2s; 2, Leoni, 37m 01.9s; 3, Hoffmann, 37m 06.4s; 4, De Angelis, 37m 09.5s; 5, Riccardo Patrese (Chevron-BMW B40), 37m 10.0s; 6, Pironi, 37m 11.0s; 7, Pesenti-Rossi, 37m 12.2s; 8, Regazzoni, 37m 27.8s; 9, De Dryver, 37m 28.9s; 10, Bardinon, 37m 35.7s. **Fastest lap:** not given.

RACE TWO

With Cheever holding just a narrow 0.7sec advantage at the end of the first race this was going to be the most important start of his racing career for, once Leoni was ahead, there would be little Cheever could do about it as the first heat had proved. "And that's where I blew it", said Cheever later. "I should have been watching the Italian and not the flag" for by the time the flag was on the way down, Leoni was away and Cheever was already that precious 0.7sec behind.

Leoni really set a scorching pace in the opening laps, Cheever keeping the gap down to less than a second with Patrese, Hoffmann, De Angelis, Pesenti-Rossi and the rest all hard on his tail. On lap two De Angelis's chances of finishing in the points were gone when he was forced into the pits with a flat rear right tyre. De Dryver and Pavesi also went into the pits when De Dryver lost his clutch and Pavesi his nose section.

The real battle was at the front of the field, but even that fell flat after just three laps when Cheever found fifth gear instead of third as he went into the fast left right flick after the pits. His Ralt ran wide and he very nearly lost it altogether as it went sideways on the dirt but he managed to gather it up again and get back in the race although by this time Patrese, Hoffmann and Pesenti-Rossi had got by. He re-passed Pesenti-Rossi before the end of the lap and then lap 5 saw Patrese drop out with a broken throttle cable. Cheever was back to third again with only his team-mate Hoffmann between him and the chance of victory which, by this time, was nearly 7secs away.

Hoffmann backed off on the straight to let Cheever through to second place, but Leoni was driving as hard as ever and it was going to take a super-human effort on Cheever's part or a mistake on Leoni's to see Cheever back in the running for victory at the end. Leoni drove a perfect race, not putting a wheel wrong while Cheever was slowly nibbling away at the lead which was 3.4secs at the end. So near yet so far. Leoni had driven a beautiful race to bring Chevron their second consecutive win and Ferrari their first F2 win for almost a decade.

The main interest in the third heat was watching the climb through the field of Vittorio Brambilla and Arturo Merzario, Brambilla eventually coming in third ahead of Hoffmann, but it was the young Brazilian who had third overall safely in his pocket for the third consecutive race as Brambilla was two laps down after his first heat drama. Merzario finished fifth behind Hoffmann and ahead of a hard driving Pesenti-Rossi whom he took with two laps to go, Pesenti-Rossi far enough ahead of Pironi to take fourth place overall.

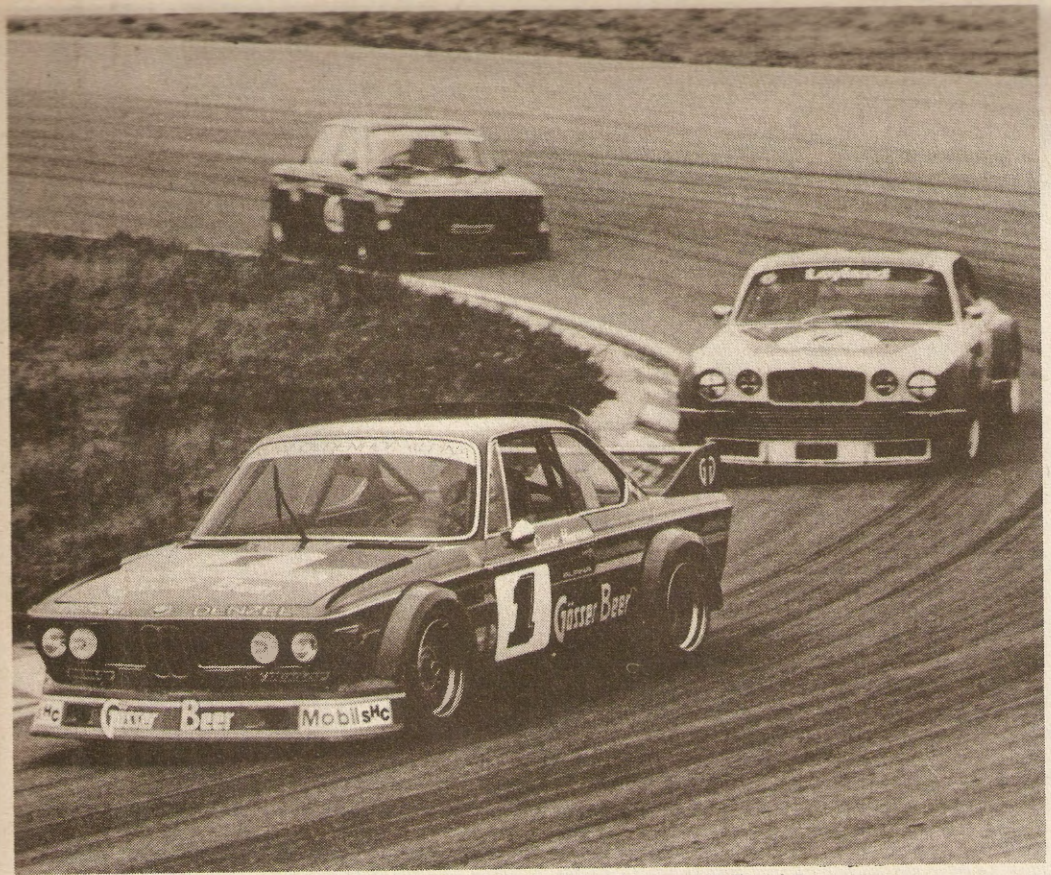
Pironi came in distant ninth in the second part behind Giacomelli and Colombo, the Martini driver starting off strongly but then dropping back after he lost fourth gear, although he just managed to hold off Regazzoni at the finish. He had dropped back after another spin just before half distance when he tried to keep up with Brambilla who had passed him a couple of laps before. He claimed sixth place overall at the finish, but the final point went to Patrick Bardinon, the next non-graded in the finishing order.

Although Sullivan finished well ahead of De Angelis in the second part, he just missed overall eighth when his second heat was spoiled by a tyre vibration that was so bad it was blurring his vision.

Race 2 (30 laps, 65.02 miles): 1, Leoni, 36m 42.9s; 2, Cheever, 36m 46.3s; 3, Brambilla, 36m 58.7s; 4, Hoffmann, 37m 01.0s; 5, Arturo Merzario (Chevron-Hart B40), 37m 04.9s; 6, Pesenti-Rossi 37m 08.9s; 7, Bruno Giacomelli (March-BMW 772P), 37m 11.5s; 8, Alberto Colombo (March-BMW 772), 37m 13.8s; 9, Pironi, 37m 19.7s; 10, Regazzoni, 37m 20.0s. **Fastest lap:** Giacomelli, 1m 12.3s, 107.49mph.

1st Adriatic Grand Prix
Misano, August 7th
European Formula 2 Championship, round 3
2 x 30 laps—130.04 miles

1, Lamberto Leoni (Chevron-Ferrari B40), 1h 13m 44.8s, 105.80mph;
2, Eddie Cheever (Ralt-BMW RT1), 1h 13m 47.5s;
3, Ingo Hoffmann (Ralt-BMW RT1), 1h 14m 07.4s;
4, Alessandro Pesenti-Rossi (March-BMW 772), 1h 14m 21.1s;
5, Didier Pironi (Martini-Renault Mk22), 1h 14m 30.7s;
6, Clay Regazzoni (Chevron-Hart B40), 1h 14m 47.6s;
7, Patrick Bardinon (March-BMW 772), 1h 15m 02.6s; 8, Elio De Angelis (Ralt-Ferrari RT1), 59 laps; 9, Vittorio Brambilla (Kauhsen-Renault), 59 laps; 10, Bernard De Dryver (March-BMW 778), 55 laps.



The winning BMW of Quester and Hezemans fends off the faster Jaguar of Bell and Rouse.

Jaguars fail again

Rouse leads before Jaguars drop out—Another win for Quester—VW Scirocco finishes fourth. Report: BOB CONSTANDUROS. Photography: HUGH BISHOP.

After battles with Andy Rouse in Leyland's Jaguar XJ12C and Carlo Facetti in the Finotto-entered BMW CSL, Dieter Quester and Toine Hezemans took a relatively easy victory in the seventh round of the Euopean Touring Car championship, at Zandvoort last Sunday. Rouse, in a wet-sump XJ12C, harried Quester in the early laps, providing the battle of the race, but then he had a puncture when he hit a backmarker, so that dropped him back. Also, his tyres wore faster than expected, and finally the differential packed up and the oil pump cooling drive failed. Facetti took up the challenge where Rouse left off, but after two hours, the engine holed a piston. That left second place to Luigi's only remaining BMW CSL, that driven by Jean Xhenceval/Pierre Dieudonne/Eddy Joosen. Third were Boy Hayje and Albert Vanierschot in another CSL.

Leyland brought one dry-sump car to the race for John Fitzpatrick. The system involved two Cosworth oil pumps, and it was the drive to these that failed, once in practice and four times in the race! Even so, the hard working mechanics (manufacturing drives in the transporter), managed to get the car to the finish, although it was not classified. It seems that an installation problem was probably at fault, although the system had never been tried in the car before.

Finally, it was good to see David Palmer and John Markey finally finish a race after their many problems with the Smith Kendon RX5, despite a brake problem and a couple of spins. They finished fifteenth and fourth in their class.

ENTRY & PRACTICE

The entry for the seventh round of the European Touring Car championship was enough to fill the 36 car grid (with some reserves), and provided some new cars. The talk was of the dry sump systems that appeared on one of the Jaguar XJ12Cs, Alpina's BMW CSL, Ron Kluit's ex-McMahon Escort and one of the Eggenberger BMW 320is. In the top class, there was one less CSL as Jean Xhenceval crashed one of Luigi's coupes at Zolder during testing and Luigi had been unable to build, hire or borrow another. Instead, as he has a contract to field two cars at each race, he'd put a G2 engine into the G1 530i which did one lap at the Spa 24 Hours. Eddy Joosen, the Spa winner, joined Jean Xhenceval and Pierre Dieudonne in the remaining CSL while Harald Grohs, who drove for the team at the Nürburgring, joined Umberto Grano and Claude de Wael in the 530i. From the Power tuning firm near Liege came another BMW CSL, similar to that which was so quick at the Spa 24 Hours last year when driven by Alain Peltier and Bernard Carlier. This car was owned by Paul Kampen and driven by Belgium's Albert Vanierschot and Dutch F1 man Boy Hayje.

The 3-litre class, as well as the Luigi 530i, included another for a Dutch pair and the odd CSi which would give Markey and Palmer some competition. As well as the two BMW 320is sponsored by Heyco from Eggenberger in the 1600cc to 2000cc class, there was the Arrow Shirts Ford Escort of Ron Kluit which he would share with Han Akersloot, as Alec Poole had been asked to drive the new G2 Triumph Dolomite Sprint with Swiss Paul Keller. The Sciroccos, as usual, looked quickest in the 1600cc class, especially as the works Audi 80GT had broken an engine during testing at Salzburgring and had been put away for more development. Alfasud Sprints again dominated the smaller class, more so as Helmut Kelleners had been co-opted into driving the Gleich tuning fuel-injected version, which would provide opposition for the Argentinian 43/70 Autodelta team.

Zandvoort can be a glorious place when the weather is good: sandy beaches, hot sun, a shallow sea, topless ladies, beachside food, it makes you forget about racing very easily. Friday, when practice started, was windy but sunny which provided good enough conditions, but the driving rain, boosted with a strong sea breeze and overcast skies made the place look like Littlehampton in March when things started on Saturday. Fortunately it began to dry in the afternoon, and towards the end of the second practice session, there was at least a dry racing line. It was then that Andy Rouse found himself leading that old fox, Carlo Facetti, driving Martino Finotto's ex-Luigi BMW. Andy thought that he could get away from the BMW, but a backmarker slowed him, so that Facetti caught up again. When they got past the slower car, Andy found Facetti right behind him, and in the course of the few laps they did in convoy, Facetti took fastest time of the weekend and grabbed a thousand guilders for pole position (about £250). "If I'd known there was that much at stake, I'd have punted off that other bloke", joked Andy later. For the first time in their racing career, the Leyland Jaguars were not on pole position. "Could be a good omen", said Ralph Broad hopefully.

Second quickest in practice was the BMW Alpina CSL of Toine Hezemans. Sharing with Hezemans, of course, was usual driver, Dieter Quester. The BMW is now dry sumped, a variation of the system they used three years ago when dry sumping was last allowed. The 14 litres of oil in the rear of the car improved the weight bias and was installed with typical Alpina thoroughness. As yet, it doesn't give any more power, but they're hoping that it might do, with development. The oil is pumped into and out of the sump using one single pump.

Just 0.2s slower than Hezemans were Andy Rouse and Derek Bell in the first of the Jaguars. While the Alpina BMW car used qualifying tyres, the Jags were rushing to scrub their race tyres, and Andy's time was set during his run with Facetti. This car was still in its wet sump form for Ralph Broad had successfully designed a system but it was only used on the John Fitzpatrick/Tim Schenken XJ12C. Rouse and Bell were only troubled with a change of gearbox, although they spent a while getting the chassis right, the quick lefts and rights calling for a slightly stiffer set-up.

Sharing the row with Rouse and Bell was the remaining Luigi BMW CSL. Pierre Dieudonne was quite pleased with the handling in the wet, but when it dried out, the car broke two rocker arms, a failing in this model of car, so they never really had an opportunity to set a quick time. Luigi, incidently, doesn't believe in dry sumping.

Just behind was the Fitzpatrick and Schenken Jaguar. The dry sump system was only installed just before practice started—a real last minute job. Pumping the four gallons of oil from the tank in the back of the car into the sump were two Cosworth scavenge pumps, said to have cost £700 each. However, the system does away with the dreaded oil surge problem, provides cooler oil and makes the weight distribution better. The water cooling had also been modified. But it wasn't these innovations that caused problems, it was a differential which exploded in the morning session, and then they lost second gear in the afternoon. The problem was attributed to the diff problem in the morning.

Beside this second Jaguar was the final CSL, that of Boy Hayje and Albert Vanierschot. Various rumours were circulating about a 3.5-litre engine and plastic bits and pieces, but apparently these were homologated. The team weren't going crazy because they didn't have any spares, while on Saturday afternoon, Vanierschot was fortunately bedding in brakes and tyres when the driveshaft broke and he lost a wheel. Nothing more than the hub was damaged and it was a very undramatic moment as he felt it going and slowed. The car was similar to that which Fitzpatrick drove to second place in last year's TT.

There was a four second gap to the quickest of the rest, the CSi of Franz Lubin and Raymond Raus. Next up was the quickest of the 1600cc cars, the little Jagermeister Scirocco of Willi Bergmeister and Helmut Henzler going phenomenally fast as usual. Bergmeister looked as though he had huge problems after practice as he took the clutch to pieces but the driver was quite happy. As usual, he was just checking every component.

Ron Kluit had been over to England during the previous week to pick up a kit of dry sump pieces for his ex-McMahon Escort that he would be sharing with Han Akersloot, and with Akersloot feeling very much at home in the Escort ("it's just like my Mk I version") they set fastest time in the class. Akersloot had asked Jeff Goodliffe of British Vita over to help sort out the car. Next up was the Luigi 530i, which in Grohs's hands, was usually rather sideways. It was, as Dieudonne said, a bit of a compromise. The G2 engine with G1 wheels and tyres made it a rather unwieldy beast, especially after Grohs had stiffened the suspension.

Among the quick BMW 2002 Tiis was the first of the Eggenberger 320is, that of Swiss Walter Brun sharing with Dutchman Huub Vermelulen, their only problem being an overheating gearbox, while the other car, on the eighth row, was untroubled.

On the eleventh row was the David Palmer/John Markey Smith Kendon Mazda RX5, whose troublesome wheels were replaced by Revolutions. Their works engine was behaving fine, even if they weren't quickest in class. They made themselves slightly unpopular by protesting non-eligible cars out of the 3-litre class, and even had one car put out of the race. This was a road-going BMW, driven from Paris on the road, to be driven by Tom Coorengel, Han Tjan and Brett Lunger, a most unlikely combination. Unfortunately, the scrutineers didn't notice the CSL wing on the back of a CSi and it was excluded when Palmer tried to get it moved into another class. It wasn't quick enough anyway, but the incident left a slightly bad taste in some mouths. "I only though that sort of thing happened in F1", said Lunger, who was just trying to learn the track for the Grand Prix and finally got a ride in an Opel that he hadn't practised anyway.

On row twelve was the G2 Dolomite Sprint built in Switzerland by Freddy Kessler, driven by Paul Keller and Alec Poole. It holed a piston on Friday and soaked its electrics in the rain on Saturday. "It handles very well and gives lots of confidence", said Poole, who'd been approached to drive the car about a week previously when it was apparent that Tony Dron couldn't come over because of his G1 commitments.

Two rows farther back were Hans Deen and Wim van Gelderen in the final top class car, a very G1 Chevrolet Camaro with the mixed heritage of ownership by Les Leston and Stuart Graham. On the back row was normal works Audi driver Hans Nowak who'd been called in to drive with Jean Louis Hecq in an Audi 80 and found it a very different beast from his usual car.

RACE

Despite heavy rain in the morning, by the time the cars formed up on the two-by-two grid, it was dry with the sun poking through the hazy sky. From the start, Rouse showed his eagerness to battle it out with whoever was going to lead, and as they funnelled through on the first lap, Rouse led from Quester, Facetti, Schenken and the Luigi BMW. Huffstadt caused chaos on the second lap by spinning at Tarzan. But the eyes were on Rouse and Hezemans, battling away and trying to outbrake one another like sprint racers. It was fine stuff.

However, the Leyland hopes, as in so many races, were quickly dashed when Schenken brought the second XJ12C into the pits. The drive to one of the oil pumps for the dry sump had sheared, and it took over an hour to repair. Indeed the story of that car is fast laps between lengthy stops for rebuilds to the oil system, but it was an unfortunate start.

Early pit visitors were Ron Kluit's Escort and Markey's Mazda. The Escort's stop was brief, just for a tweak to restore fuel pressure, while Markey found the brakes boiling, and had to use them a little less.

The early laps were good, but once Quester and Rouse hit the backmarkers, they in turn hit trouble, particularly for Rouse who just couldn't stay with the BMW. Slowly Quester pulled away, and in turn, so Facetti, pipped at the start down to third, dropped the next bunch, consisting of the Luigi BMW and the Vanierschot BMW. Lubin's BMW was next just in front of the little Jagermeister Scirocco, ever well up in the order.

Then after 45 minutes, Rouse's hopes were temporarily dashed. Coming into a corner on the far side of the circuit, the BMW 2002 of Kurt Mirer moved over to seemingly let him through, and then chopped him back. Andy hit the BMW which punctured a tyre, and sent him into the pits for a new tyre.

So at one hour, Hezemans was leading the field on 36 laps, and the only other car on the same number was the BMW of Facetti. Next up, a lap behind was the Luigi BMW before Rouse, another lap down, equal with Boy Hayje and Albert Vanierschot. The Dolomite Sprint was an early casualty when the clutch packed up, so leading the 2-litre class was the 320i of Brun and Vermeulen. The Jagermeister Scirocco was, of course, leading the smaller class. At the same time, the second Leyland Jaguar came out of the pits to complete its fourth lap.

Fastest qualifiers

Carlo Facetti/Martino Finotto	3.2 BMW 3.0 CSL	1:37.8
Dieter Quester/Toine Hezemans	3.2 BMW 3.0 CSL	1:38.1
Derek Bell/Andy Rouse	5.3 Jaguar XJ12C	1:38.3
Jean Xhenceval/Pierre Dieudonne/Eddy Joosen	3.2 BMW 3.0 CSL	1:40.7
John Fitzpatrick/Tim Schenken	5.3 Jaguar XJ12C	1:40.9
Albert Vanierschot/Boy Hayje	3.2 BMW 3.0 CSL	1:41.1
Franz Lubin/Raymond Raus/Serve Maasen	3.0 BMW CSi	1:45.2
Willi Bergmeister/Helmut Henzler	1.6 VW Scirocco	1:45.5
Ron Kluit/Han Akersloot	2.0 Ford Escort RS1800	1:46.3
Umberto Grano/Claude de Wael/Harald Grohs	3.0 BMW 530i	1:46.9
Dieter Hegels/Karl-Heinz Tibor	2.0 BMW 2002 Tii	1:47.0
Walter Brun/Huub Vermeulen	2.0 BMW 320I	1:47.4
Kurt Mirer/Marco Vanoli	2.0 BMW2002Tii	1:47.9
Klaus Bieler/Jochem Schramm/Hans Arit	1.6 VW Scirocco	1:48.1
Kalli Hufstadt/Jurgen Reinke	2.0 BMW 320i	1:48.5
Anton Stocker/Jorg Siegrist	1.6 VW Scirocco	1:48.5
John Sanz de Madrid/James Sanz de Madrid	2.0 Chrysler 2000	1:48.6
Rolf Rummel/Peter Kuhlmann	2.0 BMW 2002 Tii	1:48.7
Wolfgang Dimmendaal/Franz Prentzel	2.0 BMW 2002 Tii	1:49.1
Eddy Fresco/Ronald Remeeus	3.0 BMW 530i	1:49.5

Above: The impressive Scirocco of Stocker and Siegrist which won its class after the similar car of Bergmeister and Henzler failed. Bottom: Kalli Hufstadt loses the BMW in front of Stocker, de Madrid (Chrysler) and Kluit (Escort).

In the next hour and a half, little was to change, although the second Heyco 320i again went off, this time at Hunzerug, damaging the spoiler. Then Rouse started experiencing tyre problems. As the track had been wet during the practice, they hadn't managed to judge tyre wear on this abrasive surface, and the tyres were rapidly going off. A tyre change of three tyres was needed before the two-hour mark. And just at the two hour mark, with Finotto driving the second placed car, clouds of smoke came from the engine and he pulled off with a holed piston. That was the end of the run. It left Quester and Hezemans with an easy lead, a lap ahead of the Luigi BMW with Rouse next a lap down, before Hayje and Vanierschot in fourth, another lap down. The Luigi 530i was next with Lubin's BMW next and then a fine battle for the 2-litre class between the two Heyco 320is and the Escort.

Sadly the little Jagermeister Scirocco had its problems. In the second hour, Bergmeister hit a slow BMW, damaging the spoiler, but after a lap without it at all, came back into the pits, still feeling vibration at the front. This time, they changed the driveshaft, but with one more lap, Helmut Henzler found he couldn't select a gear and they had to retire with the same problems as at Brno.

One car that was really going well was Luigi's 530i. Other competitors found it very fast on the straights, although the handling left a little to be desired, but after 2½ hours, the car was in fifth position. Lubin was in sixth position while the Arrow Shirts Escort was in seventh, but still battling with the Huffstadt/Reinke 320i. The other Eggenberger car (with the dry sump) had had overheating problems and was out of the race.

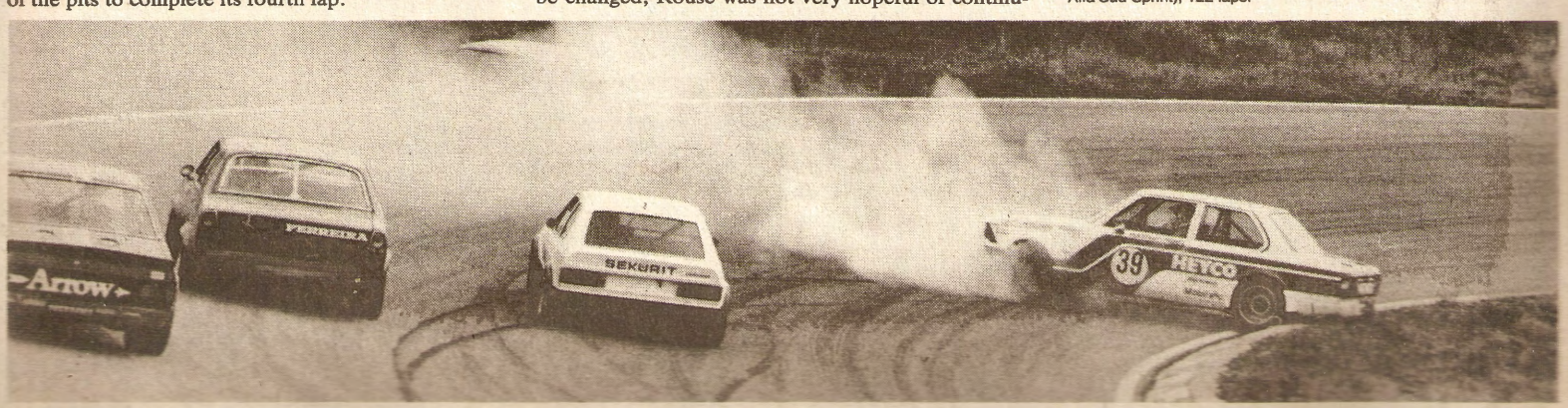
Rouse and Bell, it seemed, were fine in third place. They were a lap behind the Luigi BMW, but then it all fell apart. Just before three hours, Rouse pitted and the smell that surrounded the area was that of very hot differential oil. In fact the drive to the oil pump for the differential cooler had broken as the pinion had broken up and although the pump could be changed, Rouse was not very hopeful of continuing. He was right. When Bell finally went out, he did two laps and gave it up, it would never last.

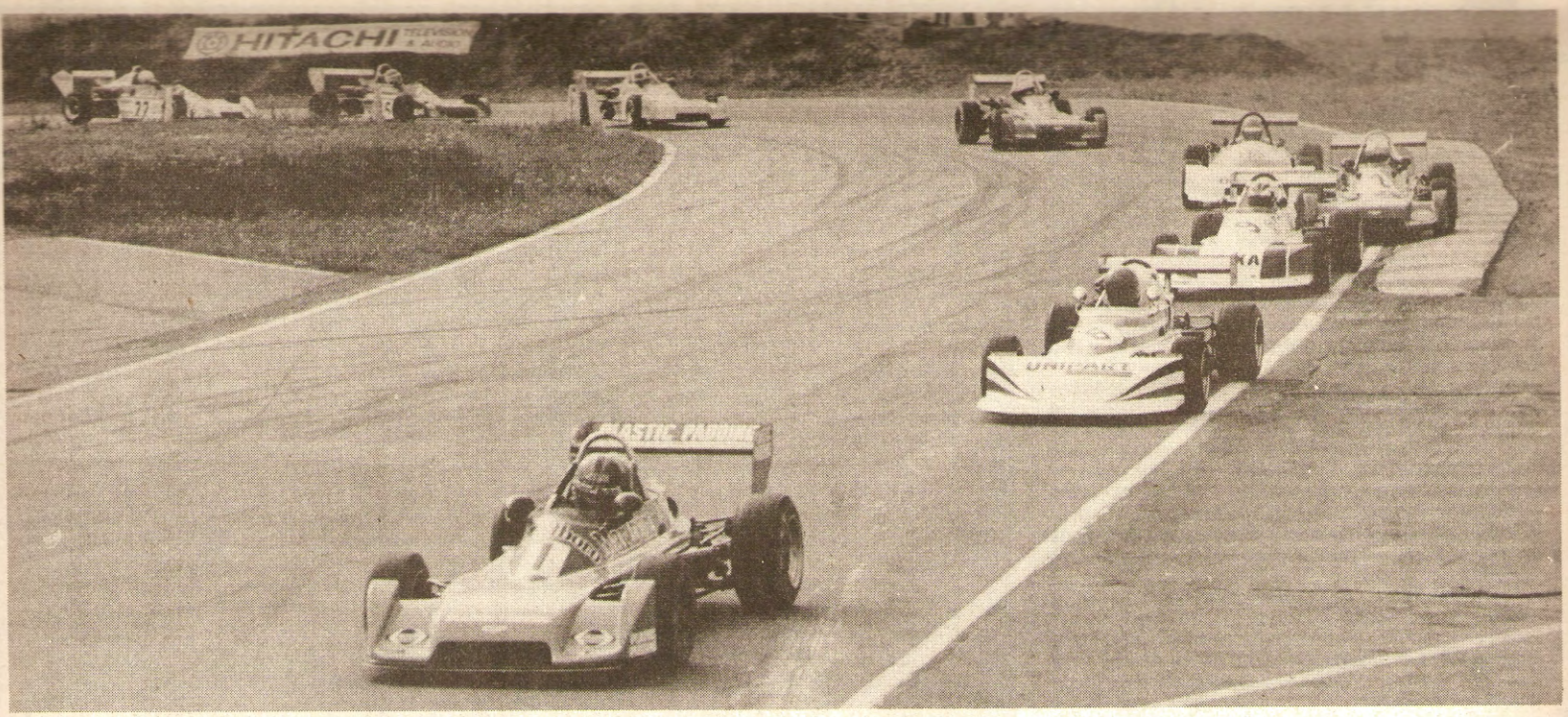
Their retirement meant that the first three places were set. Quester and Hezemans, at three hours, were secure. They completed 105 laps, and were two laps ahead of the Luigi BMW. This was despite a misunderstanding from Quester during his fuel stop when he thought he was able to go, set off and took half the refuelling equipment with him. He came back in and completed the refuelling stop, but it was Alpina's only problem. Luigi's BMW was on 103 laps, the Hayje/Vanierschot car on 101 laps and Luigi's 530i, the Escort, and the remaining 320i from Heyco on 96 laps. However, the Escort was handed the lead when the BMW's engine expired. In that final hour, the remaining Jaguar was in the pits for another of its drives for the oil pump. It was all but stranded there, but they managed to fix it, only for the chequered flag to come out. Fitz tried to get out of the pits, but a marshal hung out the red flag. Fitz signalled into the paddock, the marshal moved across, and the Jaguar moved over to complete its final laps. It was a bit like a rugby move.

All in all, it had been a strange race. It was hard to keep track of it on this relatively short circuit. Expected battles never happened, and this time, even the BMW 2002s were relatively unreliable. But now it all moves on to Silverstone for round eight.

Zandvoort Trophy
European Touring Car championship, round 7
Zandvoort, August 7, four hours

1, Dieter Quester/Toine Hezemans (3.2 BMW 3.0 CSL), 137 laps, 3hrs 45m 29.6s, 148.134kph;
2, Pierre Dieudonne/Jean Xhenceval/Eddy Joosen (3.2 BMW 3.0 CSL), 134 laps;
3, Boy Hayje/Albert Vanierschot (3.2 BMW 3.0 CSL), 132 laps;
4, Anton Stocker/Jorg Siegrist (1.6 VW Scirocco), 128 laps;
5, Umberto Grano/Harald Grohs/Claude de Wael (3.0 BMW 530I), 126 laps;
6, Franz Lubin/Raymond Raus/Serve Massen (3.2 BMW CSL), 126 laps;
7, Tarcisio Fornera/Ruedi Franz Romeo Camathias (2.0 Alfa Romeo GTV), 123 laps; 8, Heribert Werginz/Alois Muller/Harald Neger (3.0 BMW 3.0 CSi), 122 laps; 9, Dieter Hegels/Karl Heinz Tibor (2.0 BMW 2002 Tii), 122 laps; 10, Eugenio Breard/Juan Pablo Zampa (1.3 Alfa Sud Sprint), 122 laps.





Eje Elgh took second place after an early scrap with Tiff Needell who he leads here.

South is back

South wins F3 convincingly—Divina and Desiré lead the way—Leslie and Sears dominate FF races—Report: ANDY LEEDER

It was Snetterton's big day of the year last Sunday, the annual F3 race meeting. (Yes, I know there are two Group 8 races on the calender). Practice was held on a damp track with a fine drizzle drifting across the circuit but at lunchtime the weather cleared slightly, the track dried and John Watson came out to shakedown the three Martini Brabham Alfas destined for Austria. The music of the flat 12 was tremendous and heralded an action-packed afternoon as the BARC very capably organised a successful nine-race programme.

Undoubted star of the day was Stephen South, who dominated the BP championship round. Stephen was fastest in both practice sessions with the Team BP March 763 Toyota Novamotor and, in the race led all the way to score a popular and convincing win. Championship leader Eje Elgh increased his points advantage over teammate Geoff Lees when he headed the two Chevron Racing Team cars across the line in second. Tiff Needell did a grand job for the Unipart outfit to finish fourth but it was only the dubious tactics of Needell's teammate Ian Taylor that kept Derek Daly down in fifth spot. Daly, who drove up through the field with the Derek McMahon Chevron, was the only driver to appear in the same class as South during the day.

Other championship winners were David Leslie (BARC FF 1600), Dud Moseley (Oceanair Clubmans), Peter Gillett (Varley Monoposto), David Preece (Lawrencetune Thoroughbred Sports cars), Nick Whiting (Forward Trust 1000 Plus special saloons) and Divina Galica who scored a tremendous SodaStream Sports 2000 victory.

F3 BP CHAMPIONSHIP — SNETTERTON **11**

Stephen South was back in form following his Silverstone shunt.

ENTRY & PRACTICE

Twenty-three cars practised in the two sessions for the 25-lap twelfth round of the BP F3 Championship and twenty-two survived to race. For a brief period towards the end of the first session the track conditions were better than they were to be any other time in qualifying and three of the first five grid positions were claimed in that period, the remainder being settled in the second session. Stephen South seized that advantage and put the Team BP March 763 on pole with a 63.4s, 0.4sec inside the lap record he shared with Geoff Lees. The remains of a black eye and a stiff arm are now Stephen's only legacies of the horrific Silverstone shunt and, to underline his competitiveness, he topped the list again in the second session with 63.8. Second fastest was Ian Flux with a 63.8 but a loss of power in the latter period, from suspected bent valves, necessitated an engine change for the Ockley Team Racing Ralt RT1 before the race to a unit of unknown but suspect quality. On the outside of the front row, also on 63.8, was Tiff Needell, Snetterton suiting the Dolomite powered Unipart Racing March while Tiff looked very smooth out on the track unlike his team-mate Ian Taylor, who spun frequently and qualified in a lowly 18th spot. Behind the three Englishmen was the Swede Eje Elgh (63.8) with the Plastic Padding Chevron Racing B38, sharing the second row with Brazilian Aryon Cornelsen Filho whose works March recorded a surprise 63.8 in the opening practice. Row three featured Geoff Brabham, James King and Geoff Lees all on 64.0. The Australian, unhappy with the handling of his Ralt, changed the rear shock absorbers before the race, the American had no problem with his March but the second works' Chevron had brake problems—very disconcerting at the end of Snetterton's long straights. Derek Daly on row 4 had also circulated in 64.0 after a battery problem had forced him to pit in the crucial period of the first qualifying. Behind were Brett Riley and Patrick Gaillard (64.2), Warwick (64.4), Mario Ferraris, Philippe Colonna, Ian Grob and Mario Pati (64.6), Ian Taylor (64.8), Juan-Villacieros and John Stokes (65.2) Luis Canomanuel (65.4) and finally Phil Silverstone (71.0).

RACE

South made an excellent start, being a length ahead before the field had moved 15 metres and, at the end of the opening lap, he had a huge lead, being helped by Elgh and Needell scrapping for runner-up spot and delaying themselves. Flux was already suffering from fuel starvation on right hand corners and Filho was a few places higher than his form warranted delaying the field. By lap 5 Stephen already appeared to have the race sewn up barring any misfortune, Eje was clear of Tiff who had Geoff Lees right with him. Patrick Gaillard led the next bunch of Filho, Warwick, Flux and Daly, who had been 13th on the opening tour. Already out were Brabham and King, the latter using the former as a brake on the first lap. At half distance Lees had displaced Needell for third, Gaillard was hanging on in fifth while Daly had fought clear of the rest and begun to haul in the Frenchman.

In fact the scene was now set in this little drama for the entrance of the villain, Ian Taylor. Taylor had pitted earlier from a lowly twelfth spot with a car that

wasn't working at all well and rejoined just ahead of team-mate Needell. Tiff was quickly waved through but Gaillard was kept behind for a few laps until Daly arrived, he proved a different proposition to the Frenchman and soon forced his way through, exit Taylor to the pits. In the closing stages, as South went smoothly on his winning way, Lees closed on Elgh, the latter content to consolidate his championship lead and not chase South. Needell was about to come under pressure from Daly, but wait—Taylor was back again—circulating just in front of them. Coincidence? No, Tiff again went easily past and Derek was held up. In the Esses Taylor moved across onto Daly and the two cars touched. Needell's fourth was secure. Daly was fifth, justifiably angry at the Unipart teamwork which had gone a step too far and had some consolation as he equalled with Lees, Geoff and South's year old record. The sweat on Derek's brow after the race proved how hard he had worked for so little reward.

Gaillard was an impressive sixth although he, as yet, lacks the aggression FF1600 seems to have bred in his rivals. Warwick in seventh managed to keep Filho behind him whilst Thorkild Thyrring (works Chevron) was well off the pace after having shown so well at Donington the previous weekend. Similarly Ian Grob (Chevron) who finished tenth, lacked the sparkle that made him such good spectator value at Silverstone recently.

