

# Autosport

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## Austrian GP: Surprise result

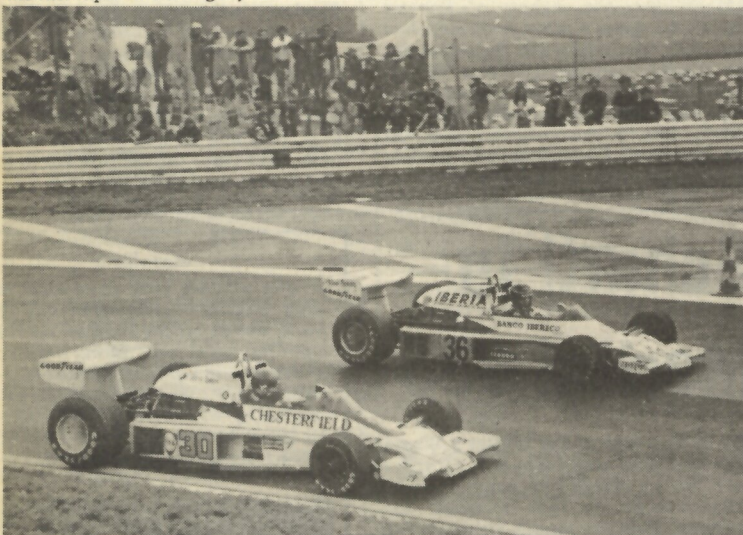
Ten years of Formula Ford □ Burmah Rally preview  
Private Ear column □ Jill Robinson profile



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Both the privateer McLaren M23s qualified in Austria, but Villota (36) crashed on the last lap while Lunger finished tenth.



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## Out of the Shadows

To applaud any first-time Grand Prix win by a team or a driver is always a pleasant task—we have so far this season seen such victories from Gunnar Nilsson at Zolder and from Jacques Laffite and Ligier-Matra at Anderstorp.

Last Sunday it happened again, Alan Jones and Shadow scoring a really worthy, if unexpected, triumph at the Österreichring. All right, James Hunt's McLaren retired while holding a commanding lead a few laps from the flag, but Alan had worked the DN8 into an equally comfortable second place long before that, and was the only man able to capitalise on Hunt's misfortune. Lauda, Stuck, Scheckter, all had been left behind by the Shadow driver, and he thoroughly deserved his win after an exhibition of great determination and 'tiger'.

When Alan joined the Shadow team, late in March this year, their fortunes were at a very low ebb indeed. At Kyalami, a couple of weeks earlier, Tom Pryce had lost his life in that dreadful, bizarre accident. Tom's name was virtually synonymous with Shadow, the brilliant Welshman having driven for them almost from the start of his F1 career in 1974. On both professional and personal levels, his death was a hammer blow to all in the Northampton team.

Since Jones has driven the DN8, the Australian has worked unobtrusively but effectively at improving the car, frequently turning in excellent drives, if rarely figuring in the results. As was clearly shown at Zeltweg last week, Alan is as brave as they come, quite willing to hack it with anyone, regardless of their reputation. We were very pleased to see his efforts rewarded on Sunday.

For Don Nichols, Jackie Oliver, Alan Rees and Pete Kerr, it must have seemed like a dream. They have been together since Nichols's F1 operation began, at the start of 1973. Now, with Tony Southgate back again (after a year's employment with Lotus), the picture is complete, and it says a good deal for all of them that they have stuck together through hard and sad times.

The Shadow team has frequently been kicked in the teeth over the last four seasons. Great things were predicted for them when Peter Revson joined the team in 1974, but sadly the great American was killed—also at Kyalami—in a testing accident. Then they lost their major sponsor, UOP, at very short notice. And throughout all this, their luck on the track was equally bad, the only Shadow victory before last Sunday being Pryce's at the Race of Champions in 1975.

Now we hope that the corner has been turned. Winning will be easier in future because now they know they can win, and a big psychological barrier has been removed. Once more, we congratulate everyone connected with the win, and hope there are many more.

## cover picture

After experiencing immense bad luck in recent Grands Prix, Ulsterman John Watson was, on his own admission, not on top form in Austria. The unwell Watson, however, had the consolation of setting the fastest lap of the race on the very last lap.

## facing page

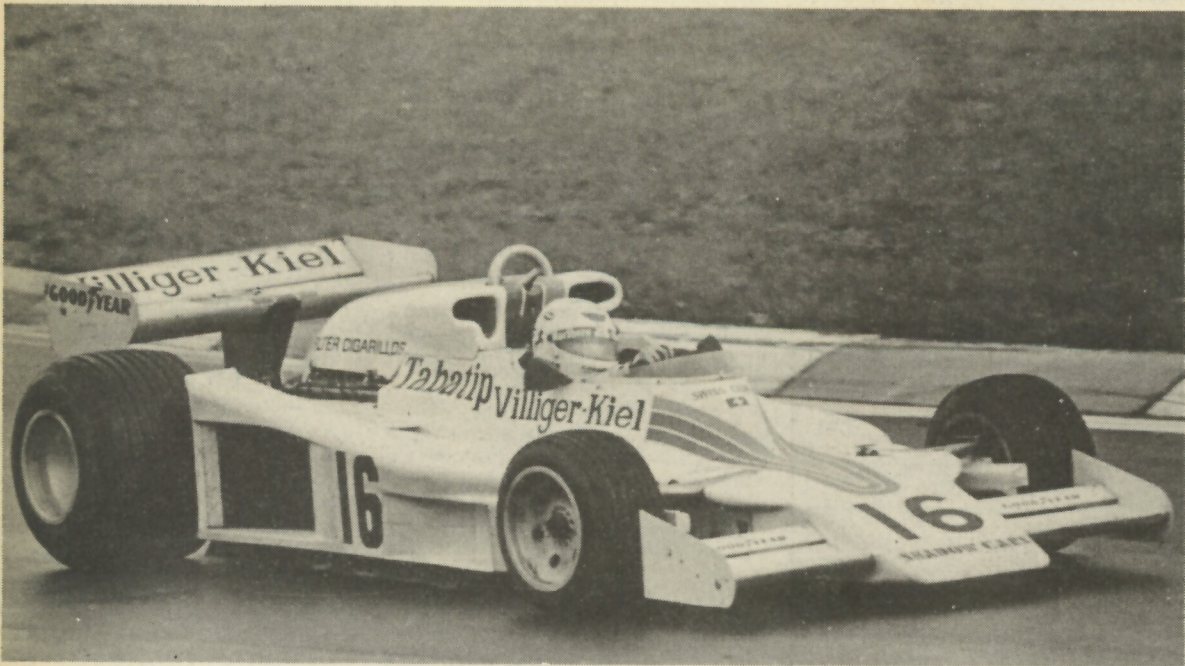
Richard Longman's Patrick Motors 1275GT Mini takes the lead from Bernard Unett's Avenger in a dramatic tyre-smoking manoeuvre in the last Group 1 round at Donington. This year has been the first in which a Mini has contested a major G1 series and, with Longman's win, has now added G1 laurel wreaths to the already fine collection of awards won over 18 years of competition. Photo: Jeff Bloxham.

## next week

Peter Newton reports on the Burmah International Rally—the European F2 championship moves on to the Salzburgring—round seven of the World Championship of Makes is at Motorsport—James Hunt column—Flat's latest model on test\*

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





Thanks to Franco Ambrosio's decision to keep Riccardo Patrese out of the Shadow last weekend, Arturo Merzario was asked to stand in for his fellow countryman. Until the track dried out, Merzario was really impressive as he moved up through the pack.

# Southgate on Zeltweg win

"I think our car just worked extremely well in the conditions", said a delighted Tony Southgate, commenting on Alan Jones's superb win in Sunday's Austrian Grand Prix. "Shadows have always gone pretty well in the wet, you know, probably because the cars' suspension settings are softer than on most F1 cars. During the first few laps, the track was pretty damp, and the car, despite being on slicks and 'dry' settings, was probably more at home than most cars, because you always softer a car up for the wet. In the dry, in fact,

the Shadow is too soft. We thought we were in good shape after the half-hour warm-up session. It was much wetter then, of course, and Alan was quickest by a tenth of a second from Art Merzario, who was driving the second car! Both of them were delighted with the cars that morning, and fortunately everything worked out well in the race."

We asked Southgate about the situation regarding Ambrosio and Patrese, and he said that, yes, Ambrosio did owe the team some money, but not a

great deal. Everyone hoped that Riccardo Patrese would be able to drive at Zandvoort, but so far nothing was certain, the Italian's contract being with Shadow and Ambrosio. Tony added that Villiger, the makers of Tabatip cigars (the team's other sponsor), had promised to underwrite the team for the rest of the season. Jackie Oliver, constantly on the look-out for sponsorship, was thrilled at Jones's victory, of course. He is currently involved in negotiations for next year, and the win has strengthened his case considerably.



Art's new car comes soon.

# Art stands in

Arturo Merzario's Shadow drive last weekend was strictly a one-off affair. "No, there is no story in it", said the amiable Art. "I was intending to drive my own March, but when I get here, they offer me Patrese's Shadow. I say of course I like to drive it. For one thing, is cheaper! Is nice car to drive, the Shadow, better than the March. But soon my own car is ready, and maybe I drive it in North America. I don't think it will be ready for Monza."

In the Shadow, Merzario gave a very good account of himself in the early laps. Running on wet tyres, he climbed from 14th place on the first lap to sixth on the sixth lap!

# Any friend of Niki's . . .

Parmalat, the Italian company which sponsors a variety of Grand Prix drivers, including Lauda, Regazzoni and Reutemann, have been operating a catering service at most Grands Prix this year, dispensing excellent free food to drivers, mechanics and journalists in the paddock.