BP Formula 3 Championship, round 11
Snetterton, August 7
25 laps—48 miles

1, Stephen South (March-Toyota/Novamotor 763), 26m 54.8s, 106.84mph;
2, Eje Elgh (Chevron-Toyota B38), 27m 00s;
3, Geoff Lees (Chevron-Toyota/Novamotor B38), 27m 00.6s;
4, Tiff Needell (March-Triumph/Holbay 763), 27m 07.6s;
5, Derek Daly (Chevron-Toyota/Novamotor B38), 27m 09s;
6, Patrick Gaillard (Chevron-Toyota/Novamotor B38), 27m 15.2s;
7, Derek Warwick (Chevron-Toyota/Novamotor B38), 27m 20.4s; 8, Aryon Cornelsen Filho (March-Toyota/Novamotor 773), 27m 20.6s; 9, Thorkild Thyrring (Chevron-Toyota B38), 27m 22.6s; 10, Ian Grob (Chevron-Toyota/Novamotor B38), 27m 30.2s. **Fastest lap:** Lees and Daly, 1m 03.8s, 108.17mph. **(equals record).**

SUPPORTING RACES

The BARC FF1600 championship, even at this stage of the season, seems to be between the Davids, Leslie and McClelland. True to form each had qualified for pole in their respective heats. In the first of these eight-lappers Leslie's Royale RP24 pulled slowly away to win comfortably after second place man Roger Pedrick, Hawke DL15, had made an unsuccessful attempt to wrest the lead at Riches on lap 3 and James Weaver (Hawke DL17) had a moment on lap 4. Yet another new Brazilian Lara Gouvre finished an impressive third after passing Camolesi de Souza (Royale RP24) who was 'Brazilian of the Week' the weekend before. The fortunes of McClelland in the second heat were not equal to those of Leslie in the first. A mysterious misfire caused his Crosslé to drop to a lowly tenth by the close. At the front, four cars battled for the lead, but David Sears (Royale RP24) looked the one most likely to win; at half distance he moved to the front and then, conserving the car, did as little as was necessary to stay there. Nigel Gough (Van Diemen RF77) passed Kim Perry (Hawke DL17) on the last lap to finish second. Early leader Mark Syms (Hawke DL15) retired out on the circuit.

Terry Nightingale (Mallock Mk 16B) led the initial laps of the Oceanair Clubmans round until championship leader Dud Moseley (Mallock 18B) went ahead on lap 4. Moseley won comfortably from Nightingale but Rob Glass (Mallock 18B), who finished third, made things difficult for the closely following Mike Barnby (Spectrum). Glass successfully weaved on the final run past the pits, the thwarted Barnby being just 1 length behind. Feature of the race was the nine car scrap for fifth from which Guy Woodward emerged victorious.

Top: David Preece's 'tatty' XK120 won the Thoroughbred sports car race. Above: Sixth was Geoff Reade's smarter Aston DB4.

The Varley Batteries Monoposto qualifier was a processional affair, relieved only by the progress through the field of Julian Pratt as he recovered from a second lap spin. Peter Gillett (Genie Mk 13) was an impressive winner by over 20secs setting a new lap record. It was his sixth victory in the series this year. Ray Thomas (Revoray Mk3) was a lonely second after John Lipman had a high pressure oil line blow spectacularly in his Lipman (née Javelin). Pratt recovered to take third, appropriately the position he occupied before his adventure into the crops at Sears.

The Lawrencetune Thoroughbred sports car round was, untypically, a thorough bore. David Preece won with an extremely tatty XK120, but everyone forgave him for the car's scruffy condition when he explained that its owners, Oldham and Crowther, were in the middle of preparing it for a continental event and, rather than not race, it appeared as it stood. Class winners were Reg Woodcock, who chased Preece gamely(!) with his TR3 in second and Ken Heywood (Elva Courier) a distant third overall. All three set new lap records.

Nick Whiting lapped everyone with his 3.4 Ford Escort en route to another Forward Trust 1000 Plus special saloon thrash. Full marks to Nick, though, he kept his foot well in the V6 and his lap record setting progress was a joy to watch. Tony Dickinson (2.0 Skoda) was second and took the 1301-2500 class after Rob Mason retired the George Bevan Sunbeam Stiletto. John Homewood (1.0 Imp) finished third but, surprisingly, was led by the similar car of Duncan Kirk for four laps. The 1.3 Mini and 850 Mini of Jon Mowatt and P. Burrell were the other class winners.

The 15 lap SodaStream Sports 2000 race turned out to be a fantastic and unusual battle. Fantastic because the closeness of the dice for the lead had to be seen to be believed and unusual because most of this action was between two girls. Desiré Wilson, driving Ted Toleman's Lola T490, got ahead of Divina Galica's similar car at the start and was very determined to stay there. It wasn't until lap 13 that car no. 13 made it to the front after some breathtakingly close racing culminating in a neat monoeuvre when Divina's greater experience fooled her South African rival. John Cooper (Lola T490) watched incredulously from a safe distance at first then cautiously came closer until at half distance he was also well in the action but in the end he had to follow the girls under the chequered flag. Spare a thought for Chris Alford on pole, but oil leaking onto his tyres forced him to retire 'otherwise it would have been a different result'—I for one believe him.

The FF final was dominated by David Leslie: at the end of the first lap Nigel Gough was right with him but Gough didn't last another lap and, from then on, Leslie moved continually away from his rivals to finally win by over 6secs. David Sears quickly established himself in a secure second spot but behind Roger Pedrick and David McClelland battled fiercely until Pedrick fell off on the last lap. McClelland's recovery from his lowly grid position, following his misfiring heat result, showed why he is a challenger for the series but by the time he made it near the front Leslie was well ahead. Lara Gouvre again showed well to finish fourth.

BARC Formula Ford 1600 championship round, heat one (8 laps): 1, David Leslie (Royale-Scholar RP24), 10m 01.2s, 91.83 mph; 2, Roger Pedrick (Hawke-Auriga DL15), 10m 06s; 3, Lara Gouvre (Van Diemen-Scholar 77), 10m 09.2s; 4, Gilmar Camolesi de Souza (Royale RP24), 10m 09.6s; 5, Randy Blomquist (Tiga FF76), 10m 13.2s; 6, Glenn Eagling (Van Diemen-CES RF76), 10m 13.6s. **Fastest lap:** Leslie, 1m 13.8s. 93.51mph.

Oceanair Clubmans Sports Championship round (10 laps): 1, Dud Moseley (Mallock-Davron U2 Mk 18BX), 12m 17.4s, 93.59mph; 2, Terry Nightingale (Mallock-Dixsport Mk 16BN), 12m 25.8s; 3, Robert Glass (Mallock-Davron Holbay U2 Mk18B), 12m 30.4s; 4, Mike Barnby (Spectrum Engineering Special Ford), 12m 30.4s; 5, Guy Woodward (Mallock-Holbay U2 Mk 18B), 12m 44.8s; 6, Robin Henderson (Mallock U2 Mk 18B-Minister), 12m 45.4s. **Fastest lap:** Moseley, 1m 12s, 95.85mph. **Equals record.**

BARC Formula Ford 1600 championship round, heat two (8 laps): 1, David Sears (Royale-Scholar RP24), 10m 02.2s, 91.68mph; 2, Nigel Gough (Van Diemen-Scholar RF77), 10m 02.8s; 3, Kim Perry (Hawke-Minister DL17), 10m 03s; 4, Rob Orford (Royale RP 21), 10m 13.2s; 5, Gordon Coutts (Hawke-Scholar DL15), 10m 16.4s; 6, David Church (Van Diemen-Scholar RF77), 10m 16.4s **Fastest lap:** Perry, 1m 13.8s, 93.51mph.

Varley Batteries Monoposto championship round (10 laps): 1, Peter Gillett (Genie Mk 13 Morgan), 12m 06s, 95.06mph; 2, Ray Thomas (Revoray Mk 3), 12m 27.4s; 3, Julian Pratt (JPS 11A), 12m 51.2s; 4, The Streaker (Lotus 35), 12m 53.8s; 5, Ian Rimmer (Brabham-Holbay BT21), 13m 09.8s; 6, Brian Toft (Arco), 13m 10.6s. **Fastest lap:** Gillett, 1m 10.6s, 97.75mph. **(record).**

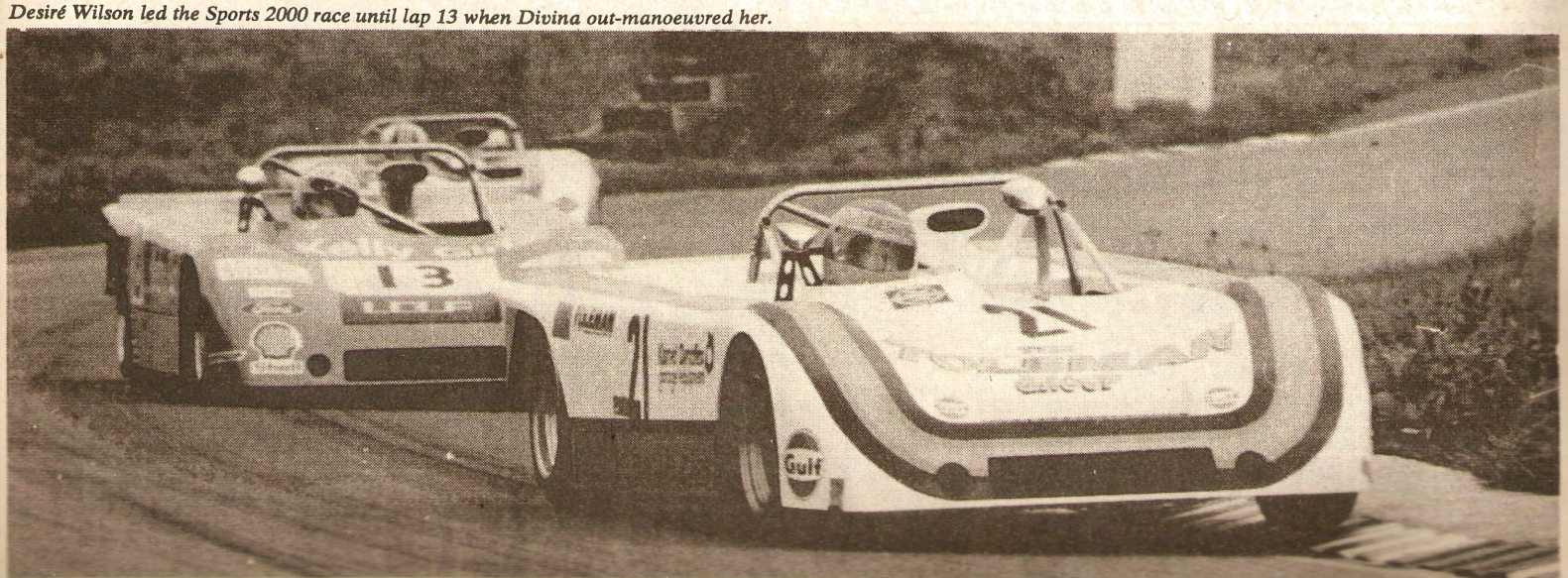
Lawrencetune Thoroughbred Sports championship round, up to 1650cc, 1651-2700cc and over 2700cc (10 laps), overall: 1, David Preece (3.8 Jaguar XK120), 14m 07.4s, 81.44mph; 2, Reginald Woodcock (Triumph TR3), 14m 15.8s; 3, Ken Heywood (Elva Courier Mk1 MGA), 14m 34.2s; 4, Jerry Trace (Elva Courier MGA), 14m 47s. **Over 2700cc:** 1, Preece; 2, Derek Allanson (Austin Healey BT7); 3, Geoff Reade (Aston DB4), **Fastest lap:** Preece, 1m 22.6s, 83.55mph **(record). 1651-2700cc:** 1, Woodcock, 80.64mph; 2, Alan Harding (Austin Healey 100/6). **Fastest lap:** Woodcock, 1m 24.2s, 81.96mph **(record). Up to 1650cc:** 1, Heywood, 78.94mph; 2, Trace; 3, Mike Walker (MGA). **Fastest lap:** Heywood, 1m 24.8s, 81.38mph. **(record).**

Forward Trust 1000 plus special saloon championship round (10 laps), overall: 1, Nick Whiting (3.4 Ford Escort), 11m 44.4s, 97.97mph; 2, Tony Dickinson (2.0 Skoda), 11m 56.6s; 3, John Homewood (1.0 Sunbeam Imp),12m 07s; 4, Duncan Kirk (1.0 Chrysler Imp). **Over 2500cc:** 1, Whiting. No other finishers. **Fastest lap:** Whiting, 1m 08s, 101.49mph **(record). 1301-2500cc class:** 1, Dickinson, 86.67mph; No other finishers. **Fastest lap:** George Bevan (1.9 Sunbeam Bevan Stiletto Ford), 1m 10.6s, 97.75mph. **1001-1300cc class:** 1, Jon Mowatt (Morris Mini Cooper S), 12m 25.8s, 83.28mph; 2, Tony Allies (Mini Clubman); 3, Peter Sneller (Riley Elf). **Fastest lap:** Mowatt, 1m 21s, 85.20mph. **851-1000cc class:** 1, Homewood, 85.43mph; 2, Kirk; 3, Brian Miles (Mini). **Fastest lap:** Homewood, 1m 18.6s, 87.80mph. **Up to 850cc:** 1, P. Burrell (Mini), 12m 25s, 74.11mph. No other finishers. **Fastest lap:** Burrell, 1m 28.6s, 77.89mph.

SodaStream British Sports 2000 Championship round (15 laps): 1, Divina Galica (Lola T490), 17m 55s, 96.30mph; 2, Desiré Wilson (Lola T490), 17m 57.6s; 3, John Cooper (Lola T490), 17m 57.8s; 4, John Webb (Tiga SC77), 18m 19.4s; 5, Rod Gretton (Lola T490), 18m 27s; 6, John Brown (Lola T490), 18m 28.2s. **Fastest lap:** Galica and Cooper, 1m 10s, 98.59mph. **(record).**

BARC Formula Ford 1600 championship round, final (10 laps): David Leslie (Royale-Scholar RP24), 12m 25.2s, 92.61mph; 2, David Sears (Royale-Scholar RP24), 12m 31.4s; 3, David McClelland (Crosslé 30), 12m 33.6s; 4, Lara Gouvre (Van Diemen-Scholar 77), 12m 34s; 5, Randy Blomquist (Tiga FF76), 12m 36.2s; 6, Roger Pedrick (Hawke-Auriga DL15), 12m 43s. **Fastest lap:** Leslie, 1m 13.4s, 94.02mph.

Desiré Wilson led the Sports 2000 race until lap 13 when Divina out-manoeuvred her.



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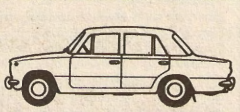
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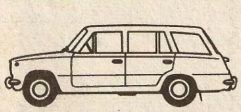
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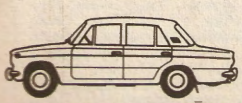
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by John Bolster

Soviet seller

Except for the Tatra, which seems to be a status symbol among high-ranking commissars, the Lada 1500 is the most costly of the Eastern Bloc cars. By any standards it is very fully equipped, well finished, and attractively furnished, in fact not at all the rather basic sort of vehicle that the Russians have built in the past. The price is not spectacularly low until you realise what you are getting, for it includes inertia reel seat belts, number plates, delivery charge, and even one year's road fund tax—everything, in fact, except insurance.

The standard equipment embraces items which are often listed as extras, such as the rev-counter, oil-pressure gauge, and heated rear window. In addition, there is a splendid tool kit with all sorts of spanners, a tyre pump with a device for blowing through blocked pipes, an inspection lamp with a long lead, and even a starting handle. The oil-pressure, water temperature and fuel gauges have warning lights also, to attract one's attention if all is not well, further lights checking brake fluid, hand brake, and choke.

The bodyshell is derived from the Fiat 124, but most of the sheet steel is of heavier gauge and the components of the suspension are extra strong. The engine is a Russian unit, with a chain-driven overhead camshaft operating the valves through Mercedes-type cam followers. The instruction book states that the car . . . 'is capable of moving over all types of roads except the earth roads rutted by heavy cargo trucks'. It also claims that, 'the car will operate successfully at ambient temperatures from +50°C to −40°C'. The reasons for its exceptionally tough construction are, therefore, not difficult to comprehend.

In its smart yellow paint job, I found the Lada quite pleasing to look at, and my farming friends were most impressed with its high ground clearance. The seats, with cloth centres, are comfortable and with the central armrest folded there's plenty of room for three in the back. The all-round view is excellent and the luggage boot is really large. Though the big steering wheel with a thin rim is unfashionable, the steering becomes heavy as full lock is approached and so a smaller wheel would be unsatisfactory.

It is difficult to believe that the engine capacity is only 1452cc. The unit accelerates in top gear from less than 1000rpm, its low-speed torque and flexibility being remarkable; yet its capacity for revs is amazing. This is just as well for the car is somewhat low geared and the gearbox ratios are widely spaced. No doubt the Russian roads have dictated such gearing, but the Lada would be ideal for towing a caravan or horse box. The gearchange is quick and easy, but now and then some baulking was experienced when engaging first gear at a standstill.

The lower gears are audible, though not objectionably so; similarly, the engine makes a healthy sound at high revs, but it is never really noisy. A slight momentary flat spot could occasionally be detected. In general, this is quite a refined car and both road and wind noise are moderate.

A fairly strong understeering tendency confers stability on the straight and in side winds. Though the steering tends to lack feel, the car can in fact be taken through corners pretty effectively. On typical British country roads, the ride is about average among cars with live rear axles. On really bad surfaces, however, the suspension certainly comes into its own and seems quite undeterred by the most frightful bumps, soaking them up without any sickening thuds.

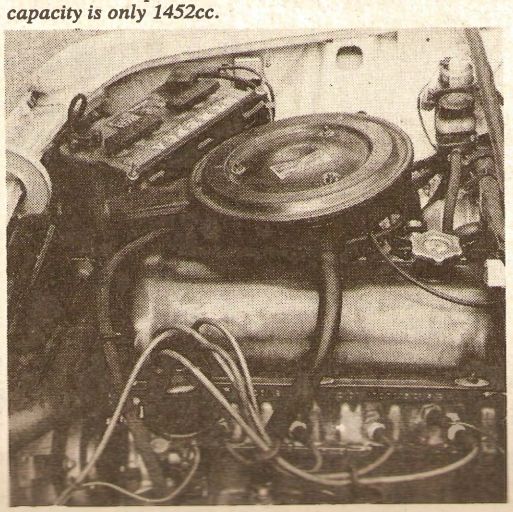
The bodyshell is derived from the Fiat 124.

Although the brakes are powerful and stand up well to hard use, the pedal is somewhat overservoed for light applications. The engine is well arranged for easy servicing, though it would perhaps be easier to remove the air cleaner before starting work. The headlights are some of the best that I have ever sat behind, throwing their brilliant white light to an immense distance; furthermore, they still provide safe illumination when dipped.

The heater is powerful but there are no separate cold air ducts and the quarter-lights must be used; at least they can be swivelled round to act as powerful scoops on a really hot day. The windscreen wiper, with normal or intermittent operation, will in future be controlled by a stalk under the steering wheel, along with the electric windscreen washer, though the test car had an earlier, foot-operated washer.

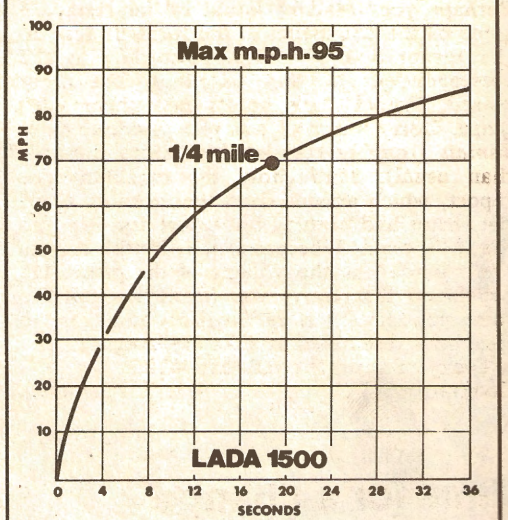
The Lada feels lively and responsive to the driver and it is fast for its size, a genuine 95mph being on tap. When it is driven really hard, one notices that it is fairly low geared and the fuel consumption figure may descend towards 25mpg. Handled with a little decorum, however, it always seems to do better than 30mpg, which is not bad for a full five-seater of very solid construction.

This is not the car I would choose for one of my fast continental trips, but for a really tough cross-country jaunt or for towing a heavy trailer, I'd pick the Lada every time.



Above: The splendid tool kit. Below: The engine capacity is only 1452cc.

Specification and performance data



Car Tested: Lada 1500 4-door saloon, price "on the road" £2223.
Engine: Four cylinders 76 x 80mm (1452cc). Compression ratio 8.8 to 1. 75bhp DIN at 5600rpm. Chain-driven overhead camshaft. Twin-choke downdraught carburetter.
Transmission: Single dry plate clutch. 4-speed synchromesh gearbox with central control, ratios: 1.0, 1.49, 2.30, and 3.75 to 1. Hypoid rear axle, ratio 4.1 to 1.
Chassis: Combined steel body and chassis. Independent front suspension by wishbones, coil springs, and anti-roll bar. Worm and roller steering gear. Live rear axle on coil springs, trailing arms, and Panhard rod, with anti-roll bar. Servo-assisted disc/drum brakes. Bolt-on steel wheels, fitted 165SR13 tyres.
Equipment: 12-volt lighting and starting. Speedometer. Rev-counter. Oil pressure, water temperature, and fuel gauges. Clock. Heating, demisting, and ventilation system. Windscreen wipers and washers with intermittent setting. Heated rear window. Flashing direction indicators. Reversing lights. Starting handle.
Dimensions: Wheelbase 7ft 1.5in. Track 4ft 4.25in/4ft 3.25in. Overall length 13ft 2in. Width 5ft 2in. Weight 19½cwt.
Performance: Maximum speed 95mph. Speeds in gears: third 70mph, second 45mph, first 28mph. Standing quarter-mile 19.4s. Acceleration: 0-30mph 4.0s, 0-50mph 9.5s, 0-60mph 13.6s, 0-80mph 29.8s.
Fuel Consumption: 25 to 35mpg.

The good old days?

Referring to Chris Nixon's letter (AUTOSPORT July 28) much as one would like to see a return to the 'great' days, I'm afraid he is on the wrong track.

Surely the problem is the need of the participants to project the image required by those who provide the enormous sums of money necessary to keep the sport going. But I am not sure that the great days were really all that much greater than these. A World Championship series used to be as few as seven or eight races. And for the front row of the grid to be covered by as little as two seconds was something of an event—let alone the *whole* grid! Certainly, some Grands Prix were made immortal by a real all-or-nothing drive—Moss at Aintree and Fangio at Nürburgring in 1957 being cases in point. But there was also a fair number of unrelieved processions.

A wide motor car was still a wide motor car, though. And the relevant measurement wasn't the difference between 7ft and 5ft 6in. Perhaps a limitation on the width of the drivers' elbows would be a more sensible restriction.

By all means make the cars more difficult (or dangerous?) to drive and shape the cockpits so that we can readily see who is working hardest (or leaning the furthest out of the window?). I suspect the quickest will still be the least spectacular.

Sorry, Mr Nixon, I would have loved this year's British Grand Prix to have been as exciting as some of those I remember. The trouble is, I think it may have been.

On the other hand, how about a maximum vehicle width of, say, 2ft, 8in tyres and the whole of the pilot readily visible all the time? If the idea appeals, try a motorbike meeting—a highly acceptable alternative to a GP with plenty of real racing

Me? I'm sticking to both!

TUNBRIDGE WELLS, KENT J. M. C. SMITH

Magnifique Marshall

Perhaps your readers would be interested in some of the comments in the foreign press on the recent Spa 24 hours. According to the correspondent of that excellent, but often biased, French daily sports newspaper *L'Equipe*, Gerry Marshall was *plus formidable que Jamais* (roughly translated as more fantastic than usual). Throughout the excellent race report, which appeared on the morning after, the writer had nothing but praise for GM and the DTV team. Whereas usually British drivers are regarded as the villains of the piece. He concluded that Gerry was *irrésistible* (not the same connotation as in English!) and that the final hour resembled *un GI sprint Anglais.*

Gerry rules sur le continent—OK.

OXFORD I. V. ANDREWS

Time for a change

Whilst agreeing with John Brown's wish to rationalise road timing on stage rallies, hopefully before an RAC solution is forced upon us, I would disagree with his detailed remedy. There are two main questions, which system should be used, given that there must obviously be some basic control of road timing, and whether there should be road penalties. It is fundamentally important that it should be fair to all competitors and easy to administer. All too often organisers fail to understand their own regulations as written. What must be aimed for is something without loopholes that doesn't require a PhD in Semantics to understand.

John Brown's proposed system seems to offer little advantage over sensible basic target timing. The event can be prevented from running ahead by not opening stages until a certain time, and should only be run late because of unforeseen delays like accidents, as long as marshals are well briefed. Target timing is flexible enough to deal with delays and doesn't penalise tail-enders unduly as can happen at present. It is obviously vital that cars should be made to start stages when requested. It is this kind of deliberate delaying by the 'professionals' that works its way down the field and spreads the event. There is no objection to cars running out of number sequence if someone has to spend more time servicing because of trouble, then the disadvantage of running further down the field seems fair. John Brown's system is a complicated way of maintaining the status quo.

I am not entirely convinced by the arguments for increased spectator control. If people are put off by having to stand for an hour in the rain before anything happens, so much the better, there will be fewer to get in the way of the serious spectator. Control cars can go through a few minutes ahead of competitors even if the rally is running late. I'm not against spectators, I was one for a long time, and my thanks to all those who have pushed T. W. Robinson Demolition cars this year! But I think we should decide who rallies are being run for. The idea of preventing jumped starts by having no countdown doesn't work in practice once the co-driver has been shown the watch to check the start time. It just requires an extra stop-watch!

As regards stage finishes, making sure that they are far enough away from flying finishes, with the correct sequence of signs erected, is more important than RAC rules about not reversing back.

Whatever the advantages of road penalties, stage rallies should surely be won on stages, not on the road. Penalties will inevitably encourage road racing on a 'we might conceivably be late, therefore let's hurry to make sure we're not' basis. Ten seconds is a long time to make up on a stage. It is possible to be rather more philosophical about slow moving traffic if one is not amassing time penalties. Sensible target times are important, penalties or not. Bend-calling on the road as well as stages shouldn't be necessary. The problem (if indeed it *is* one) of illegal servicing can be solved in other ways.

As for the idea of helping the Police to set up speed traps . . . this is the thin end of a very big wedge.

I am surprised that the recent 'welfare state' pronouncements by the RAC Rallies Committee on the warning of stage hazards has not caused more comment. I would argue that only dangerous hazards should be marked. Warning of as-map firebreaks in Kielder, for example, makes navigators even less useful. Those with experience of particular forests and good memories should surely benefit, and I write as someone in his first season of stage rallying with no vested interests.

This is an alternative view which I hope provides some rational reasons for opposition to John Brown's hybrid system. What do organisers think?

CAMBRIDGE ROBIN LAILEY

Sports support

Once again I find myself writing to you on the subject of sports car racing. It is unfair to say that just one race proves that the mixed category format is no solution (AUTOSPORT, July 28), especially when Porsche stayed away. After all we have had mixed category racing for all but the past two seasons, which have probably been the worst ever. It really does seem to be a case of united we stand, divided we fall. Of course outright victory is the name of the game and the idea of mixed category racing is that the works teams should concentrate on Group 6 and leave Groups 5 and 4 to the private entrants. We have seen only one works G5 car racing this year but seven works G6 cars.

The idea of 2-litre G5 as a major international series is quite appalling, especially as it is unreasonable to expect anything other than BMWs and Escorts. That may be quite acceptable for a national saloon car series but not as a premier long distance sports car formula.

The strength of the German series is largely a result of the strength of the German economy. Whatever category they ran would probably be successful.

G6 must clearly be the premier sports car category and any future regulations must be decided on the basis of two main criteria: 1, What will attract the big factories? These and not private entrants are the main attraction; 2, What regulation will be adopted for Le Mans? Any worthwhile sports car championship must have Le Mans as a centrepiece. I cannot see a 2-litre limit meeting either criteria.

CROWBOROUGH, SUSSEX A. R. PARKER

The Real Charger

I have been a reader of AUTOSPORT for 22 years (just two-thirds of my life) and I still find drivers' profiles the most interesting part. I must admit the 'Real Charger' has always been high on my list of good things and this is why I always take particular interest in Vittorio Brambilla.

Is it possible to have a profile on him before he finally 11/10ths himself into the armco? After Paul Ricard that day must be getting nearer. When speaking to people at race meetings I am always pleased to see so many other people also have a fine regard for the Monza Gorilla so I am not alone.

So get your pens out please or I may have to make do with an obituary!

HORFIELD, BRISTOL D. N. MURDOCH

A friend in need . . .

I would like to express my gratitude to the marshals at Russell, the medical staff at the circuit, the staff of the Accident Unit of the Norfolk & Norwich Hospital and everyone concerned in helping my wife and myself at the time of my accident on July 10 at Snetterton. Fortunately I am now out of hospital and recovering rapidly.

WRAYSBURY, BUCKS GRAHAM SINCLAIR

Schhh you know what...

Reflection on the British Grand Prix—if the turbo-charged engine catches on, Grand Prix racing will be *horribly* quiet!

LONDON N2 ADRIAN BRODKIN

Then as now?

Twenty-five years ago this week AUTOSPORT (August 8, 1952) carried a report of Alberto Ascari's third consecutive German GP at the Nürburgring. Ferraris also came home second, third and fourth in a resounding team victory. Luigi Villoresi, in another example of the Italian marque, won the major British event of the weekend, the *Daily Mail* formula one race at Boreham. Mike Hawthorn drove a brilliant race in the pouring rain with the Cooper-Bristol to win the F2 category. The BRMs disappointed again, Froilan Gonzalez pranging his car and Wharton retiring his with gearbox trouble. Also featured was an article on the first meeting at the 1.89-mile Thruxton circuit, R. W. Greenwood having the distinction of winning the first race.

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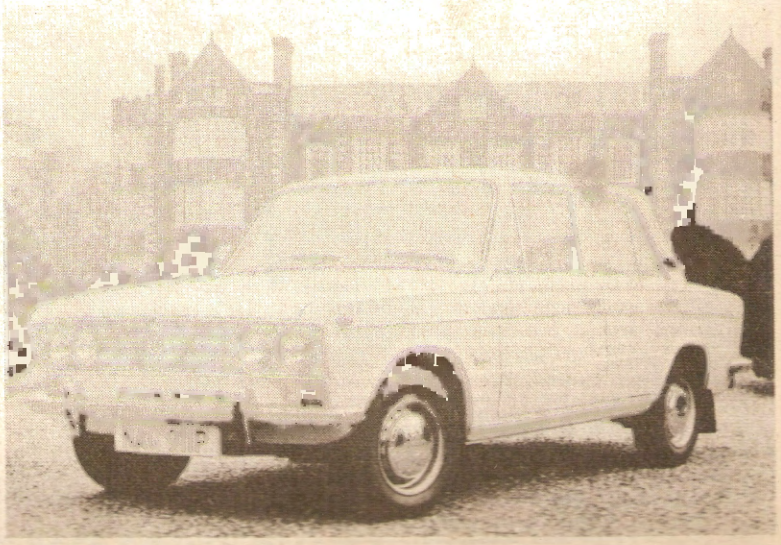


Pentti 'joins' the Family

Finn gets a Fiat for Corsica, Ford's Italian sponsor bows out

The Fiat driver empire continues to expand with the passing of the days. Scarcely had Italy secured the services of Walter Rohrl, than more stories flood the international grapevine concerning Pentti Airikkala. The Italians were desperately keen to secure the Finn's services for his home event (as were Ford) but Vauxhall, to whom he is contracted for UK events plus the 1000 Lakes, scotched that plan. Now we hear that Pentti has signed a deal with them to compete on the Tou. de Corse in a Fiat 131. The tie-up was confirmed as we went to press, and reliable sources indicate that the burly Finn is far from disinterested in such a lucrative proposal.

We are thus witnessing a build-up of forces almost unprecedented in rallying history, for it is now almost a certainty that Fiat's strength in Canada will be enormous. Both Timo Salonen and Timo Makinen are likely to be joining in the fun with their respective 131s, and one wonders exactly how the Abarth 'production line' can cope with the ever-increasing demands made upon it.

As against this, we hear that Fiat will *not* be running Markku Alen on San Remo. The reasons are not exactly clear at present, although the Finn has certainly experienced some of the less savoury sides of Latin life while competing on this rally (rumours of sabotage, etc, persist).

It was clear from the moment that Markku Alen retired from the Acropolis that Fiat would be throwing everything into this World Championship effort, but the scale of the autumn crescendo has still not reached its peak, it seems. Finance is obviously the least of Italian worries.

Airikkala—big money.

Meanwhile, Peter Ashcroft returned empty-handed from Italy last week. With no sponsorship contract, his journey had been totally wasted. On arrival he was curtly informed that the owner of Outsider Jeans, the company with whom Ford were preparing to sign an agreement, had sold out to another concern who held not the remotest interest in Ford's activities on the Italian doorstep. He has thus wasted valuable time arranging the consequences of a tie-up with Outsider which at one time seemed almost a formality.

It's certainly true to say that, in time-honoured Italian style, the would-be sponsors received considerable adverse publicity in their national press for contemplating sponsorship of the deadly British rivals—so much so that a halt was called in negotiations while the company had second thoughts. These misgivings coincided with a sell-out in Italy which no one seemed to have been expecting. Fortunately it will not affect Ford's programme, and it will mean that their third car for San Remo is driven by a driver of *their* first choice, rather than an Italian-orientated choice.

If things don't go well here, however, it appears as though Boreham may yet be forced to invade Corsica in strength, Russell Brookes *et al.* In the meantime, if Roger does compete in San Remo it may well add weight to theories that Peter Ashcroft may be able to find a car for Russell Brookes on the Southern Cross (the two events clash).

Commenting on the Airikkala deal, Gerry Johnstone remarked that "we didn't feel able to sign him exclusively at the beginning of the season, especially as none of us could be absolutely certain how the Chevette would go. One of the plus points of Pentti doing the occasional stint for the opposition is that we get an insight into the competition".

Markku Alen sweeps to victory in '76. Can he do it again?

Let battle commence

The route for the '77 1000 Lakes was published on Monday, and since then, practising for the rally, which is much more compact in character this year, has been in full swing. Practice is everything on the 1000 Lakes and since the hours of darkness are minimal at this time of year, activity on the stages is feverish to say the least. The exact length of the route is 1484.3km, including 45 stages totalling 464kms, most of which are on gravel roads (although comparatively few stages have the notorious yumps which have made the rally so famous around the international scene). Good prospects for stardom this year are Hamalainen (who of course is the talk of Finland at present with his fine win at the weekend), Salonen who will be driving a factory Fiat 131 (he led the 1000 Lakes two years ago in a Datsun Violet) and Hannu Valtahaarju who will also be driving a Fiat.

The longest stage is almost 36 kilometres, but the rally is now very much of the sprint type. One assumes that speeding on the roads between stages will be stamped on in the usual ruthless manner. Top 20 seeded entries are as follows:

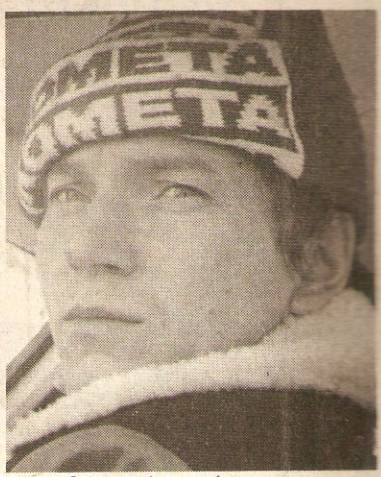
1, Markku Alén/Ilkka Kivimäki (Fiat 131 Abarth Rally); 2, Pentti Airikkala/Risto Virtanen (Vauxhall Chevette 2300); 3, Stig Blomqvist/Hans Sylvan (Saab EMS Rally); 4, Ari Vatanen/Atso Aho (RS1800); 5, Simo Lampinen/Juhani Markkanen (Saab EMS Rally); 6, Timo Mäkinen/Henry Liddon (Fiat 131 Abarth Rally); 7, Hannu Mikkola/Arne Hertz (Toyota Celica GT); 8, Björn Waldegård/Claes Billstam (RS1800); 9, Per Eklund/Björn Cederberg (Saab EMS Rally); 10, Leo Kinnunen/Jorma Pulkinen (Porsche 911); 13, Timo Salonen/Jaakko Markkula (Fiat 131 Abarth Rally); 14, Kyösti Hamalainen/Martti Tiukkanen (RS1800); 15, Tapio Rainio/Erkki Nyman (Saab EMS Rally); 16, Markku Saaristo/Timo Alanen (Toyota Corolla 1600); 17, Hannu Valtaharju/Risto Antilla (Fiat 131 Abarth Rally); 18, Antero Laine/Raimo Aim (Saab 96 V4); 19, Jari Vilkas/Juhani Soini (BMW 2002); 20, Franz Wittman/Helmut Deimel (Opel Kadett GT/E); 21, John Haugland/Bruno Berglund (Skoda 130RS); 22, Georg Fischer/Franz Mikes (Datsun Violet).

Haugland's G1 Skoda for RAC

It has been recently announced that the official Skoda team will compete in the Sachs-Baltic Rally on 8th September with three cars, for Zapadlo, Kvaizar and Sedivy, and also in the Tatra Rally in Czechoslovakia at the end of that month. Haugland is competing on the 1000 Lakes and probably on the Tatra, but until the RAC Rally in November, his plans are not certain. For the RAC he hopes to compete with the new model 120 LS Skoda in G1, for which homologation application is currently with the FIA. This model has a 63bhp engine in standard form, fitted with a 1300cc engine. The Group 5 car driven in non-championship events by Zapadlo is a development car using various parts which Skoda hope will eventually be homologated in Group 3 and in Group 2, like a 5-speed gearbox and rear disc brakes. At the moment it is fitted with a 1360cc engine giving about 132bhp, with a 'normal' body weighing about 810 kgs.

TR7 on top

John Buffum now leads both the Sports Car Club of America rally series and the North American Rally Cup following his recent win on the 70-stage mile Lobster Rally, held in the forests of New Brunswick, Canada. Against an entry of just 34 cars, Buffum cleaned up without trouble, and Leyland Cars now head the manufacturers category in the Canadian championship to boot.



Hamalainen—impressive.

Hamalainen: first time win in G4

The sixth round of the Finnish national rally championship, the Swiss Rally, which took place last weekend in the southern part of Finland, proved to be the scene of a major shakedown prior to the 1000 Lakes which starts in just two weeks time. Finns take these sort of occasions very seriously so it was all the more interesting and significant that the event should be won by none other than the 'man they love to hate' Kyosti Hamalainen, on the occasion of his first G4 drive for the Ford Motor Company! Kyosti, who we gather, drove very smoothly in the car which he is to drive on the forthcoming WCR event, beat the very quick Ulf Grunholm (Opel Kadett GT/E) in the dry and dusty conditions, while Timo Salonen's works Fiat 131 was third. Markku Alen retired form the rally with mechanical trouble while disputing the lead with Hamalainen; and Ari Vatanen (perhaps distracted by the presence of his brother as co-driver?) finished fourth, seven seconds behind the Fiat. Vatanen is missing the Burmah primarily to concentrate on his 1000 Lakes practice—he badly needs a good result. Makinen's 131 Abarth finished fifth. As a pointer to 1000 lakes form, one imagines that Ford could scarcely be more delighted.

● It has now announced that Hamalainen's co-driver for the 1000 Lakes will be Martti Tiukkanen.

Up again . . .

Forestry Commission charges have recently risen once more, as has been widely predicted for some time. The new level of charges will be 42p-per-car-mile from September (and 8p for motor cycles). The Forestry Commission say that the increases of two and one new pence respectively are being introduced for the sole purpose of recouping the cost of repairing rally damage, and they emphasise that there is no element of profit in their charges.

A spokesman for the Commission commented that ". . . while rallying may be seen as an intrusion upon the environment which we are anxious to conserve; the Commission also recognises that it is in possession of these selected facilities, and that it might not be possible for motoring organisations to hold rallies of major significance in this country were it not for the facility of forest roads".

Fortune favours the brave

Glenisla forest is a place for the brave and for the knowledgeable. With fresh air and daunting drops on one side, a wooded mountain on the other, the hard, rocky tracks twist and turn—but are flat-out almost the whole way for those who 'know'. After four-and-a-half miles of Glenisla One, three drivers were within three seconds of each other on the Arbroath Stages: Andy Smith in the ex-Roger Clark RS1800, Ken Wood's green TR7 and Dominic Buckley's old RS1600.

Glenisla Two was downhill and only two miles long, but Smith decided the rally here. His time of 2m 02s was six seconds faster than Buckley, while Wood tried a little too hard to give the TR its first Scottish win and spent half-a-dozen seconds in a ditch. Smith's efforts were such that he broke a rear spring and shock absorber on the stage—but only as he crossed the flying finish line! It was the first *proper* rally victory for Smith (who is better known as a successful racing driver), although he had won a single-venue airfield event the previous month.

The Arbroath Stages, sponsored by local motor factors D&A, qualified for both the Pirelli/*Cars and Car Conversions* and the *Scotsman*/Glayva Challengers championships, so attracting an over-subscribed entry from both sides of the border. Leading the field away was Willie Crawford in the Lothian Sports Cars/Lowland Tyres RS1800. Crawford had detected a tapping noise from his engine after scrutineering, so had spent the night rebuilding it. His efforts were to no avail, however, because the oil pressure sagged on stage two and the unfortunate Edinburgh driver had to switch off in a hurry.

The next three places on the entry list were filled by Pirelli championship contenders Dominic Buckley (Esso Uniflo RS1600), Martin Watson (1598TC) and Ivor Pengelly (Esso Uniflo 1300BDA). Buckley also had engine problems, his two-litre motor having suffered piston damage at an autocross the previous weekend, but he was rescued by Terry Hoyle, for whose service Buckley was full of praise.

At number five was Jim Wilson (Esso 1594TC), who currently leads the Scottish Challengers; Wood's TR7 was at six, followed by the spectacular Willie Lawrie in his old Vauxhall saloon, not yet having repaired the damage to his ex-Andrew Cowan Magnum coupé, rolled on the Blane Stages.

Rounding off the top ten were Geoff Lobb, eventual winner Smith (S&S Rallying Escort) and David Porter in the SMT/Marshalls Chunky Chicken Magnum. Porter had planned to take Dunlop's John Horton along for the ride, but had to revert to his normal co-driver when Horton succumbed to an attack of, believe it or not, chicken pox!

Faced with a shortage of stage miles, which are not abundant in that corner of Scotland, Arbroath & DMC came up with the ingenious idea of doubling all penalties incurred on stages under two minutes long. At first, it seemed that this might solve the traditional Scottish problem of cleanable stages (by leaving the bogey alone and doubling actual time taken), but the system simply involved doubling everything, which also meant that crews who went off on these stages lost twice the time.

After an airfield for spectators, crews tackled two short stages in Montreamont Forest, where Smith spent four seconds in a ditch (costing him eight, of course) and Vince Finlayson broke a rear spring on his RS2000, having to continue thus to half-way because there was no service allowed until then. The longest stage of the day, a 6.5 miler in Drumtochty, saw the end of Colin Chisholm: he had rolled his Datsun Sunny heavily on the Hackle and did so again here; and David Gillanders, who bounced his F. English RS2000 off a log pile and then approached a farmer at the stage finish to borrow a hammer; he was directed to a shed and found laid out a wide selection of hammers in every shape and size. The farmer explained: "we get this every time a rally comes through!"

Lunch at Edzell came after six stages and saw Buckley and Smith actually tied for the lead on 25m 06s, with Wood six seconds in arrears. Glenisla was tackled next, followed by three short, cleanable stages, one of which involved a rather unnecessary trip almost into Dundee for a farm track. This stage then had to be cancelled when it was discovered that the flying finish flag marshal had been standing at the stop board instead of the flying finish board. After some cars had difficulty in stopping, the marshal moved back to the right place, thus invalidating the timing.

There were no protests at the finish with the (manual) results out in short order. One man who was pleased just to be there was James Ingleby. His Singapore Airlines Marathon Jeep was still in pieces, so he turned out in his rather tired RS2000, which had never before finished a rally. Ingleby suffered loss of clutch, exhaust, rear brakes, starter and intercom, plus a persistent misfire. He was, however, classified!

D&A Abroath Stages
Pirelli/CCC round 5
Scotsman/Glayva Challengers round 6
August 6, 1977

1, A Smith/J. Meechan (RS1800) 40m 16s; 2, D. Buckley/W. Duguid (RS1600) 40.31; 3, K. Wood/A. Barron (Triumph TR7) 40.33; 4, G. Lobb/A. Thorne (Opel Kadett) 40.56; 5, J. Wilson/K. Richardson (Escort TC) 41.36; 6, P. Tokely/D. Hodges (Triumph TR7) 41.41; 7, M. Watson/P. Stokes (Escort TC) 42.06; 8, D. Gillanders/R. Baird (RS2000) 42.19; 9, W. Lawrie/D. Haggart (Vauxhall Magnum) 42.46; 10, J. Thompson/N. Calvert (Escort Mexico) 42.50.

Class winners: Smith; Wilson; I. Pengelly/J. Pitfield (Escort 1300BDA).

Rally leaders: Stages 1-4; Buckley; 5-6: Buckley and Smith; 7-end: Smith.

Fastest times (many shared): Smith 9; Wood 6; Buckley 5; Lobb 3. (112 starts—81 finishers).

Castrol Autosport Rally Championship 77

8 into 10 won't go

After some protracted deliberations at Burmah House, it has been agreed that the Castrol/Autosport championship this year should be decided on the best *seven* scores out of the ten events now remaining; rather than eight, as was published last week. The reasoning behind the decision is simply one of fairness to competitors. Originally the championship was designed to be decided by the best eight scores out of 12 events. This situation was perfectly acceptable, even after the subsequent cancellation of the Lakeland Stages. Now, however, with the cancellation of the Raylor Rally, it had been deemed necessary to reduce the number of scores to count in relation to the number of events overall.

Stockshill: back again?

Following a brief lay-off from rallying, a welcome face back on the Burmah Rally will be Mike Rawson in his Stockshill Garages-sponsored G4 Kadett GTE.

Stockshill pulled out of rallying at the end of June due to a combination of pressure of work from the rebuilding of a new workshop and some lack of success with the recalcitrant Kadett. The return of the garage, and Mike, is due to a prospective sponsor for next year. Stockshill's managing director Brian Pearson, explained that they had been approached with a view to running Mike next year in a G1 Kadett in the international series, and a G4 car in the national championship.

With this in mind Stockshill are once more contesting a few rallies this year to see how the car will go, and for the sponsors to be able to make up their minds on their course of action. Mr Pearson is hopeful that he will have a deal tied up by the RAC Rally. At the moment they will be working without a programme of events, but it seems likely that they will contest the Castrol/Autosport championship remaining rounds, some BTRDA rounds and they will, of course, be out on their local Yorkshire event, the Stockshill Scarborough Stages.

Briefly. . .

● The Newcastle branch of Central Tyre Company and the Tyneside Motor Sport Group are to stage a 'Motorsport Spectacular' in the ballroom of the city's Europa Lodge Hotel on 20th August. The evening will star Tony Mason, Roger Clark and Dave Richards, together with Chequered Flag's Lancia Stratos. Doors will open at 7.30pm and the Central Tyre 'Motorsport Spectacular' will get under way at 8pm with 'Pirally', the Pirelli film of the 1975 World Rally Championship, shot on location during the Monte Carlo, East African Safari and RAC. Pirelli's calendar girls will also make an appearance—unfortunately on film only—in a 30-minute show by the tyre firm of some of the pictures that helped make its calendar world famous in the ten years from 1964. The final segment of the evening will be a rally forum chaired by Tony Mason with Dave Richards, David Williams motoring correspondent of *The Journal*, and Pirelli's Bob Newman and Derek Walters. The 'Motorsport Spectacular' precedes the Tyneside Wynns Stages Rally, a round in the Central Tyre Clubmens Rally Series, which takes place on 21st August.

Only five out of an entry of over 70 cars officially finished the Danube Rally, held in Rumania, which was round 27 in the European Rally Championship (coefficient two). Conditions were described by competitors as being rougher than either the Morocco Rally or the Safari. It was won by the Bulgarian, Ilia Tchubirckov, driving a Renault 5 Alpine, whilst the Skoda 130RS of Vaclav Blahna was second, despite a delay of 30 minutes for repairs. Kvaizar suffered transmission failure and Sedivy had engine trouble.

● Glenrothes Motor Sport Club will be holding their first ever stage rally on October 8 and it will be open to competitors who, prior to January 1 this year, have not finished in the top 20 of an international or national rally. The event will be called the Kingdom Stages rally and will comprise of 18 tests (16 on farm roads and two on race circuits) with a total competitive mileage of 26 miles. It will be open to all members of clubs in the East of Scotland Association of Car Clubs and all Scottish Challengers. Entry fee for the event, which will start from Glenrothes, is £13 and regulations are available from Jerry Alvoet, 21 Durris Drive, Glenrothes. Telephone: Glenrothes 756517.

● On Sunday, September 25, Plymouth Motor Club will be running their 'Esso Uniflo/Plymouth Stages Rally', a round of the ASWMC series. This year's event will feature some 46 miles of smooth stages, mostly on Forestry Commission roads. Starting and finishing in Plymouth City centre, the event is expected to be well oversubscribed following last year's successful rally. Regulations for entries at £30 are available from—Brian Benson, 12 Bramble Walk, Eggbuckland, Plymouth. SAE would be appreciated.

● Regulations are now available for the 1977 Rippin Structures Saltire Rally. The rally is once more a round of *The Scotsman*/Glayva championship. Total stage mileage exceeds 60 and the majority of tests exceed five miles. Entry fee is £36 (this takes into account the latest forestry increases). Start and finish are at St. Andrews and the rally has been scheduled so that most competitors need not stay the night unless they so wish. Last year's cancellation left the club (St. Andrews and District MC) in deep financial difficulty and they have apparently gone out of their way to ensure an event which will be popular with competitors and put the club on a sound financial basis once more. Entries Secretary is Miss Cynthia Fleming, St Margarets, Monimail Road, Letham, Ladybank, Fife KY7 7RR. Telephone: Letham 202.

Road to Singapore

Some are more serious than others . . .

Just one of the hazardous tasks facing journalists with any interest in the Singapore Airlines London/Sydney Marathon is that of isolating the serious entrants from the buffoons; the professional from the slapstick. This task is made no easier by glancing at the gregarious list of entrants, some of whom still have that tough and durable form of transport—the TBN (some *even* have TBNs sitting beside them, which must be very uncomfortable and not a little disconcerting!).

Last week AUTOSPORT was delighted to accept an invitation from Air India on behalf of Dr Bomsi Wadia, a 41-year-old gynaecology professor from Bombay. The lunch, as expected, consisted of various delicious Indian specialities and, reposing after the meal, one felt content to listen sympathetically as the good doctor, with almost embarrassing sincerity and conviction, outlined his plans for an assault on the marathon . . . in a Mk 2 '68 Cortina, complete with jolly red seat covers, an exterior radiator fan, and re-prepared by Lloyds of Stafford with a Pinto 'Group One and a half' engine supposedly giving in the region of 165bhp. This Cortina, owned by Dr Wadia himself, had actually competed on the *1968* Marathon, and on its journey south from the Midlands, on the very day it was to be proudly presented to us last week, it succeeded in incurring total electrical failure. . . .

Dr Wadia is such a personable, experienced and obviously intelligent gentleman that one finds his latest aberration all the more difficult to comprehend seriously; but perhaps this venture should not be looked at by the jaundiced eyes of cynics brought up on the 'throw-away' society. After all, why *shouldn't* a '68 Cortina do the trick, even with no proper sleeping arrangements, etc?

Then, of course there are the Minis. One, a Moke, is being driven by a Danish born 'adventurer' named Hans Tholstrup, whose bizarre claims to fame include 'sailing' his Moke across the Bass Straits (between the Australian mainland and Tasmania) by lashing it to an inflatable dinghy (there must be easier ways to make a living!) . . . another entry, seeded at two, is proudly billed as 'the first British car to cross the starting line'. . . it's a Magenta (which shares some similarities with a Moke) fitted with a Gold Seal reconditioned engine and driven by a Fleet Street journalist. Leaving the 1927 Bean, the Citroen Big 15 and others yet more outlandish to their own devices for a moment, there *are* some serious contenders, headed principally by Mercedes Benz, Citroen, Fiat and Peugeot.

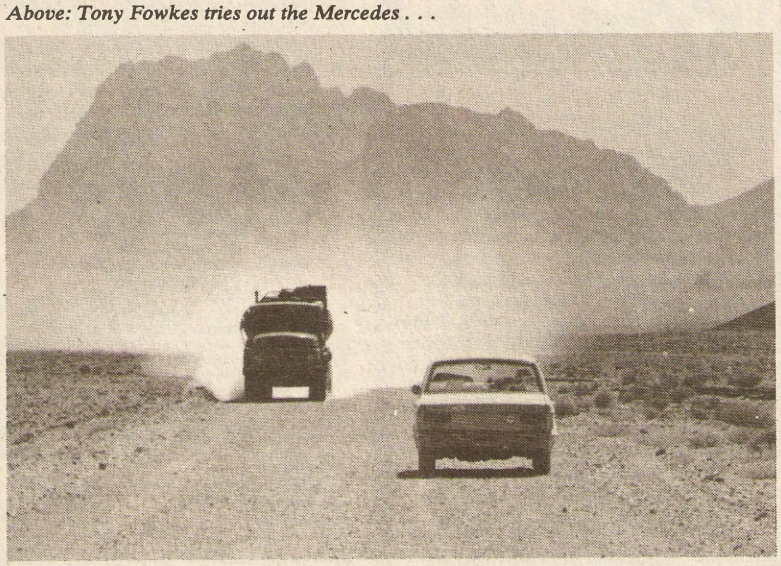
Such are the 'low key' nature of the Mobil-supported Mercedes Benz entries, that they have not even been entered as a team but the cars, all 'privately entered' 280E saloons, fitted with straight-six twin ohc fuel-injected engines, have been prepared in Germany, and will be watched by the company with considerable interest. One of the British cars is being sponsored by Johnsons Wax and driven by Tony Fowkes. Tony is reassuringly level-headed and realistic about his chances, while all about him is swashbuckling ballyhoo and cliché-ridden banality. A chat with him quickly restores some sanity to proceedings . . . "I like to have things absolutely perfect when I go on a rally, especially one like this, and we certainly haven't achieved that yet. I'd like another month working on the car over here, and then I'd be more confident of success on such a project. So much can go wrong. It's a helluva gamble for Mercedes but they've done superbly in the short time available."

The cars themselves have almost standard engines, manual transmission, heavy duty rear axles, re-located and strengthened shock absorber mountings, special Bilstein dampers, a very high ride height (which Tony thinks may even be *too* high and which results in some wandering at speed. Tony hopes this disconcerting trait will disappear when the car is fully loaded) and much evidence of aluminium panelling and perspex replacement of glass. Weight has been saved wherever possible, and the cars do not even have heaters, which would certainly worry some people unused to Arabian nights. Andrew Cowan's similar car (sponsored by the Rank Organisation) together with those driven by Achim Warmbold and Alfred Kling will all have the benefit of a specially developed Pirelli P7, which will also be used by the team of Fiat Abarth diesels. The Fiats will be using a P7 with an 85 per cent aspect ratio (in a size 155/85 VR 15) which gives them extra ground clearance, while the Mercedes 280Es will be shod with 165/VR 15 tyres. The use of P7s, however, must constitute a real advantage in terms of puncture resistance and longevity.

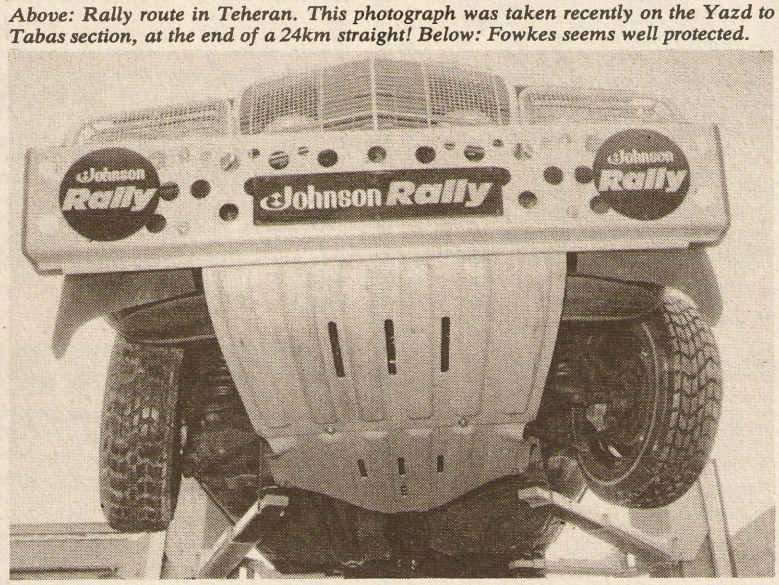
So, amid rumours from the Middle East that Iran will be asking for a £10,000 bond on Carnets which are required by each car to pass through the country, the great event is due to get underway from Covent Garden Opera House this Sunday at 11.01 the start of 18,750 miles of 'gruelling torture'. . . .

From the competitor who asked a leading professional involved in the overseas pre-event organisation how much petrol money he would need for the journey(!) . . . to the most seasoned professionals we wish them the best of luck.

Above: Tony Fowkes tries out the Mercedes . . .



Above: Rally route in Teheran. This photograph was taken recently on the Yazd to Tabas section, at the end of a 24km straight! Below: Fowkes seems well protected.



79 crews

1, Frank Johnson/Ben Williams/Richard Matson (Mazda RX4) AUS; 2, Philip Young/John Corner (MG Magenta) GB; 3, Vincent Wong/Ah Seng Hoe/Tee Hoo Teoh (Mini Clubman) Sing/Sing/Mal; 4, Anthony Goss/Susan Andrews (Citroen Big 15) GB/AUS; 5, John Stathatos/Erling Jannsen (Peugeot 504) Gr/Dan; 6, Robert Neyret/Marianne Hoepfner (Fiat Abarth 131 Diesel) F; 7, Hans Tholstrup/Pamela Taylor (Mini Moke); 8, Andrew Evans/Leslie Mullen (Alfa Romeo) GB; 9, Brian Hilton/Barry Lake (Peugeot 504 Ti) AUS; 10, Francis Tuthill/Anthony Showell (Volkswagen Type 1) GB; 11, Jacky Prive/Jacques Briy (Range Rover RR1) F; 12, Todor Vassilev/Emil Milanov (Escort) Bul; 13, H. Kabel/S. Kabel/Pat Hetherman (Mazda 929 Luce) AUS; 14, Greg Nicholson/Norman Sherlock (Chrysler Sedan) GB; 15, Claude Laurent/Jean Claude Ogier (Citroen CX2400) F; 16, Kayhan Kantarci/Kot Aytag (Renault 12TS) Tur; 17, Ian Baxter/Michael Ellis (Datsun P510) AUS; 18, Andre Stuckelberger/Bernard Cheneviere (Citroen CX) CH; 19, Mike Dicken/Simon Park (Mini 1275GT) GB; 20, Richard Beldam/Stephen Kimbrell/Gary Whitcombe (Range Rover) GB; 21, Thomas de Lashmutt/Carlos Niederhauser (Chevrolet Cosworth Vega) USA; 22, Jacques Jeandot/Werner Koch (Volkswagen 1600) F/D; 23 Don Brown/Cam Warren (Jeep Cherokee Chief) USA; 24, Baghetti/Carlotti (Fiat Abarth 131 Diesel) I; 25, Jean Paul Luc/Patrick Vanson (Citroen CX 2400) F; 26, Bomsi Wadia/Adi Malgham/Surefh Naik (Ford Cortina) Ind; 27, Herbert Kleint/Gunter Klapproth (Mercedes) D; 28, Claudio Muller/Gilberto Hoff/Carlos Weck (Dodge Dart) BR; 29, Jean-Claude Refuveille/TBN (Range Rover) F; 30, Robert Comley/Albert Sedaitis/Gerard Ball (Ford Falcon XA) AUS; 31, Kassim Mohamed/Kay Fook/Hassan Bin Sulaiman/Wong Sau Man (Fiat 132) Mal; 32, Peter Adamson/TBN (TBN) AUS; 33, Andrew Cowan/Colin Malkin/Mike Broad (Mercedes 280E) GB; Joseph Alderidge/Brunhilde Kruger/Barry Frapwell (AMC Jeep) USA/D/GB; 35, James Ingleby/Bob Smith (Jeep Cherokee) GB; 36, Les Hicks/Bengt Johannessen (Saab 99) AUS/S; 37, Achim Warmbold/Jean Todt/Hans Willemsen (Mercedes 280E) D/F/D; 38, Louis Mouren/Cluzel (Toyota Landcruiser) F; 39, Evan Green/John Bryson/Tom Leake (Range Rover) AUS/AUS/GB; 40, Basil Wadman/Mark Shand/Robert Arthur (Peugeot 504) GB; 41, Dennis Lundstedt/Erick Hauge (AMC Jeep CJ6); 42, Iskender Arouba/Demir Bukey (Renault 12TS) Tur; 43, Geoff Birkett/Dave Orrick (Peugeot 504) GB; 44, Jacques Regis/Raymond Pontier (Peugeot 504) F; 45, Paddy Hopkirk/Micheal Taylor/Robert Riley (Citroen CX 2400) GB; 46, Jose Araujo/O. H. Talis/Crocenzi (Peugeot 504) Arg; 47, Wayne Cantell/Graeme Gillies (AMC Jeep CJ5) AUS; 48, Noriyuiki Koseki/Yoshio Takaoka/Hiroshi Okazaki (Subaru 4WD) Jap; 49, Tony Fowkes/Peter Gorman (Mercedes 280E) GB; 50, Charles Roberts/William Deans/TBN (Saab 99EMS) AUS/NZ; 51, Swee Chew Wong/Seng Choy Wong (Mercedes Benz 300D) Mal; 52, John Taylor/Jeremy Browne/Robert Hand (Range Rover) AUS; 53, Arthur Davies/John Latham/Rodney James (Datsun 180SSS) AUS; 54, Bob Watson/Ross Dunkerton/Roger Bonhomme (Peugeot 504 Ti) AUS/AUS/GB; 55, Andrea Ferri/Valdroni Gianni (Fiat 131 Abarth Diesel) I; 56, Thomas Currah/Stephen Tucker (Bedford Autosleeper) GB; 57, Gerald Bartlett/Richard Elldridge/George Harris (Citroen CX 2400) AUS; 58, Chris Bruce/Peter Carracher/Dave Turtle (RS2000) GB/AUS/GB; 59, Alfred Kling/Klaus Kaizer (Mercedes Benz 280E) D; 60, Wesley Nadler/Noel Richards (Toyota Corolla Coupe) AUS; 61, Mitsuru Eguchi/Tuti Eguchi (Volvo 164) Jap/Ind; 62, B. Goldsbrough/Michael Coles (Holden Monaro GTS) AUS; 63, Edgar Hermann/Hans Schuller (Escort) D; 64, Dave Bradford/Gill Davis (Peugeot 504 Ti) GB/AUS; 65, Eric Keen/TBN (Mini) Sing; 66, Christine Dacremont/Yveline Vanoni (Fiat Abarth 131 Diesel) F; 67, Brian Chuchua/TBN (Jeep CJ6) USA; 68, Jack Murray/Bruce Mudd (Peugeot 504) AUS; 69, Barry Ferguson/Jim Reddiex/Doug Stewart (Citroen CX 2400) AUS; 70, Sandor Papp/Gerald Skulley/Gloria Papp (BMW) USA; 71, Micheal O'Connell/Anne O'Connell/John Keating (Citroen CX 2400) IRL; 72, Sobieslaw Zasada/Wojciech Schramm (Porsche Carrera) Pol; 73, Allen Hausler/Barry Allen (Leyland Terrier) AUS; 74, Bob Holden/Ian Monk (Peugeot 504Ti) AUS; 75, Richard Sefton/TBN (1927 Bean) GB; 76, Wallace Glass/Paul Caddey/Peter Flanagan (Holden Torana) AUS; 77, John Ziagos/Jim McHugh (TBN) USA; 78, TBN (Falcon V8); 79, Rathin Guha/Chanda Nanigopal (TBN) Ind.

As a postscript to the Russell Brookes feature, which appears on page 30 of this issue, the chart printed below gives an exact record of Russell's appearances since the Andrews involvement began.

Event	Car Used					Result
	RS2000		RS1800			
	BUY22M	GVX833N	HHJ702N	ODA622R	STW129R	
1974						
Donegal	●					1st G1 8th O'all
Texaco	●					1st G1 6th O'all
Tour of Britain	●					11th O'all
Jim Clark	●					2nd G1 7th O'all
Castrol 75	●					1st G1 2nd O'all
Dukeries	●					1st G1 12th O'all
Burmah	●					DNF—accident
Manx	●					1st G1 9th O'all
Lindisfarne	●					3rd G1 9th O'all
Armstrong Trophy	●					DNF—axle failure
Cheltenham Festl	●					accident—36th O'all
Bristowe	●					DNF—accident/engine
RAC International		●				DNF—gearbox
Tour of Eppynt		●				1st G1 3rd O'all
1975						
Mintex		●				1st G1 8th O'all
Circuit of Ireland		●				1st G1 5th O'all
Granite City			— In OOO96M —			6th O'all
Welsh			●			5th O'all
Scottish			●			2nd O'all
Jim Clark			●			DNF—brakes
Burmah			●			2nd O'all
Manx			●			DNF—engine
Lindisfarne			●			DNF—wheel studs
RAC			●			DNF—wheel studs
1976						
Dean			●			3rd O'all
Snowman			●			DNF—accident
Mintex			●			2nd O'all
Granite City			●			1st O'all
Circuit				●		2nd O'all
Welsh				●		Accident—14th O'all
Scottish				●		1st O'all
Jim Clark				●		2nd O'all
Uniband			●			1st O'all
Burmah				●		3rd O'all
Ulster			●			DNF—axle
Manx				●		DNF—clutch
Lindisfarne				●		Accident—11th O'all
Castrol 76			●			1st O'all
RAC				●		DNF—engine
1977						
Dean				●		DNF—axle
Artic				●		DNF—engine
Mintex					●	DNF—axle
Cambrian					●	6th O'all
Circuit					●	1st O'all
Granite City					●	1st O'all
Tulip				●		3rd O'all
Welsh					●	DNF—gearbox
Scottish		(A. Cowan driving)		●		DNF—axle
Scottish					●	Accident 3rd O'all
						Engine
Jim Clark				●		1st O'all

** **XAB22M** was used at the beginning of 1974, without Andrews sponsorship, taking 2nd G1 on the Tour of Lincs, 1st G1 on the Mintex, and 3rd G1 on the Circuit of Ireland.

Note: Brookes also drove a DOT-entered Opel Ascona on the 1974 Welsh (finishing 20th overall), and the British Leyland-prepared Austin Allegro on the 1975 Tour of Dean (DNF—gearbox failure).

He drove the ex-Roger Clark RS1600 on the 1975 Granite City as his new RS1800 was not ready in time for that event.

Andrew Cowan drove **ODA622R** on the 1977 Scottish—this is the only occasion on which two Andrews cars have appeared on the same event.

None of the cars listed has ever been re-shelled during its career, though the newest car—**STW129R** is currently receiving a new shell after its Scottish rally accident.

BUY22M was sold to Phil Coulter at the end of 1974, **GVX833N** to Bertie Fisher in 1975, and **HHJ702N** to David Stokes at the end of 1976.

There is often confusion as to which of the Andrews cars was used on a particular event. This chart, however, has been checked over by Russell Brookes himself. At the beginning of its career the car we now know as **ODA622R** was used with **HHJ** number plates when that original car was dismantled.

Coleman trying hard on the Scottish . . . Italian preoccupation with the WCR may mean that the car will not re-appear here before the RAC.

No 'Flag Fiat before RAC?

Unless the organisers of the Ulster and the Manx part with finances for travelling expenses, there is very little likelihood that the Chequered Flag Stratos will be out again in the British Isles before the RAC Rally. Graham Warner is adamant that there is no way he will now be able to contest these events, in which he did plan to enter, without some sort of help. "We have spent so much on this project that we have come to the point when we desperately need some assistance".

However, he is still optimistic that the team will take the car over to Cyprus for their rally, assuming that the death of Archbishop Makarios has not changed the organisers offers of help with expenses.

However, Clerk-of-the-Course for the Ulster Rally, Roy Sloan, was quite adamant that there was no way in which they could help with travelling expenses. "My attitude has always been that the Chequered Flag are among the people who *can* afford it, the ordinary clubmen are the ones who need the help."

It seems, also, that he has been approached by Lancia GB to help find a local dealer to sponsor the car on the rally. "We are organisers. We have no time to run around Northern Ireland getting sponsorship for Lancia or anyone else."

In addition it also seems unlikely that the 'Flag's works Fiat 131 Abarth will be seen again before the RAC. The car was supposed to be coming back for Billy Coleman to drive on the Burmah and the Castrol '77, but it is likely that with the fierce battle for the World Championship now in full swing, the Italians have shelved any other projects. The car will thus probably not be seen again until the RAC when Billy will be driving it. The team are also planning to run the Stratos and have again approached Per-Inge Walfridsson to drive it. Graham is still awaiting a reply (rumours linking Per and Toyota notwithstanding).

ECR Championship latest

The Barum Rally is being held this weekend. This is the most popular rally in Eastern Europe even though it does not count towards either the European or the Eastern European championships. However, over 160 entries have been received, of which 130 come from outside Czechoslovakia, and the Mitropa Cup has attracted many competitors from nearby Austria and also from Italy and West Germany. The rally is based on the neighbourhood of Gottwaldov and never goes further than 35 kms away. In order to make training even easier, each special stage is used twice in the same direction, once in daylight and once at night.

The popularity of the Barum rally is not hard to notice. Apart from the convenience of the route, there are many benefits for competitors, such as free hotel accommodation and petrol; whilst the people of Gottwaldov are well known for their hospitality.

Just one of the attractions is that for the first time a Lancia Stratos is entered on an event in Czechoslovakia. When it arrived at Gottwaldov there were amazing scenes of enthusiasm. There are further attractions for visitors. It is *said* that no fewer than 1500 unmarried young ladies work at the shoe factory in the town!

The rally is substantially asphalt, with stages that contain few sharp corners or steep hills, territory that ideally complements the characteristics of the Czech Škoda 130RS coupés, of which seven are entered. A controversial special stage held almost entirely on sandy surfaces has also been included. This winds in and out of a forest near Stradnice, and the organisers state they have taken elaborate precautions against mis-routing by competitors. There are three-lap speed tests of the sort popular in eastern events, one of which is at the Barum Tyre Company factory at Otrokovice.

The rally starts at 1530 tomorrow (Friday) and finishes after a non-stop run at 0700 Saturday and 373 kms of special stages. Leading entries include: Miloslav Zapadlo/Jiri Motal (130RS G5); Franz Wittman/Kurt Nestinger (Opel Kadett); Claudio Magnani/Ergy Bartolich (Lancia Stratos); Dieter Gunther/Christian Geistdorfer (RS1800); John Haugland/Martin Holmes (Skoda 130RS); Franco Sioli/Emilio Radaelli (Lancia Stratos); Angelo Presotto/Perissutti (Opel Kadett G1); with additional entries from Wolfgang Sulc (Kadett); Josef Haider (Kadett); Georg Fischer (Datsun 260Z); Bengt Lundstrom (Toyota Corolla); Blazej Krupa (Renault 5 Alpine); and the factory Skoda 130RS drivers: Svatopluk Kvaizar, Jiri Sedivy, Vlastimil Havel and Vaclav Blahna. The entries for Gunther and Lundstrom are with different cars: that of Gunther is an ex-Roger Clark car sold recently to Germany, whilst Lundstrom's Corolla replaces the G2 Celica recently destroyed in an accident.

Down Under

There are plans afoot to airlift a number of British drivers to the Total Oil Southern Cross this year. It all depends on the Australians, however, and we gather that the climate for welcoming conquering heroes from the Old County, and offering them locally built cars, is a little glacial. However, it is possible that Russell Brookes may take over the seat vacated by Roger Clark if the latter is co-opted into the Ford team for the San Remo; DTV are currently negotiating with Holden with a view to sending Chris Sclater over to drive there, and John Davenport has agreed to send Tony Pond, Fred Gallagher and a mechanic if Leyland (Australia) can produce suitable transport.

Russell has just returned from intrepid yachting adventures among the Scottish Isles, so he was pleased and surprised to discover that his name had been put forward for so many rallies . . . "they certainly won't be in my car though" he remarked. Manufacturer interest in the Total Oil Southern Cross this year is no coincidence. The event was observed last year for possible inclusion in the WCR and received a favourable report. Thus the Australians felt somewhat aggrieved when the Criterium de Quebec arrived on the scene 'from nowhere' and eased itself into the championship. Next year, however, the Southern Cross might just make it, and this factor explains manufacturer interest including Saab (Blomqvist) Peugeot (Makinen) and Datsun.

● It was decided with great reluctance at the last meeting of the Southern Stages Council that there will not be a Mopar-EMA Southern Stages rally in 1978. It is due entirely to the fact that the same team have organised the past three years' events, and the running of a rally of this nature, especially in southern England causes a considerable amount of work. The amount of involvement is such that the main team have decided to take a rest for a while and the event will be considered for 1979. It was felt that in particular it was essential to maintain the standard that has been achieved and not to put on the sub-standard stage rally.

● Telford AC have so far received over 80 requests for regulations for their Telford Forestry Stages, which takes place on September 17. The rally offers 45 miles of stages in the Sarnau region of central Wales, for an entry fee of £28, and will be based in Newtown, Powys. The event is a Pirelli/*Triple C* counter and entries secretary is John Arnold, 50 Broomfield Road, Admaston, Telford, Salop. Tel: Telford 3971.

● During next week, regulations should be available for the Soar Valley MC's 1977 Gems Brock Jubilee Stage rally, a round of the Esso Uniflo/BTRDA Gold Star championship, which is to be held on October 22. The rally will be based in the Leicester area and hopefully include 50 stages miles in its 180-mile route. Secretary of the meeting, to whom all applications for regs should be sent with an A4 SAE, is June Tyrrell, 21 Swithland Lane, Rothley, Leicester.

. . . Brookes, on his way to making the '77 Scottish a really memorable event.

Getting it right

Practical examples of the professional way to tackle a rally programme are few and far between. But Russell Brookes appears to be going about it the right way. After talks with Russell himself and sponsor John Andrews, GRAHAM ROBSON presents an analysis of the Andrews rally team. His observations will doubtless surprise some people and encourage others.

Russell Brookes and the Andrews-sponsored Escorts figure strongly in this feature. But I haven't written a profile of the man and his supporters. I hope this is more of an analysis of the professional way to tackle a rallying programme, which will surprise some people, and encourage others.

Dozens of people, after all, have important sponsors for their rally cars, but I only know of one who makes his complete living and works at it full time. By 1977 standards, by my standards, that makes Russell Brookes unique.

Strong words, perhaps? Well then, how many truly professional rally drivers do you think there are in Britain today? Roger Clark has his garage businesses, Andy Dawson his tuning and preparation shop, John Taylor his farm . . . you could almost run through the lists. Really there are only three—Brian Culcheth, Chris Sclater and Russell Brookes. Of them, only Brookes runs his own team. Does that mean that he knows something that is denied to the rest of us? Russell Brookes is in a unique and eminently satisfactory position. He is certainly the most succcessful 'semi-detached' team driver in the rallying business, and his whole life revolves around it. There are no engineering companies, journalistic commitments, or part-time jobs to get in the way. It needs guts for anyone to throw up a good job in a large concern (even if the firm—British Leyland—was financially in trouble); Russell Brookes took this final step earlier this year.