They took their mobile restaurant to the Osterreiching last weekend, but a problem arose, in the shape of an Austrian government person, who turned up and requested that they shut down forthwith, muttering something about Austrian Health Standards. This

Parmalat were understandably reluctant to do, but the man was adamant. Impasse, apparently, had been reached.

Among the most regular visitors to the Parmalat unit are the Ferrari mechanics, understandably delighted at unlimited supplies of pasta and red wine. Someone suggested to the official that they would get upset if the unit were closed, and that if they got upset, Niki Lauda would also get upset. . . . Exit official, a beaten man. There was no further trouble. It pays to have friends in high places!

All this was seriously threatened last weekend, but the mention of Lauda's name was enough to quell the drama.



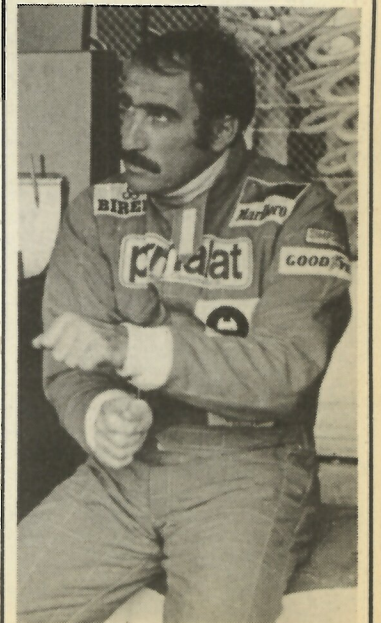
# Schurti in Martini 935

The next round of the Group 5 World Championship for Makes is at Mosport Park this weekend. The entry is essentially similar to that received for Watkins Glen last month although the Martini-Porsche 935/77 will be handled by Jacky Ickx and Manfred Schurti. Other 935s are entered for Follmer/Lunger, and Busby/Wietzes while BMWs are represented by turbo 320is of Hobbs/Peterson (McLaren entered) and Villeneuve/Cheever (Jagermeister). Eddie joins the British GP star for his first ever North American motor race!

● John Gentry, responsible for much of the design work on Chris Amon's Wolf CanAm car (now driven by Gilles Villeneuve), has left the team to join Elf Team Tyrrell. And Dave Pollard, formerly with Ken, has moved to Germany where he is designing the new ATS F1 car.

● Bobby Isaac, the 1970 NASCAR Grand National champion, died last weekend of a heart attack after retiring from the Late Model Sportsman Race in which he was competing, suffering from heat exhaustion. An ambulance rushed Isaac to hospital in Hickory, North Carolina, where doctors failed to save his life.

It was another very short race for Clay Regazzoni last weekend, the Swiss sliding off the road on the first lap. Clay went well during practice, however, and hopes to run his Nader-prepared DFV at Zandvoort. He also told us he will drive Bill Simpson's McLaren M16 in the Trenton USAC race on September 24.







The Wolf team was very angry with Patrick Neve at the end of the Austrian Grand Prix (see report on page 10), saying that the Belgian had pushed Jody Scheckter off the road. Patrick was very upset about it: "I don't know why they blame me. I have paid a lot of attention to my mirrors—in fact, Frank (Williams) is always telling me I let people by too easily! Scheckter never touched me, and we were not that close on the road. I think he just braked on a wet piece of road and went off. . . ."

## Records for Kitty

A few months ago, we printed a picture of the very attractive Kitty O'Neil. As you may recall, her name cropped up earlier on this year in connection with an attempt on the Women's World Land Speed Record.

Recently, she has been in the news again, having set some truly astonishing USAC-sanctioned records at El Mirage, California. The rocket-powered car used in the record attempts weighs only 900lbs but develops 5000 pounds thrust. Kitty covered the standing quarter in 5.02s, by which time she had reached 368mph! Three-tenths of a second later, she was through the half-kilometre marker and travelling at well over 400. . . . These figures are, of course, considerably quicker than the fastest dragsters, which is a sobering thought.

Kitty, who is half Cherokee Indian and half Irish (an interesting blend), is one of the leading stunt performers in Hollywood. All in all, she sounds to be a very cool bird indeed. During one of her runs, the car momentarily went out of control, yet it was some time before she released the parachute. "I wanted to get it straightened out first", she commented. Oh boy. . . .

● Alan Jones will drive the Shadow DN4 in this weekend's CanAm race at Mosport Park, the car's first appearance in this year's championship. It will be sponsored by a local radio station.

● Marc Surer, who was banned from racing for three months following the Norisring G5 incident, will return for the final round of the German G5 series in October.

● Just in case you realised it had ever been on, the fourth round of the Inter-serie Championship, at Mainz-Finthen, is now off.

● The latest Citicorp (FNCB) acquisition may well be the International Race of Champions (IROC) series.

## Big Brands G8 entry

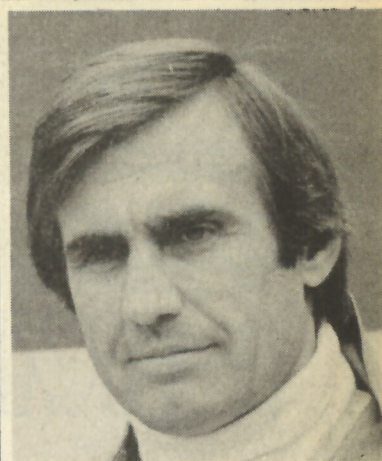
Recently there has been a lot of criticism about the small fields in British G8 racing, but the Brands Hatch round on Bank Holiday Monday looks like being a happy exception to the rule.

So far, 29 entries have been received, including eight F1 cars, eight F5000 and ten F2 cars. Among them are Derek Bell, who will drive the Lec F1 car, Mike Wilds in the Lec team's Chevron B30 F5000 car, Damien Magee (in Len Gibbs's Lola T332C), Ray Mallock (ICI/Newsweek F2 Chevron B40), Danny Sullivan (Boxer) and Tony Rouff (Ralt), as well as all the regular competitors. Emilio Villota's McLaren M23 is also entered (which presumably means he is not going to Zandvoort, the day before). However, the car was very badly damaged at the Osterreichring when Emilio crashed on the last lap, and may well not be repaired in time.

## Dorset call it a day

Dorset Racing Associates are withdrawing, temporarily, from motor racing, a move they make with the greatest regret. Tony Birchenough and Brian Joscelyne, the founders of DRA, are behind this move, but Richard Down, who has also been a partner for the past year, will carry on with the team's 2-litre Lolas, although not under the DRA banner. He will have the help of Ian Harrower and Chris Crawford (the team's chief mechanic since 1973), and the re-formed team will race under the name of Cloud Racing.

● Fred Opert, the North American importer of Chevron cars, will run three of his B39 models in the Trois Rivières Formula Atlantic race on September 4. A formidable team of drivers has been assembled, comprising Austrian GP winner Alan Jones, Swedish GP winner Jacques Laffite and Patrick Depailler who won the race a few years back.



Reutemann—not retiring!

## Rumours . . .

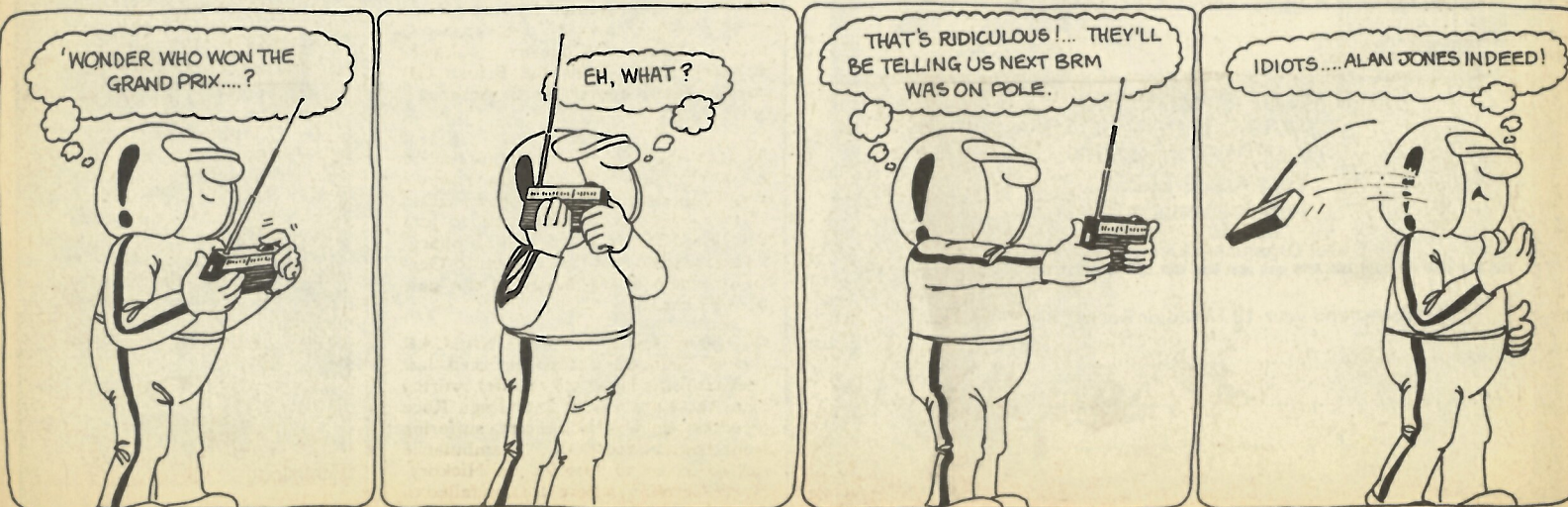
The silly season is now in full swing. As you will read in the Austrian Grand Prix report (see page 10), Carlos Reutemann was very deeply moved by rumours of his impending retirement, denying it absolutely. As far as he is concerned, he is very happy at Ferrari and wants to stay there. Rumours abound that Niki Lauda, keen to show that he can win in something other than a Ferrari, has made up his mind to move to Brabham next season, cynics muttering that this is merely a ploy to get his Ferrari retainer upped . . . that Patrick Tambay is going to Ferrari . . . that Eddie Cheever will drive either for Ferrari or Brabham . . . that Gilles Villeneuve will definitely drive the second McLaren and Jochen Mass is going off to drive the new ATS. . . .