There are several obvious, and very stable, links. Ford provide the motor cars and the expertise, Castrol provide lubricants, and Andrews Industrial Equipment the premises; all provide money. But it isn't purely philanthropy. What they all want is success, and the Andrews team is in business to supply that. How have they fared? My chart summarises three years of progress, from the start of the Andrews involvement. By anybody's standards it is a remarkable record.

Since 1974 there have been five cars (two MkI RS2000s and three RS1800s), which have started in 48 events. The RS2000s were Group I cars, and notched up eight category wins. The RS1800s, against the sternest possible opposition, have won seven times, finished second five times, and third four times. That's a striking rate of at least 50 per cent, and no one, surely, could complain?

But it hasn't all been easy, even though we all know that Russell Brookes has plenty of talent. The question of financing a programme, of finding a generous sponsor, has always been important.

When Martin Holmes profiled Brookes in AUTOSPORT in 1972, his Mexico was already supported by Brooklyn Garage, a Ford dealer in Worcestershire. By 1974, with their own business expanding rapidly, there was no money available for sponsorship, and Brookes had to look elsewhere. "But at least they allowed me to carry on having the car prepared on their premises", Russell told me, "the problem was that even a Group One RS2000 was too costly to run without help from a sponsor."

In 1974, months after all the approaches should have been made, the Brookes team was looking for support. "We circulated a brochure to about 60 companies, and to about 30 advertising agents, without success. In the end it was through Derek Hill—you could call him my 'agent' for that if you like—that I met John Andrews, and got between £1000 and £1500 (depending on results) for the rest of the year."

The Andrews car, BUY 22M, then proceeded to sweep the Group One category. For 1975, therefore, things began to look promising, and more serious. Not only was Russell determined to have a crack at the RAC Rally championship, but Ford would loan him a Boreham-built G4 RS1800 in which to do it. The complications were that the RS1800 would't be available until April 1975 at least, that the Andrews financial year didn't begin until March, and that Russell thought he would need at least £6500 to do the job properly.

> "This is a works operation in all but name. But that means that I suffer from the same shortages as Boreham does—and believe me, that happens!"

"This time, near the end of 1974, we prepared a really glossy brochure, and sent it to 138 companies. Of these, about 30 bothered to reply, including one who said something like: "Dear Sir, thank you for your request for charity. Unfortunately we do not make a habit of helping in these cases!"

Out of that came three 'probables', one of which eventually sponsored another car (in the event, much less successful), and one of them, the *Birmingham Post* newspaper became important supporters.

"At that time I mentioned the money involved to John Andrews, who wanted to continue but couldn't see his way to providing it all. Then Castrol said they would support us, which helped, and when I introduced the *Birmingham Post* to Andrews, it was one of those rare cases where joint sponsorship works, and works well."

Deciding the livery, and the layout of decals, was one of the most long-running and delicate problems—solved, in the end, only by Andrews agreeing to drop their old colour schemes, and working round the yellow livery which the newspaper had made known on John Bloxham's Triumph Dolomite in 1974.

"Which explains why the rally car is still yellow and blue, even though the 'normal' Andrews colours are something entirely different—for 1976 when we had a free hand again on colours we decided we liked what we had anyway!" (Andrews colours are red, white and blue.)

Why, then, had the newspaper withdrawn after only one season? Surely not due to lack of results?

"No, that way they were very happy. But I'd done the season on a shoe-string and for 1976 I

needed about £10,000, and I wanted to have two cars—the second Escort coming from Boreham just like the first. When I made this clear the *Birmingham Post* were not prepared to carry on.

"There were all sorts of possibilities—incidentally I didn't need a brochure any more—but as it happened Ford, Castrol *and* John Andrews all increased their contribution. I honestly have to say that if one of the other two supporters had backed away I *know* that John Andrews would have taken a deep breath and backed me to the hilt, and I'll always be grateful for that.

"That was when we started colouring the cars with our own livery and Castrol stripes. These were on the sills, and when the going was wet they soon disappeared! You know the rest!"

After 1974, incidentally, the first RS1800 (HHJ 702N) had been prepared at Goodbrook Motors in Redditch, by Ricky Bell, in a rented corner of the workshop. For 1976, though, Andrews provided a small but convenient workshop in a corner of the warehouse of their factory in Wolverhampton, into which the rallying team was moved. Are there any problems?

"Functionally, no", Russell says, "though my stores are now 150 miles away on the end of a telephone line—at Boreham. And there isn't room for more than one car and one big pile of bits in this shop. But we call it home!"

The 'team', in terms of permanently employed staff is literally Russell himself and ex-Rover employee Peter Harrison. Paul Ridgway, who runs his own garage in Rugby, and Tony Hunt (a mechanic from Brooklyn Garage) help out on the events themslves. A recent innovation, too, is that Peter Harrison stays at home 'to stay fresh for the rebuilds and the repairs'.

"This is where the costs escalate. If I'm making a living from the team, I can't expect anyone else to help me 'for free'. Peter gets a salary, of course, and the others get day money as they would with a factory."

"... we prepared a really glossy brochure and sent it to 138 companies. Of these, 30 bothered to reply, including one who said something like: 'thank you for your request for charity; unfortunately we do not make a habit of helping in these cases'!"

This year, too, the Brookes/Andrews operation went a stage further. Instead of keeping his job with Rover, and organising all his available holidays to go rallying for Ford, Russell decided to make a clean break. "In principle I decided, but kept my options open, in October 1976. That followed my talks with Ford. I was going to be a retained driver, and they wanted me to have a more ambitious programme."

Ford didn't want to operate the car from Boreham—space was—and still is, at a premium. All three of the RS1800s were originally built at Boreham, the latest two with Peter Harrison actually spending weeks on the premises alongside the regular Boreham mechanics.

"We agreed everything then, but letters of agreement (Ford don't ever have formal contracts) were not actually exchanged until much later. STW was half-built when my agreement arrived—actually on December 24th, which made a nice Christmas present, I can tell you!"

The team in fact did not build into their plans any period when a rally car would be given a new bodyshell. "Up to this year I've never had to re-shell a rally car anyway. The RS2000s never needed one, and HHJ 702N was the only one of that original batch of RS1800s which wasn't given one—it was sold to David Stokes with the same shell as it had at the start of 1975. We're giving STW 129R a new shell after my roll on the Scottish, but in fact we've looked at the stripped shell and we know it could have been mended if necessary. ODA—the second car, my 'nasty' car, is still on its original shell too."

Strut change on the Scottish—Russell in the engine room, John Taylor in the wheel arch.

What about resources? Is the team short of anything?

"We're always short of man-hours, but who isn't? We have now, in fact, got two complete cars. Things get swopped around though—we have one engine that's better than the other, one axle better than the other, and so on. One day soon we'll actually have another spare Terry Hoyle engine—we'll be spending £4000 to save money on rushed rebuilds, and mechanics' time on journeys to Essex. We have a total of four ZF gearboxes, but only three axles.

"We don't have a wheels and tyres problem—we share Ford's supplies from Dunlop, and I'm a lot nearer to them than Mick Jones is! We don't keep consumable spares either, as we can whistle these up from Ford at very short notice. This, you see, is a works operation in all but name. But that means that I suffer from the same shortages as Boreham does—and believe me, that happens!"

Russell, for his part, is now being encouraged by Ford to develop his own ideas for the Escort. Unlike Andy Dawson, who thinks there may be radical improvements to be made quickly, Russell is of the opinion that steady refinement of small ideas will build up to a marked improvement. (Both of them, incidentally, are sure that there is a lot more to come from the Escort as we know it.)

The Brookes team, right now, is following the age-old philosophy of 'simplicate and add lightness', and on the day of my visit Peter Harrison was concentrating on getting rid of surplus stiffenings and fittings from a standard Gomm-built bodyshell. "Basically, Boreham have a problem", Russell said, "building a stream of cars for a whole variety of events. Their cars, therefore, tend to finish up too heavy and too strong. My cars, where regulations allow, have a lot of things removed—the Safari jacking points, and the seat adjustment being two items. But after three years of rallying works Escorts we've certainly decided that the Works have got it right. There's nothing radically different with my cars compared with the Boreham cars.

"Last year, however, we experimented with Lucas fuel injection on one car, and we always had a compression strut front suspension set-up on ODA, but in neither case did we have the resources to show that they were *significantly* better than a standard Boreham spec. But in detail there are many things to be done, and we intend to achieve this."

This year, then, Russell Brookes is into the deep end as a professional driver. Having turned down cash offers to drive Avengers, Opels, Vauxhalls and—yes—even a TR7, he decided that this was the only way to do it.

In cash terms, his sponsors probably chip in more than £17,000 to run the cars and the programme. "But I *don't* know what my actual budget investment is. I haven't a clue. How do you value a car (which belongs to Ford)? How do you price tyres (supplied by Dunlop)? How do you price all the components (issued from Ford)? It may all add up to £40,000, in which case I'm extremely lucky, but honestly I haven't a clue."

As it is, too much is being achieved with too little, so where is the happy medium?

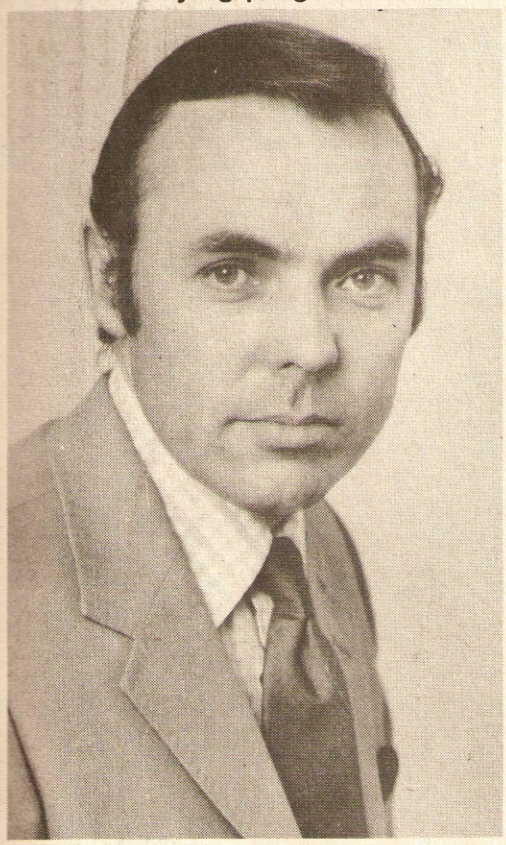
"We really need another 'half' of a mechanic! By which I mean that two mechanics would be under-worked, but that Peter is always too busy. One shunt throws us out. We wanted to use the time after the Jim Clark for testing and development, but now we're re-shelling STW and that has put an end to it."

The programme forecast at the start of 1977, which included several European events, has had to be trimmed, but not, I emphasise, for financial reasons. It was purely for lack of time.

I left Wolverhampton to the sight of Peter Harrison pottering purposefully round the new STW shell looking for something else to remove, from the new office which is being provided for the team's Andrews-based activities, and skirting the mound of spare parts which any serious team finds essential. If you start by believing the figures quoted above, and remember the telephone number budgets mentioned by the less-successful big spenders, you have to ask the rhetorical question: 'Who is doing it the right way?'

The answer—I suspect—is that Russell and his backers have got it right. The prospects for 1978 look even better. *(See page 29 for table of results to date.)*

In a question and answer session, Andrews' Chairman, John Andrews, outlined the way his company is involved in Russell Brookes' rallying programme.



John Andrews: "you tread a careful tightrope between philanthropy and commercial interest."

GR: *How did you become involved with Russell at first?*

JA: We joined forces in 1974, which was my company's tenth anniversary. We were open to ideas for doing a bit of flag-waving *within* the organisation, and we'd never before indulged in prestige advertising. I wanted to change that slightly in our tenth year, and if we could involve our ten depots up and down the country as well, so much the better

GR: *Why did it have to be motor sport, instead of power boats, horses, or whatever?*

JA: Oh, it wasn't at all analytical! I could say we took six months to pick our involvement, but that wouldn't be true. We'd had an approach from Derek Hill a few months earlier on behalf of a guy who was a racing driver, but we weren't very impressed with the exposure which would have been concentrated round tracks. But Derek must have detected some sympathy from us even though he got a 'No', because he came back!

GR: *So you turned him down then? Incidentally, was this a personal decision or a Board decision? Could you push through a personal decision anyway if you'd wanted to?*

JA: Oh, we don't operate like that, even though this is still basically a family business. One would try to avoid making an over-riding decision of that nature.

Anyway, Derek came back in 1974 and said 'How would you like to support an up-and-coming rally driver?' We had another look at it, and I must say we were impressed with the presentation of the brochure which had been prepared—it was a very professional document.

The idea of sponsoring a vehicle which would perform in different parts of the country was ideal. So for the rest of 1974 Russell had a Group 1 RS2000, painted in our traditional red-white-and-blue colours, and that was our very first involvement in sponsorship.

GR: *So—what does sponsorship have to do for your company? You have a substantial investment in a programme, and what do you expect to get in return?*

JA: Not in any order of priority, it has to give us a 'vehicle' (not the four-wheeled variety!) to stimulate interest among our own staff, it gives us a bit of 'team spirit' outside the day-to-day running of the business, and it encourages staff and customers to get out and watch.

GR: *Does the fact that success for these cars brings publicity in the media matter—can you measure a Brookes success in terms of interest in Andrews' products?*

JA: I only hear ripples . . . my chaps in the field hear many more, but success breeds awareness. Once you've established a connection, a relationship, it *has* to be healthy for business. We decided to use the 'Heat for Hire' slogan on the rally cars, and this message gets across.

GR: *Would you have been spending this money on other forms of promotion if you were not in rallying?*

JA: Difficult to say . . . you can't monitor promotion, and results gained from promotion; I just know that this works for us *now*.

GR: *Let's suppose that Russell began to have disastrous misfortune with his cars—how soon would you as an analytical businessman start to question the investment?*

JA: Well, of course, it's success we're after and in terms of publicity we have to be at the top. But we commit ourselves to a year-on-year programme, and I'd have to review things when the *next* programme was being discussed. But there's no way that I want an advertising billboard on an unsuccessful car, and Russell knows it. Fortunately, as you said, this is all hypothetical!

GR: *Is your interest firmly tied to a British Isles programme only? What would happen if Russell wanted to get into Europe in 1978?*

JA: It would be equally interesting in Holland and Belgium (that's why Russell did the Tulip this year), but far, far less interesting in other countries. you tread a careful tightrope between philanthropy and a commercial interest!

GR: *How much promotion do you do—as it were—'downstream' of the rallying?*

JA: I think a sponsor has to be prepared to put in as much on this as in direct investment in the car. We have now developed a regional system of using a rally car and films at trade evenings—a bit of light relief, if you like. We use the spare rally car, for instance, at trade exhibitions. The car at the Royal Show, for instance, was complete with Duns dirt and crumpled wheel arches . . . .

GR: *Has the question of shared or dual sponsorship (with the* Birmingham Post, *for example) complicated things?*

JA: The *Birmingham Post* link was restrictive—beneficial to us in the Midlands, and it gave us additional exposure there. Outside the area it all worked in reverse. I think there *is* evidence (I'm not qualified to be certain on this) of a reluctance for other media to publicise a deal like this. The Castrol link, though, is benevolent and highly successful.

Obviously, when you pulled Roger Willis's leg last year that the Castrol livery got obliterated by mud first and left everything to us, your words got through, because this year the colour scheme changed! But that's always the most harrowing few minutes of every season—agreeing which few square inches should be allocated to which sponsor.

GR: *Looking back, over three years, is there anything you haven't done right?*

JA: One thing you have to do is to guard against your own staff, who find it much more interesting to talk about rally cars than portable heaters. The very thing you originally tried to encourage—an added interest—can become a bit destructive. *That* needs constant control. Otherwise, no.

GR: *Has there been opposition to this programme from inside the company? Or suggestions that alternative outlets should have been chosen?*

JA: Yes, sometimes, I'd be wrong to say otherwise. Not for alternative ways, but healthy, deep-thinking suggestions that we might be spending the same money on more direct advertising.

GR: *Essentially, to an outsider, your type of business is dull (I'm sorry if I insult you!), but your involvement with Russell has at least put some glamour into it?*

JA: OK, I take your point. It's not dull from the inside, but I recognise that you'd find it difficult to get wound up about portable heaters. But even in the trade, it comes as pleasant relief for a customer to become involved with us and realise that we're involved in a 'glamorous' rally car. Sometimes we refer to the rallying team in our catalogues and brochures, for that very reason.

GR: *Why did you bring the team 'in house' for 1976 and 1977?*

JA: It was all a part of involvement, prior to having the cars on the premises in Wolverhampton they were just things our staff read about. I don't think it's a time waster, but we have to be careful . . . .

GR: *How much of an ego trip is this for John Andrews?*

JA: Well! No. It didn't start out like that . . . but I admit now that because of the success the cars have had, my whole family is very interested in their exploits, and having established the business and—I admit it—having had to sacrifice my family to do it, that's really satisfying.

Incidentally, I never thought I would get interested in watching the cars, but as you know, I really have! I get out to see him as often as I can find some spare time.

GR: *I presume you couldn't have wished for greater success. OK, you've seen some accidents, but the overall striking rate has been very high?*

JA: Quite. We couldn't have wished for a better driver. Not only is he capable behind the wheel, but he is loyal to the company, he's a very good spokesman, and he gets on well with all of us. It's working extremely well.

our centre spread

One of the leading drivers in this year's two British-based Formula 3 championships Geoff Brabham, elder son of former World Champion Jack. With backing from Esso Petroleum, Geoff's Ralt-Toyota RT1 has been a consistent front-runner although his championship positions do not precisely reflect that. Following an unlucky disqualification early in the season, he has minus points in the BP series, although he lies second in the Silverstone-based Vandervell Products Championship. From his form at the Grand Prix, when he won his heat and was a strong early challenger in the final, Geoff appears the Ralt driver most likely to challenge the superiority of the works March and Chevron chassis which are in the majority in the formula.

ANDREWS 22
GROUP OF COMPANIES

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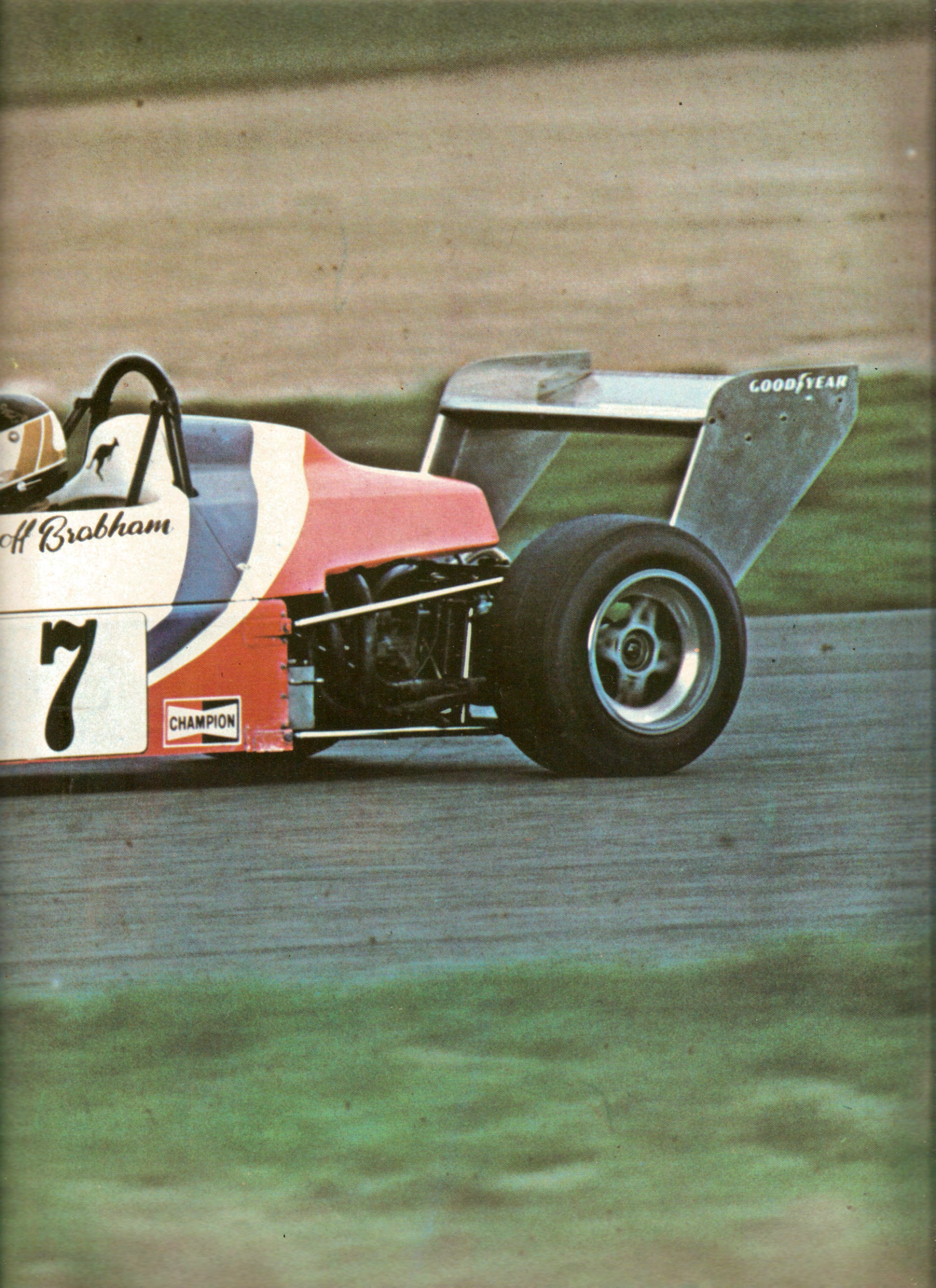
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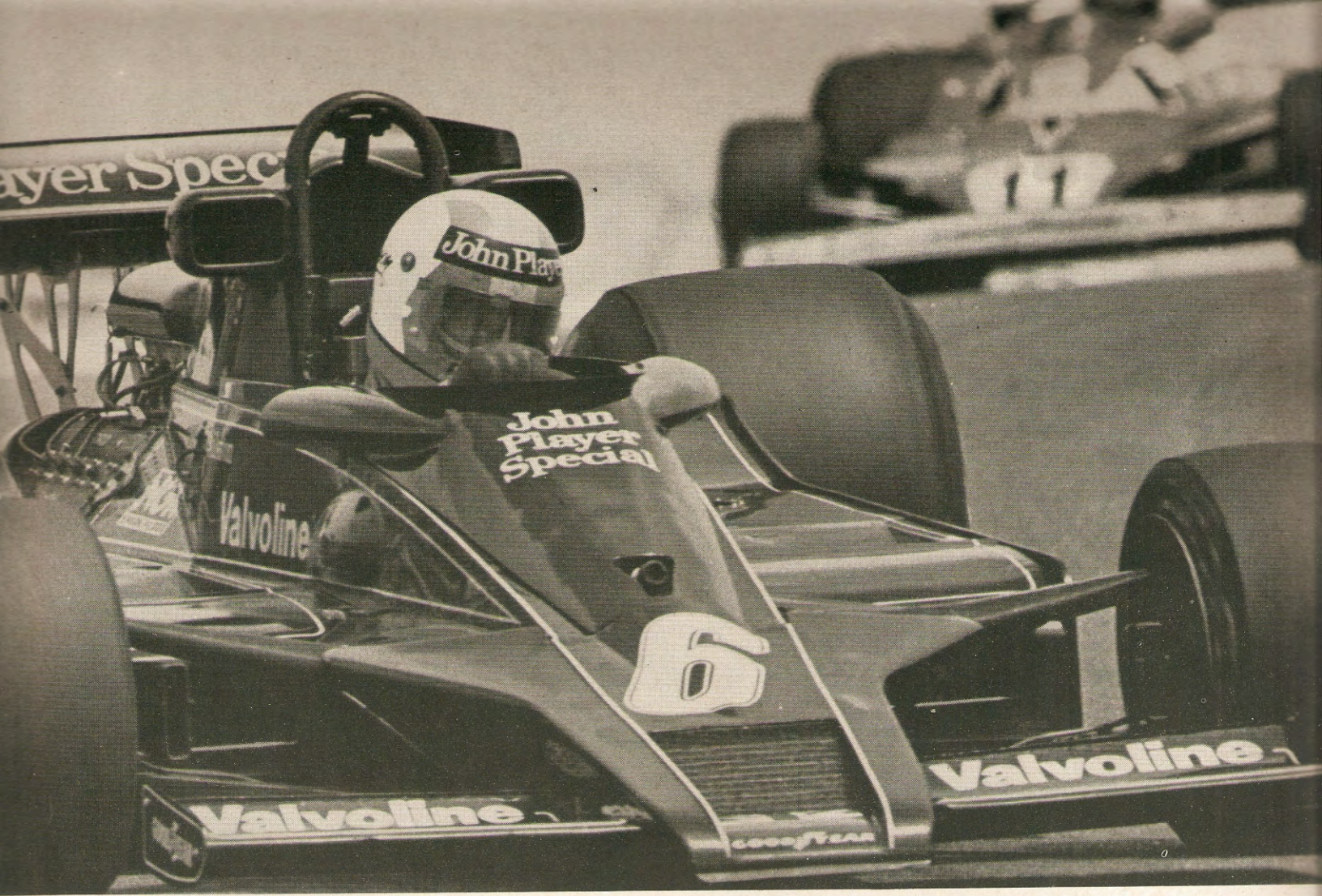
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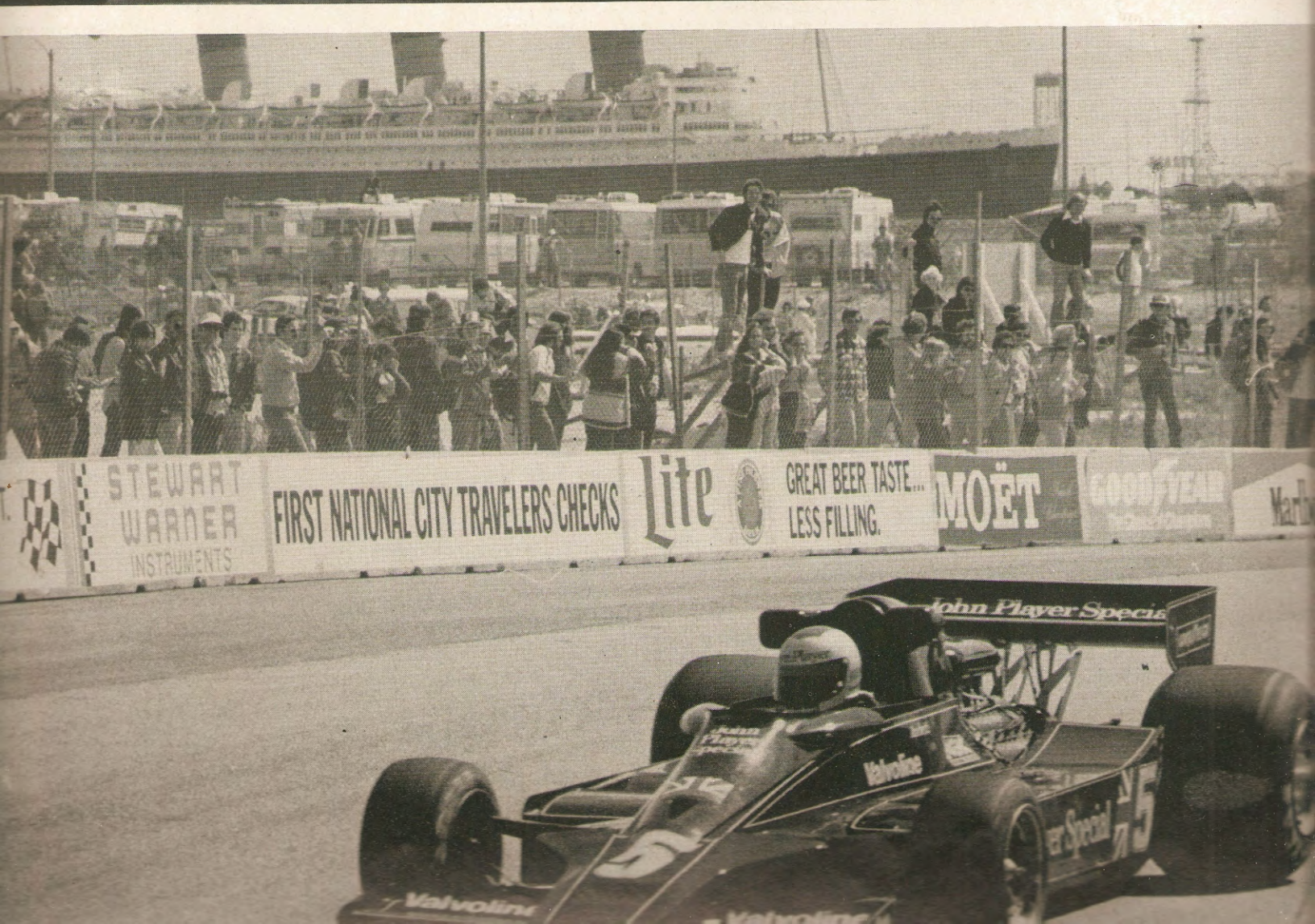
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The Lotus revival

MAURICE HAMILTON talks to John Player Team Lotus to find out just what has made the Lotus ball bounce so high—again. Chapman, Andretti and Nilsson have their own theories

Lurking among the pristine single-seaters at the Donington Collection is an immaculate Lotus 25. Dwarfed by the rather more bulky competition of that time, the pencil-slim Lotus looks rather frail but, nevertheless, one is immediately aware that this was the car with which Colin Chapman stood the F1 world on its ear in 1962. Not far from that monocoque trend-setter sits a Lotus 49—another machine bristling with Chapman brilliance and boasting a catalogue of success that makes winning look easy. When Chapman gets his sums right, he shoots to the top of the class and recently he and his pal Mario have been scoring ten out of ten after a period of languishing at the back of the grid. "Everyone goes through rough patches," says Colin Chapman, "that's the way the ball bounces."

Gunnar Nilsson stretched out in the team's motor home and stared into space for a moment as he thought about the first few races in 1976 and then tactfully referred to those hard times as a 'dull period'. When Lotus won this year's American Grand Prix West at Long Beach it seemed incredible to reflect that just 12 months previously Bob Evans had failed to qualify his JPS 77 and Gunnar had just scraped on to the back row of the grid. Not that many rows ahead of Nilsson sat Mario Andretti, about to start his last race for the Parnelli team. When Parnelli finally withdrew, Mario drove a Williams at the International Trophy meeting while he considered the Formula 1 seats on offer. He had already been approached by a top line team and another card was thrown on the table when Gunnar's JPS passed Mario during the race. At that time, Lotus were the jokers in the pack. Nobody would have put their money on the team from Hethel. But Andretti did.

Mario had driven on and off for Lotus during 1968 and 1969 and he knew just what Colin Chapman was capable of once the fuse was lit. "I knew that I wanted to win the World Championship and it didn't matter that Lotus were down. I was down and they were down and, I tell ya, it wasn't a question of just *thinking* that Colin could provide a winner; I *knew* that he could do it". The two men agreed that they wanted to return to the winners' circle and they joined forces to mesh into one of those 'special' motor-racing combinations. Chapman recalls that, once again, he had a driver with whom he could communicate. "Emerson was really the last driver with whom we could work successfully. When you've got drivers with whom it's difficult to work, drivers who can't give you the information that's required, then it's very difficult to be successful. Then it compounds itself because you don't get as good an engine as perhaps you might have had or you don't get as good a tyre as you might have had or you don't get as much sponsorship. That in turn leaves you with less money to spend on research and development, testing and so on. And before you know it, the whole thing has snowballed.

But Lotus have climbed back up the slippery slope and Chapman reckons that a large portion of the momentum has been generated by Andretti. "In many ways, we have got ourselves back into contention again thanks to Mario's experience and the steadying influence that he has brought to the team. Gunnar has brought a great deal of youthful exuberance into the team and between the two of them they have given everyone a great deal of good heart and confidence."

Gunnar has leant heavily on Mario's wealth of racing experience and the two drivers blend well with Andretti guiding the young Swede, both on and off the track. "Oh, he's great", says Gunnar with his usual wide-eyed enthusiasm. "He's the best guy that you can work with. I didn't know anything about Formula 1 until I joined Lotus. Mario told me what the car should and should not do. That's his strong side; he will take time out for that sort of thing. Of course, he will still chop me off when he wants to! But that's OK. I just hope that I can drive as quickly as he can after 20 years' racing."

But Nilsson is also at pains to point out that the enthusiasm permeates from the top. "You know, everyone in the team is trying hard. And that's because Colin is our strong man. He's got such a strong personality that he just pushes us through and it's things like that that have helped me and the rest of the team. When we suddenly started to win, everybody got that little bit of extra enthusiasm that you must have in racing."

There is no question that the atmosphere within the team is good. John Player Team Lotus is a happy place to be these days; there is a relaxed air that comes only with success. Like the moment during the final hour's practice for the French Grand Prix. A tense 60 minutes in anyone's book, but Chapman still found time to beam affably when Andretti's mechanic inadvertently hung a time of 19.2 on the pit signal instead of 12.9. Chapman seemed to know that pole would be theirs and minutes later Andretti had rattled off a 12.2 with no trouble at all. Lotus were on pole again. Mario climbed from his car as though he had just driven it out of the paddock. He had played his ace. Other teams threw in their hands and squabbled over second place while journalists speculated on just what makes the JPS Mk3 so competitive. Is there more to their success than a happy psychological blending of people within the team—such as some trick device on the car?

Much was made of the 'Something for Nothing' aerodynamics within the side pontoons at the introduction of the car but Chapman feels that there is not a very significant performance contribution coming from that area. "No, it's an idea that's of some merit and is something that we will work on to develop further but I really don't think that it is the be all and end all of our present performance." Is it a case of 'Nothing from Nothing' or was that last statement a Norfolk red herring? Perhaps there is something else that is giving the Lotus such a tremendous advantage on certain circuits. Many observers feel that the answer is hidden away in the Lotus differential and the words 'locked diff' have suddenly become fashionable about the paddock.

The term 'locked diff' is really a misnomer. A more accurate description would be a 'very limited slip diff' that gives the driver almost the same amount of power to each wheel when cornering. A car so equipped requires a special cornering technique whereby the driver applies the power smoothly and does not let the car get out of shape. The benefit of that sort of diff is that there is little wheelspin and it powers the car off in a straight line when the throttle is pressed. Sideways motoring is out of the question and it's not every driver that can adapt to cornering on rails.

But one man who has an enormous amount of experience in that department is Mario Andretti, thanks to his background in oval racing. Andretti refuses to be drawn on the subject of diffs, leaving that side of the discussion to Chapman who admits that they have spent a lot of time and effort on their diff.

"What we have done is attune the car to Mario's driving style. It has taken us a while to get Gunnar to adopt as near as possible to the same driving style but he now realises that he needs to change his driving style to suit the car and the tyres rather than to try to change the car to suit him. But we are happy with what we have done to the diff and we know that other teams have spent a great deal of time and effort trying to duplicate the work that we have done."

Temperature checks during practice show that Andretti's smooth style through the corner is less wearing on his Goodyears and it is the relationship between the car and its tyres that Chapman feels holds the secret to their success. "If you wanted the whole situation in a nutshell, I would say that we've made a fundamental change in our ideas about the relationship between the car and its tyres. Until a couple of years ago, we believed that you built the best possible car and then you developed the best possible tyre to suit the car. The best example of that was the Lotus 72. That was a very good car and we continued tyre development with Firestone for three or four years and kept the car fully competitive. But then Firestone withdrew and we ended up with only one tyre company and we really had only one tyre to race on. So we had to make an immediate about turn and change all our thinking to in fact design a car to suit the tyres. And this is what we have done.

"At Monaco in 1975, I had a conversation with Geoffrey Kent and I told him that we needed a whole new approach to racing car design. I said that if he, as my sponsor, was prepared to help us and provide some money to spend on research and development, then we would have a competitive car again. He had sufficient confidence to say 'yes'. So, we started a new programme in the middle of 1975 and we were getting a lot of the answers that we needed by the middle of last year. We progressively fitted those solutions to the Mk 2 and we progressed from a non-competitive car to a Grand Prix winner. So, the JPS Mk3 is really the first car that has been built utilising the experience and knowledge gained from a research and development programme. We have been evolving the way to build the car to suit the standard issue tyre and when the history books are being written and someone asks me what went wrong in 1974 and 1975, I shall say that we had been learning the lesson that we had to change our design philosophy and change what we'd been doing for ten years into something different."

The Lotus ball didn't bounce quite so high at Silverstone and Hockenheim and, as Andretti explains, they are only too aware that that sort of situation can arise in Formula 1. "It sometimes frightens us to think of the future. You see teams like Ferrari who were unbeatable a year or so ago and now they are scratching a bit. It's not that they have relaxed in any sense; it's just that things are so competitive." Chapman agrees on that point. "We know that we could just as easily be unsuccessful within a couple of races; that's what racing is all about. People refer to us as having been in the doldrums. But they are only looking back over the past two or three years. If you look at the past ten or 15 years, you will see that we have always been reasonably successful and competitive."

There are two cars in the Donington Collection which are an adequate testimony to that last statement. And there is no reason why the Lotus 78 shouldn't join them some day.

Chapman, Nilsson and Andretti in deep thought at Hockenheim after an uncharacteristic spate of engine failures.

. . . and the car

DOUG NYE discusses the JPS 78—so far the car of the season

Working with Colin Chapman, the greatest innovator in recent racing history, leaves anybody with a special respect for the man. Designer Tony Southgate: "Whoever tells you that Chapman doesn't design his own GP cars, you can tell him he's talking out of the back of his head. If the Old Man rushed into the drawing office and told his draughtsmen to draw a toilet on the back of the Type 78, they'd do it, to see if it went faster!

Colin has an extremely fertile and original mind, and is very much involved in everything that happens at Lotus. Southgate: He's an ace innovator, and looks at things the exact opposite to the way you might look, even when you think there can be no opposite. And he often produces a better solution. That's very impressive, but he can put his head in the sand at times.

"He'll never admit he's wrong. If things are wrong then Lotus *make* them work. He'll say, 'It's not the design at fault, it's the engineering'—which can be true. He has too much on his plate to draw himself so Geoff Aldridge, Martin Ogilvie and Brian Spooner are his pencils. At times he can be phenomenally impracticable, and he gambles his shirt all the time. When I was at Lotus, I had called him The White Tornado, the way he rushes in bull-headed and gets everybody fluttering about!

"If there's a new tweak, he can arrive with it in his baggage, and even if the cars are assembled and ready to practise, and it's a three-hour strip-down job to fit the new part, he will have the cars stripped down."

Southgate has now left John Player Team Lotus to return to Shadow, but it was his instinctively practical approach to Formula 1 which has helped the Lotus-built JPS cars to their current position. In original trim the 1976 Type 77 was terribly flimsy, and had a series of minor and major breakages. Lotus thinking on features such as weight distribution were wildly outdated, as Tony had noticed in his early discussions with the team, and The White Tornado admitted as much to him—saying they had been two years behind in changing wheelbase and loading more on the front wheels. They had, in Tony's words, ". . . got lost in the dark with inboard brakes and torsion bar suspensions".

He reckons he rumbled inboard brakes at Tarzan Corner in the 1970 Dutch GP when he saw Jack Oliver's BRM with outboard brakes decelerate quicker than Rindt's Lotus 72 alongside with inboards. "I thought then, 'inboard brakes, who needs 'em?! Low unsprung weight is a theoretical advantage which doesn't make much difference in practice. When you fit outboard brakes in preference to inboard the drivers always say, 'The brakes are better. There's a better feel and a better pedal'. I think that inboard brakes have not been made properly in the first place—Lotus's were a bit flimsy in certain areas—but I reckon now we could make inboards work quite well. It's how you hang the disc on the chassis that's important—they mustn't flex."

When Tony arrived at Lotus—from Shadow again—he found the team had sorted out most of the 77's fragility. Len Terry quickly produced a new front suspension layout to fit the 77 chassis mounts with Ralt uprights carrying outboard front brakes, and new and beefier suspension links were subsequently made to replace his once they broke. Tony's work as a practician made the most of the theoretician's spidery sophistication. He found "They were roughly on the right track, and all we did then was fire it up and get it going quickly and reliably. We nibbled away at the bits which fell off, improved cooling with an oil cooler at the front—which also helped the weight distribution—and generally pursued a monumental and non-stop development programme which had the car working right by the end of the year. 35lbs over the weight limit by the time it started winning. Earlier in the year it had been on the limit—but then of course it was breaking too . . . ."

Since he was primarily involved in making the 77 competitive, Southgate had a relatively minor role in the Type 78 design, although its suspension, weight distribution and so on were to be the same as the fully developed Type 77s.

In initial form, the 78 was no quicker than the 77, and weaved badly under braking. Slowly its shortcomings were ironed out, with Southgate playing a larger part in its development. Now Lotus have a car which operates extremely effectively where there are corners, and with its boxed wing sections formed in the radiator ducts it operates rather differently to the conventional Formula 1 car. Noticeably the team actively encourage air to pass beneath the car, with sponson end-plates and flexi-skirts to prevent its uncontrolled spillage to either side.

There are currently four 78s in existence. The original car has a longer tub, for its oil was carried originally in a tank behind the driver's shoulders, since replaced by that neat bell-housing tank between engine and gearbox. The later lightweight monocoques have saved pounds by trimming material in areas where the prototype had unused excess and, although the official post-race weights at Kyalami showed the 78s to be grossly overweight, Southgate considers there was a lot of fuel still on board. "If you start light," he says, "you develop heavy. With the 78, we started overweight, and for every pound of development weight we have put on we have saved two pounds of overweight . . . ."

When he first agreed to join the Lotus team, the drivers were Bob Evans and Gunnar Nilsson, and Southgate was agreeably surprised as Mario Andretti came along and formed such a strong team with Gunnar. "Mario is a much better driver than I realised and Gunnar is also very good when the car is right for him. His car is genuinely identical to Mario's in everything but its engine number. Talking engines, the one which Mario used for pole position in Spain hadn't been used for a year. It had been for sale, nobody wanted to buy it, and so it had gone into a show car from which we pulled it out. And bang, Mario was on pole!"

For any would-be customer in the know, that performance must have been a shattering realisation of the Lotus 78's potential. As shattering in fact as Andretti's 1½secs advantage during that sensational practice session at Zolder. Obviously the car's unique aerodynamics play a major part, but some deeply ingenious transmission tweaking has gone on to match driveline reaction, driver and tyres in a manner seldom seen before.

Here we are stepping into sensitive material, and Southgate's thoughts are guarded as he explains; "The 78 is basically an aerodynamic exercise with all the other bits in the right places, but a lot of work has gone on in the transmission department. As you know, Lotus had been working on their own gearbox design for some time, and that is now running. It's completely different in design to a Hewland, and is considerably lighter.

"The differential has attracted a lot of attention. We experimented with various types and modifications for about a year, and arrived at a diff with the ideal split for most circuits. In the pipeline is Lotus's own differential design which is quite different again, as you would expect from Lotus. But I cannot say anything about the actual wheel split under maximum torque—that's a prized secret. It's a bit like the four-wheel-drive days, when the hot set-up was a matter of getting the fore-and-aft torque split right, and nobody was talking about it then!"

Any explanation of current transmission tweaks is shrouded in secrecy. Formula 1 teams have been experimenting with different differential characteristics for years. Three or four years ago, the American diff developed by Pete Weisman featured in various experiments, and it is one of three basic types available today. Porsche have used a solid drive arrangement in their 935 and 936 models, and their success in

this area—saving power loss without compromising handling—seems to have fired up Formula 1. Who says that sports car racing proves nothing? You try telling Porsche that.

For Formula 1, Hewland Engineering provide most of the gearbox and transmission sets—apart from those used by Ferrari and, ahem, BRM, where Alec Stokes's gearbox is probably the best part of the car. Hewland offer the German-patent ZF cam-and-pawl type diff as standard in their transaxles, with the friction-plate Salisbury or Powr-Lok diff as an option for the FGA, FG400, TL, DG and LG transaxles.

All differentials allow an initial degree of slip between the driven wheels, but the whole power saving traction-improving point of the limited-slip type is that the degree of slip is strictly controlled. The Weisman diff, which is in two parts with a cam-track for each wheel, has proved very effective in USAC-style track racing. It is the nearest one can get to a solid axle and on occasion during 1976 Lotus used one. Its characteristics promote a constant understeer which make it a worthwhile proposition for circuits like Silverstone, with quite high-speed, more-or-less constant radius corners. On the other hand, the Weisman would be the last thing you need for Monaco. It would be a good way of sending your driver straight into the armco on the exit to the tighter turns.

I have also heard stories of Weisman diffs unlocking on a bumpy straight, which can be embarrassing for the driver, as his power feeds into one rear wheel and pokes him smartly left or right.

Tony Southgate explains; "Using a ZF-type diff, it is easier to set up a car with more or less neutral handling characteristics on a trailing throttle, which then move into a steady understeer with good grip as the driver comes back on the power. Out of the corner, the understeer might then become a controllable oversteer, with the power full on and a lot of usable traction.

"In the same way, a Weisman in use on an unsuitable circuit might produce understeer on the entry and understeer right the way through, as there is only a very small differential effect before it locks up tight and provides full drive. And then there you are picking the bits off the wall . . . ."

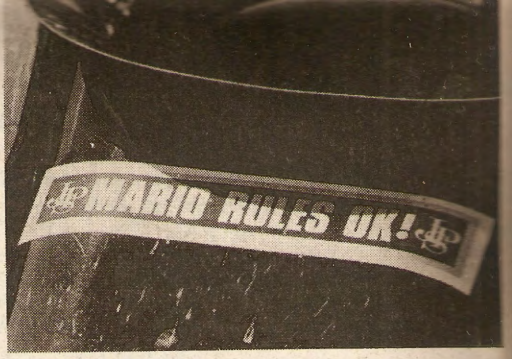
The Salisbury friction-plate differential, Hewland assure me, provides a very much smoother full-drive take-up more akin to what one would expect in a road car and which of course one finds in the Jaguar range, for instance. By altering the thickness of the friction plates or by clamping the assembly more tightly, the precise characteristics of that take-up can be finely tuned, and at Zolder Andretti was running a Salisbury diff which had presumably been tuned in this way by the development team at Lotus's Ketteringham Hall establishment.

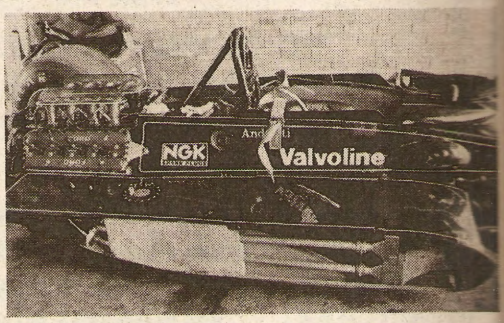
One team which recently tried running a completely solid back axle was Elf Team Tyrrell, in practice at Zolder, when their six-wheeler was very slow. Reputedly they produced a diff-less axle by welding the assembly solid, which one respected GP observer regarded in droop-jawed disbelief, and spluttered, "But this is a *Formula 1* team!" If the story is true, it is strange, because Hewland provide a solid drive spool for their gearboxes, designed to be used in DG and FG400 axles primarily for USAC, but also in racing saloon cars where smaller rear tyres and less weight bias to the rear places less demand on a differential effect.

Of course, there is a lot of difference between a solid back axle and one with a near-enough zero-slip diff. They might behave more or less identically under power, but when the power is off the solid axle will still ensure the wheels rotate at identical speeds, whereas the virtually zero-slip diff will have freed off. Try pushing a solid back axle car around a paddock—or a museum—and the ensuing hernia will highlight the difference!

Naturally the latest JPS Lotus has proved such an efficient machine that a pyramid of rumoured explanations of its pace is building up. Some say The White Tornado has found a way of maintaining its tyres at their optimum working temperature along the straights, so that it has an edge in braking bite down into the corners, and others mutter darkly of 'special treatment' engines—a story which Andretti's lucky victory at Long Beach and convincing domination at Jarama must dispel, as he was using a Nicholson-McLaren tuned unit. Now the development Cosworth appears to have no obvious advantage over the normal DFVs, although it is sealed up tight as a drum with paint-covered fixing nuts and sealing pegs in the cam covers to prevent anyone taking a look inside without Cosworth Engineering knowing about it.

Andretti used one of these engines at Anderstorp, where the car started the race with its fuel metering unit cam set one stop off 'full-lean'. There are five stops against which the cam spindle can be engaged by drawing it out axially against spring pressure, moving it round a notch and releasing it to engage the selected setting. Each stop makes, in Southgate's words, 'one hell of a difference', and the drivers are very fussy if the setting is wrong. It requires considerable strength to withdraw the spindle against its spring and change the setting, but some obscure engine vibration juddered the cam spindle round from one stop off full-lean right across to the end stop at full-rich during that Swedish race, with the result we now know.





Top: There's nothing like self confidence. Above: The key to Lotus' success? Below: The new Lotus showed immense promise at the Race of Champions.

Behind Dron and Craft the third-place battle raging between Vandervell, Woodman, Percy, Craft, Marshall and Walkinshaw was settled in favour of the last-mentioned.

Donington!

Corner's BRM takes British Empire Trophy—Gallant Dron wins G1 round in Dolomite—Longman beats Unett—Report: JEREMY SHAW.

Last weekend's British Empire Trophy Meeting at Donington Park was a mammoth affair that comprised no less than thirteen races and was spread over two days, much to the chagrin of several people. Many drivers objected to having to stay for two days at the circuit, especially the Formula Fordsters who were first scrutineered early on Saturday morning and whose final race was not over until nearly 6pm the following evening. The weather may not have been particularly inviting but a reasonable smattering of spectators witnessed a very interesting and varied programme. The feature race, the British Empire Trophy, was run at Donington for the first time since the war and resuted in a comfortable 'home' win for the immaculate Donington Collection BRM P25 in the capable hands of Neil Corner. The two Tricentrol British Saloon Car Championship races were both won outright by products of Leyland Cars: the larger capacity race went to Tony Dron's Dolomite and the other was well won by Richard Longman's Mini after a splendid, though somewhat controversial, battle with Bernard Unett's Chrysler Avenger, which marks a welcome return to the winner's circle for the long-time crowd-pleasing Mini.

A subdued Tony Dron after his victory.

ENTRY & PRACTICE

With Donington still limited to a maximum grid of 20 cars the organising club, the BRDC, had to split the Group 1 entry into two races, with each group entitled to two practice sessions on Saturday.

The two over 2000cc classes ran together and the fastest man here was Tony Dron in the Leyland Cars Triumph Dolomite Sprint. Tony was nursing a very sore right ankle which had been severely bruised in a fearsome accident at the Old Hairpin during testing the previous week but practice was trouble-free and he was even able to sit-out the second session and still hold pole position for the race. Stuart Graham (Fabergé Racing/Castrol Ford Capri) and Vince Woodman (Team Esso Uniflo Capri) completed the front row of the grid, though Vince's faster time was done in the later session after a rapid engine change. A suspected broken cam-follower made up his mind to change to the engine last used at the GP meeting rather than the Spa motor and some demon work by hs team had the car ready to run a matter of minutes before the practice got under way.

Of the others, Gerry Marshall's DTV/Castrol Vauxhall missed the first session when the transporter broke down on the way and also had 'the eternal tyre problem'. As one of his only four 'special' low profile Dunlops was ruined in practice he had to use the untried combination of higher profile tyres on the front (the same as those used by the Capris) and the 'specials' on the rear. Arch-rival Jeff Allam did not have the same predicament as Gerry and was using low-profile tyres all-round on his Team BP Magnum, although he was actually using a softer compound of rubber on the right-hand side than on the left. Both Vauxhall exponents considered that the lower tyre would be better for the circuit bearing in mind their cars' gearing. Phil Dowsett tried hard in the over-steering Nu-Luxe Foam Capri but opined "it's not doing my confidence much good". The two Alfetta GT's of Jon Dooley and Barrie Williams (having a go in the car usually pedalled by Derek Lawrence) were still suffering from not having many of the much-needed specially homologated 'extras' enjoyed by the Capri and Vauxhall runners.

Brian Pepper would sit on pole position for the second race in his ever-improving Access Equipment Ltd VW Scirocco, the pretty red and yellow car having bveen comfortably quicker than the other Volkswagen in the race—Richard Lloyd's Golf GTi. Maintaining the increasing competitiveness of his 1275GT Mini, Richard Longman hustled the attractively-liveried car round the confines of Donington some 0.6sec faster than his deadly rival and reigning Saloon Car Champion Bernard Unett (Mopar Chrysler Avenger).

RACE A

It was Tony Dron who made the best start and, at the end of the opening lap, he was already pulling ahead of a titanic battle, in the order Vandervell, Woodman, Marshall, Craft, Allam, Percy, Walkinshaw and Spice, whose car had ony just been readied after the ravages of Spa and was suffering from a lack of testing. Poor Graham had to struggle around almost at the back of the field with an inoperative clutch that had totally ruined his start and had also, incidentally, baulked a brilliant start by Gerry Marshall that might have seen him being able to offer a challenge to Dron.

Dron pulled out a cushion of about 4secs over the next few laps, while the battle raged in his wake. Craft was really pressing on in the Hammonds Sauce Capri, climbed to second place by lap 3 and pulled away slightly from Vandervell, who was soon to be slowed by a deflating rear tyre. A disappointed Colin eventually retired to the pits when the tyre disintegrated and left Tom Walkinshaw to fight to the head of the third place group in his Castrol BMW. The car was running on transistorised ignition for the first time and was fitted with the wrong coil for practice which restricted him to a lowly grid placing, but with things remedied for the Sunday was showing his true form. He was, however, unable to make up for the lost time early on and had to settle for third overall.

Woodman dropped back and finally retired with dropping oil pressure, Spice went out when the propshaft snapped and Graham succumbed to his useless clutch after another good drive, so Win Percy was left to claim fourth in his Bradshaw Hire Plant/Samuri Capri ahead of Allam, who survived a long moment on the grass at the Old Hairpin and fought back to beat Gerry for second in class.

Tricentrol British Saloon Car Championship, round 9
Donington Park, August 7
20 laps—39.15 miles
2300-3000cc and 1601-2300cc

1, Tony Dron (2.0 Triumph Dolomite Sprint), 28m 43.6s, 81.76mph;
2, Chris Craft (3.0 Ford Capri II), 28m 46.2s;
3, Tom Walkinshaw (3.0 BMW 530I), 28m 53.2s;
4, Win Percy (3.0 Ford Capri II), 29m 00.8s;
5, Jeff Allam (2.3 Vauxhall Magnum), 29m 01.8s;
6, Gerry Marshall (2.3 Vauxhall Magnum), 29m 06.6s;
7, Phil Dowsett (3.0 Ford Capri II), 29m 31.6s; 8, Jon Dooley (2.0 Alfa Romeo Alfetta), 30m 03.0s; 9, Barrie Williams (2.0 Alfa Romeo Alfetta), 19 laps; 10, Holman Blackburn (2.3 Vauxhall Magnum), 19 laps.

2301-3000cc: 1, Craft, 81.64mph; 2, Walkinshaw; 3, Percy; 4, Dowsett. **Fastest lap:** Walkinshaw, 1m 25.4s, 82.51mph **(equals record).**

1601-2300cc: 1, Dron; 2, Allam; 3, Marshall; 4, Dooley. **Fastest lap:** Dron, 1m 25.2s, 82.70mph **(record).**

RACE B

With the two fastest men in practice making very poor starts, it was the little Mini that was able to launch itself into the lead at the start with 17-year-old Martin Brundle coming through nicely into second spot from the second row in his ex-Barrie Williams Celica. The cheers of the crowd down at the Old Hairpin, however, as they saw Longman in the lead, soon turned to gasps as the well-placed Alan Curnow came into sight amid a series of end-over-end rolls! A slight touch from a recovering Lloyd had sent the Mini on to the grass whence it performed an amazing acrobatic sequence from which Alan was most fortunate to emerge with only a head-ache and shock. The car was rolled into a little ball, while Lloyd's car glanced the barrier and Rex Greenslade also gyrated his 'Sud.

At the end of that first lap, Brundle bundled his way into the lead at Park and led across the line from

Pepper, who also nipped past the unsuspecting Mini-man, with Unett in a menacing fourth place. The race, however, was then promptly stopped to recover the stricken cars from down by the Old Hairpin.

Lloyd and Greenslade were both able to join the restarted race, although Richard had lost the use of second gear and so elected to start from the back of the grid. The opening lap was almost identical to the earlier effort (without the accident!) as Longman was passed coming into the chicane by Brundle, while the slow-starting Pepper again went past on the exit of the corner. Peppèr found a faster line through Red Gate, was able to take the lead going through the Craner Curves and, after an initial fight-back by the younger driver, began to edge away in the lead until the Scirocco's engine expired on lap 8. There was more drama on the next lap as Brundle pulled off when "the engine just cut out dead"—a shame after another good showing by the former auto-crosser.

Unett had relieved Longman of the class lead under braking for Park on lap 5 so the Midlander now found himself leading the race overall! Longman, however, was looking for a first win in this car and tried all he could to retake the Avenger at the same place on lap 9. The cars touched as the Mini locked up its brakes and forced the Avenger to go wide but 'Bernie' regained the track first, albeit with a couple of marker cones lodged under the car! These obstructions were soon resited around the track and Unett was able to maintain a gap of around 2secs over Longman for several laps. It wasn't until the closing stages that Richard made his move, closing right up at the chicane before gloriously out-cornering Bernard at Red Gate on the very last lap. The crowd again went berserk as the Mini held on to a fine win, though Unett was absolutley fuming at the finish and immediately protested Longman's driving. The protest was not upheld, so Richard scored his 99th ever win in Minis and his first in this car.

The others? Oh yes, sorry, but they became rather overlooked in the excitement. Lloyd climbed to third place and a class win despite a pit-stop to stop bodywork from rubbing on a rear tyre and Hilliard had to settle for second in class despite a valiant attempt to stay ahead of the faster VW.

Tricentrol British Saloon Car Championship, round 9
Donington Park, August 7
20 laps—39.15 miles
1301-1600 and up to 1300cc

1, Richard Longman (1.3 Leyland Mini 1275GT), 30m 50.0s, 76.18mph;
2, Bernard Unett (1.3 Chrysler Avenger GT), 30m 52.0s;
3, Richard Lloyd (1.6 Volkswagen Golf GTI), 31m 08.6s;
4, Peter Hilliard (1.6 Alfa Romeo Alfetta), 31m 11.0s;
5, Rex Greenslade (1,2 Alfa Romeo Alfasud Ti), 31m 57.0s;
6, Nigel Rosser (1.2 Alfa Romeo Alfasud Ti), 31m 57.4s;
7, Jon Dooley (1.2 Alfa Romeo Alfasud Ti), 19 laps; no other finishers.

1301-1600cc: 1, Lloyd, 75.42mph; 2, Hilliard; no other finishers.
Fastest lap: Lloyd, 1m 29.6s, 78.64mph **(record).**

Up to 1300cc: 1, Longman; 2, Unett; 3, Greenslade; 4, Rosser.
Fastest lap: Unett, 1m 30.4s, 77.95mph **(record).**

SUPPORTING RACES

Three Formula Ford heats were run on Saturday afternoon to pick the fastest 20 for the Brush Fusegear Championship qualifier. The first of these was convincingly won by Yves Sarazin's Royale RP24 from Nigel Mansell's McKechnie Wines/Lincoln Street Motors Crosslé 32F, which was set up for wet conditions and Nigel was unable to stay with the Frenchman on the merely damp circuit . Irishman Michael Roe (Van Diemen) was an easy winner of the second heat, while fellow-countryman Kenneth Acheson just nosed his Crosslé ahead of Tom Wood's Royale after a good tussle. The main action, however, came in the their heat, which was led at various stages by impressive novice driver Martin Longmore (Hawke DL11) Bernard Devaney and Rick Morris in their 'works' Hawke DL19's, Bernard Vermilio's Merlyn and Trevor van Rooyen's SDC Royale RP24. Morris was eventually pressured off the track at the Old Hairpin and Vermilio spun on the last lap at the chicane after a wild attempt to snatch victory from the South African. Devaney thus took second from Longmore, who faded a little towards the end, while Vermilio recovered, again rather dangerously, in fifth place.

The grid for the final saw the three heat winners on the front row and it was the South African, van Rooyen, who was able to beat the Frenchman, Sarazin, into Red Gate for the first time. Roe slotted into third place and Mansell neatly out-braked Barry Pigot's Saffire Van Diemen for fourth into the chicane. Mansell did exactly the same to Roe on the next lap but, by this time, the two Royale RP24s ahead had already pulled out a slight advantage. On lap 5 there was a brief flurry of light rain at the Old Hairpin, which caused the leader to twitch sideways over the high corrugated kerbing. Trevor was unlucky in that the impact punctured a rear tyre and he had to limp round to the pits, while Sarazin had been closely following Trevor and he had to spin in avoidance. Mansell was thus left in the lead and drove coolly to another impressive win. Sarazin picked his way back to second, aided by Devaney and Pigot spinning at Red Gate, while Bernard just pipped Kenny Acheson at the last corner for third.

Opening the programme on Sunday was a National Formula Vee race, which proved to be quite entertaining. Wally Liles' smart Belgian-built Celi, Dave Greenwood's Scarab and the similar ex-Ian Flux car of Tim Flynn diced initially for the lead until lap 4 when Liles, as leader, acknowledged the presence of yellow flags at Red Gate by slowing and putting his arm in the air. Flynn unfortunately thought that Liles was retiring and nipped through into lead which he held to the end. Greenwood outbraked Liles for second at the Chicane on lap 7 and closed on Flynn. A valiant last-corner effort to snatch victory ended with the bodywork of Greenwood's car flying off, he having touched Flynn's rear tyre but it later transpired not to have been worth the effort for Flynn was disqualified by the Stewards.

The smaller capacity Esso Uniflo special saloon race was dominated by Paul Haywood-Halfpenny's ex-Rob Mason/Malcolm Johnstone Sunbeam Imp. Basil Dagge gave chase in his Imp and finished clear of a good dice for third between Richard Long's smokey Wallinger Imp and Martyn Sims' Imp, the latter just not able to summon the little extra required to take the place. Chris Roberts also controlled the 850 class in his Imp, with David Enderby (Mini) not able to offer a challenge.

Richard Bond (Marsh Plant Lola T70) made a leisurely start in the BAT Builder Products Historic Sports race, not wanting to repeat the broken driveshaft of the previous day but Willie Green, who had taken the lead in his JCB Ford GT40 then missed a gear exiting Coppice and the Lola was able to power past on the Starkey's straight. Willie made a fantastic effort to outbrake Richard into the tight chicane but succeeded only in sliding wide and onto the grass. As he tried to regain the tarmac, the GT40 spun gracefully round and had to wait for practically the whole field to pass before restarting. Bond was thus left with an unassailable lead, though a chastened Green recovered to take second place "it was a sheer case of over-exuberance!"— well clear of small class winner John Jarvis (Lotus 23), who had won a good dice with Rodney Bloor's FVA-engined Chevron B8.

The title race of the day, for the magnificent British Empire Trophy, attracted a surprisingly small grid and was totally dominated by the Donington Collection BRM P25 of Neil Corner. The experienced Neil, who also won the trophy in 1973, lapped all bar Simon Phillips's Cooper-Britol and received the spoils of victory from the Hon Gerald Lascelles. The main interest in the race surrounded the battle for third place, which was eventually won by local man Gerry Walton's ex-works Moss/Salvadori/Bira Connaught from the enthusiastically driven Rover Special of Frank Lockhart and the Hon Pat Lindsay's famous blown ERA R5B. This car named 'Remus' by Prince Bira, actually won the very same race in 1938 at Donington in the capable hands of Tony Rolt!

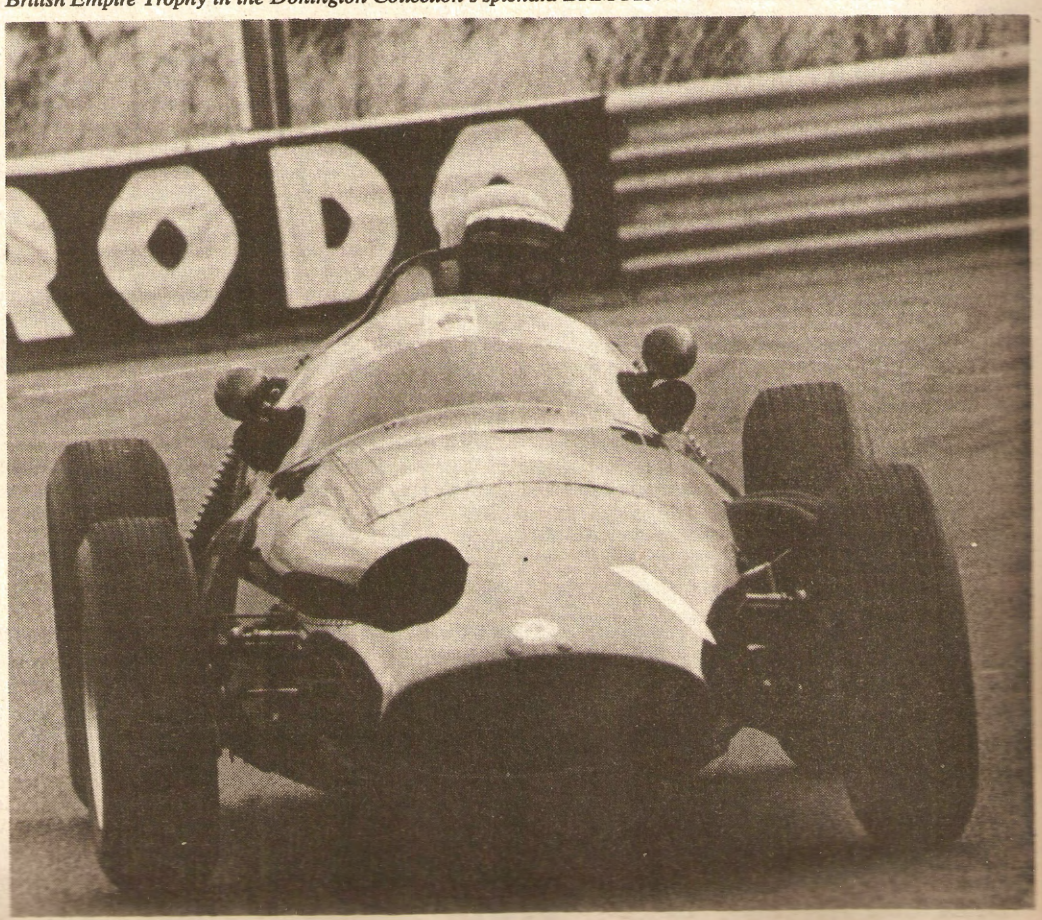
Ray Mallock led the first lap of the non-championship Glass Team Leasing Clubmans Race in Paul Gibson's U2 but the sometime F2 man then fell foul of an oil slick at the Old Hairpin on lap 2 and a long grass-cutting moment dropped him back to third behind Ruari Gillies' Diamond and Chris Hill's elderly Mk14 Mallock. Richard Groombridge (Hollow Bar Hustler) had been following Ray closely and also spun but was unable to restart. Mallock soon relieved Hill of second spot and closed on the leader until a moment on lap 9 when the brakes faded at Coppice saw him shred the car's nose on the high kerbing. Gillies was thus left in the clear but, on the last lap, he suddenly slowed coming into the main straight and coasted to the finishing line with the car refusing to pick up the last of the petrol (either that or he didn't put enough in!). Ray therefore took a surprised victory with his mentor Creighton Brown (Camborough U2) storming through the field after two early spins to snatch third from Hill and David Orbell (U2).

Yorkshireman Richard Thwaites dominated yet another AFN Classic Sports event in his Brabham BT8 to finish over 24secs ahead of David Dawson's Lotus 23. The similar car of Brian Cocks (driven in the earlier BAT race by John Jarvis) took third after a good dice with Sid Hoole's Cooper Monaco ended in bodily contact at Coppice and Hoole had to retire with the front bodywork fouling a tyre. The most closely fought class was for front-engined GTs between 1300 and 3000cc which Tony Steele (Elan) won by a mere 0.2sec from David Pratley's Marcos.

The final race was for the bigger Esso Uniflo saloons and, after Colin Hawker retired the DFVW with a broken piston, Mick Hill used every trick in the book to hold off Vince Woodman's Esso Capri. Mick was on wet tyres and Vince on slicks but that made little or no difference as the Beetle's Chevvy power was sufficient to vanquish the Capri's 3.4-litre Essex engine. Graham Goode retired his Escort after a disagreement over lines down through the Craner Curves with Woodman, so Alastair Lyall took the middle class in his Escort, while top 1300 was, not surprisingly, Peter Baldwin's Marshall's of Cambridge Mini.

For results, see *Sports Extra*

Above: Willie Green's brief moment of glory before his lawn-mowing spin. Below: Neil Corner won the coveted British Empire Trophy in the Donington Collection's splendid BRM P25.



Niven, Robertson and Dryden circulated almost as one.

CROFT

Farthing's first

Formula Ford 2000 made its Croft début on Sunday and, despite a less than capacity grid, this BAF round showed the North Easterners why the formula has become so popular. Steve Farthing's Littlesea Holiday Park Reynard won a hard-fought victory which was threatened by a protest that he had missed the Chicane on one lap. He had, but all but his protesting fellow competitor felt that it was a case of *force majeure* in order to avoid an obstruction. The other feature event was a Britax production saloon round which fell to Derrick Brunt's Manitou-LE BMW after a race-long battle with Alan Minshaw's Opel Commodore. The BARC Yorkshire Centre put on a most enjoyable, high-quality meeting but since half an hour had been lost during practice the final *libre* race (one of the best at Croft for a long time) had to be shortened in order to finish the meeting in time for the 6pm Sunday 'curfew'.

All the races counted for BARC championships and it was the FF1600s that provided a rousing start to the afternoon. Richard Peacock's Dinorben Arms Royale RP21 shot into the lead from the ever faster Stephen Waudby (Lotus 69F), Cameron Binnie (Royale RP21) and Richard Philip's Lola T340. The spectacular Binnie soon disposed of Waudby as these four drew away from the rest but, try as he might, the Cornhill-on-Tweed driver could not prevent Peacock scoring his second Croft win in two weekends. Binnie actually lost some ground when he appeared to struggle over a gearchange, and was only 0.2 secs clear of Waudby at the finish. Philip retired with what sounded like a broken exhaust, and an excellent fourth place went to Irish visitor Viv Candy's Marlboro Team Ireland Crosslé 30F after he had carved his way through a great eight car clump to take the place. Phil Tingle's Hawke DL15 had been well placed in this group until he spun on lap 2 but by the end he had climbed back to seventh behind Rick Whyman's Royale and Bernard Hunter's Scots Van Diemen.

John Bury (Arthur Hough Pressings/Ark Racing Elan) had by far the easiest win of the day in the modsports race. He strode away immediately from a fair scrap between the Davrians of John Kirk and Jimmy Adamson and Neville Robinson's Harewood record-breaking Jaguar, with the big 'E' climbing all over the Davrians. Sadly, on lap 5 Adamson crashed heavily at Spa, hurting his back enough to justify a hospital check, and thereafter Robinson fell back from Kirk though still finishing well ahead of Fred Cliffe's badly misfiring ex-Murphy Jaguar.

The Scotsmen really put on a show in the Wendy Wools Trophy Special Saloon round. Doug Niven, Walter Robertson and Bill Dryden circulated almost as one for the whole distance, with the vastly experienced Niven staying ahead throughout in the Border Reivers/Scotch Beef Escort BDG, despite all Robertson's efforts in the Sports Tune Accessories car. Dryden had started well back on the grid after a poor practice session (the engine is in sore need of a rebuild) but soon latched on to the leading pair. Doug Emms ran fourth until the hitherto so reliable Camaro threw a con rod (possibly putting this popular combination out for the rest of the season), thereby handing the class to Phil Barak's Escort-Jaguar. Gerald Clark scored an easy class win in his Mini while Malcolm Bell (Chrysler Imp) took the small class despite yet another last lap drama—a puncture this time.

Croft's introduction to FF2000 began spectacularly enough. On the first lap of practice Carlos Gonzales' Sark CRO1-Holbay tossed a wheel far into the fields at Tower and Phil Lloyd went bank storming to avoid him! Championship leader Rad Dougall put his Kismet Royale on pole but it was Philip Bullman's Hawke which snatched an initial lead. Dougall was elbowed on to the rough going into Tower and went off more comprehensively on the way out—retiring to the Paddock. Bullman was quickly taken by the third front row occupant, Steve Farthing, with Frank Sytner (who was also seen to cross the odd kerb) spun down to sixth, but most significantly, Bullman spun at the Chicane on lap 13, retiring a lap later with damaged suspension. This left Farthing in command from Richard Wills' steady Horseless Carriage Co Delta and a recovering Sytner. Chris Skellern's Crosslé made fourth, 4.8 secs ahead of Alex Ferrada, driving Steve Russell's Reynard.

The Britax Production Saloon series certainly provides variety. There were fourteen types of car on the grid for Croft's first production saloon race of the year. Derrick Brunt's BMW (the only one of the four Manitou/LE entries to make the start) beat pole-winner Alan Minshaw away from the flag, but the red Opel slipped past at the Chicane on lap 3. Nevertheless the heavier BeeEm continued to shadow Minshaw until Brunt found a way past again on lap 9. Behind these two John Lyon's Monsieur Worth Alfetta rather held up his side of the grid at the start but thereafter Lyon drove a splendid race seeing off even the potent Dolomite Sprints of Tony Hill and Andrew Jeffrey. Malcolm Prior was next up in his class-winning Vauxhall Magnum. Roger Turner once again won the 1500cc class with some ease from David Kahn's Renault 5TS and Andrew Shanks' exceptionally silent Colt Lancer. All of this left the Championship fairly unaffected with Brunt still leading Lyon by one point with Turner another three points adrift in third place.

It was a pity that the *libre* race had to be shortened as the field was excellent, even if the speed differential was rather frightening. Norman Dickson's Gleneagles Helicopters F2 March beat Andy Barton's Sana and Bob Rollo's Atlantic March into Tower while Kim Mather's ex-works development Chevron B35D shot up from the back after a practice session marred by a sticking throttle. A short and torrid scrap at the front ended when Barton clipped the chicane on lap 3, deranging the nearside front suspension. This left Dickson in command, lapping at an impressive 1m 02.4s. Mather dropped back behind Rollo briefly but was back in what was now second place when Rollo dropped out with a blown head gasket. Paul Brooks was a rapid fourth with his 'bitza' March 742, and Dave Muter's 1600 class-winning Lotus 69 Vogue and Chris Landrum's F2 Motul. The latter is to be shipped to America in the coming week—to be converted to Atlantic spec—as Chris is returning home after a season on the North Sea rigs.

CHRIS MASON

BARC Northern Formula Ford 1600 Championship round (12 laps): 1, Richard Peacock (Royale-Minister RP21), 15m 09.2s, 83.15mph; 2, Cameron Binnie (Royale-Minister RP21), 15m 11.6s; 3, Stephen Waudby (Lotus-Scholar 69F), 15m 11.8s; 4, Vivian Candy (Crosslé-Aldon 30F), 15m 30.0s; 5, Rick Whyman (Royale-Scholar RP24), 15m 30.2s; 6, Bernard Hunter (Van Diemen-Scholar RF77), 15m 31.2s. **Fastest lap:** Waudby, 1m 14.8s, 84.23mph.