Cheever—third Brabham at Monza.



## catchpole

by Barry Foley





edited by Quentin Spurring

# Daly's second F3 —in Europe again

Derek Daly stole a sensational win in the Austrian Grand Prix F3 support race last Saturday, and now surely must have silenced his critics from Silverstone.

Daly's domination was not only of the race, for he set the fastest qualifying lap, and attracted a race sponsor in the form of Jim Beam Whisky. Making up the front row was Austrian Willi Siller in his usual Walter Wolf Chevron B38, with Nelson Piquet and Anders Olofsson behind in their Ralts. Row three had Ulf Svensson, missing a Swedish Championship race to make the trip, with the fast Scuderia Escollette Ralt of Italina Mazio Romano ahead of Patrick Gaillard and Paolo Bozzetto in one of the few Italian Marches left. Further back was David Kennedy: the Argo team tried a new gearing in the first session which didn't quite work, and when the rain came for the second time that was that. Jim Beam were also supporting sometime F2 driver Hans Royer, who drove Geoff Lees' usual car.

Piquet made the best of the rather unfair rolling start to grab the lead into the new chicane with Daly, Olofsson and Siller slotting in behind. Down the order the Italian trio tried to knock each other off, Romano colliding with Albertin and Bozzetto and Svensson being knocked sideways across the track. Amazingly they all continued save for Albertin. All it proved was that the cars crash heavier from a rolling start and added fuel to the wrangles over the unpopular new chicane.

Piquet managed to build up a slight advantage as Daly made some early mistakes, but the Irishman's enviably quick engine helped him to stay in contention. Third place was being fought over by Siller and Olofsson, who had to use his spare engine from last year as his usual race engine was on its way to England for a John Judd rebuild. Olofsson finally made his way to a clear third when one of Siller's rear tyres threw its tread; the Chevron quickly slipped back and as the race wore on was caught by Svensson and Gaillard. Kennedy, Austrian Jim Russell tutor Walter Schöch and Hans Royer were fiercely battling for seventh.

Daly finally got his chance as Piquet slewed sideways coming out of the Jochen Rindt Kurve, allowing the Irishman to tow past at the end of the start/finish line, and with a gentle chop just to show he was in the lead Daly sped to an impressive win, watched from the pits by an ecstatic Derek McMahon and a large gathering of F1 drivers and team personnel. Piquet had to settle for second, with Olofsson closing fast in the run to the line; in fact Anders was trying so hard at the end that he set fastest lap despite the clapped engine. Siller just held on to fourth in front of the vastly experienced Svensson and Gaillard, who was hampered by a broken clutch and because of the prohibitive cost was running on G54s. Kennedy dropped back to ninth behind Schöch and Royer when his exhaust fell off.



Piquet built up a slight advantage, but Daly held on, waiting for the opportunity to pass. Here they are followed by Olofsson. Below, triumphant Daly (left).

## EUROPEAN FORMULA 3 CHAMPIONSHIP

	Nat	Mar 20 Ricard	Mar 27 Nurburgring	Apr 11 Zandvoort	Apr 24 Zolder	May 08 Osterreicherung	May 29 Imola	Jun 12 Enna	Jun 26 Monza	Jul 24 Croix-en-Ternois	Aug 07 Knuttdorp	etc	Total points
1. Piercarlo Ghinzani		4	4	4	4	4	4	4	4	4	4		50
2. Anders Olofsson	S	3	3	3	3	3	3	3	3	3	3		39
3. Beppe Gabbiani		3	3	3	3	3	3	3	3	3	3		26
4. Piero Necchi	I	1	1	1	1	1	1	1	1	1	1		16
5. Oscar Pedersoli		1	1	1	1	1	1	1	1	1	1		15
Elio de Angelis		1	1	1	1	1	1	1	1	1	1		15
7. Nelson Piquet	BR	1	1	1	1	1	1	1	1	1	1		14
8. John Nielson	DK	2	2	2	2	2	2	2	2	2	2		11
9. Derek Daly	IRL	1	1	1	1	1	1	1	1	1	1		9
Bertram Schafer	D	6	6	6	6	6	6	6	6	6	6		9

# Holbert at Brainerd

Al Holbert (Chevrolet Monza) won the latest round of the IMSA series at Brainerd on Sunday. All his closest rivals dropped out including David Hobbs in the McLaren-BMW 320i who set fastest lap before retiring early. IMSA heroes George Dyer and Danny Ongais both failed to finish with their Porsche 934s, the latter's Interscope version retiring after only ten laps.

Behind Holbert the placings were resolved in the order Tom Frank (Porsche 934), Hurley Haywood (934) and Monte Shelton (934) with Craig Carter's Camaro and the 934 of Gary Belcher completing the top six at the finish. Ninth and tenth overall were Walt Maas in a Porsche 914/6 and Sam Posey's Datsun 240Z who enjoyed a great battle for the up to 2-litre class.

With only 13 of the 17 events gone the championship table is as follows:

1. Al Holbert (Chevrolet Monza), 122 points; 2. George Dyer (Porsche 934), 112; 3. Hurley Haywood (Porsche 934), 93; 4. Brad Frisselle (Chevrolet Monza), 88; 5. Tom Frank (Porsche 934), 51; 6. David Hobbs (BMW 320i), 50.

2-litre division: 1. Sam Posey (Datsun 240Z), 148 points; 2. Walt Maas (Porsche 914/6), 147.

Holbert—another IMSA win.

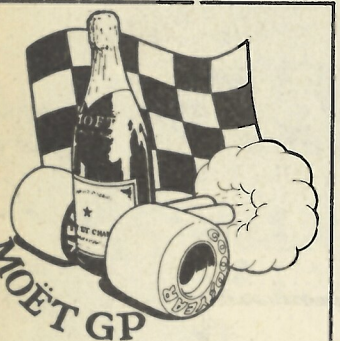




Villeneuve back at St Felicien



Villeneuve (above) won easily at St Felicien, while visitor Pironi (below) finished sixth.



We have no Moët et Chandon winner to announce this week. Not one of you thought that Alan Jones's Shadow would win the Austrian Grand Prix, so unfortunately the bubbly stays home. . . . However, there is now Zandvoort for you to consider. Both the last two Dutch Grands Prix have been won by James Hunt, of course, the World Champion's average speed last year being 112.69mph. James looked set for victory in Austria last weekend. Can he make it three in a row at Zandvoort? Whatever your opinion, let us have your answers, on a postcard, at AUTOSPORT Editorial, Haymarket Publishing Ltd, 76 Dean Street, London W1A 1BU. We'd like them by Friday, August 26, please.

The latest round of the Canadian Formula Atlantic series at the one-mile long St. Felicien circuit in Quebec last Sunday resulted in a win for Gilles Villeneuve over Tom Gloy, both in Marches. Villeneuve secured pole with a time of 38.914s and looked a likely winner all weekend.

FASTEST QUALIFIERS

Gilles Villeneuve	March 77B	38.914s
Price Cobb	March 77B	39.259s
Bobby Rahal	March 76B	39.262s
Bill Brack	March 77B	39.325s
Geoff Wood	March 77B	39.485s
Didier Pironi	Chevron B39	39.526s
Tom Gloy	March 76B	39.562s
Keke Rosberg	Chevron B39	39.588s
Howdy Holmes	March 77B	39.975s
Chip Mead	Ralt RT1	40.008s

The circuit at St. Felicien is unusual in that it consists of a main straight (usually used as a drag strip) linked by a banked corner and a twisty section. It was the first, banked corner (part of the stock car circuit) which was to cause the greatest problem to the drivers, so much so in fact that at least ten tubs were written off or badly damaged there during the weekend. Part of the trouble was the sand which gusted across the track while part was due to the concrete retaining wall on the edge of the track.

Villeneuve made a superb getaway into the lead he was destined not to lose and, by the end of the first lap, he was ahead of a line of cars in the order Cobb, Brack, Rahal, Gloy, Rosberg and Wood. On the fifth lap Rosberg went straight on into the concrete wall and had to be cut from the wreckage, fortunately receiving nothing more serious than a gashed leg which had to be stitched.

Meanwhile Gilles had built up a 1.3secs lead over Cobb, Rahal and Brack, these three pulling away from Gloy, the 20-year-old Wood and Holmes. On lap 24 Holmes spun and was collected by Pironi, both drivers losing a lap to collect new nose cones before rejoining. Rahal finally passed Cobb on lap 31 with Brack still in close attendance although this threesome were now some 12.2secs adrift of the flying Villeneuve by lap 50. Cobb was making ground on Rahal again and an interesting battle ensued until lap 62 when Rahal stopped for a new tyre after a puncture.

At this stage of the 100-lap race the yellow flags came out and the pace car joined the circuit while Geoff Wood's March was removed from a dangerous position having hit the wall at turn one. On lap 72 the race resumed with all the cars having closed up but minus poor Price Cobb who had pulled off with a broken throttle cable on lap 67. The order was now Villeneuve, Brack and Gloy, a lap up on Mead, Kevin Cogan, Dave Oxtan in Alan McCall's Tui, Pironi and Holmes and once again the Direct Film March was pulling away.