BARC Northern Modified Sports Championship round, up to 1150cc, 1151 to 1500cc, 1501 to 2000cc and over 2000cc (12 laps). Overall: 1, John Bury (1.8 Lotus Elan), 15m 06.4s, 83.40mph; 2, John Kirk (1.1 Davrian-Carter/Imp Mk 5), 15m 14.4s; 3, Neville Robinson (3.8 Jaguar E), 15m 36.8s; 4, Fred Cliffe (4.3 Jaguar E), 15m 52.2s. **Up to 1150cc:** 1, Kirk, 82.68mph; 2, Brian Stevenson (1.0 Davrian-Greetham/Imp Mk 4); 3, John Booth (1.1 Austin-Healey Lenham Sprite). **Fastest lap:** Kirk, 1m 15.0s, 84.00mph. **1151 to 1500cc:** 1, Eddie Falkous (1.5 Ginetta-Ford G4), no speed given; 2, Ken Rodrigues (1.3 Austin-Healey Sprite) ; no other finishers. **Fastest lap:** Falkous, 1m 21.6s, 77.21mph. **1501 to 2000cc:** 1, Bury; no other starters. **Fastest lap:** Bury, 1m 13.2s, 86.07mph. **Over 2000cc:** 1, Robinson, 80.70mph; 2, Cliffe; no other starters. **Fastest lap:** Robinson, 1m 15.2s, 83.78mph.

Wendy Wools Trophy BARC Northern Special Saloon Championship round, up to 1000cc, 1001 to 1300cc, 1301 to 2500cc and over 2500cc (12 laps). Overall and 1301 to 2500cc: 1, Doug Niven (2.0 Ford Escort BDG), 14m 35.2s, 86.38mph; 2, Walter Robertson (2.0 Ford Escort BDG), 14m 35.4s; 3, Bill Dryden (2.5 Vauxhall Firenza Ecosse), 14m 36.0s; 4, Geoff Thompson (2.0 Ford Escort FVC),15m 20.6s. **Fastest lap:** Dryden, 1m 11.2s, 88.48mph. **Up to 1000cc:** 1, Malcolm Bell (1.0 Chrysler Imp), 73.54mph; 2, Colin Richardson (1.0 Chrysler Imp); no other finishers. **Fastest lap:** Bell, 1m 20.0s, 78.75mph. **1001 to 1300cc:** 1, Gerald Clark (1.3 Mini-Cooper S), 77.46mph; no other finishers. **Fastest lap:** Clark, 1m 19.2s, 79.55mph. **Over 2500cc:** 1, Phil Barak (3.9 Ford Escort-Jaguar), 76.32mph; 2, David Holmes (3.8 Ford Anglia-Jaguar); no other finishers. **Fastest lap:** Barak, 1m 20.0s, 78.75mph.

British Air Ferries Formula Ford 2000 Championship round (15 laps): 1, Steve Farthing (Reynard-Davron SF77), 17m 44.8s, 88.75mph; 2, Richard Wills (Delta-Holbay), 18m 47.6s; 3, Frank Sytner (Royale-Fewkes RP25), 17m 48.4s; 4, Chris Skellern (Crosslé-Scholar 33F), 18m 00.4s; 5, Alex Ferrada (Reynard-Davron SF77), 18m 05.2s; 6, Phil Clacher (Hawke-Scholar DL14), 18m 15.0s. **Fastest lap:** Sytner, 1m 09.2s, 91.04mph **(establishes record).**

Britax Production Saloon Championship round, up to 1500cc, 1501 to 2000cc, 2001 to 2500cc and 2501 to 3000cc (12 laps). Overall: 1, Derrick Brunt (3.0 BMW 3.0Si), 17m 19.0s, 72.72mph; 2, Alan Minshaw (2.8 Opel Commodore GS/E), 17m 20.4s; 3, John Lyon (2.0 Alfa Romeo Alfetta GT), 17m 48.0s; 4, Tony Hill (2.0 Triumph Dolomite Sprint), 17m 49.8s. **Up to 1500cc:** 1, Roger Turner (1.2 Lada 2102/1200), 65.77mph; 2, David Kahn (1.3 Renault 5 TS); 3, Andrew Shanks (1.4 Colt Lancer). **Fastest lap:** Turner, 1m 33.6s, 67.31mph **(establishes record). 1501 to 2000cc:** 1, Lyon, 70.78mph; 2, Hill; 3, Andrew Jeffrey (2.0 Triumph Dolomite Sprint). **Fastest lap:** Lyon and Hill, 1m 27.6s, 71.92mph **(establishes record). 2001 to 2500cc:** 1, Malcolm Prior (2.3 Vauxhall Magnum), 70.13mph; 2, Eric Cook (2.3 Mazda RX2 Rotary); 3, Graham Geldeard (2.3 Vauxhall Magnum). **Fastest lap:** Cook, 1m 27.8s, 71.75mph **(establishes record). 2501 to 3000cc:** 1, Brunt; 2, Minshaw; 3, Ian Stirling (3.0 Ford Capri 3000). **Fastest lap:** Brunt, 1m 25.0s, 74.12mph **(establishes record).**

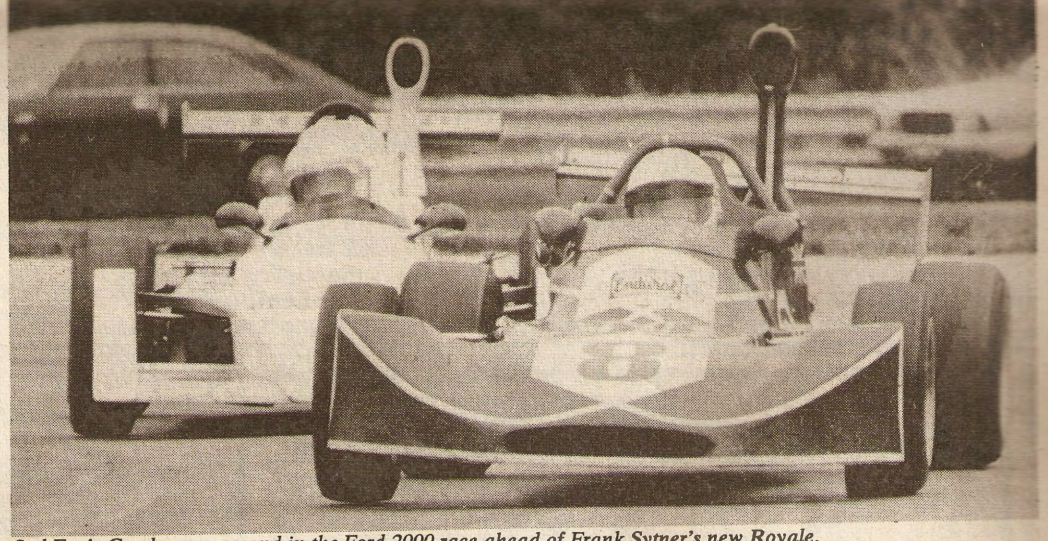
BARC Northern Formule Libre Championship round, up to and over 1600cc (10 laps): 1, Norman Dickson (2.0 March-BMW 772), 10m 36.66s, 98.96mph; 2, Kim Mather (2.0 Chevron-Richardson/BDA B35D), 11m 04.8s; 3, Paul Brooks (2.0 March-Swindon/BDA742), 11m 30.8s; 4, Dave Muter (1.6 Lotus-Barton/BDA 69), 11m 35.4s. **Up to 1600cc:** 1, Muter, 90.60 mph; 2, Joe Applegarth (1.6 Brabham-Ford BT23C); 3, David Ward (1.6 Brabham-BDA BT35). **Fastest lap:** Muter, 1m 07.6s, 93.20mph. **Over 1600cc:** 1, Dickson; 2, Mather; 3, Brooks. **Fastest lap:** Dickson, 1m 02.4s, 100.96mph.

Winners all—Richard Peacock (FF1600), Steve Farthing who scored his first ever FF2000 victory, and Derrick Brunt, who retained his Britax prodsaloon lead.

OULTON PARK

Dougall's Magic Roundabout

South African Rad Dougall dominated the Formula Ford 2000 race at last Saturday's Lancs & Cheshire CC Oulton Park meeting to take a commanding 69 point lead in the Lord's Taverners Championship. Rad led for the whole distance and was never threatened once during the 20 laps. Syd Fox took second place with the Condor (née Palliser) ahead of Frank Sytner, having his first race in his new Royale. Nick Whiting took the overall honours in the Century Supreme Special Saloon car race in his V6 Escort, while Martin White improved his lead in the SKF Clubmans Championship after taking a decisive win at the wheel of his Mallock. The seven race meeting also provided wins for Willie Green (Ford GT40) in the BAT Builders race, Californian Willy Ribbs (Royale RP24) in the non-championship FF1600 thrash and Rupert Glydon, who wheeled his Lola Mk1 to victory in an uninspiring Historic Sports car race.



Syd Fox's Condor was second in the Ford 2000 race ahead of Frank Sytner's new Royale.

The first race, for AFN Classic Sports Cars, was full of early incidents. First of all, Jem Marsh flew into the pits after his warm-up lap to check a leaking head-gasket in his Marcos GT, joining the grid just in time. Then his son, Chris, made a storming start from the third row only to end up against the Old Hall sleepers after having locked up his front brakes. He had, in fact, made it into second spot just before the impact, much to the disbelief of the drivers around him! While all this was happening, however, Richard Thwaites had taken his customary lead at the front of the 20 car field in his pristine Brabham BT8. On lap 3 though, the Yorkshire driver slowed dramatically, allowing Brian Cocks into a temporary lead with his Lotus 23B. But Thwaites was soon back at the front, and from lap 5 onwards he simply flew away, finally winning by over 30secs. David Dawson (Lotus 23) took advantage of Cocks' retirement (gear linkage problems) at just over half distance to take second, well ahead of the Lola MkI of Rupert Glydon, who passed John Harper's Ferrari Breadvan on the last lap when something broke at the rear of the latter's car. Overall championship leader, Roger Friend, had a miserable race with his Lotus Elite, a fan-belt coming adrift, allowing the driver just 11 laps.

Martin White almost didn't make the start of the Clubmans race after a warm-up lap moment at Fosters when his Mallock went straight on and damaged the nose. Luckily though, the damage wasn't too severe and, after grid repairs, the M&H shod Mk18B led from pole into Old Hall from Creighton Brown (Mallock Mk18B) and Richard Groombridge's Hollowbar Hustler. These three held station at the front until lap three when a plug went off in Groombridge's car, dropping the Potters Bar driver out of contention. Brown was the next to go when the back end of the gearbox came off the Ardmore car on the sixth tour, leaving White well clear with seemingly no one to challenge him. In the end it was Ruari Gillies in his spectacular Diamond who offered the only threat, although he too fell by the wayside, running wide at Lodge two laps from home, frustrated at not having been able to catch White, despite a tremendous effort. It was, therefore, Chris Greville-Smith (Phantom P76) who took second, having cured his practice engine bothers, and having overcome Tim Gath (Mallock Mk16) who finished an oily third ahead of Ray Edge (Mallock Mk17B). The last named went well after a ten second penalty to split what had been a five car battle between Greville-Smith, Gath, Ian McCullough (who retired with engine problems), Peter Deal (having his second race in the rebuilt Pink Panther) and Rob Cochran (Ashfield Bladon). Vernon Davies again had engine problems, while Martin Mansell didn't even get as far as the race after his engine had spewed oil all over in practice.

Rupert Glydon brought out his Lola MkI for the second time of the day for the Historic Sports car ten lapper, and all he had to do was to simply stroke the car home to the finish, where he won comfortably. The Formula Junior Brabham BT2 of Mike Harrison took a distant second, while the F2 Cooper Climax of Chris Drake almost managed to get within striking distance of the BT2 towards the end. A rather dull race, with most of the drivers coming from the invited single-seater class.

Although some people had their suspicions about the FF2000 practice times, the grid nevertheless lined up in the order the time-keepers had originally intended with Jeremy Rossiter on pole in his Spax Reynard, just 0.2secs outside his own lap record, the driver enthusing about the handling of the car, although like everyone else, puzzled as to the whereabouts of his team-mate Adrian Reynard, who failed to turn up to drive his ready and waiting car. Second fastest, and looking for his third FF2000 win of the year at Oulton was Rad Dougall in his Tolemans Royale RP25, and alongside Rad was Syd Fox, out in his Condor/Palliser, the design of which is now almost four years old. Row two contained Frank Sytner in his new Royale and Kenny Gray's similar model, while the third row occupants were Phil Bullman (Hawke DL16), David McPherson (Dulon MP20) and Desiré Wilson (Crosslé 33F), the South African girl hoping for better luck than she had last time at Oulton.

David McPherson continued his run of bad luck by getting only as far as the warm-up lap, while back at the start a few drops of rain started to fall. Thankfully the rain held off and Dougall made a copy-book start to lead Fox and Rossiter away, Sytner passing the latter at Fosters to demote the pole-man to fourth by the end of lap 1. Behind these four in a high speed train came Gray, Wilson, Bullman, Stuart Baird (Hawke DL16), Daniel Puerta (Crosslé 33F), Oscar Notz (Crosslé 31F), Rick Gorne (Elden Mk22) and Richard Wills in the Patrick Head designed Delta. Lap 2 saw Notz pass Puerta, but there were no other place changes until lap 10 (by which time Dougall was 6secs clear), when Desiré Wilson came off at Lodge, damaging a wheel. As the race wore on, Dougall pulled farther away to achieve his Oulton FF2000 hat-trick, being followed home by Fox, Sytner, Bullman, Gray—who broke a nose splitter in a grassy moment at half distance—Rossiter and Baird, who held off Notz despite tyre troubles. Wills retired in a cloud of smoke on lap 10 when the oil cooler split.

The BAT Builders Historic Sports Car race lost four contenders within the space of a lap. The first to disappear was Bob Linwood in John Beasley's Chevron B8, who tumbled at Fosters, while the next to go were Richard Bond, whose Lola Mk70 pulled off with a broken driveshaft, Ian Marshall, whose Lotus 47 had its clutch fail and Brian Classick, who was giving his Iso Grifo Bizzarini its first race of the season until the brakes started to go awry, as they had in practice. By this time, Willie Green had pulled out a good lead in the JCB Ford GT40, a lead he held with ease until the end. Second throughout, but unable to offer any threat to Green once the 'cooking engine' had gone off in Paul Howarth's Chevron B19/23 was Northern saloon driver Jim Evans, having a break from his recently announced retirement. Third in his unique FVA-engined Chevron B8 was Rodney Bloor from John Jarvis in Cocks' Lotus 23B. Woody Harris was a non-starter after he crashed his Ford GT40 at Clay Hill in private practice during the week.

Rob Mason, on his first visit to Oulton with the Stiletto Imp, led the first lap of the Century Supreme special saloon race while Nick Whiting (3.4 Escort) recovered from his sideways start. By lap 2 though, Nick was through and he raced away to another impressive overall victory. Mason held second until lap 8 when he crashed into the back of Gerry Gough's brand new Plygrange Mini at Druids after a misunderstanding between the two drivers, the resultant pit-stops dropping Mason out of the results and handing second place to Derek Walker (1.8 Escort). Tony Sugden took third with his Brook Hire Escort, while a lap down, but taking class honours yet again was Peter Baldwin in his familiar Mini Clubman.

The closing non-championship Formula Ford race was led initially by David Toye's Royale RP21, the Metalcraft Pallets car holding off a string of cars all fighting for the lead, but friendly Irish driver Vivian Candy, having his first Oulton race in his Marlboro Team Ireland Crosslé was soon past and into the lead, only for handling problems to set in, giving American Willy Ribbs (in the Scorpion Royale normally driven by Martin Flitman) the chance to take victory. Ribbs eventually took the lead on the outside of Lodge to take a popular win, while Toye came second ahead of Mark Rogers (Royale RP21), Candy and the well-driven Hawke DL11 of Andy Ackerley. Poleman Rick Whyman non-started after a practice accident.

MARK SCANLON

AFN Classic Sports Car Championship Race (14 laps): Overall: 1. Richard Thwaites (2.0 Brabham BT8), 16m 49.2s, 82.60mph; 2, David Dawson (1.6 Lotus 23), 17m 13.6s; 3, Rupert Glydon (1.2 Lola Mk1), 17m 38.8s; 4, John Harper (3.0 Ferrari Breadvan), 17m 50.4s. **Front engined GT cars 3001cc and over:** 1, Brewster Righter (4.7 AC Cobra), 75.16mph, 13 laps; 2, Stewart Bond (3.6 Aston Martin DB4GT); 3, Bob Linwood (4.7 TVR Griffith 2000SE). **Fastest lap:** Hon. Amschel Rothschild (4.7 AC Daytona Cobra), 1m 14.4s, 80.30mph. **Front engined GT cars 1301 to 3000cc:** 1, Harper, 77.87mph; 2, Tony Steele (1.6 Lotus Elan); 3, Dave Pratley (2.0 Marcos GT). **Fastest lap:** Harper, 1m 12.6s, 82.02mph. **(Equals record). Front engined GT cars up to 1300cc:** 1, Jem Marsh (1.3 Marcos Fastback), 72.88mph, 13 laps; 2, Jack Batson (1.2 Lotus Elite); 3, Roger Friend (1.2 Lotus Elite). **Fastest lap:** March, 1m 14.2s, 80.25mph. **(record) Sports racing cars 1601cc and over:** 1, Thwaites; 2, Mike Wood (2.0 Elva MkS). No other starters. **Fastest lap:** Thwaites, 1m 09.2s, 86.05mph. **Sports Racing cars up to 1600cc:** 1, Dawson, 80.65mph; 2, Glydon. No other finishers. **Fastest lap:** Dawson, 1m 11.2s, 83.65mph.

SKF Steel Clubmans Championship Race (20 laps): 1, Martin White (Mallock-Longman Mk18B), 20m 52.0s, 95.11mph; 2, Chris Greville-Smith (Phantom-Swindon P76), 21m 14.4s; 3, Tim Gath (Mallock-Gath Mk16), 21m 24.6s; 4, Ray Edge (Mallock-Davron Mk17B), 21m 25.2s; 5, Peter Deal (Pink Panther-Abbott 77), 21m 31.8s; 6, Rob Cochran (Ashfield Bladon-Ford BRL7), 21m 34.6s. **Fastest lap:** Greville-Smith and Ruari Gillies (Diamond-"Ford" R6), 1m 01.6s, 96.66mph.

Historic Sports Car Race (10 laps): Overall: 1, Rupert Glydon (1.2 Lola Mk1), 12m 48.0s; 77.53mph; 2, Mike Harrison (1.0 Brabham BT2), 13m 32.2s; 3, Chris Drake (1.5 Cooper Climax), 13m 34.6s; 4, David Lomas (1.6 Elva Courier), 13m 56.0s. **Roadsports up to 1600cc:** 1, Michael Clarke (1.6 Porsche 356B), 66.16mph, 9 laps; 2, John Lucas (1.6 Porsche 356). Only starters. **Fastest lap:** Clarke, 1m 26.8s, 68.60mph. **Roadsports 1601 to 2600cc:** 1, Lomas, 71.22mph; 2, Michael Bowler (2.0 Frazer Nash Sebring); 3, Philip Rambaut (2.0 AC Bristol Ace). **Fastest lap:** Lomas, 1m 19.8s, 74.62mph. **Roadsports over 2600cc:** No finishers. **Fastest lap:** Stewart Bond (3.6 Aston Martin DB4GT), 1m 19.8s, 74.62mph. **Sports Racing up to 2000cc:** 1, Glydon, 2, Tony Rogers (1.0 Lotus XI Le Mans). Only finishers. **Fastest lap:** Glydon, 1m 14.0s, 80.46mph. **Single-Seaters:** 1, Harrison, 73.31mph; 2, Drake; 3, Hugh Clifford (1.0 Lola MkII). **Fastest lap:** Harrison, 1m 16.4s, 77.94mph.

Lord's Taverners Formula Ford 2000 Race (20 laps): 1, Rad Dougall (Royale-Titan RP25), 21m 14.2s, 93.46mph; 2, Syd Fox (Condor-Minister 77/1), 21m 26.0s; 3, Frank Sytner (Royale-Fewkes RP25), 21m 26.0s; 4, Philip Bullman (Hawke-Rowland DL16), 21m 26.4s; 5, Kenny Gray (Royale-Scholar RP 25), 21m 26.8s; 6, Jeremy Rossiter (Reynard-Piper 77SF), 21m 28.0s. **Fastest lap:** Dougall and Bullman, 1m 03.2s, 94.22mph.

BAT Builders Products Historic Sports Car Championship Race (14 laps): Overall: 1, Willie Green (5.0 Ford GT40), 16m 08.2s, 86.09mph; 2, Jim Evans (1.6 Chevron B19/23), 16m 20.2s; 3, Rodney Bloor (1.6 Chevron B8 FVA), 16m 58.4s; 4, John Jarvis (1.6 Lotus 23B), 17m 16.0s. **Up to 2000cc:** 1, Bloor, 81.85mph; 2, Jarvis; 3, Christopher Stewart (2.0 Porsche 911S). **Fastest lap:** Bloor, 1m 10.8s, 84.10mph. **Over 2000cc:** 1, Green; 2, Paul Weldon (4.7 Ginetta G10). Only finishers. **Fastest lap:** Green, 1m 08.0s, 87.56mph. **Unlimited Sports Racing Cars registered with HSCC:** 1, Evans, 85.04mph; 2, Hugh Clifford (3.4 HWM MkII Sports Racing). Only finishers. **Fastest lap:** Evans, 1m 08.2s, 87.31mph.

Century Supreme Special Saloon Car Championship Race (15 laps): Overall: 1, Nick Whiting (3.4 Escort V6), 16m 31.8s, 90.05mph; 2, Derek Walker (1.8 Escort BDE), 16m 49.6s; 3, Tony Sugden (2.0 Escort BDX), 17m 09.6s; 4, Peter Baldwin (1.3 Austin Mini Clubman), 16m 48.2s, 14 laps. **Over 2500cc:** 1, Whiting. No other finishers. **Fastest lap:** Whiting, 1m 03.6s, 93.62mph. **1301to 2500cc:** 1, Walker, 88.64mph; 2, Sugden; 3, Bob Yarwood (2.0 Ford RS2000). **Fastest lap:** Rob Mason (2.0 Bevan Stiletto BDG), 1m 04.4s, 92.46mph. **Up to 1300cc:** 1, Baldwin, 82.68mph; 2, David Smith (1.3 Austin Cooper S); 3, Robin Farquhar (1.3 Morris Cooper S). **Fastest lap:** Baldwin, 1m 09.8s, 85.31mph.

Formula Ford 1600 Race (12 laps): 1, Willy Ribbs (Royale-Scholar RP24), 14m 12.2s, 83.84mph; 2, David Toye (Royale-Minister RP21), 14m 13.4s; 3, Mark Rogers (Royale-Scholar RP21), 14m 16.2s; 4, Vivian Candy (Crosslé Aldon 30F), 14m 18.4s; 5, Andy Ackerley (Hawke-Auriga DL11), 14m 24.8s; 6, Bernard Hunter (Van Diemen-Scholar RF77), 14m 25.0s. **Fastest lap:** Toye and Ribbs, 1m 09.4s, 85.80mph.

edited by Robin Bradford

Graham's problems

One FF1600 driver who seems to have had his fair (or rather unfair!) share of bad luck this season is Stoke-on-Trent driver Graham Hill. Graham started the season with his Merlyn Mk29A and earned some good placing (including a win) before engine problems started to arise every now and again. Then, one Sunday afternoon his car was launched over one of Croft's notorious banks and written off.

Undeterred he appeared on the tracks just a few weeks later with an old Merlyn as a fill-in car. Despite driving the old car at incredible speeds, nothing seemed to go right and he was black-flagged at Silverstone just a few weeks before he wrote the car off at Donington.

At Oulton last Saturday, his ill-luck continues. Armed with a brand new Merlyn Mk30 (to the same spec as Vermilio's works car) he started the non-championship FF race from near the back of the grid after brake problems and teething problems in practice. On the very first lap his nose-cone was knocked off by another over-anxious driver and then, to cap it all, not a minute later his brand new Scholar engine blew up, the tell-tale needle not having been over six-five. He hopes to be out again this weekend, when his brother Raymon will be racing the completely rebuilt Mk29A alongside him. Can the bad luck double?!

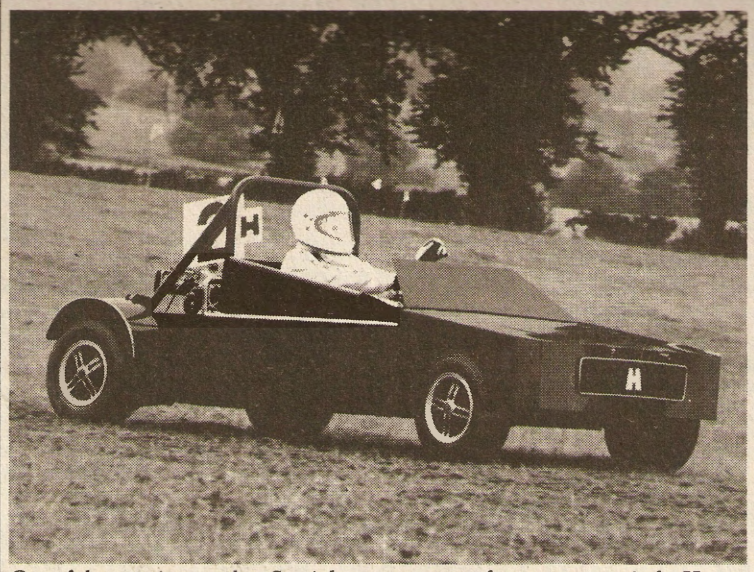
Big plans for Gough's new Mini

The Plygrange Thermowall special saloon car team, despite their relatively short period in motor racing, have already gained quite a reputation for smart presentation and friendliness around the race tracks. They have, however, had their problems this season, but at Oulton Park last weekend they appeared with a brand new Mini Clubman for their driver Gerry Gough.

The car is powered by a 1.3 Ford BDA engine and has been built up during the 'mid-season break' in the Esso Uniflo Special Saloon Car Championship. The car, which is lighter than either of the previous cars used this season, had its first run at Aintree prior to the Oulton meeting last Saturday. Featuring a most impressive aircraft-style push button facia panel and a John Maguire suspension layout, it is one of the smartest Minis to appear on the special saloon scene for years.

At Oulton, however, things didn't go exactly to plan, the car being much slower than either of the old cars had been around Oulton's 1.5 miles. Then, in the race, the car was involved in a misunderstanding of lines at Druids with the Bevan Stiletto of Rob Mason. The team were not dispirited with the car after its first performance, as they intend to use the rest of this season to develop the car into a winner, in readiness for an all-out assault on special saloon car racing next season.

● Following the resignation of Tony Parsfield the Monoposto Racing Club is looking for a new Club Secretary. Anyone interested in fulfilling this challenging position is invited to contact John Narcisi, The Glen, 7, Beckenham Road, Bromley, Kent, or to phone him on 01-464 76069 (evenings).



One of the most immaculate Specials ever to turn out for an autocross is the Hague 001 which Macclesfield driver Malcolm Hague presented at the Owen Motoring club's Wildcam event last Sunday. Powered by a Mini engine of 1293cc at the rear the car, shared by Peter Harrop, from Poynton, has taken six months to build. Unfortunately it was not a dream debut for the engine locating stays did not stand up to the pounding on a fairly smooth course. Might it do better in hillclimbing?

Tyring FF2000 troubles

The Parsons Reynard FF2000 driven by Nick Foy failed to appear at Oulton Park last weekend owing to a testing accident which Robin Hood Racing, who run the car, think they have traced to a problem with the front tyres.

Robin Hood Racing have been experiencing difficulty recently with front end adhesion on their cars which, despite their efforts with a new combination of spring rates, shock absorber settings, etc, has proved incurable. Certain front tyres did not appear to be showing any signs of wear and, after some back-to-back testing, some considerable variance in temperatures was discovered.

Candy at Oulton

An overseas visitor at Oulton Park last Saturday was Marlboro Team Ireland driver Vivian Candy. Vivian, who's 28, and comes from Dublin was over here to pick up a new Aldon engine for his FF Crosslé 30F. While he was over here he decided he might as well take in a race, and he did just that, leading the Oulton FF race until handling problems dropped him to an eventual fourth.

The last (and only) time he raced in England was some years back when he drove Chris Meek's Motul in a *libre* race at Croft. This season, for one reason or another is his first complete year in racing, although he has been racing 'on and off' for about five years. He currently leads the Dunlop Sexton FF Championship in Ireland and hopes to be racing at Aintree this coming weekend.

Meek in Esprit

Expect to see the Team Dealer Lotus/Kismet Garage Equipment Modsports Lotus Esprit on the tracks soon. The car, which was announced at the start of this season for Leeds businessman Chris Meek to drive, should be ready to race in the very near future, having been built at the Lotus factory in Norfolk. *IF* the car is ready soon, we wonder how strong the chances are that Meek will break the modsports lap record at Rufforth—his local circuit—on September 4, when the BRSCC Yorkshire Centre will be organising the last meeting on the airfield circuit. The record, which dates back as far as 1973, is held jointly by John Pearson and Jon Fletcher at 1m 19.4s, a speed of 77.07mph.

High interest in Irish Festival

With a prize fund of over £1000 the Duckhams Formula Ford Festival to be held at Mondello Park on August 21 has attracted much interest from both the usual Irish contingent and competitors from the mainland.

The MG Car Club, who are promoting the meeting, have already received paid-up entries from the Hawke works team (Devaney, James and TBN), David McLelland (Crosslé), Richard Peacock (Royale), Graham Frankland and Philip Tingle (Hawkes) and the Hill brothers in their Merlyns. The total number of entries could necessitate four heats and a final.

If anyone is still intending to enter the closing date for applications is August 12. Further details can be obtained from Dr Norman Jackson, 21 Fitzwilliam Place, Dublin 2. Other races at the meeting are for Formula Atlantic, Modsports, special saloons, production saloons and veteran and vintage cars.

New class for Radio series

After drivers expressed their concern at the small grids in the one-class British Radio Series, competitor Peter Hall organised the introduction of an up to 2300cc class. This proposal has been accepted by the organising clubs and promoters, and will take effect from Sunday, August 28, at Snetterton.

To comply with RAC regs, Peter has had to register a new championship which will run concurrently with the British Radio races. His firm, Industrial Control Services Ltd, of Maldon, Essex, are sponsoring the ICS up to 2300cc Championship which will have points scoring of 4-3-2-1 at each round (8 in all), and a prize fund of £25-£15-£10. The series winner will receive the ICS cup and £100 given by ICS.

The prize fund for each round has been made available from the existing British Radio money—and it is commendable that the drivers concern for 'their' championship was strong enough for them to accept a cut in prize money for the large cars.

ICS are a £1m company, currently engaged on work for the emergency cut-out systems being installed at the Flixborough chemical plant rebuild. Peter Hall, an ICS director, is an enthusiastic prodsaloonie campaigning an Opel Commodore.

This new 'class' will not affect the battle for the overall series which remains totally separate with its original points system of 20-15-12 etc. But the reduced prize money for each round is now: £50-£35-£30-£20-£15.

Hustler's heavy hassles

Last weekend was a black one for the SKF Steel clubmans racing team whose fortunes of late have been somewhat erratic. At Oulton Park on Saturday in the SKF Steel championship race Richard Groombridge had the Hollowbar Hustler in a challenging third place behind the U2s of Creighton Brown and Martin White when the car went on to three cylinders necessitating a pit stop for a plug change. Vernon Davies in the other SKF car then moved into third position having come up well from a lowly grid position only to have the engine of his U2 blow up comprehensively on lap 6.

At Donington the following day in the Glass Team Leasing non-championship race the sole remaining team representative started the race well and was pressing race leader Ray Mallock on the opening lap only to get taken off by Mallock when he spun on some oil at the Old Hairpin. Unable to restart the engine, Richard's race ended there while the U2 driver restarted and went on to win.

● The ex-Richard Cresswell Phantom B73 Clubmans car appeared last Saturday at Oulton Park in the hands of Wiltshire driver Charles Tilley. The car, which is powered by a Nelson engine has been updated to a P77. Although it was the driver's first race at Oulton Park—he's still a novice too—he did finish seventh overall in the race, an SKF Steel round.

Remember Open Days next week

The RAC Race Committee Open Days will be held at Belgrave Square next week from Monday to Wednesdasy. While the merits of holding these meetings has been questioned by many people—particularly competitors, whose turn-out last year was disappointing, to say the least—there can be little doubt that consultation between organisers and competitors is a Good Thing.

The timetable for the week is: Monday, 10.30am, special saloons; 2.30pm, prodsaloons; Tuesday, 10.30am, modsports; 2.30pm, FF1600, FF2000, Sports 2000; Wednesday 10.30am, prodsports.

One note for competitors: there will be a meeting of modsports drivers in the Brands Hatch paddock on Sunday to consider items to be raised on Wednesday. All those interested are asked to gather by the winning car.

Vermilio in trouble

The vastly experienced Formula Ford driver Bernard Vermilio made himself rather unpopular at Donington last weekend with a series of unseemly incidents. In his heat, on Saturday, he spun off at the chicane on the last lap when trying to oust Trevor van Rooyen's Royale from the lead. He then showed scant regard for the marshals or other drivers by dangerously rejoining the race and almost took off George Caton's Hawke DL19 as he did so.

Then, in the final, he was running in tenth position in the middle of a large group when he tried to outbrake Peter Morgan's AD Morgan & Son Royale into Red Gate. By all accounts, the manoeuvre was not the most sensible of the weekend and it resulted in both he and Peter spinning in the middle of the track. A closely following John Village (Alloy Steel and Iron Royale) had absolutely no chance of avoiding an accident while his car was then rammed by an equally blameless Tom Wood (Esso Uniflo Royale). Deputy Clerk of the Course, Don Truman, was also unimpressed by Bernard's actions and said so in no uncertain terms.

Briefly . . .

● Having written off his F3 March at the recent Donington BP round, London car dealer Bruce Coate-Bond has tied up a deal to run the second works Delta in ten FF2000 races starting later this month. The Horseless Carriage Company will also run newcomer Bill Taylor in selected *Formule Libre* races this year with a view towards a full FF2000 season next year.

● The South London Centre of the 750MC have changed their meeting place to the Rose and Crown, Church Street, Croydon, where they will congregate on the third Wednesday of each month. John Murrell is the Secretary and he can be contacted at 374 Purley way, Whaddon, Croydon, for further details.

● The Lightning Motor Sport Club promote their popular 'Twilight' novice rally on September 3/4. Starting from Stanways Garage, Lytham, Lancs. The rally is for novices only, with a class for beginners (competitors with experience in nothing other than 12-car events). Entry fee is £6.50 and early application is advised (entries close on August 20). Details from Mrs S. Lawson, 9, Oxenholme Avenue, Cleveleys, Lancs.

● We are reliably informed by Willie Green that the presence of the *Sunday Times* on the passenger seat of the JCB Ford GT40 immediately prior to Sunday's BAT Builders championship race at Donington was nothing to do with his first lap spin at the chicane. Even more annoying for poor old Willie was that the consequent winner of the race, Richard Bond in the Marsh Plant Lola T70, had borrowed Green's house in nearby Derby the previous night to repair a driveshaft that had broken at Oulton Park on Saturday.

● The Veteran Car Club of Great Britain are promoting a Closed Permit Rally of North Norfolk on September 24/25. The Saturday section comprises a scenic route starting and finishing at the Blakeney Hotel, Blakeney, while Sunday's drive will take competitors to Norwich via Cromer. the Dean of Norwich has requested the presence of the rally cars in the Cathedral Close where they will be inspected by the Mayor and Mayoress of Norwich.

● The BRSCC are running races for Special saloon cars (all classes) and Formula Fords as supporting events to their round of the 1977 World Championship for Makes at brands Hatch on September 24/25. The larger saloon race is a qualifying round of the Century Supreme championship while the up to one-litre saloon and FF1600 races are non-championship events. Anyone interested in competing should ring Jane Partington at Brands for further details. The number to ring is Ash Green (0474) 874445.

● The Rotary Club of Bognor Regis are now inviting entries for their Jubilee Gala to be held on Saturday, August 20, at the West End Car Park, Bognor. The competition will be in the form of a *concours d'elegance* and the organisers have announced that there will be no entry fee. Every competitor will receive a commemorative plaque and will stand a chance of winning an award in one of the three classes. They are for Veteran and Vintage to 1931; Post vintage from 1932 to 1939 and Post war vehicles of special interest. Further information is available from David Chiverton on Birdham 512295 or Clive Sayer on Pagham 2441.

A team of eight rallycross drivers, including John Button (above) are to appear at the Esso/Radio 210 Thames Valley Autocross in Reading on Sunday. The team will stage a series of heats and a final in groups of four when they are not taking part in a static display. Other drivers listed are Mick Bird (TR7), John Clark (Porsche 911), Tony Merridale (Escort), Geoff Thomas (VW), Dick Griffiths (Mini), John Mackley (Mini) and Les Lunn (Mini). The autocross is a round of the BTRDA, RAC, ACSMC and LCAMC/Kirby and Cole championships and promises some exciting action.

● The date of the final round of the Leyland Cars Mini 1275 Challenge has been confirmed as October 23 at Mallory Park. This meeting, which is organised by the BARC, also features a Combined One-make Handicap Race. Details of both from John Wickham at Thruxton.

● Farnborough DMC are organising their Challenge Shield driving tests at Home Farm, Elvetham on September 18. The event is run on a smooth, non-damaging, grass field so even the most treasured family car can be entered safely. The entry fee is £2.50 and regs are available from Bill Painter, 25 Bullers Road, Weybourne, Farnham, Surrey, Tel: Farnham 23031.

● There is an additional round of the BAT builders Historic Sports championship at Brands Hatch on October 2. This replaces the Snetterton fixture scheduled for September 4. The AMOC are organising the new event.

● The Image Formula Vee chassis which was to have been raced by Mark Goddard this year may not now reach the circuits. Although the spaceframe has been built at the firm's Goodwood base, Goddard has reportedly collected his gearbox and thus the car's future looks doubtful.

● Having sold his share in the familiar spaceframe Imp to the car's constructor, Dick Wallinger, Oadby driver Cliff Watts has acquired the ex-Mike O'Brien Merlyn Mk 30 Formula Ford. He makes his debut at Mallory this weekend in the same race as the Imp's former owner, Jeff Ward, who drives a Dulon.

● The Galloway Motor Clubs are organising their Hodgmac Tour of Galloway Rally on October 1/2. The event consists of a variety of motorsport activities ranging from autotests to special stage sections at nearly 40 venues and is designed to find the best all-rounder. A prize fund of £300 has been provided by Hodgmac Ltd of Drongan with the overall winner taking home £50. Entries are £12 until September 5 and £14 thereafter. Regs from Mrs Ann McDermid, 72, Barskimming Road, Mauchline, Ayrshire. Tel: Mauchline 50599.

● The Truro & District MC are staging the last three rounds of the Esso Uniflo ASWMC Speed Championship at Tregrehan hillclimb on August 28. Regs are available now from Miss Caroline Whittall, 34, Chain Walk Drive, Truro, Cornwall, Tel: Truro 4826. Neighbouring Newquay AC are holding a Closed to Club sprint the following day (Bank Holiday Monday) and regs for this event are obtainable from Rob Williams, 'Roblyn', St. Columb Road, St. Columb, Newquay, Cornwall.

● Jeremy Rossiter has at last sold his Formula Atlantic Chevron B29. The car, which was originally owned by Derrick Cook, has been sold to Irish driver John Pollock, who aims to use it in the Irish Formula Atlantic series against the likes of Eddie Jordan, Patsy McGarrity and so on.

● John Morrison will definitely drive the Lubrication Engineers Super Vee Lola in the supporting programme at the Austrian GP at Osterreichring on Sunday. In testing at Snetterton last week, Morrison lapped the Lola below his old record, following some engine modifications including the use of side-draught Webers and a new manifold. The car is usually driven by Nick Anger.

● Quote from John Watson, presenting the garland to David Leslie, after Leslie's F1600 heat win at Snetterton last Sunday: "Well done David, I only wish I could win one too"

● Frank Bayes, the quick FF driver from Haywards Heath, appears to be without a drive for the remainder of the season. The Image which he has used this year has been sold to a Swedish driver and hence all chance of good championship placings has been lost.

● The Silverstone based Brush Fusegear Formula Ford 1600 Championship is really brewing up to a tremendous climax with six of the 15 rounds yet to run. After the race at Donington last Sunday, South African Trevor van Rooyen has a slender three point advantage over Michael Roe, with Nigel Mansell just a further two points adrift. With Tom Wood and Bernard Devaney also within 14 points of the leader this is by far the most closely contested FF championship this year.

sports extra

The recent Donington F3 meeting saw the sad demise of Peter Jurgens' unique Austin A40-Ford (above) which was involved in a spectacular incident with the Mini of Michael Parkes. Jurgens had just completed a spaceframe rear end on the ex-Peter Cartlidge car and after practice was very happy with the A40's performance. Lucas-designed exhausts had endowed the engine with more power and all was looking good for the race until the shunt wrote off the back of the car. However, this setback allows Jurgens to build up a fully spaceframed 'demon' A40 rather earlier than the end of the year as originally planned.

● Regs are now available for Stockton and District MC's Stocktonian Rally, on August 27/28,sponsorship being provided by Uni-heat of Stockton-On-Tees. The event will use pre-plotted time controls and selectives around Durham and North Yorkshire. Starting point is the Crest Motel, Durham. Spectators welcome. Prospective entrants please apply, with SAE to Mrs Nadine Popple, 6 Chatsworth Court, Stockton-On-Tees, Cleveland.

● On Tuesday, Chris Meek, on behalf of the BMRMC North East Region, presented a Scamp Mobility Aid to the Association for Spina Bifida and Hydrocephalus at Ilkley, Yorks. The money for the scamp was raised through a raffle for prizes donated by Mike Keegan of BAF. In fact such was the response to the appeal that sufficient cash was raised to buy five of the buggies, one of which is to be presented in each of the BMRMC regions.

Donington Park results (report, p42)

Brush Fusegear Formula Ford 1600—Heat One (7 laps): 1, Yves Sarazin (Royale-Scholar RP24), 9m 57.4s, 82.56mph; 2, Nigel Mansell (Crossle-Minister 32F), 9m 58,8s; 3, Barry Pigot (Van Diemen-Scholar RF77), 10m 08.0s; 4, Peter Morgan (Royale-Minister RP21), 10m 14.4s. **Fastest lap:** Sarazin, 1m 21.8s, 86.14mph.

Brush Fusegear Formula 1600—Heat Two (7 laps): 1, Michael Roe (Van Diemen-Scholar RF77), 11m 14.0s, 73.18mph; 2, Ken Acheson (Crossle-Minister 32F), 11m 23.8s; 3, Tom Wood (Royale-Scholar RP21W), 11m 24.2s; 4, David Dickson (Royale-Minister RP24), 11m 33.6. **Fastest lap:** Acheson and Wood, 1m 34.6s, 74.48mph.

Brush Fusegear Formula Ford 1600—Heat Three (7 laps): 1, Trevor van Rooyen (Royale-Minister RP24), 11m 03.2s, 74.37mph; 2, Bernard Devaney (Hawke-Minister DL19), 11m 04.4s; 3, Martin Longmore (Hawke-Rowland DL11), 11m 11.0s; 4, George Caton (Hawke-Scholar DL19), 11m 12.8s. **Fastest lap:** Devaney, 1m 32.6s, 76.09mph.

National Formula Vee Championship Race (10 laps): 1, Dave Greenwood (Scarab), 15m 48.0s, 74.33mph; 2, Wally Liles (Cell AC10), 15m 59.6s; 3, John Holmes (Hawk), 16m 04.8s; 4, Mark Goddard (Andark Vee), 16m 05.0s; 5, Rupert West (Royale RP18), 16m 06.08; 6, Nick Wadham (Cell AC10), 16m 15.8s. **Fastest lap:** Tim Flynn (Scarab) and Greenwood, 1m 30.4s, 77.95mph.

Esso Unifo Special Saloon Car Championship Race 'A' (10 laps)—overall and 851-1000cc: 1, Paul Haywood-Halfpenny (1.0 Sunbeam Imp), 15m 09.4s, 77.48mph; 2, Basil Dagge (1.0 Hillman Imp), 15m 14.4s; 3, Richard Long (1.0 Wallinger Imp), 15m 31.2s; 4m Martyn Sims (1.0 Sunbeam Imp), 15m 32.6. **Fastest lap:** Haywood-Halfpenny and Dagge, 1m 29.0s, 79.17mph. **Up to 850cc:** 1, Chris Roberts (849 Hillman Imp), 74.58mph; 2, David Enderby (843 Morris Mini); 3, David Leaver (846 Leyland Mini). **Fastest lap:** Roberts, 1m 32.4s, 76.26mph.

Bat Builder Products Historic Sports Championship Race (10 laps)—overall: 1, Richard Bond (5.0 Lola-Chevrolet T70 Mk3), 13m 42.2s, 85.70mph; 2, Willie Green (5.0 Ford GT40), 14m 03.8s; 3. John Jarvis (1.6 Lotus 23B), 14m 50.0s; 4. Rodney Bloor (1.6 Chevron-FVA 38), 14m 52.0s. **Over 2000cc:** 1, Bond; 2, Green; 3, Brewster Righter (4.7 AC Cobra). **Fastest lap:** Bond, 1m 19.8s, 88.30mph. **Up to 2000cc:** 1, Jarvis; 2, Bloor; 3,Reg Skeels (1.6 Merlyn-Lotus Mk6A). **Fastest lap:** Jarvis, 1m 26.0s, 81.93mph.

British Empire Trophy Race for Historic Racing Cars (12 laps): overall and Post War Cars: 1, Neil Corner (2.5 BRM P25), 16m 45.6s, 84.08mph; 2, Simon Phillips (2.0 Cooper Bristol), 18m 04.0s; 3, Gerry Walton (2.0 Connaught), 11 laps; 4, Frank Lockhart (3.0 Rover Special). **Fastest lap:** Corner, 1m 22.4s, 85.51mph. **Pre-War Cars:** 1, Hon Patrick Lindsay (1.5 s/c ERA R5B), 17m 22.2s, 74.37mph; 2, Patrick Marsh (1.5 s/c ERA R1B), 17m 49.6s; 3, Christopher Mann (2.6 Alfa Romeo Monza), 10 laps; 4, Richard Dunham (2.5 Alvis Speed 20), 10 laps. **Fastest lap:** Lindsay, 1m 32.8s, 75.93mph.

Glass Team Leasing Clubman's Sports Race (12 laps): 1, Ray Mallock (Mallock U2-Holbay Mk18B) 15m 33.8s, 90.55mph; 2, Ruari Gillies (Diamond-Swindon R6), 15m 36.6s; 3, Creighton Brown (Mallock U2-Morgan Mk18B), 15m 39.4s; 4, Chris Hill (Mallock U2-Hill Mk14), 15m 40.6s; 5, Dave Orbell (Stallwood U2-Holbay Mk16), 15m 43.0s; 6, Richard Mallock (Mallock U2-Holbay Mk18B), 15m 50.6s. **Fastest lap:** Brown, 1m 14.2s, 94.96mph.

AFN Classic Sports Car Championship Race (10 laps)—overall: 1, Richard Thwaites (2.0 Brabham BT8 Climax), 14m 07.2s, 83.17mph; 2, David Dawson (1.6 Lotus 23), 14m 31.4s; 3, Brian Cocks (1.6 Lotus 23B), 14m 56.4s; 4, Roger Friend (1.2 Lotus Elite), 15m 25.2s. **Front-engined GT cars over 3000cc:** 1, Brewster Righter (4.7 AC Cobra), 74.69mph;, 2, Bob Linwood (4.7 TVR Griffith). No other finishers. **Fastest lap:** Righter, 1m 31.8s, 76.76mph. **Front-engined GT Cars 1301-3000cc:** 1, Tony Steel (1.6 Lotus Elan) 74.70mph, 2, David Pratley (2.0 Marcos GT); 3, Cyril Baxter (2.0 Marcos GT). **Fastest lap:** Pratley, 1m 31.8s, 76.92mph. **Front-engined GT cars up to 1300cc:** 1, Friend, 76.16mph; 2, Jem Marsh (1.3 Marcos GT); 3, Jack Batson (1.2 Lotus Elite). **Fastest lap:** Friend, 1m 30.6s, 77.77mph. **Sports Racing Cars over 1600cc:** 1, Thwaites. Only finisher. **Fastest lap:** Thwaites, 1m 22.8s, 85.09mph. **Sports Racing Cars up to 1600cc:** 1, Dawson, 80.86mph; 2, Cocks, 3, Reg Skeels (1.6 Merlyn Mk6A). **Fastest lap:** Dawson, 1m 24.8s, 83.09mph.

Brush Fusegear Formula Ford Championship Race—Final (12 laps): 1, Mansell, 16m 59.8s, 82.91mph; 2, Sarazin, 17m 03.6s; 3, Devaney, 17m 12.0s; 4, Acheson, 17m 12.2s; 5, Pigot, 17m 21.2s; 6, Paul Smith (Royale-Harris RP24), 17m 24.2s. **Fastest lap:** Sarazin and van Rooyen, 1m 20.8s, 87.21mph.

Esso Unifio Special Saloon Car Championship Race 'B' (10 laps)—overall: 1, Mick Hill (5.0 VW Chevrolet), 13m 24,4s, 87.60mph; 2, Vince Woodman (3.4 Ford Capri), 13, 24.6; 3, Alastair Lyall (1.9 Ford Escort), 13m 58.0s; 4, Chris Wray (2.0 Ford Escort), 14m 07.0s. **Over 2500cc:** 1, Hill; 2, Woodman. No other finishers. **Fastest lap:** Woodman, 1m 17.4s, 91.04mph. **1301-2500cc:** 1, Lyall; 2, Wray; 3, Steve Phillips (2.0 Ford Escort). **Fastest lap:** Lyall, 1m 21.2s, 86.78mph. **1001-1300cc:** 1, Peter Baldwin (1.3 Mini Clubman-BDA), 82.14mph; 2, David Carvell (1.3 Morris Cooper S); 3, Alan Hunt (1.3 Austin Cooper S). **Fastest lap:** Baldwin, 1m 23.6s, 84.29mph.

RAC

Motor Sport Division Official announcement

No 3—1977

1. This form of Official announcement is being used quarterly formally to advise of rule changes and amendments to RAC Motor Sport publications. A further announcement will appear in the second week of November.

2. Motor Sport Division—Christmas Holidays

Motor Sport being an all year Sport, the Division finds that Staff Holidays do affect the operating effectiveness of the Division and it is announced that in order to keep the Staff effectiveness to an optimum through the normal Summer Period, the Division will close completely for the Christmas Holiday period.

For 1977 the Division will be closed from 24th December until the 3rd January.

3. Windscreen Advertisements—Open Trade Licences

Scrutineers are reminded that only holders of Open Trade Licences who have entered a car are eligible to carry advertisements on the windscreens of competing cars.

There are specific 1977 Facing Formulae which do permit the sponsors of these Championships the rights for advertising on windscreens. Scrutineering checks should be carried out in conjunction with the printed and published amended Formula regulations.

Unless a competitor can produce a valid Open Trade Entrants Licence which corresponds to the advertisement on the windscreen such displays should be removed.

4.RAC Motor Sport Racing Championships and Formula 1977

A. Silenced Formulae for 1978

The RAC has accepted recommendations from Race Committee Noise Working Group that a number of Race formulae be subject to silencing restrictions.

Formulae which will have to comply with noise restrictions from January 1 are:

Mini 850; 1000 and 1275; Escorts; Renault 5; Prodsports; Production Saloons; Formula Vee.

The technical limitations on the noise level, its measurement, and the type of silencer required, will be published as soon as possible.

The Group recommends that the following additional formulae should also comply from January 1st 1979:

Formula Ford 1600; Formula Ford 2000; Sports 2000; Special Saloons; Formula Super Vee; Thoroughbred Sports.

B. Formula 5000; Gp 8—Tyre Regulations

The RAC has authorised the use of the G50 (4515) in place of the G50 (4667) for these Formulae.

C. Production Saloon Cars

From July 1st, the Autocar Buyers Guide has only been used to establish which models of car are eligible to compete in *Production Saloon Car* racing. It is no longer used as a reference for technical data. The RAC Specification Form is now used to determine the specification of each model and all competing cars must comply with the details given in the Specification Form. Competitors are advised that the information given in the Buyers Guide may differ greatly from that contained in the Specification Form.

RAC Specification Forms are obtainable by sending an SAE to The Technical Department of The Motor Sport Division.

D. Monoposto Formula

The Monoposto Racing Club has noted that this Formula does not require fire extinguishers to be fitted. However, the Monoposto RC does recommend that they be so.

E. Tricentrol British Saloon Car Championship (British Touring Car Championship) p.65

Art. 12(9) The Attention of competitors and scrutineers is drawn to the fact that in the case of cars fitted with MacPherson strut front suspensions in this series the 'original mounting' shall be considered the bolts in their original positions fitted to the front suspension towers.

F. Renault 5

Due to importation of the TS5 on either Michelin XZX 145 x 13 or Klever V12, 145 x 13.

5. RAC Motor Sport Regulations

A. C101. Special Stage Practice Days

Organisers should note the following additional requirements:

1. If the event is not in the calendar, at least eight weeks notice of application is required (C2).
2. Application must be made on the Rally Permit form.
3. The RAC will appoint an Observer and the appropriate fee will be payable.
4. Insurance at the rate of £1.15 per competitor will be payable.
5. The requirements of B12 and C101 must be complied with.
6. Not more than six attempts at any one stage layout will be permitted.
7. Although no awards nor published times are permitted, a bogey time must be set for the stage (based on (90(f)) and this time and the length of the stage must be notified in writing to contestants.

B. SSRP36 Flag Signals

The attention of race organisers and competitors is drawn to the use of the black and orange flag at a race meeting. Under FIA rules (Page 79 green section) a black flag with an orange disc indicates to a particular driver that his car has a mechanical fault, is on fire or has another problem, of which he is apparently unaware or which is considered dangerous. The flag, like the black flag, entails a *mandatory halt*, but not for disciplinary reasons.

C. SSR Q14. Crash Helmets

Competitors should note that as from 1st January 1978 it is mandatory for helmets in all forms of competition to carry an approval label issued by The RAC. Scrutineers are in possession of labels and should be contacted in good time to ensure labelling is complete by 1st January 1978.

6. RAC National Championships

Changes of date etc.

A. RAC National Formula Ford Championship

Change of date: BRSCC, Mallory Park, From 9th October to 18th September.

B. RAC National Rallycross Championship

Confirmed dates are as follows:

31 July:
Longton DMC Longridge
11 September:
TEAC Lydden
16 October:
West Suffolk MC/Sporting CC of Norfolk Snetterton
30 October:
Longton DMC Longridge
6 November:
TEAC Lydden

The event planned by TEAC for 25 September is cancelled.

C. RAC National Autocross Championship

Remaining dates are as follows:

14 August Craven MC
21 August Rhyl DMC
28 August Woodbridge MC
18 September GEC (Stafford) MC
25 September Hagley DLCC

D. RAC National Autotest Championship

Rhyl DMC have been forced to move their event planned for 12 June to 2 October.

E. RAC National Drag Racing Championship

Remaining events are as follows:

August:
NDRC Blackbushe
27/29 August:
BDRHRA Santa Pod
25 September:
NDRC Blackbushe

Phil Sparkes in the rapid Mazda leads the Opels of Ray Moore and Frank O'Rourke.

The Watson feeling

Joe Greenan probably has some idea of how John Watson feels these days. In every Formula Ford race at Kirkistown this season he has had his Royale RP24 in the leading bunch only to be eliminated by accidents caused by other drivers. On July 30 he obviously decided the only way out of this was to keep out of their way—at the front—and for 15 of the 20-lap race he gradually extended his lead over the field. Then, disaster. A shock absorber broke and a radius arm pulled out, or vice versa, and a disconsolate Greenan had to walk back to the pits. In what was a rather quiet race by FF standards Trevor Templeton, who had been on pole with a new engine in his Crosslé 32F, inherited the lead and, despite a large degree of oversteer, held off the 30F of Mike Phillips with Kenny Acheson (32F) a distant fourth.

Much more exciting was the Atlantic race with Patsy and Harold McGarrity and John Eastwood sharing the front row on 54.4s (and all in Chevrons). Well within striking distance were Bill Gowdy (Chevron) on 56.4 and John Smith (March 72B) with 56.6 and right from the start this quintet circulated in a bunch with Harold McGarrity in the lead at first. However, by dint of some extraordinary braking the ebullient Gowdy took the lead on lap four and, to most people's surprise, stayed there while John Smith retired after running in the back of someone at the Hairpin and damaging his radiator. Eventually the "King Pin" of Irish FA Patsy McGarrity managed to slip by but Gowdy fought back to retain the lead. Then, just as the crowd began to anticipate one of the most hair-raising finishes ever seen at the circuit, Gowdy's car suddenly slowed down on the back straight. "It ticks over all right but won't run on full throttle," said a philosophical Gowdy back in the pits. This left Patsy in the lead just ahead of Harold and Eastwood who were having a colossal dice. In previous races the relatively inexperienced Eastwood has usually started well and appeared to have tired but this time he was determined to keep going and in a screen of tyre smoke took Harold on the inside of the last corner to take a very good second place.

Jock Robertson should have been the star of the Production Saloon race in the *Mayfair* Opel but the car only completed two laps of practice before being put out by overheating problems. That left the two similar Opel GSEs of Ray Moore and Frank O'Rourke to put on their expected duel at the head of the field but they must have been as surprised as everyone else when Phil Sparkes' Mazda RX2 took the lead and stayed there refusing to be intimidated by the bulk and proximity of the thundering Opels. For several laps the Mazda stayed in front until some sort of schemozzle occurred at the Hairpin and the three cars emerged well separated in the order Moore, Sparkes and O'Rourke. For a time Moore increased his lead but then started to slow perceptibly and the Mazda once more took the lead. Eventually Moore stopped with a badly bent front wishbone—the third such occurrence this season. Meanwhile O'Rourke was charging along and eventually took the lead to win by an easy enough margin. Third was Laurence Davison in his very rough Capri after a battle with Russell Connell's similar car which stopped with a split fuel tank—this once immaculate car needs a lot of attention now.

Four other races completed the programme but while the FF, FA and Production saloons prosper the other categories decline. The winner of a total field of seven cars in the combined modsports, modsaloons and Group One cars was John McCullough's Europa and a rather uninteresting Vintage Handicap was won by Tony Dowling's far from thoroughbred ACJ Special.

ESLER CRAWFORD

results

Modsports, Modified Saloons, and FIA. Group One (10 laps): 1, John McCullough (Lotus Europa), 11m 57.8s, 76.60mph; 2, Bobby McCutcheon (1293 Mini), 12m 09.4s; 3, Robert Ward (Dolomite Sprint), 12m 19.8s; 4, Brian McBride (Vauxhall Firenza), 12m 29.8s. **Fastest lap:** McCullough, 1m 8.3s, 80.38mph.

Vintage Handicap (7 laps): 1, Tony Dowling (ACJ Special), 11m 30.4s, 62.04mph; 2, Malcolm McHenry (MG TC), 11m 31.4s; 3, Bill Galbraigh (Lancia Lambda) 11m 39.6s; 4, Basil McCoy (Gillow Riley), 11m 40.4s. **Fastest lap:** Dowling, 1m 25.8s, 68.08mph.

Formula Ford (20 laps): 1, Trevor Templeton (Crosslé 32F), 21m 44.6s, 84.30mph; 2, Mike Phillips (Crosslé 30F), 21m 46.4s; 3, Kenny Acheson (Crosslé 32F), 21m 53.6s; 4, Viv Candy (Crosslé 30F), 22m 02.4s. **Fastest lap:** John Greenan (Royale), 1m 04.2s, 86.64mph.

Production Saloons (15 laps): 1, Frank O'Rourke (Opel Commodore), 19m 07.6s, 71.87mph; 2, Phil Sparkes (Mazda RX2), 19m 16.2s; 3, Laurence Davison (Capri 3000), 19m 20.2s; 4, Maurice Hassard (Mazda RX3), 19m 33.4s. **Fastest lap:** O'Rourke, 1m 14.4s, 73.90mph.

Formula Atlantic (20 laps): 1, Patsy McGarrity (Chevron B39), 18m 59.0s, 96.55mph; 2, John Eastwood (Chevron B29), 18m 59.8s; 3, Harold McGarrity (Chevron B29), 19m 00.6s; 4, Mike Nugent (Modus), 19m 14.4s. **Fastest lap:** Patsy Garrity and Eastwood 55.8s, 96.54mph.

Formula Ford Invitation (10 laps): 1, Michael Clifford (Crosslé 32F); 2, Nat Ferguson (Crosslé 30F); 3, Jackie Davidson (Crosslé 32F).

Open Handicap (10 laps): 1, John McCullough (Lotus Europa); 2, Aurelia Goodwin (Mini); 3, Alan Crooks (Lada).

Exciting BTRDA round

Hartlepool promenade was the scene of one of the most exciting clashes ever in the BTRDA Autotest Championship on Sunday when Messrs Smith, Squire and Stringer, the leading lights in this year's series, put up a tremendous display of driving test skill and at the end of nine tests only 1.6secs separated all three. All three deserve the highest credit for providing the most exciting event so far this year with the lead changing hands three times.

After three tests Smith led in his Midget by six tenths from Squire in his Sprite, with Stringer third in the Lotus 7 exactly a second off the pace. Three more tests and Smith had retaken the lead after Squire had gone briefly ahead on the fourth. This time Smith had opened up a gap of 1.4secs with Stringer way off the pace(!) 2.6secs down. On the last three tests, however, it really closed up and a crowd of about 400 interested spectators watched as Smith came through to victory by 1.4 secs from Squire, with Stringer just 0.2 sec away in third place.

Thirty-one entrants travelled from near and far for the event and, with John Larkin suffering a broken crank on his Clubman GT en route, Mike Sones was handed the first class on a plate—well almost, for he dropped a couple of clangers but still managed to head David Buchan of the host club by 2secs. John Calton showed the locals how it should be done in his Mexico, leaving the opposition behind to the extent of 21secs, and the third class went to the Audi 80 of Andy Rae, who was a long way in front of Nick Langan in a Marina.

Smith ended the day on 271.1s, Squire was winner of the class on 272.5 and Stringer was runner-up on 272.7. Poor Richard Yapp, who was third in a class of ten in his Sprite, was left standing somewhat on 287.2. The team award went to Smith and Sones by 1.4secs.

BTD: T. Smith (Midget), 271.1secs;
Class winners: M. Sones (Clubman GT), 304.9s; J. Calton (Mexico), 305.4s; A. Rae (Audi 80), 366.1s; D. Squire (Sprite), 272.5s. **Novice:** Colin Jepson (Mini).

Trackrod to Keith

A fine second half performance, during which he dropped only 20 marks, gave Keith Phizachlea a well merited win in his Chamois at the Trackrod MC's Wharfdale Trophy production car trial at Burley-in-Wharfdale last Sunday. Twenty-four competitors battled over 32 sections and at the halfway stage the Mexico of Harry Tregenza led on index from Ken Waddington's Imp, with Phizachlea third. The Barrow-in-Furness driver really came good in the afternoon, for Tregenza dropped 32 marks and Waddington slipped to drop 36 marks.

Overall: K. Phizachlea (Chamois), 64 marks lost.
Class winners: G. Harrison (Mini), 89 marks; H. Tregenza (Mexico), 83 marks; N. Hargreaves (MGB), 104 marks; K. Waddington (Imp), 67 marks.
Ladies: Mrs Pam Murray (Mini), 170 marks. Best Trackrod: Stephen Lloyd (Mexico), 193 marks.

● Reigning Canadian production racing champion John Schuberg won his regional racing title on July 31, in the Victoria Grand Prix by taking his TR7 to class victory. Team mate Dave Ogilvie won the production class in the MG Midget—also achieving a regional title.

Penalty problem spoils auto-x

Sutton Coldfield farmer's son, Bill Rushton, took BTD by one tenth of a second from Manchester's David Stott, both in big engined Minis, at the Owen Motoring Club's Wildcam autocross at Creswell Farm, near Stafford last Sunday.

It was unfortunate that a dispute about penalties being carried forward from a subsequently scrubbed second run caused some discussion at the end, and the stewards decision left Stott the loser, although he had earlier beaten Rushton in the best battle of the meeting, which attracted 76 entries. In the re-run Rushton came through with a time of 135.6s to snatch the closest of wins.

The new Mexico MkII of Patrick Crowe was an easy winner of the standard car class, where he had 5secs in hand over the field, and Phil Wilson trounced the opposition in the 870cc Mini class, beating Tony Webb by 2secs. Malcolm Davies made the long journey from Haverfordwest well worthwhile by collecting the next class by a whisker from Ian Semple who, in turn, demoted Dick Keen his close challenger in the Longton championship, to third. This was the first time this had happened to Keen this season.

The VW of Peter Rowney easily won a poorly supported rear engined class and Peter Sanders handed out a rare defeat to Pete Futers in the one-litre Mini class, which attracted a low entry of only nine contenders. One man who really flew all afternoon was Pete Robertson, who found the course ideal for his big engined Escort, and he was a full 6secs quicker than Peter Hamlett (Escort), while Howard Murray in the TVR Tuscan was a distant third.

Paul Parbutt came from behind to win the specials class with the Wilton Special, heading Jeff Hawkins in the Mini Jem by 0.3sec, though Hawkins did not get a second run time, for he lost a wheel in a slight coming together with Gordon Capstick. The best entry was reserved for the rally car class and victory in the up to 1500cc category went to Alan Faulkner, driving Mike Hill's Mini for the first time, while Brian Furner and Mike Spray, both in Minis, shared second spot, just 0.4sec behind. In the over 1500cc category Mervyn Coxon, in his two-litre Escort, beat Simon Wallis, in a 1600 Escort, by 0.2secs after improving on his second run by 5secs.

BTD: B. Rushton (Mini), 135.6secs.
Class winners: P. Crowe (Mexico), 151.6s; P. Wilson (Mini), 138.0s; M. Davies (Escort), 138.2s; P. Rowney (VW), 150.4s; P. Sanders (Mini), 139.0s; P. Robertson (Escort), 136.6s; D. Stott (Mini), 135.7s; P. Parbutt (Wilton Special), 139.3s; A. Faulkner (Mini), 144.3s; M. Coxon (Escort), 142.7s.

● Alister Douglas-Osborn (Pilbeam R22) won the 11th round of the 1977 RAC Hillclimb Championship at Craigantlet, near Belfast, today. His winning time of 51.64s constitutes a new outright record for the 1,833 yard course and is almost 4secs faster than the previous best of 55.34. Second place went to the March 74P of Martyn Griffiths who had a best time of 53.42, while third place went to Peter Kaye (Brabham BT35XP) on 54.76. A full report will appear next week.

Cramer's first this year

Chris Cramer scored his first major success of the season last Sunday when he won the twelfth round of the Guyson/BARC Hillclimb Championship at Pontypool Park. Driving his 3.4-litre Grünhalle Lager March 76A, Cramer confirmed his recent form by leading from the start with a fine 27.71s which he later improved to 27.62 to stay well ahead of David Franklin's March 742 on 27.38, while Ted Williams followed up his Channel Islands success with an excellent third place in the March 752 at 28.07.

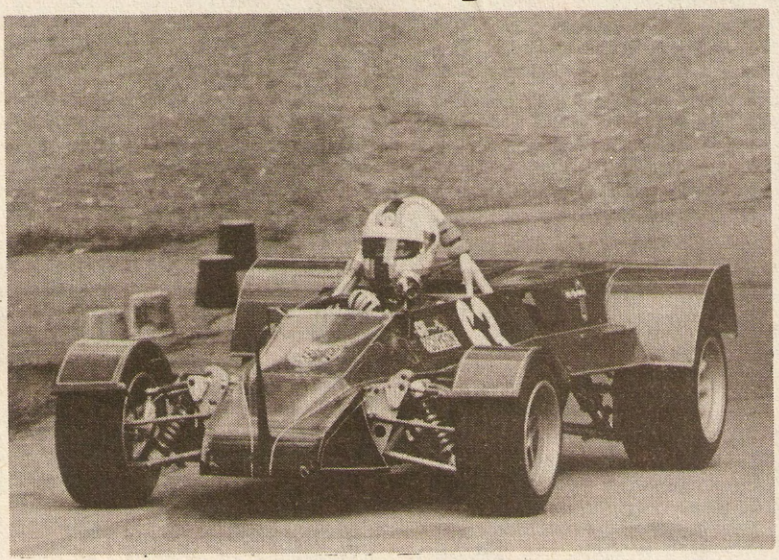
Despite generally overcast and dull conditions, the track remained virtually dry throughout the day, enabling competitors to set eight new class records. However, the meeting did not run particularly smoothly for the South Wales Centre of the BARC and when local vandals cut the course timing wires during the meeting the resulting delay was sufficient to cause the cancellation of the Top Eight and Top Ten runs at the end of the day—the third successive weekend on which this has had to happen!

Terry Tattam set the tune for the four saloon car classes when he took his immaculate 1.3 Cooper S to a dominating new class record for Touring cars of 33.97 on the first runs and then charged the bank at Pool Bend at a surprising rate of knots on his second climb—fortunately without personal damage, but leaving the car in a slightly second-hand condition. Championship leader Charles Barter (1.0 Hartwell Imp) failed to match his class record with a slightly off-form 31.85, but made a slight improvement to his overall score of 0.33 points, Robert Barter bringing the hard-working Imp into second place with a 32.66 first climb ahead of John Jordan's Imp on 32.88.

John Milford (1.3 Cooper S) took almost 0.5sec off John Meredith's record to leave the target at 31.38, whilst John Meredith himself, running in the unlimited capacity saloon class with the 1.4-litre Cooper S, recorded the fastest time of day for a production-based car of 31.36. Although no Championship points were issued after the meeting, an unofficial calculation suggests that this performance has narrowed the gap between Meredith and Charles Barter at the head of the Guyson/BARC Championship table to a few hundredths of a point.

Carol Lloyd's 1.3 MG Midget was never really extended in winning the class for *marque* sports cars up to 2600cc in a near record of 35.88, although Paul Channon (AC Cobra) had a slightly harder time in taking the unlimited section of the class on 33.35, being chased home by Peter Garland's Morgan Plus 8 with 33.81. Not to be outdone, Anthony Boshier-Jones set a new class record in the up to 1600cc Clubmans class with 29.94 in the I.W.R. Blue Flash Engines Mallock U2, chased all the way by Brian Moyse (Mallock U2), whose 30.12 was also below the previous record.

Brian Wilson's 1300 Mallock U2 failed by 0.03sec to equal the 1300cc Sports Racing class record, but Tony Westwood had no doubts about the 1600cc class record being well within his capacity, demolishing it with a storming 29.24 in the Datamatic Mallock U2 and leaving Jim Robinson's similar Mk18B on a slightly breathless 30.41. Simon Dominey had to pull out all the stops on the Martin BM8 to take the over 1600cc Sports Racing class away from Nick Seymour's unconventional-looking but very fast Turbo Volnik, the former autocross champion recording 30.47 to Dominey's 30.30.



Bournemouth solicitor Jeremy Lord had another good day with the unusual Dextra.

David Gould headed a large class of 1100cc single-seater racing cars with a record-breaking 30.18 in the little 1.1-litre Terrapin, second place going to Tom Hart's Chevron on 30.59 and third to a very much on-form Chris Bigwood (Vixen VB5) in 31.03. At one time it looked as though the Morris brothers were going to share the 1600cc class in their self-built Mosign, but suddenly David found the really fast line and rocketed up the hill in an astonishing 28.59 to take half a second off David Franklin's old record. This was followed immediately by John Hart moving the Hart-Brabham BT40 into second slot with a copybook 29.17 run, which left Bill Morris in a lonely third placed 29.27 ahead of Alan Humphries March 722 (29.38).

Right from the start Chris Cramer looked to be in charge of the meeting, the big March 76A thundering down the Avenue towards Pool Bend in a most impressive manner, the wet-patterned M & H tyres seeming to give a stability lacked by many others in the class. A first run time of 27.71 rapidly improved to 27.62 to equal the class record and give Chris a well-deserved championship win for the first time this year. David Franklin's Huntsman March 742 took second place in the class with a much-improved second run of 27.83, while Ted Williams put in a really challenging 28.07 with the March 752 to take third place and emphasise once again his considerable potential. Rob Turnbull continued the improvement shown at Loton last weekend, the B & W Motors Ralt now running with a new rear wing slung out behind the rear wheels recording 28.57. Just 0.02sec behind Turnbull came Roy Lane in the Fenny Marine March, whose first run time equalled David Morris' new 1600 record. He failed to make the top on his second climb when a slow puncture intervened at Pool and the car clipped a nearside rear wheel on a concealed rock and stopped with a bent rear suspension link.

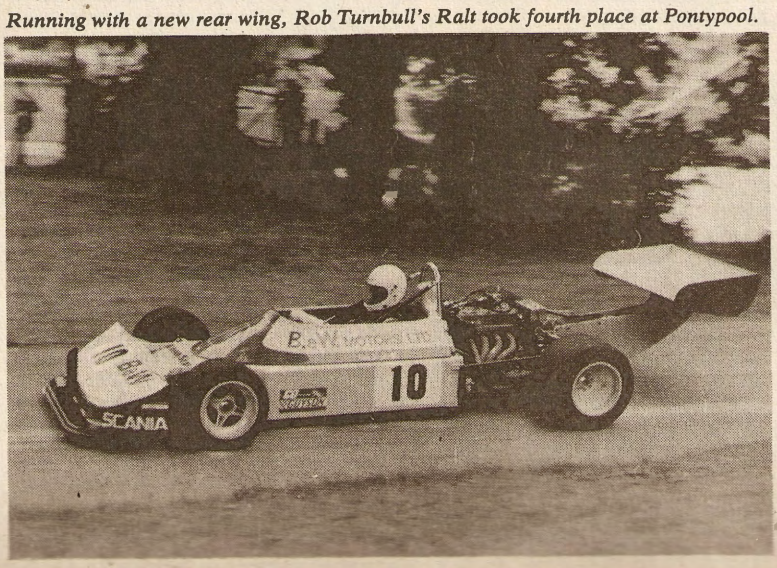
BOB COOPER

results

BTD: Chris Cramer (3.4 March 76A), 27.62s.
Class winners: Terry Tattam (1.3 Cooper S), 33.97s **(record)**; Charles Barter (1.0 Hartwell Imp), 31.85s; John Milford (1.3 Cooper S), 31.38s **(record)**; Mrs Carol Lloyd (1.3 MG Midget), 35.88s; John Meredith (1.4 Cooper S), 31.36s **(record)**; Paul Channon (4.7 AC Cobra), 33.35s; Stuart Watts (1.6 Lotus Elan), 31.38s **(record)**; Anthony Boshier-Jones (1.6 Mallock U2), 29.71s **(record)**; Brian Wilson (1.3 Mallock U2), 29.94s; Tony Westwood (1.6 Mallock U2), 29.24s **(record)**; Simon Dominey (1.8 Martin BM8), 30.30s; David Gould (1.1 Terrapin), 30.18s **(record)**; David Morris (1.6 Mosign), 28.59s **(record)**; Chris Cramer (3.4 March 76A), 27.62s.