The pace car came out again on lap 79 for nine laps though when the luckless Brack had two cars spin in front of him and had no choice but to hit one of the errant tailenders thus ending his run. Villeneuve coasted home 26secs ahead of Gloy who was thrilled to be in the money which he needed to run the car at the last round of the championship next month.

1, Gilles Villeneuve (March 77B); 2, Tom Gloy (March 76B); 3, Chip Mead (Ralt RT1); 4, Kevin Cogan (Ralt RT1); 5, Dave Oxtan (Tui BH2); 6, Didier Pironi (Chevron B39); 7, Howdy Holmes (March 77B); 8, Craig Hill (Ralt RT1); 9, Gregg Young (Chevron B39); 10, Marcel Talbot (March 77B).

German G5 wins for Wollek, Winkelhock

The penultimate race in the German National G5 Championship at Zolder was a gamble on tyres—and the favourites lost out. In the first division II race Hans Heyer, having set fastest time in practice with a 1m 38.8s was leading until lap nine.

Then second man Manfred Winkelhock (BMW Junior Team 320i) went past him and three laps later Heyer came in to have the left rear wheel changed. After two more laps he retired altogether due to the same problem: the tyre surface had completely disintegrated and the rubber was flying around. The same problem occurred on the second Zakowski Escort driven by Armin Hahne. He tried all he knew to keep ahead of Eddie Cheever, who had lost his spoiler on the warming-up lap, but after seven laps Cheever outraked the Escort driver before the hairpin at Tarzan.

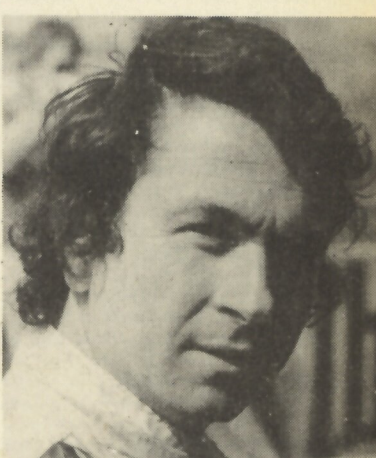
Hahne came in as well, changed tyres, went out again cautiously and broke the gear lever. Toine Hezemans had to retire the GRAB Escort at half distance because of engine trouble, so the only Ford left was 7th place man Dr Thomas Betzler in Hahne's older Escort.

After Heyer's retirement it was left to the two BMW Juniors who were 'playing around,' as Cheever put it afterwards, Winkelhock eventually winning by the length of his bonnet. "It was a BMW race anyway", Cheever commented, having been 0.6sec slower than Heyer in practice. Asked about his dice with Hahne he said: "Don't forget, he is only a dentist."

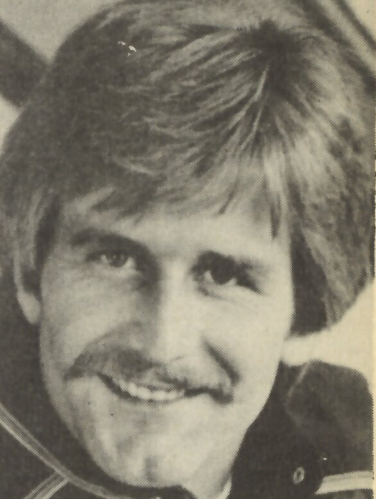
Division I resulted in an unchallenged disappearing act by Bob Wollek in the Kremer Vaillant 935. Soon after the start he pulled out a 10secs lead on Stommelen which he held comfortably until the end.

Everybody wondered what Stommelen was doing; whether he wanted to finish in the points at any price or whether his car had problems. When Tim Schenken came into the pits with a broken turbocharger he said that he could have passed Rolf easily but didn't want to risk losing any championship points. Stommelen's trouble turned out to be identical to that of Heyer and Hahne: the constant tyre wear caused by warmer weather conditions than in practice made the car nearly unmanageable. It was oversteering badly, especially in right handers—and Zolder has many right handers.

The second outing of the Schnitzer



After Zolder, Wollek (above) and Winkelhock (below) are second and third in the German G5 standings.



Toyota sponsored by Rodenstock spectacles was as unlucky as the first one at Hockenheim: after only two laps Harald Ertl brought the car into the pits running on only three cylinders. Josef Schnitzer, father of the project, said that the problem might have been caused by a broken toothed-belt in practice which let the engine overheat for a short time.

With one round remaining the German G5 championship table stands as follows: 1, Stommelen, 140; 2, Wollek, 137; 3, Winkelhock, 96; 4, Heyer, 85.

WORLD CHAMPIONSHIP OF DRIVERS (F1)		Net	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	4	6	6	6	6	2	6	9	6				54
2.	Jody Scheckter	ZA	9	6	4	4	9	4	4	4	1	4	6	6				38
3.	Carlos Reutemann	RA	4	9	6	4	6	4	4	4	1	4	6	6				34
4.	Mario Andretti	US	2	1	9	9	2	2	1	9	1	9	3	3				32
5.	James Hunt	GB	6	3	3	3	3	3	3	3	4	9	1	1				22
6.	Gunnar Nilsson	S	2	2	2	2	2	9	3	3	3	4	1	1				20
7.	Jochen Mass	D	2	2	3	3	3	3	6	3	3	3	1	1				18
8.	Hans Stuck	D	2	2	2	2	1	1	1	1	2	4	4	4				12
9.	Alan Jones	AUS	2	2	2	2	1	1	2	2	3	3	1	9				12
10.	Patrick Depailler	F	4	3	3	3	3	3	3	3	3	1	1	1				10
11.	Jacques Laffite	F	4	3	3	3	3	3	3	3	3	1	1	1				10
12.	John Watson	GB	1	1	1	1	1	1	1	1	1	1	1	1				9
13.	Emerson Fittipaldi	BR	3	3	2	2	2	2	2	2	2	2	2	2				8
14.	Carlos Pace	BR	6	6	6	6	6	6	6	6	6	6	6	6				6
15.	Ronnie Peterson	S	2	2	2	2	2	2	2	2	2	2	2	2				6
16.	Vittorio Brambilla	I	1	1	1	1	1	1	1	1	1	1	1	1				5
17.	Clay Regazzoni	CH	1	1	1	1	1	1	1	1	1	1	1	1				5
18.	Renzo Zorzi	I	1	1	1	1	1	1	1	1	1	1	1	1				1
19.	Jean-Pierre Jarier	F	1	1	1	1	1	1	1	1	1	1	1	1				1
20.	Patrick Tambay	F	1	1	1	1	1	1	1	1	1	1	1	1				1
21.	†Deceased																	1



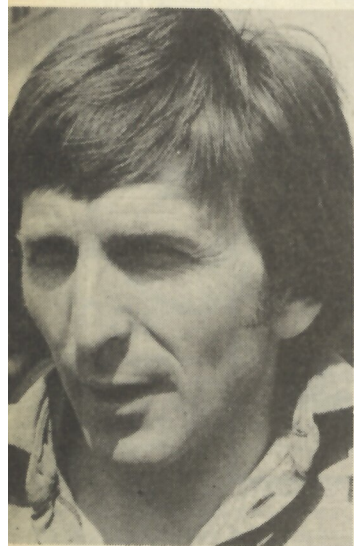


## Buttonholed' in Bow Street

going my regular round of the courts (Law not tennis), who would I bump into at Bow Street at the slightly porky and rather divvy Leslie Button? Button was due to Lord Hesketh in the palmy old days when the cash flowed at the same rate as the Dom Perignon and was one of the rather dim guiding lights in the ill-fated Hesketh fan club.

Now he has been charged with criminal deception and the theft, with others, of £186,000. He is alleged to have disposed of a company, of which Lord Hesketh was a director, and pocketed the proceeds. His bail was set at £30,000.

## Coming second rings a bell



ell—second!

conversation between German journalist Eddie Guba and Jaguar driver Derek Bell at Nurburgring. Guba: "Why you looking so miserable?"

Bell: "Finished second that's my."

Guba: "Don't worry, so did we 1945."

## It's all Greek to Ashley

Who was the wag who stuck a piece of tape over Ian Ashley's christian name sign-written on the side of the rather shabby Hesketh and on it wrote 'Aeon'?

Classic scholars and Greeks will know that an aeon is an age or an immense period of time. Could the wag have been suggesting that the no longer young Mr Ashley is no longer young. Or was it some comment on his lap times?

Mr Ashley surprised only himself by failing to qualify.

## Hunt the wheel

In the final practice Niki was striding confidently along the pit counter smiling and chatting to all and sundry. So relaxed, so confident. And not in car sweating away and working for a grid position like everyone else. He had made his time and decided that it was as quick as he was ever going to go and nobody was going to beat it.

He was right. But what a show of confidence and bravura.

James was being strapped into his Marlboro-McLaren in order to go out and do his damndest to bump Niki from the pole. James had that wrinkled eyebrow look, eyes trained on something beyond the horizon. The mechanics worked in dedicated silence. Teddy Mayer stroked his watch. Everyone was doing their thing.

Niki wandered over to the pit counter and picked up the detachable steering wheel from James's car and wandered off to lean on the pit wall with it and observe the pantomime that ensued.

The car came down off the jacks. The mechanics stepped back, now it was all down to James. James looked up at the mechanics who had failed to notice that the wheel was missing. The looking and searching went on for a full minute until Niki produced it from behind

his back and waved it in the air. Even James forced a smile.

And Niki continued his merry way along the pits pausing only to ask one British journalist if he wanted a one word interview. "Ask me how my car is", he said. "Perfect", he interposed before the bewildered journo could muster himself.