The Guyson/BARC Top Ten Championship and Fastest Eight Award runs were cancelled due to lack of time and the results calculated from class times.

Running with a new rear wing, Rob Turnbull's Ralt took fourth place at Pontypool.



Join the Professionals

Hats off to the British Army Motoring Association and their beloved Land Rovers! Five of them went down to tackle the Esso Uniflo 200 Rally in Wiltshire on Saturday and on a night of continual rain, which made conditions atrocious, they took first, third and sixth places.

With a 150 mile route, of which about 50 per cent was 'rough whites', the 39 crews who started were faced with extremely tough conditions from the start and, although the organisers at one time considered cutting part of the route because of the conditions made worse by the weather, they decided to let it all carry on as it was decided it was fair to everyone.

With 30 time controls and 13 passage controls in the route, crews were behind time from a very early stage and the eventual winners, D. Seville from Taunton and his navigator from Bulford Camp, M. Farmer, pressed on to victory with 5F 870pts. Second came the Avenger Tiger of Len Willis and John MacNeill on 7F 390pts and third was the second Land-Rover crew of Cpl Mike Healy and Capt Phil Waterman on 7F 460pts. Simon Everett and Jim Bowie were fourth in their RS2000 on 8F 540pts and the top novices, P. Johnson and Ian Williams, were fifth in a Mexico on 11F 550pts. Lt. Phil Grimes and Cfn Andy Plunkett completed a night of triumph for the BAMA lads by taking sixth on 11F 690pts.

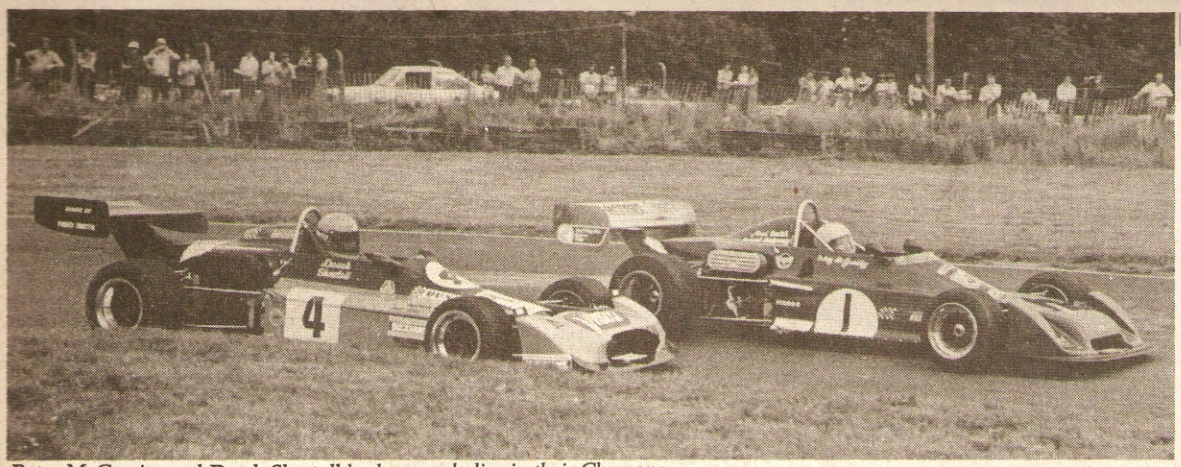
The semi-experts class went to Philip Webb and E. Walker in an Escort on 16F 320pts, while the best Mid Surrey crew were Nigel Darby and Keith Jagger in a Midget with 19F 280pts. Quite a night and 22 crews still managed to finish.

U2 beats BRM at Sprint

The fleet Mallock U2 of Bradford's Ian Curtis saw off the opposition, which included John McCartney's BRM, by some 5secs at the Auto 66 sprint at Elvington on Sunday when a better than usual entry of 52 turned up for the final meeting run by the club at the venue this year. Curtis got down to a time of 2m 5.35s, which left the BRM trailing by 3 secs, and third fastest was Mervyn Bartram's J & EB Special, which was a further 2secs adrift.

Best class struggle was between the Midgets of David Smith and Brian Dooks, with Smith emerging the winner by 0.5sec. A mild surprise was the defeat of Palmer Hewardine and his Mustang in the production saloon class, where he was overwhelmed by the somewhat 'breathed on' Escort of Tim Brooke, who was no less than 2.6secs quicker than the American monster. Peter Ripley won the best supported class, that for special saloons up to 1300cc when he beat the shared Imp of David Stephenson and David Hoffman by 2.5secs.

BTD: I. Curtis (Mallock U2), 2m 5.35s;
Class winners: R. Jackson (Escort), 2m 42.6s; T. Brooke (Escort), 2m 17.2s; P. Ripley (Mini), 2m 25.6s; R. Askew (Midget), 2m 42.6s; D. Smith (Midget), 2m 29.3s; D. Wright (Morgan 4/4), 2m 36.1s; J. Walker (Jag E Type), 2m 18.5s; M. Bartram (J & EB Special), 2m 10.9s; A. Stamforth (Terrapin), 2m 20.3s; J. McCartney (BRM), 2m 8.4s.



Patsy McGarrity and Derek Shortall had a superb dice in their Chevrons.

Atlantic excitement

Derek Shortall and Patsy McGarrity were the star performers at Mondello Park on August 1 in the most exciting Formula Atlantic encounter yet staged on the tortuous County Kildare circuit. For 15 laps the dice between the two Chevron drivers was charged with excitement. First time into Shell, McGarrity claimed the line for the tight hairpin with his Jet/Duckhams B39, with Shortall right behind him in the Vista Chevron B29. On lap 2, Eddie Jordan missed a gear on the main straight and the Marlboro Team Ireland car was rammed by the closely following B27 of Harold McGarrity. The two cars touched, McGarrity riding over the rear wheel of the March 74B and bending a rear wing support which forced Jordan's retirement; Harold continued with half a nose. On the same lap, Shortall tried a very tight inside line at Shell and the two leading cars banged hard together as Patsy dived into the corner to claim the advantage again.

For the next few laps, Shortall fell back slightly as the second McGarrity closed to make meat of the second placed man in a McGarrity sandwich. But the plot failed when Harold's engine expired on lap 8 and, with the third man off his back, Shortall was back snapping on the leader's heels. Lap after lap, Derek would pull alongside Patsy under braking for Shell, and the slipstreaming elsewhere was so close that the two cars looked more like a demon new eight-wheeled Chevron. Shortall tried every line to forge in front, regularly poking the nose of the Vista Chevron under the rear wing and gearbox of the B39.

On the uphill straight from Castrol to Dunlop, Shortall planned his final manoeuvre perfectly, braking a little earlier than usual and coming out of the corner on the inside as McGarrity swung wide. The two cars accelerated down towards the flag and Shortall got the verdict by a fraction in a virtual dead heat, both credited with the same race time. Only two other cars finished, the Chevron B25 of Bill Gowdy and the Brabham BT40 of Tom O'Leary. The retirements included Des Donnelly, who had a water pipe burst on the Kinnane Modus M3 and spun into retirement on the warm-up lap. Mike Nugent's Modus M3 retired with a very sick-sounding motor on lap 10, after getting in a quick 56.8s tour on the previous lap, bettered only by the 56.2 of Shortall and H.McG. and the 56.4 of P.McG. John Ledlie only posted five laps with the ex-Phil Dowsett Chevron B29.

There wasn't much else by way of real excitement at this Carlow Car Club Bank Holiday Monday outing. The Formula Ford heats were won by Ken Acheson in a Crosslé 32F and Joey Greenan in the Martin Donnelly Royale RP24. In the first heat, leader P. J. Fallon had a puncture with the International Transport Magazine Crosslé 25F and Joey Greenan in the Martin Donnelly Royale RP24. In the first heat, leader P. J. Fallon had a puncture with the International Transport Magazine Crosslé 25F and Vivian Candy had blown the engine of the Marlboro Crosslé 30F in practice. As the Southern holiday is a normal workday in Northern Ireland, and many of the regular Ulstermen were not entered while Mick Roe was busy taking a second in Luxembourg with the works assisted Van Diemen. The final was a procession, and for his polished performance in beating Acheson by 0.8secs, Greenan not only made amends for recent kamikaze performances but was also awarded the Ford Star of The Meeting.

David Hall had only a 1-litre engine in the Team P. R. Reilly Imp on this occasion, yet he came through from the back of the grid to defeat all the 1.3 Minis in the modsaloons race, led this time by Mick Dillon after Fintan Cunningham retired his Mini. Pole man Morgan Dempsey only travelled a few yards in the modsports race and, with his quick MG Midget out of the way, Harold Hagan sped on to his Mondello win, beating Brian Tuite's similar Midget by 5secs.

Neither the production or Group 1 saloon races provided much entertainment for contestants or onlookers! In prodsaloons it was the usual non-contest, with Ray Moore's 2.8 Opel Commodore Coupe GS/E again beating the similar but oversteering car of Frank O'Rourke, and Larry Mooney easily took the 1600 class with his Audi 80 GTE. Jock Roberton's *Mayfair* Opel Commodore Coupe blew a head gasket and the visitor was sportingly offered a drive in Moore's standard Commodore Coupe for the Group 1 race, in which he took second to O'Rourke. Richie Conroy won the Clubmans B/Formula Vee race with his Gryphon C73/4, and best of the Vees was Ed Rynhart from John Alvey and former Atlantic star Ken Fildes, all in Sheane-VWs.

BRIAN FOLEY

results

Formula Ford, Heat 1 (10 laps): 1, Ken Acheson (Crosslé 32F), 10m 47.8s., 68.91mph; 2, Dave Griffin (Royale RP21), 10m 53.4s; 3, Brian Lennox (Hawke DL17), 10m 53.4s. **Fastest lap:** Acheson, 1m 03.6s., 70.19mph.

Modsports (10 laps): 1, Harold Hagan (MG Midget), 11m 20.4s., 65.61mph; 2, Brian Tuite (MG Midget), 11m 25.4s; 3, Stee Griffin (MG Midget), 11m 25.8s; 4, Peter Fitzpatrick (MG Midget), 11m 42.0s; 5, Conor Nolan (MG Midget), 11m 58s; 6, Tom Mahon (MG Midget), 12m 26.2s. **Fastest lap:** Liam Plower (MG Midget), 1m 05.8s., 67.84mph.

Formula Ford, Heat 2, (10 laps): 1, Joey Greenan (Royale RP24), 10m 42.6s., 69.42mph; 2, Brendan McKenna (Crosslé 30F), 10m 50.6s; 3, Colin Lees (Van Diemen RF75), 10m 51.2s. **Fastest lap:** Greenan, 1m 03.4s., 70.41mph.

Modsaloons (10 laps): 1, David Hall (1.0 Imp), 11m 16.2s., 66.02mph; 2, Mick Dillon (1.3 Mini), 11m 19.4s; 3, David Yeates (1.3 Mini), 11m 30.6s; 4, T. P. O'Brien (1.3 Mini), 12m 10.6s; 5, Dan Rooney (1.0 Imp), 9 laps. **Fastest lap:** Hall, 1m 05.2s., 68.47mph.

Formula Atlantic (15 laps): 1, Derek Shortall (Chevron B29), 14m 20.0s., 77.86mph; 2, Patsy McGarrity (Chevron B29), 14m 20.0s; 3, Bill Gowdy (Chevron B25), 14m 39.8s; 4, Tom O'Leary (Brabham BT40), 14m 53.6s. **Fastest lap:** Shortall & Harold McGarrity (Chevron B27), 56.2s., 79.43mph.

Prodsaloons (10 laps): 1, Ray Moore (Opel Commodore Coupe GS/E), 12m 37.8s., 58.91mph; 2, Frank O'Rourke (Opel Commodore Coupe GS/E), 12m 41.6s; 3, Larry Mooney (Audi 80GTE), 13m 04.6s; 4, Simon Broadhead (Ford Escort RS2000), 13m 41.8s; 5, Ken Fildes (Citroen GSX2), 13m 44.2s. **Fastest lap:** Moore, 1m 14.2s., 60.16mph.

Formula Ford Final (15 laps): 1, Joey Greenan (Royale RP24), 16m 01.8s., 69.62mph; Ken Acheson (Crosslé 32F), 16m 02.6s; 3, Dave Griffin (Royale RP21), 16m 14.2s; 4, Colin Lees (Van Diemen RF75), 16m 16.4s; 5, Brian Lennox (Hawke DL17), 16m 18.0s; 6, P. J. Fallon (Crosslé 25F), 16m 37.8s. **Fastest lap:** Greenan and Acheson, 1m 03.4s., 70.41mph.

Group 1/Mini 850 (10 laps): 1, Frank O'Rourke (Opel Commodore Coupe GS/E), 12m 00.4s., 61.97mph; 2, Jock Robertson (Opel Commodore Coupe GS/E), 12m 19.6s; 3, C. Dempsey (Mini/ 850), 9 laps. **Fastest lap:** O'Rourke, 1m 10.8s., 63.05mph.

Clubmans B/Formula Vee (10 laps): 1, Richie Conroy (Gryphon C73/4), 11m 38.6s., 63.90mph; 2, Ed Rynhart (Sheane-VW), 12m 30.6s; 3, John Alvey (Sheane-VW), 12m 31.4s; 4, Ken Fildes (Sheane-VW), 12m 34.6s; 5, Mick Merrigan (Sheane-VW), 9 laps; 6, Ivan Sheane (Sheane-VW), 9 laps. **Fastest lap:** Conroy, 1m 08.0s., 65.65mph.

BRSCC (N) Formula Libre Championship	Mar 01 Croft	Apr 08 Rufforth	Apr 11 Croft	May 11 Croft	May 22 Croft	Jun 11 Rufforth	Jul 10 Croft	Jul 24 Cadwell Park	etc	Total points
1. Andy Barton	11	—	2	11	—	—	11	—		35
2. Warren Booth	2	—	9	2	—	—	6	3		22
3. David Muter	4	—	—	6	11	—	—	—		21
4. John Muirhead	3	11	3	1	—	2	—	—		20
5. Tim Knight	—	3	—	—	—	9	—	—		12
6. Martin Watson	—	—	—	—	—	—	—	11		11
7. Bob Rollo	6	—	—	4	—	—	—	—		10
8. Johnny Walker etc	—	—	6	3	—	—	—	—		9

Scottish autocross success

Scot Alan Ross comprehensively blew off the top northern autocross lads at the joint Alnwick/Hadrian CC's autocross at Embleton, near Alnwick, on Sunday in a 1293 Cooper and by so doing opened up The Journal/ANECC Championship.

The meeting, sponsored by Trocoll Quarries also proved the toughness of a Saab owned by Gordon McCombie who, despite rolling it and then seeing it do three quarters of a lap without one of its three wheels when driven by his friend(!) Gordon Laing, came back to win the 875cc class by 1sec. Another runner to survive a roll and collect a class was Alan Conely in his road going Avenger.

Back at the top of the tree, however, Ross put in a combined time of 4:45.4 for his two best runs, which left championship contenders Trevor Olds (Mini), and Dominic Buckley (RS2000), way behind. Olds, in his 1329cc machine, managed 4:53.6 while Buckley returned 4:58.0, both winning their classes in the process. The championship situation leaves Olds one point up on Buckley after seven events, with Gordon Leeming, the Hornet man, third.

BTD: A. Ross (Cooper S), 4m 45.4s.

Class winners: G. McCombie (Saab), 5m 35.2s; S. Matthewson (Mini), 5m 4.0s; T. Olds (Mini), 4m 53.6s; J. Blythe (Escort), 5m 3.2s; R. Phillipson (Anglia), 5m 9.8s; A. Conely (Avenger), 5m 9.0s; D. Buckley (RS2000), 4m 58.0s.

Goodwood win for Corridon

A third run time of 1m 30.6s took Keith Corridon from Basingstoke to BTD in his Taydec at the Southsea MC's sprint at Goodwood on Sunday, pipping the Gryphon of Tim Moores by 0.4sec.

Sixty-five entries appeared on the former racing circuit for a pleasant day's sprinting and an interesting clash between a Sprite and a couple of Porsches provided one of the highlights. Laurence Cutler eventually emerged victorious in his British car leaving Paul Edwards, in a Carrera, and Adrian Yates-Smith, in an unidentified marque of Porsche, level 0.6sec behind. Edwards took second, however, on best other run.

Eleven cars contested the up to 1600cc class, where Colin Spence's Escort saw off Peter Keel in a Dolomite Sprint by nearly 3secs and in the first group of cars, from four classes, the unmodified Imp of John McIntyre was 1.5secs faster than the modified Mini of Nigel Mustill. Best of the modified saloons over 1300cc was Robert Funnell in an Escort, who beat Graham Masters, in an Anglia, by 1.4secs.

BTD: K. Corridon (Taydec), 1m 30.6s.

Class winners: J. McIntyre (Imp), 1m 55.2s; C. Spence (RS1600), 1m 48.6s; L. Cutler (Sprite), 1m 43.0s; C. Clarke (Mini), 1m 43.0s; R. Funnell (Escort), 1m 41.2s; T. Moores (Gryphon), 1m 31.0s; Miss V. West (Sprite), 1m 43.4s

Home club on top in Bournemouth

With three crews finishing in the top ten and the club collecting ten of the 13 cups to be awarded, West Hants and Dorset CC dominated proceedings at their own Bournemouth Rally on July 30, the 15th running of the event being sponsored by E. G. Hoare of Ferndown.

The winners, who led all night and put up fastest time on two of the three selectives, were Brian Millman and Peter Evans in an RS2000. They dropped 46m 11s on the 130-mile route, which visited parts of Somerset, Wiltshire and Dorset, and finished more than 2mins up on Keith Wanklyn and John Walters in an RS1600 on 48.38. Third were Dot Warne and Ken Bannister in an RS1800 on 52.1.

Continuing a run of consistent performances on the event they have been in the top half dozen for the past two years—Paul Channon and Robbie McLachlan brought their Kadett into fourth on 54.2 and were followed by A. Bishop and G. Mockridge in a Mexico on 56.40 and D. Clark and P. Harwood (Cooper S) on 57.29. The novice award went to K. Dunn and S. Burton in a Cortina GT on 61.29, who were 10th of 70 finishers.

Pook the best of fifteen

Woolbridge MC held their third Autotest of the season on July 31 at Piddlehinton Camp near Dorchester. Only 15 competitors started, indicative of the lack of support for Autotests throughout the country.

Colin Pook (MG Midget) conquered the opposition with Fastest Time of Day completing the 18 tests in 816.6secs. Roger Baker (Mini) took Class 1 ahead of Steve White's 850 Mini.

Brian Luker dominated the large saloon class as usual in his 1600 Escort on 911.4secs, 70 secs ahead of Mike Mannings's RS1800.

Andy McBeath took the sports car class on 921.6 ahead of brother Simon on 956.3 who took the Novice award. Both were driving a Sprite.

Record 2CV

There was a record number of entries for the Citroën 2CV-Cross which was run by Hants & Berks MC last weekend at Camberley. 51 competitors took part, including 15 French drivers and one Italian. Antonio Manzo from Monza in Italy won the final on Sunday very convincingly.

1, Antonio Manzo; 2, Jean-Bernard Roger; 3, Remy Cordebar; 4, Jean-Paul Lemaire; 5, Patrick Laple; 6, Jeff Wilson; 7, Jean-Pierre Boudevin; 8, Georges van Eislande; 9, John Cox; 10, Steve Diggins; 11, Brian Dalkin; 12, Beatrice Tillette.

Ray Mallock made a brief reappearance in a clubmans race at Donington Park on Sunday. Ray is pictured here with Stuart Glass and the lovely Donna who presented him with the garland and cup which he won—with a little help from Lady Luck—in the non-championship Glass Team Leasing event.

Bob Bean and Alan Greenwood were the early leaders until they ran out of petrol.

Devil's Own Bean

With fastest time on seven of the eight second half selectives, Ron Beecroft and John Millington came through to win a tough Devil's Own Rally, run by Kirkby Lonsdale MC on Saturday night. Once again the event was a no nonsense rally, with Clerk of the Course Stephen Bye promising, and providing a tough event which comprised 18 selectives ranging from two to 14 miles in length. The 150 mile route attracted a full 90 entries with the event again sponsored by Melling Hall Hotel.

The early leaders were Bob Bean and Alan Greenwood in their Escort but, by the time the breathless crews arrived at petrol, the lead had passed to Peter Wagstaff and David Starr in their Escort 1700. They were to lose their spotlights on the 11th selective, however, and soon after they had a wrong direction of approach which put them out of the running. Bean went out of the contest on the 10th selective when he ran out of petrol miles from anywhere. It was then that Beecroft/Millington piled on the pressure to come home winners on 59m 11s in their RS2000, with Stuart Rathbone and Frank Stuart-Brown second in their Magnum on 61m 37s.

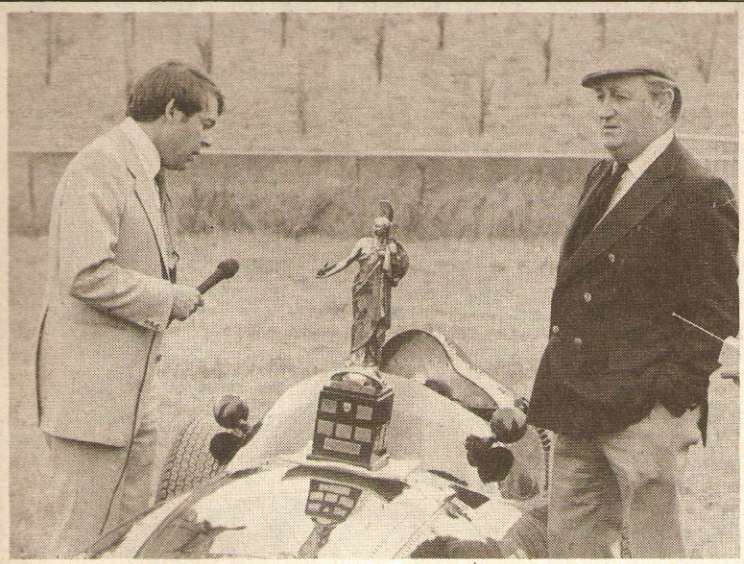
Malcolm Byron and Mike Fletcher continued their highly successful recent spell by taking third in their RS1800 on 64.10, despite having a poor time on the seventh selective, and Martin Oglesby and Rod Career were fourth in their Mexico on 67.15. Opel Kadetts in the hands of Peter Smith/Jeremy Mathew and Ian Harrison/Peter Ainsworth were fifth and sixth on 69.51 and 72.17 respectively, and the leading novice crew of Phil Wright and I. Kenwood (Cooper S) were a creditable 10th. They defeated the leading semi-experts Ian Nairn and Mike Eaves in an Escort by 18secs.

Winners Ron Beecroft and John Millington in their Salford Van Hire RS2000.

Jaybrand Racewear Silverstone County League

		Mar 06 Silverstone	Mar 20 Silverstone	Apr 03 Silverstone	Apr 11 Silverstone	Apr 24 Silverstone	May 01 Silverstone	May 14 Silverstone	May 29 Silverstone	Jun 06 Silverstone	Jun 19 Silverstone	Jul 03 Silverstone	etc	Total points
1.	Warwickshire	22	15	12	10	20	4	4	20	22	14	—		143
2.	Bedfordshire	2	22	—	22	—	—	22	—	2	—	20		90
3.	Norfolk	1	—	—	15	—	—	15	—	4	22	17		74
4.	Essex	10	14	2	10	—	—	8	1	12	3	10		70
5.	London	—	—	15	—	15	—	12	—	1	15	—		58
6.	Glamorgan	8	—	—	—	6	20	—	15	—	—	—		49
7.	Buckinghamshire	15	4	—	—	—	—	1	—	15	—	—		35
	Cumbria	—	—	20	—	—	—	5	—	—	4	6		35

etc



Gary Newbon of ATV Midlands (left) discusses the impressive British Empire Trophy, mounted on the Donington Collection's BRM P25, with Tony Salmon of the BRDC. The BRM is the latest recipient of the trophy, having won Sunday's Donington Park race with ease, in the hands of Neil Corner.

Close battle in standard car class

Closest battle at the SUNBAC sprint at Wellesbourne, near Stratford-upon-Avon, on Sunday was in the standard car class where Chris Milner's Capri just pipped David Maddox's RS2000, the margin being 0.5sec. Fifty-eight entries turned up for the 12 classes, which included a category for the increasingly popular Reliants. BTD went to David Render's Lotus 76, which did 59.78s on its first run to leave Terry Smith's McLaren M14D just over 0.5sec behind.

In the battle of the U2's Martin Bolsover beat John Bayliss by one and a half seconds, and in the up to 1600cc single-seater class Malcolm Orme's Brabham BT30 had a similar margin over Martin Steele's Lyncar.

BTD: D. Render (Lotus 76), 59.78s.
Class winners: C. Milner (Capri), 80.86s; D. Birch (Morgan 4/4), 82.85s; N. Howell (Morgan + 8), 72.72s; M. Powell (Escort), 76.62s; R. Ames (Imp), 73.64s; A. Payne (Riley 1.5), 71.31s; J. Shepherd (Jag E Type), 76.81s; B. Halladay (Davrian Imp), 74.70s; M. Bolsover (Mallock U2), 66.01s; M. Orme (Brabham BT30), 66.40s; T. Smith (McLaren M14D), 60.65s; J. Devlin (Sabre 6GT), 82.42s. **Best SUNBAC:** B. Soanes (Mallock U2), 78.16s.

Briefly . . .

● In atrocious conditions at Cadwell Park on Sunday Reg Gange won the Superkart championship with his Zip Yamaha although he was narrowly beaten in the final round by Dave Buttigieg who used to race in Formula Ford. The 210 National event on the same day was won by Steve Styrin.

● Nigel Sibring, a member of the Central Sussex club, easily collected BTD at the Sussex CC's autotest at Banehill, near Haywards Heath, on Sunday, completing the 12 tests in his 1275 GT in 345.0s. Class winners were Dennis Pickett (Mini Traveller), on 354.7, Eric Reuter (Cortina Savage) on 426.2, and Mike Stinton in a Fiat 500 on 413.0. Best Sussex member was Clive Smith in an automatic Capri on 434.5.

● Jackie Brown, in only his second year of karting, became the new British Junior National Champion at Rye House, Hoddesdon on Sunday. Having been second in last year's National championship Brown was unlucky at the World championships in France this year where he was consistently the quickest driver in practice but had an engine blow in a final, possibly costing him the title.

AINTREE

The Aintree Car Club are in charge once again for this Saturday's meeting at the Lancashire circuit. Races cater for a wide selection of club formulae with racing starting at 2.00pm following morning practice.

MALLORY PARK

The BRSCC Midland Centre organise a short-circuit meeting at Mallory Park on Sunday. 11 races are on the programme with practice from 9.30am and racing from 2.15pm. There are three FF1600 races, three production sports races, two special saloon events and one race each for Monoposto formula, clubmans and MGs.

SNETTERTON

The 750MC are at Snetterton this weekend where they promote an eight-race championship meeting. Races are for FF1600, Mini 850, Mini 1000, 750 Formula, F1300, Special saloons, classic saloons and Formula Vee cars. Practice is from 9.30am with racing from 2.00pm.

BRANDS HATCH

The BARC hosts a busy programme of championship events at Brands Hatch on Sunday. Top of the bill at this traditionally busy meeting is a round of the BAF FF2000 series with qualifying race and supporting events are for *Kent Messenger* FF1600, Britax prodsaloons, Forward Trust special saloons, Oceanair Clubmans and STS modsports. Racing begins at 2.00pm following morning practice from 9.30am.

SHELSLEY WALSH

Shelsley Walsh is the setting for another round of the superb RAC hillclimb championship over the weekend. As the entry was oversubscribed by about 60 cars two weeks ago the action should be extremely good. All the top contenders for the title will be in attendance, practice is on Saturday at 10.00am and timed runs on Sunday from 11.30am.

PRESCOTT

The VSCC take over Prescott hill for another of their popular vintage car meetings on Sunday. This is an event that no historic car enthusiast can afford to miss as a large number of superb motor cars will be there. Action starts at 11.45am.

KNOCKHILL

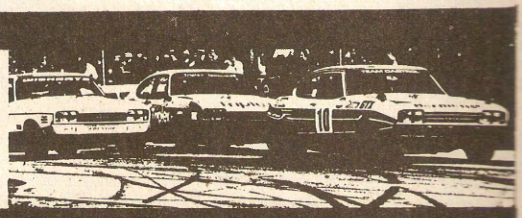
The Scottish Sporting Car Club promote their "J. Jack Crane Hire Race Meeting" at Knockhill on Sunday. The eight race programme features FF1600, *Formule libre*, prodsaloons, special saloons and sports cars. Practice is from 10.00am with racing from 2.00pm.

British Air Ferries Ford 2000 Championship	Mar 13 Thruxton	Mar 26 Oulton Park	Apr 17 Cadwell Park	May 01 Silverstone	May 29 Silverstone	Jun 07 Donington	Jul 10 Snetterton	Aug 07 Croft	etc	Total points
1. Rad Dougall	—	15	22	15	22	20	20	—		114
2. Frank Sytner	15	22	6	22	12	15	6	14		112
3. Jeremy Rossiter	22	10	—	—	15	4	10	—		61
4. Philip Bullman	2	—	15	—	6	8	15	—		46
5. Richard Wills	10	8	—	—	8	—	3	15		44
6. David MacPherson	—	12	—	—	—	1	14	—		27
7. Steve Farthing	—	4	—	—	—	2	—	20		26
8. Geoff Friswell	—	—	8	10	4	3	—	—		25
etc										

Northern Clubmans Champagne Championship	Class/pos	Apr 09 Rufforth	Apr 24 Croft	May 21 Oulton Park	Jun 11 Rufforth	Jul 02 Donington Park	Jul 10 Croft	etc	Total points
1. Ian McCullough	A1	10	9	9	5	—	—		33
2. Richard Morgan	B1	4	4	4	9	6	4		31
3. Don Cressy	B2	10	6	7	4	—	—		27
4. John Muirhead	A2	6	4	—	9	—	—		19
5. Malcolm Isaacs	B3	—	—	—	7	2	9		18
6. Andrew Feather	B4	—	3	3	—	3	7		16
7. Ken Brown	B5	6	9	—	—	—	—		15
8. John Holroyd	A3	4	—	—	6	3	—		13
etc									

International events

Date	Venue	Event
Aug 14	Osterreichring, Austria	Austrian Grand Prix—World Championship for Drivers & Manufacturers round 12—F3, F Super Vee, F Renault, G2
Aug 14	Zandvoort, Holland	G1-6, F Super Vee, F Vee
Aug 14	Zolder, Belgium	F3, F Super Vee, F Vee, G1-6, Renault 5
Aug 14	Jyllandsring, Denmark	F3, FF1600, G1-4



British events

Date	Venue	Event	Status	Club	Start	Details
Aug 13	Aintree, nr Liverpool, Lancs	Race Meeting	R	Aintree CC	14.00	—
Aug 13/14	Bretton Service Station, (MR142/162003)	Rally	C	Peterborough MC	23.01	Nocturnal Noggin Rally
Aug 13/14	Shelsley Walsh, nr Worcester	Hillclimb	N	Midland AC	11.30	Duport Trophy Meeting—RAC Hillclimb Championship
Aug 14	Prescott, nr Cheltenham	Hillclimb	C	Vintage SCC	11.45	—
Aug 14	Brands Hatch, nr Fawkham, Kent	Race Meeting	R	BARC	14.00	FF2000, FF1600, Clubmans, Prod Saloons, Special Saloons, Modsports
Aug 14	Mallory Park, nr Kirkby Mallory, Leics	Race Meeting	R	BRSCC (MC)	14.00	Production Sports, FF1600, MG's, Clubmans, Special Saloons, Monoposto
Aug 14	Knockhill, nr Dunfermline, Scotland	Race Meeting	R	SSCC	14.00	FF1600, F Libre, Production Saloons, Special Saloons, Sports Cars
Aug 14	Snetterton, nr Thetford, Norfolk	Race Meeting	R	750 MC	14.00	Reliant 750, F1300, Mini 850/1000, FF1600, Classic Saloons, Special Saloons
Aug 14	Blackbushe, nr Camberley	Drag Meeting	N	NDRC	—	—
Aug 14	RAF Upwood, Huntingdon	Sprint	R	Herts County A&AC	13.30	Upwood Sprint—Haynes/RAC National Sprint Championship
Aug 14	Moat Farm, Barking Tye, nr Ipswich	Autocross	R	West Suffolk MC	13.30	Radio Orwell/Britannia Stores Autocross
Aug 14	Smallfield Field, Island Road, Reading, (MR175/709709)	Autocross	R	Craven MC	14.00	Esso Radio 210 Thames Valley Autocross
Aug 14	Downderton Farm, St Nicholas-at-Wade, Kent	Autocross	R	173 MC	14.00	—

Secretaries of the Meeting are requested to send details of all forthcoming events to Miss Linda McRae, Autosport Editorial, Haymarket Publishing, 76 Dean Street, London W1A 1BU

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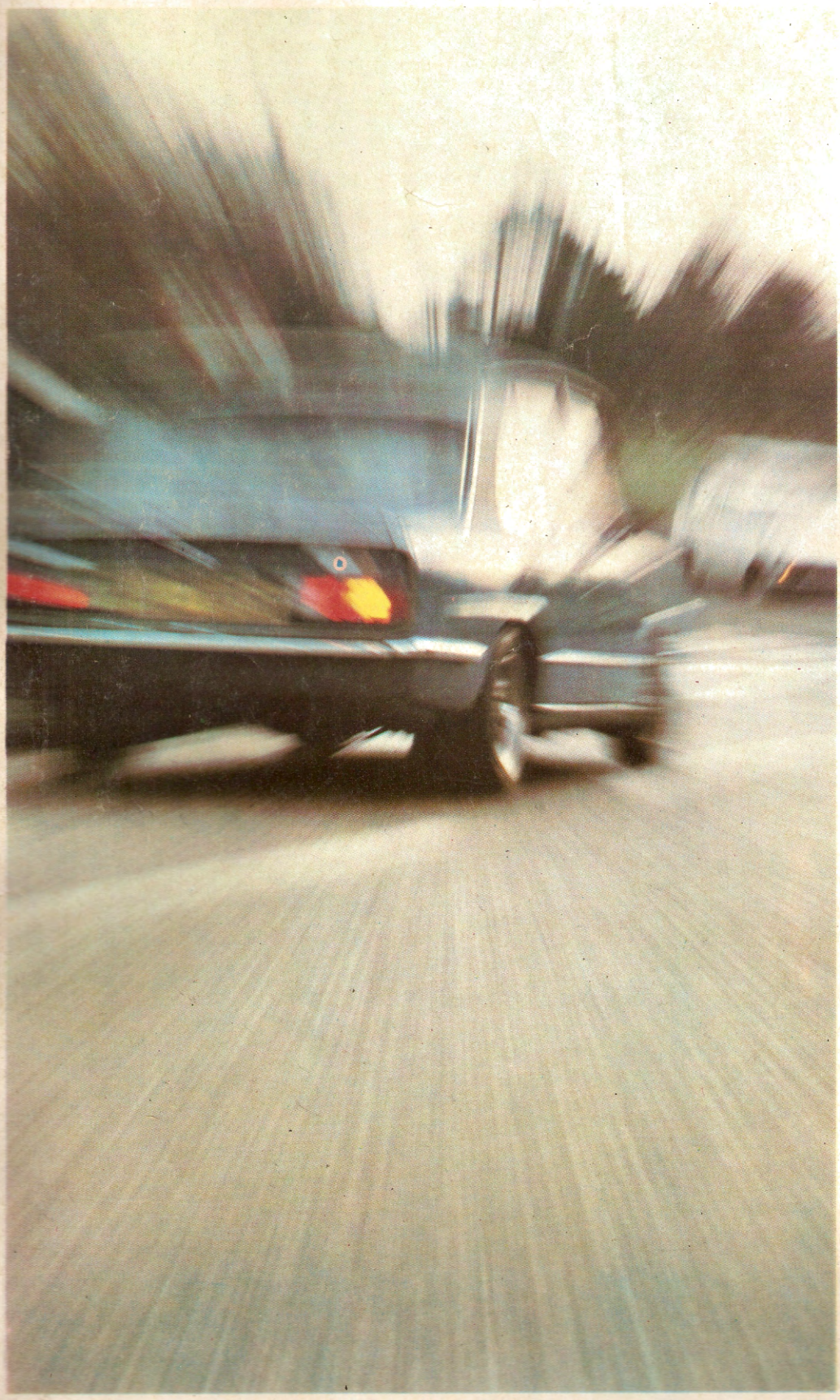

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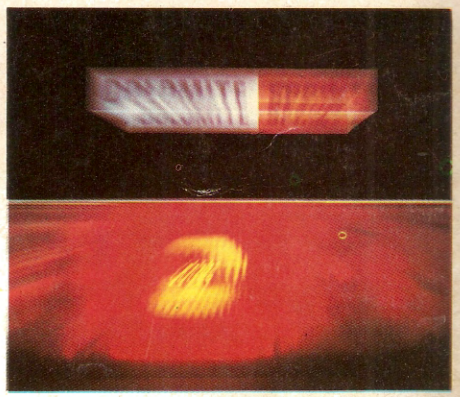
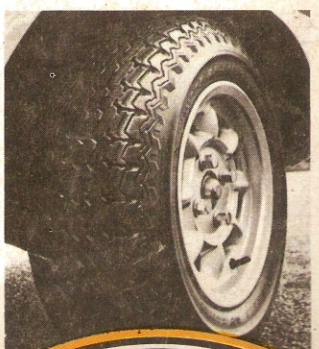


For the address of the Centre nearest you, call the telephone operator and ask for Freefone 4092.



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