Is this the new style Niki Lauda who will win this year's championship and then retire?

## Dressed for action

Brett Lunger, the super talkative American who will always use a hundred words where one will do, reduced the demand for the stylish run of specially produced Chesterfield tee shirts at the weekend.

The originals stated boldly across the chest 'Chesterfield racing with Brett Lunger'. During the period when Brett was failing to qualify a short run of modified ones appeared reading 'Chesterfield practising with Brett Lunger'.

Happily Brett was able to qualify thus rendering useless (*pro tem*) the run of specials.

## BRM to prepare racing cars?

It would seem that, according to the latest issue of *Engineering Today*, Lou Stanley and the Stanley-BRM set-up are not entirely washed up. They may have lost their Formula One sponsor, they may not have qualified for a race since the Mafeking Grand Prix. But there is hope. And new ventures.

The advertisement advises that the Stanley-BRM operation at Bourne will rebuild and restore historic and antique cars. Work done by expert craftsmen. How very true. They've been trying to race one right up until now.

The advertisement also suggests that the firm will take on racing car preparation providing experienced men to do the work. Hardly the sort of activity to inspire the presentation of a gold medal.

## Tambay a 1978 VIP?

Midst all the kerfuffle at Hockenheim over the Yip/Taylor squabble with the Tambay contract everyone, including the impossible Irish/Chinese duo overlooked one important factor.

Everyone knew that Sid Taylor had asked Tambay to sign a 1978 contract only an hour or so before he was meant to drive in the race. And everyone knew that the handsome young Frenchman had re-

fused to sign it calling both the Chinese and the Irish bluffs.

What nobody has yet worked out is the reason why Tambay refused to sign the offending piece of paper which proposed to bind him for the 1978 season. And the simple answer to that is that he had already signed a Very Important Contract for 1978 with a Very Important Team. Wait for the startling news. And be prepared to be Very Surprised.

## Ambrosio in the Shadows?

Mr Franco Ambrosio was the most talked about man at the Austrian Grand Prix. Everyone you spoke to had a different story to tell explaining the sudden and undignified withdrawal of his sponsorship from the Shadow team.

Some would have you believe that he's a Mafia money man. Others that he's the financial adviser to the Pope. Others that he's a carpet salesman. Some informed Italian sources insist that he's in trouble with the authorities for curious International finance deals and he's skipped the country.

So rather than get involved in speculation I went to dapper Jack Oliver of Shadow and asked him who Ambrosio was. "A lot of people will try to tell you he's a front man for the Mafia or the Pope's financial adviser. But he's none of those things", said Oliver.

"Well what is he then", I asked. "He's a... well er... a businessman. A financier", said Oliver with conviction.

Was he on the run from the Italian authorities? Had he fled the country, I asked? "Nonsense", said Oliver. "I saw him in Monte Carlo only a few days ago". But Monte Carlo isn't in Italy I suggested: A ploy that failed to draw the wily Oliver.

Now the \$64 thousand dollar question. Why had Ambrosio pulled out? And like a firecracker came the answer. "That's none of your business". Ouch.

But the guy issued a four-colour press pack explaining why he was coming in as a sponsor. Surely someone ought to explain why he was pulling out with such lack of dignity and amid such a flurry of rumour.

"Well, why don't you make up a reason and print it", said a by now red-faced Oliver. Is it a curious clumsy cover-up for something very sinister indeed. Had Jack Oliver eaten something that disagreed with him. Is he that rude to everyone? I think I'm close to giving up caring.

## Quote of the week

**Terry Regan:** of the Surtees team commenting on Brambilla's unhappy knack of destroying chassis: "The only trouble with Vittorio is that he's faster than most of the circuits he races on."





The garlanded Alan Jones, clad in a Gröbl Möbel sash (!), celebrates his fine Austrian GP win.

# No keeping up with Jones

Superb first GP win for Alan and Shadow—Six more points for Lauda—Stuck's Brabham third again—Andretti and Hunt blow up while leading—Superb drive by Nilsson—Report: NIGEL ROEBUCK—Photography: JEFF HUTCHINSON.

At the end of the race, the spectators were stunned. For Niki Lauda to be beaten by James Hunt or Mario Andretti, well, that had always been a possibility. Not a likelihood, you understand, but a possibility. But for Lauda to finish second to Alan Jones... now that was something for which they were not psychologically prepared. Nor, to be honest about it, was anyone else. Niki, after all, had taken the pole, while Alan had started from the eleventh row.

As expected, Lauda took the lead at the start, but it lasted only half a lap, both Mario Andretti and James Hunt getting past the Ferrari. In the morning there had been heavy rain and, on a track still damp in places, the JPS and the McLaren were able to leave Lauda behind. Andretti was a comfortable leader until the 11th lap when his engine blew up and James took over at the front.

All the while, Jones had been driving quietly, the Shadow running about tenth,

but suddenly he began a truly amazing charge which took him up to second place in only nine laps! This seemed to be a likely conclusion to his race, for there was nothing whatever he could do about Hunt's McLaren. Eleven laps from the end, however, James also had his engine go, really desperate luck after a superb drive, and Jones was home and dry.

One of the drives of the race came from Gunnar Nilsson, who started the race 16th after every kind of problem in practice. The JPS began on wet tyres, the team hedging their bets on the weather, and Gunnar was in second spot behind Andretti after only four laps. After a stop for slicks, a fantastic drive took him up to third place before his race, too, came to an end with a shattered engine.

Jody Scheckter lost third place near the end after a difference of opinion with

Patrick Neve over the ownership of a corner. Third place, as in Germany, finally went to Hans Stuck's Brabham-Alfa, this weekend the mainstay of his team. John Watson had a curiously subdued race, qualifying well back and running close to last for much of the race, unhappy with the handling of his car. Right at the end, however, he came to life and set the fastest lap of the race.

Of the other leading runners, Jacques Laffite's Ligier eventually quit with engine and handling problems; Jochen Mass had a pitstop early in the race but finally finished sixth; and Patrick Tambay, after another stirring performance with the Ensign, was yet one more to blow up.

So once again the Austrian Grand Prix has caused a surprise. Almost traditionally the winner at the Österreichring is someone unusual. True enough, Fittipaldi, Peterson and Reutemann have all won it; but so too have Siffert, Brambilla and John Watson. This was a good win for Alan Jones.



## ENTRY & PRACTICE

When first you see the Österreichring, you are impressed. Set in the foothills of Styria, the backdrop and general environs are something to gladden a jaundiced eye. The greenery seems without end, the forests imposing. And behind, shrouded in perpetual haze, there are the mountains. It is all very picture postcard, a perfect place in which to build a Grand Prix circuit.

And the circuit is a match for its setting. In an era where the sterile 'race facility' becomes more and more the norm, the Österreichring has sidestepped convention. Grand Prix cars came here for the first time in 1970, yet you would swear that Maserati 250Fs, Auto Unions even, had scratched their way around here. The place has that kind of feel about it, a well-worn, comfortable atmosphere. And, Ye Gods, if proof were needed, there is ample here to convince you that Grand Prix circuits constructed in the 1970s do not have to be barren, featureless places, devoid of real challenge.

In nearly four miles in length, fast corner succeeds fast corner. There is very much less armco barrier here than at most places on the F1 whistle-stop tour, great wide grass banks providing ample run-off areas. And, of course, the Österreichring is paradise for spectators, who sit at the top of the banks. There is even one spot where the track passes immediately in front of a house, bringing to mind Spa's celebrated Masta kink.

The spectators themselves. Perhaps they are more patriotic, more fanatical, more obsessed here than anywhere else. Certainly their devotion is more concentrated than any other country's: they have eyes and ears for one man only, and you have no need of me to tell you his identity. Back in 1970, when the race was first run, they came in their thousands to cheer on Jochen Rindt, to will him to clinch his World Championship at home. Well, it didn't happen—these things rarely do—but Jochen took the pole and fought gallantly with the Ferraris until his retirement. The great man raced here only once, of course, for he died in the Lotus 72 at Monza four weeks later. But still they remember him, and seven years on the souvenir stalls do a healthy trade in Jochen Rindt posters, and there are plenty of fans wearing T-shirts bearing his face and name, faded now more than his memory, clear and vivid for anyone who ever saw him race.

The following year, the young man with the protruding teeth made his F1 debut at the Österreichring. In a rented March 711, Niki Lauda scarcely set the world on fire that day, but with every succeeding year the crowd's enthusiasm for him has grown to a point where now the word 'hero' doesn't make a start on the way they feel about him. Since 1971 he has missed his home Grand Prix on two occasions, each time because of injury suffered at the Nürburgring. Last year, they didn't bother coming.

It is mid-evening on Saturday night as I write this. Sitting in the Press Room, a calm and ordered place, the sounds of the Zeltweg night are clear. There is the ceaseless gurgle of the Wurlitzer from the fair ground, the explosion of the occasional firework, frequent police sirens, the loud, wordless clamour that comes from any huge group of people. But frequently, the clamour takes on a shape, a distinct sound. *Ni-ki-Lau-da-Ni-ki-Lau-da-Ni-ki-Lau-da-Ni-ki* . . . On and on it goes, apparently the only sound they know, the only thing they recognise. He has won the pole for them and so far everything has worked out exactly as they would wish. Now they are almost daring him to lose on the morrow.

Niki, of course, has not won the pole for them. He has won it for himself, and if it pleases other people along the way, well, so be it. This is not to be disparaging about him, far from it. Niki Lauda has got where he has by doing things his own way. One might have expected the Austrian, with all the additional pressures intrinsic in a home Grand Prix, to have been withdrawn and subdued last weekend, but the very opposite was true. It was a positively serene Lauda who strolled through the pits between practice sessions, grinning happily and chatting freely. With the Ferrari 312T2 now working to his satisfaction, Niki was second quickest on Friday morning, three-tenths slower than James Hunt's McLaren, but there was something about that jauntiness at lunchtime which suggested that the position might soon be reversed.

And so it turned out. With a minimum of drama and a superb economy of movement (and road!), the Ferrari's times came down and down, Lauda finally removing three-fifths from his earlier time to put himself to the top of the lists. He went no faster on Saturday, but there was no cause for him to do so. His time kept him on the pole.

Alongside him, on the front row, was Hunt's M26, the World Champion setting the best time in the first and last sessions. In fact, James had a remarkably trouble-free time during Friday and Saturday, his only anxious moment a spin at the right-handed



(Above): The moment of triumph for Jones and the Shadow team as they each win their first GP. (Below): Lauda heads the pack in the wet opening lap while Jones is in 15th place. Andretti is already out of shot in the lead.





continued

downhill *Bosch Kurve* during the damp unofficial session on Saturday morning. During the last hour, Hunt made a fantastic effort to steal away the pole, improving his time by a quarter of a second, the general consensus being that the track was half a second slower on Saturday than the day before. Lauda and Hunt on the front row... like turning back the clock to 1976. If the Austrians have time for anyone but Niki, they have time for James, and to have the two of them up at the front seemed the best recipe for a memorable race.

Mario Andretti said a very rude word when asked for his opinion of the new chicane before the old *Hella-Licht Kurve*. An off-the-cuff remark, it brought the house down at the time, but if I repeat it *verbatim*, I shall receive more irate correspondence from that man in Scotland who keeps telling me not to use swear words in my reports. "Now don't get me wrong. I mean, I'm all for safety and I want to retire from this sport as much as anyone, but I think they've over-reacted here. The old corner was flat in top gear, but really it wasn't much of a challenge, and I can understand that they wanted to do something with it. But why did it have to be so slow and tight? Why not a fourth gear S-bend, or even third? But a second gear chicane! I tell 'ya, I'll be amazed if there isn't a multiple accident there on the first lap". So why not, suggested someone, run the first lap through here under the yellow flag, with no one allowed to overtake, as now happens at Monaco's first turn? Aw, c'mon, man, that's not racing. Where's the excitement in that?" was Mario's contemptuous reply. (Has there ever, in the history of the sport, been a purer racer than Mario Andretti?).

Easy and relaxed all weekend, Mario was happy with his car ("the traffic's a bitch here") and felt that, with a clearer track, he could have gone quicker. Like Hunt, he set his quickest time during the last, slower hour, and wound up third fastest.

The grid, according to several drivers, presented a slightly misleading picture. Last weekend was all about tyres. The *Osterreichring* is traditionally very tough on rubber, and hard compounds have been regarded previously as an almost automatic choice. After Mark Donohue's fatal accident here in 1975, one driver remarked that no one would ever again play around with tyres at the Austrian Grand Prix. But two years is a long time in motor racing, and several drivers told me they would probably run soft tyres in the race and "hope that they will go the distance".

Both Andretti and Nilsson found their Lotuses had virtually no grip on hard tyres, which is why the soft ones were brought out during unofficial testing, the drivers immediately taking three seconds off their times! Was Andretti going to run soft tyres in the race? "That's what I'm planning to do, sure". And if race day turned out to be blazing hot? "I'll still run them. Without them, we're nowhere". Colin Chapman was quite sure that his cars would go the distance on soft tyres, and others agreed with him, adding that they thought the 78 the only car capable of doing it. Opinions were divided. There was the school which hoped that Goodyear would issue hard tyres only for race day (the considerable majority, by the way!) and the faction which said "if Lotus can make their car work on them all afternoon, then good luck to them". But there weren't many of the latter...

Hans Stuck, next to Andretti on the second row, felt that he would have to use hard tyres. With the heavy fuel load dictated by the Alfa flat-12, the Brabham BT45 is a weighty beast in the early stages of a race, and both Brabham drivers reckoned that soft tyres would blister away long before the end of the race.

"I'm almost sure I'll run the hard ones," said a depressed John Watson after the last session. "Where am I, may as well do that—I've got everything to gain and very little to lose." The Brabham team leader worked hard in practice, trying both his race car and the spare, but frankly admitted he could do nothing with them. "I just can't get any sort of balance with either car. The understeer is just terrible, and both cars are the same." He thought for a second, then added "either both are wrong or else it's me." He had picked up a viral infection in Germany and said that he didn't feel too bright. A superb driver here last year, Watson's prospects for the race looked more bleak than at any race in Europe this year. He was on row six, after most untypically pining at the chicane during the last session, wiping off the nose and bending its subframe.

Out on the circuit, Jacques Laffite's Ligier looked terrible—the back of the car flicking abruptly out of line. As well as that, the Matra V12 refused to run completely smoothly so, all in all, it was a surprise to find him up on the third row. He said it didn't feel as bad as it looked. "My biggest problem is this," and he opened his right hand to reveal a mass of blisters. For some reason, there is no play at all in the gear



Scheckter, Jones and Stuck chase one of the ATS-Penskés through the revised Hella Licht Kurve.

lever, and changing gear is a little bit painful." During the last session, he blew an engine before getting down to quick times.

Next to Laffite, a fraction quicker, was Carlos Reutemann's Ferrari. Lole was happy enough with his car but deeply distressed about recent rumours of his impending retirement. "Some stupid Austrian journalist come to me during testing, ask me if I play tennis. I say 'yes, I play tennis, but not for a long time.' That is all he ask, and then I am told he write that I am going to retire! The newspaper agencies pick up the story, and then it is everywhere. I tell Ferrari that is not true, and they believe me, but I don't like things like this. I ask you, if I decide to retire, would I tell an Austrian journalist I didn't know? No way. I am happy here with Ferrari; I get exactly same treatment as Niki, and I am not going to retire."

We are beginning to get used to the pace of Patrick Tambay, but his practice time, seventh quickest, was still a surprise. He is deceptively fast, this man, working his way round smoothly and efficiently. But no way does the white Ensign, in isolation, look like a front runner. Like the man said, however, the stopwatch is all that matters. Tambay was confident that his car would do the distance on soft tyres.

Jody Scheckter, however, would have been much happier if they had stayed firmly locked in the Goodyear transporter. During the 'hard' test days, the South African had set the second best time, but couldn't get his Wolf down to the pace once the stickies had appeared. Thoroughly unhappy after practice, Jody's feelings were echoed by his boss. "If

it's hot on race day, it's crazy to run soft tyres," said a heated Walter during practice. "OK, we've got the chicane now, but the other side of the track is very quick, and the soft tyres are going to go before the end of the race. Then we have a big accident. Crazy." It would, of course, be cynical to suggest that Walter's motives may not have been wholly altruistic!

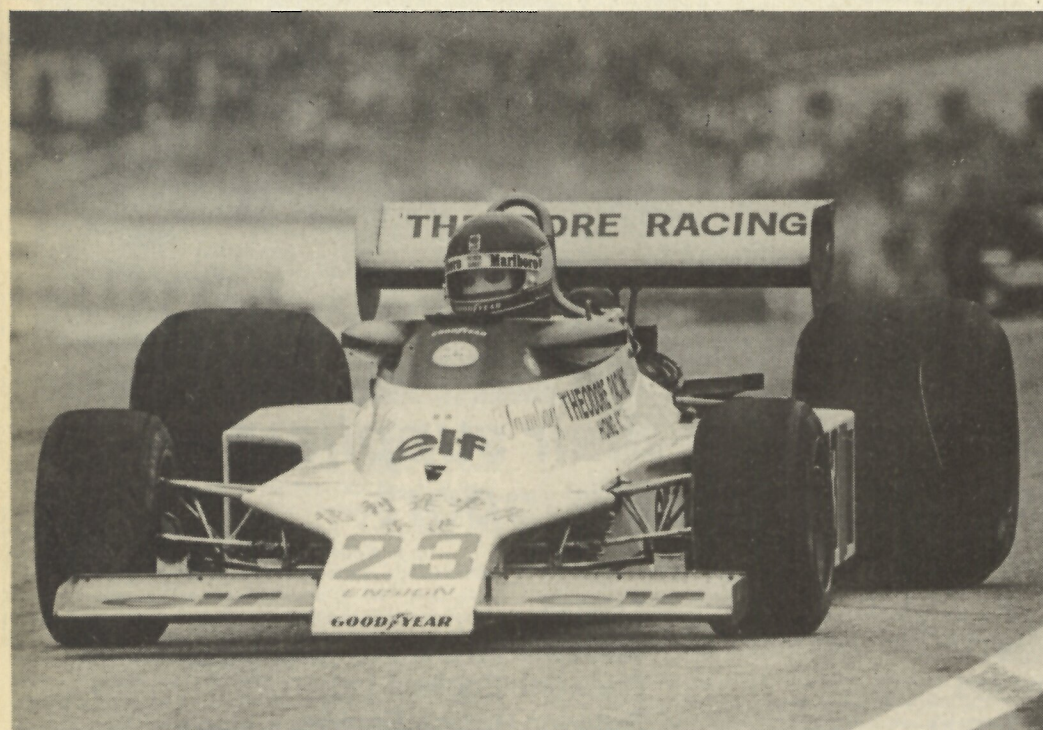
On the fifth row were Jochen Mass's McLaren M26 and Patrick Depailler, yet again the faster of the Tyrrell drivers. Invariably Jochen races far better than he practises, of course, but Patrick's grid slot was achieved only after a great deal of hard work. He was adamant that the car felt better than for a long time, and said that the team had made a lot of progress during testing when they had Karl Kempf's 'laboratory' car here. It seems absolutely certain that the blue cars will have four wheels next year, but no one is admitting it. Despite the cars' improvement, Ken Tyrrell's joyous expression on Friday evening seemed a little excessive. Why was he so happy? "Sixty-seven for five!" he exclaimed. "The Austrians are 67 for five—at this rate, Boycott's going to beat them on his own!"

Next to John Watson on the sixth row, Clay Regazzoni said that his Ensign was going a lot better. The Heini Mader-prepared DFV arrived at the circuit only on Friday morning, so Clay made do with one of his Hockenheim engines which had been given a quick once-over by Alan Smith. "He didn't rebuild it, or anything like that," said Ron Bennett, the team's crew chief, "but just changing the metering unit and one or two other little things have given us 10bhp!"





(Above): Gunnar Nilsson drove a magnificent race after a pit-stop only for the engine to expire after 38 laps. (Below): Tambay impressed again, qualifying seventh and running as high as fifth before engine trouble intervened.



Practice was an unhappy time for Vittorio Brambilla, who comprehensively shunted his Surtees TS19 during the unofficial session on Saturday morning. The circuit was damp in places, and a small river across the *Bosch Kurve* caught Vittorio out, his car sailing backwards into the barrier at very high speed. Brambilla wasn't hurt, but the car was beyond immediate repair, and the luckless Vern Schuppan, having worked really hard to qualify, had to give up his race car to the Italian. Vittorio went out briefly in the spare car during the last session, but was soon back in the pits after something had broken in the front suspension.

Alan Jones decided to run the latest Shadow DN8 in the race. This is the car tried by the Australian during practice at Hockenheim, but not raced there. Almost certainly, Alan would have been higher up the grid had he not been plagued by engine problems during the last session. For no apparent reason, the DFV kept cutting out and all efforts to rectify the fault proved fruitless.

There were two absentees from the Shadow camp last weekend: Franco Ambrosio and, much more important, Riccardo Patrese. Ambrosio's current 'situation' is a little vague, but Don Nichols said that the Italian had not been paying his bills and that the team's association with him was at an end. The Shadow team have no gripe against Patrese, however, and the young Italian's absence was brought about by a last-minute move by Ambrosio. Riccardo's problem is that his contract is with both Shadow and Ambrosio, so that when the latter requested that he scratch from the race, the unfortunate Patrese felt he'd better

comply.

Shadow, therefore, had a car sitting around looking for someone to drive it, and Arturo Merzario was seconded into the team for the weekend. Art had brought his March down for the race, but to have a sponsored drive for once obviously made commercial sense. The Shadow mechanics had something of a problem in reducing the height of the cockpit so that Merzario could see out of it, but otherwise the little Italian acclimatised himself well and easily qualified the car.

Next to Ronnie Peterson's Tyrrell, on row eight, was Gunnar Nilsson's JPS, very much farther back than usual. Gunnar had been as quick as anyone during testing, but everything conspired against him during official practice. During the first session he had a problem with the fuel metering unit, and complained that the car was understeering badly. The handling was still bad during Friday afternoon, but the next morning it was found that one of the car's shock absorbers was faulty, and this was changed for the last hour. All being well, Nilsson should have considerably improved his time but his engine blew up before he got the chance. Race day could only be better.

Ronnie's efforts to clamber up the grid during the last session received a severe jolt during the morning, when the Tyrrell was struck sharply by Alex Ribeiro's March. Ronnie was warming up at the time, braked early for a corner, and the March slammed straight into the back of him. The Tyrrell was repaired but the Brazilian's day was finished. He missed the last session altogether and didn't qualify.

Brett Lunger goes better and better with his McLaren M23, qualifying 17th to share the ninth row with Jean-Pierre Jarier's ATS Penske. Surprisingly, only a hundredth of a second slower than JPJ was Hans Binder's similar car, the Austrian having the first of three drives for the team.

There were three Heskeths at the Österreichring and, remarkably, it was Hector Rebaque's car which headed them on the first day! "I think his engine's better than mine," said Rupert Keegan before the last session. "He's pulling ten-eight and I can only get ten-two." How was the handling of Rupert's car? "Terrible. Yesterday it was erratic, and this morning it's just plain oversteer." Keegan further hindered his prospects of qualifying by getting himself arrested on the way to the circuit on Saturday morning. Having committed some traffic offence, he was marched off but eventually released after paying a fine of £50. By the time he reached the track, he had missed 45 minutes of valuable practice. "We don't all get the same tyres, you know", he said when it was all over. "The compounds may be the same, but the constructions are not. I got hold of some used tyres of Mass's this afternoon, and immediately got into the 41s". This was an improvement of almost two seconds. . . .

Rebaque slipped out of the race during the last session, and Ian Ashley's latest comeback fell on stony ground, the Englishman also failing to qualify.

Quickest of the March drivers this weekend was Patrick Neve in Frank Williams's car, the Belgian making his first visit to the Österreichring and liking it enormously. Like a lot of people, he reckoned his chances would have been better if everyone had been confined to hard tyres, having gone round very little slower than Andretti during testing. The only other March in the race was that of Ian Scheckter, the South African proving conclusively that he is unquestionably the world's bravest man. His attempts to manhandle the twitchy 761 through the high-speed turns were positively frightening. You don't need to ask him about the car these days. To look at his face, cheerful but resigned, is enough. Next to him on the grid was Emerson Fittipaldi, his Copersucar still way off the pace despite having revised rear suspension.

And, finally, next to Vern Schuppan on the back row, it was very pleasant to see Emilio Villota qualify for the race with his McLaren M23, the team personnel looking positively radiant after practice.

Midnight. I have just returned to the Press Room after taking a stroll through the paddock. There are very few people around, other than mechanics. Still high on his great win in the F3 race, Derek Daly chats about the fans outside the paddock, and says he thinks he'll stay put with Derek MacMahon's *entourage* which is boozing the night away after a very worthwhile trip.

The side awnings on the transporters are down now, fully buttoned, the mechanics working inside under floodlights. From the direction of Elf Team Tyrrell there is the sound of a DFV firing up, the awning fluttering, blasted by the exhaust. Then it is shut down, and there is peace again. In the distance, however, there is the sound of the fans, and I decide to take a look. It is a mistake.

By now, of course, a great deal of beer has been consumed, and the general atmosphere is less good-humoured than it was. Far less. To walk through paddock access tunnel in darkness was about as clever as wandering down 42nd Street with Walter Wolf's wallet in your pocket. Still they are screaming for Lauda, but now it is bordering on hysteria. They have become a mob, a gang, taking their delight from rocking the cars of hapless individuals trying to leave the circuit, blocking their way, chanting like something out of *Lord of the Flies*. There are several fights and the sound of people being sick. As I pick a wary path back through the broken bottles and vomit, it all seems very ugly. Why do they have to behave like this, to screw up what should have been a pleasant time?

All around the paddock area are police with wolves (someone told me they were dogs, but I don't buy that. *Dogs!* Are you kidding?). They are doing a very effective job of keeping the unruly element out. The mechanics have a lot to thank them for.

## RACE

Sunday was the day that the rains came down. From earliest morning, there was a steady downpour, and a heavy mist smothered the waterlogged circuit. Whatever happened to the heatwaves which used to arrive year in, year out, for the Austrian Grand Prix?

Two bits of news came to light on reaching the circuit. First, some mindless cretin had stabbed to death one of the police guard dogs during the night's festivities—for laughs, presumably. For someone like me, who regards the average animal to be of considerably more worth than the average human being, this was a bad start to the day. It would be nice to think that he was afterwards savaged by some of the unfortunate victim's colleagues, don't you think?



continued

The other piece of information, or rumour, concerned the race itself. Would it be held in these conditions, or not? The rumours suggested that it might be postponed for 24 hours and run on the Monday, a public holiday in both Austria and Italy. The consequences of such a decision could have been disastrous, of course. Very many thousands of people had got themselves tanked on Saturday night and then retired for a wet, uncomfortable night under canvas for the privilege of seeing a race the following day. If robbed of the opportunity, there was just the ghost of a chance that they might not understand. . . . Quite seriously, there were genuine fears of a riot in the event of the race being postponed, and a deal of relief was felt when the rain finally abated late in the morning.

By the time the cars went out on their inspection lap the track was drying but damp, and there were still spots of rain in the air. What to do? Slicks seemed the obvious choice, for the sky was definitely clearing, but still it was very difficult to make a decision, and most people waited until the last minute. Finally Nilsson, Jarier, Merzario and Schuppan opted for wets, the rest staying put on slicks.

Just before the race the unfortunate Hans Binder was delayed with a leaking fuel pipe union. This received attention from the ATS mechanics, but Binder arrived back at the start/finish area too late to be allowed to take his place on the grid. The organisers then took the curious step of deciding that he could start the race, but only from the pits. But what was that about leaving from the grid at the green light or else you weren't legally in the race? Oh, never mind. Whatever, for the second time in two weeks the second ATS started a race from somewhere other than the grid.

As expected, Lauda's Ferrari nudged ahead of the pack as they went into *Hella-Licht Kurve* for the first time. Behind the Austrian were Hunt, Andretti, Scheckter (an excellent start from the fourth row), Stuck, Tambay, Reutemann and Laffite. Niki, however, was very far from happy with his car's behaviour in the damp conditions and seemed likely to lose his lead to Hunt, who was pressing hard, looking for a way by before Lauda got settled. And Andretti was right behind the McLaren, thinking the same kind of thoughts.

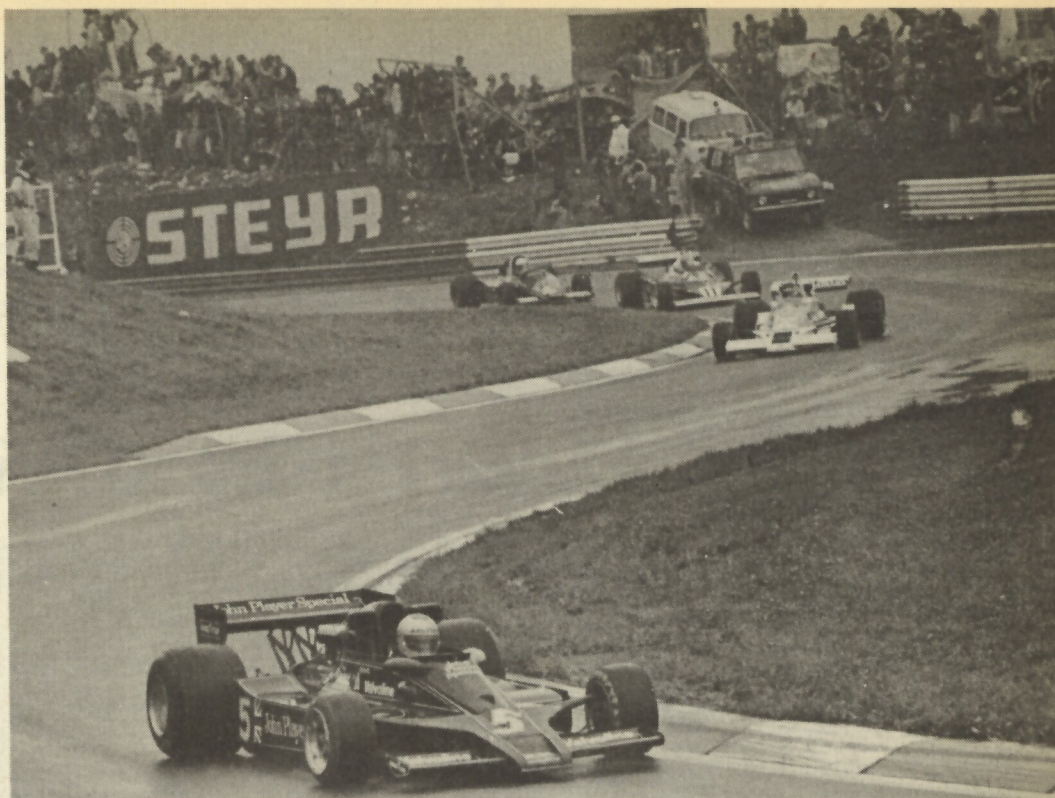
The moment of truth came at the *Bosch Kurve*, the long, long downhill right-hander halfway round the circuit. In the course of that turn, James all but got by the Ferrari, but the amazing Mario got past both of them! Immediately the JPS began to open up a lead, Hunt still being trapped behind Lauda. This state of affairs was not to last long, however, and by the time they came by at the end of the first lap, the McLaren was in front of the Ferrari. The spectators looked on in total and almost silent disbelief. Something had gone wrong. This wasn't on the schedule at all.

In the wake of the leaders there was chaos at the curiously-named *Texaco Schikane* (it isn't a chicane at all). Vittorio Brambilla found it too slippery for his slicks and slid off the road at the second half of the corner. Vitt was unable to get the car back on the road, so greasy was the wet grass, and finally clambered out to assist the marshals in pushing the Surtees onto the track, whereupon he climbed in and continued, stopping a little later at the behest of his pit to have his seat-belts fastened!

Less fortunate was Clay Regazzoni, who spun the Ensign a few yards further down the road. To see that car sliding across the huge expanse of grass was to watch a slow motion film. It had to stop some time but still it kept on going, the driver helpless to prevent it, at about five miles an hour, ultimately knocking down a wire fence and toppling down into a ditch. Clay was completely unhurt, if furious with himself, and the car was not badly damaged. After the race, as we walked back to the paddock, we met the Ensign mechanics who were looking for their car! They had passed by and never seen it, so deeply was it buried in the ditch. . . .

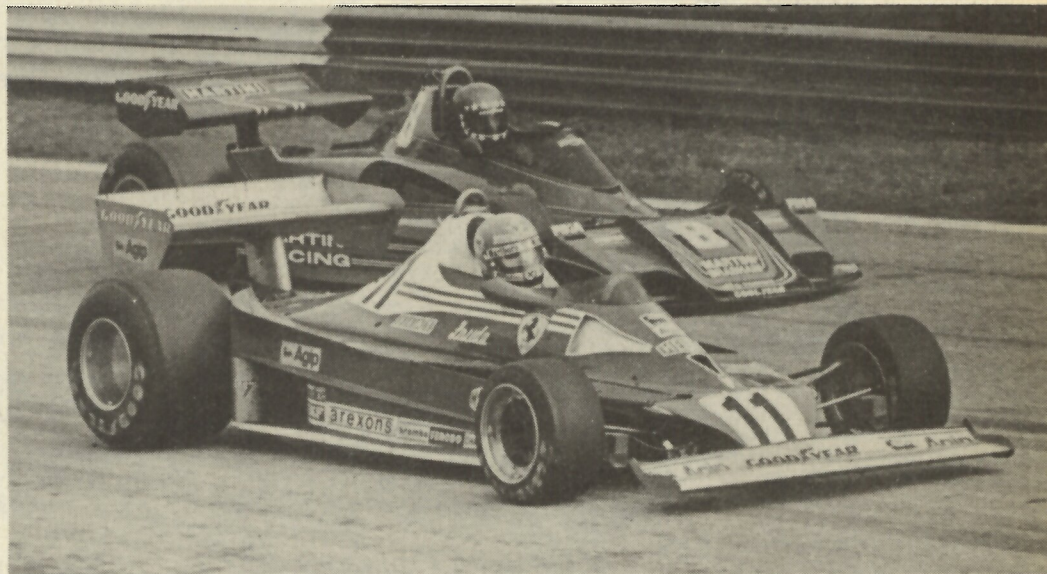
There was further dismay for the home crowd on lap two. Lauda was finding his car absolutely impossible on the slippery surface and had dropped another place, this time to Jody Scheckter's Wolf. The really spectacular charge, however, was coming from Gunnar Nilsson and his wet-shod JPS. From a starting position of 16th, the Swede was up to fifth by lap two, third by lap three, second by lap four! It couldn't last for long, of course, for the chances of further rain were looking more remote by the minute, but, boy, it was good to watch. Not quite as spectacular, but impressive also, was Arturo Merzario's Shadow, another car running on wet tyres. He would get as high as sixth before having to stop for slicks.

Up at the front Mario Andretti was looking very cool, well in charge of things. Once his team-mate had moved into second place, we had an interesting few laps when both Lotuses were running at the same



(Above): Mario Andretti failed to score for the third race in succession but had the consolation of leading for eleven laps.

(Below): Stuck has a look at the outside line around Lavda but they were to remain in this order to the flag.



speed, the one on slicks, the other on dries. After 10 laps, though, Gunnar began to come under pressure from Hunt's McLaren, and clearly it was time to stop, which he did. One of the day's highlights was about to start.

At this point, it seemed like a two-car race. It would be decided between Andretti and Hunt, for the rest were nowhere, including Lauda, who had now dropped to 10th place, just in front of Reutemann in the other Ferrari.

A lap later, the battle was resolved. Coming out of the *Bosch Kurve* Andretti's engine blew up in a big way, and James had a clear road ahead, with no one close behind to worry him. Back in the paddock, Mario was livid at his third blown engine in three races. "Man, I was drivin' like it was an economy run, nice and easy. Damn it, no way do I mistreat engines!" Nicholson engines have an excellent reliability record, but the one in Mario's car was new for Austria. Just one of those things.

It is at this point that Alan Jones enters our story. The Australian, if you recall, had had a troubled time in practice and had started from the seventh row. There is a parallel here between Jones in Austria and Laffite in Sweden. At Anderstorp, the Frenchman was most unhappy with his car during practice, but suddenly, unaccountably, found it tremendous during the race morning warm-up. So it was with Alan on Sunday. "It feels fabulous, don't touch a thing", he said to the mechanics.

In the early part of the race, Jones gave little indication of what was to come. On lap seven, for example, we find him in 10th place, between Reutemann and Mass. But then he cut loose, getting by Mass on lap eight, Lauda on lap nine, Tambay on lap 10! Nor was he finished yet. Three laps more and he

had overtaken Stuck (the widest car in Grand Prix racing?), going ahead of Scheckter a lap after that! This was sensational stuff all right. Overtaking is not commonplace in Grand Prix racing nowadays, and the Australian was pulling off some heart-stopping manoeuvres. Early in the race, for instance, he went right through the *Texaco Schikane* alongside Peterson's Tyrrell, a very brave thing to do in the slippery conditions. And he came out ahead on that occasion, too.

After 16 laps, therefore, Hunt was securely in the lead, around 13 seconds clear of Jones, Scheckter and Stuck. Behind the German, coming back into the picture on an almost dry track, was Niki Lauda, now driving hard, followed by Tambay's Ensign and Reutemann's Ferrari.

Almost at the very back, astonishingly, was John Watson. If the Ulsterman had been unhappy with his car's handling during the dry practice sessions, he was finding it an absolute nightmare on a surface still damp in places. In the early stages he had dived briefly and unsuccessfully with Emerson Fittipaldi, and did not really seem to have his heart in it at all. "No, I didn't really have any problems as such", he said after the race, "but I just didn't like the way the car was handling".

With Hunt, Jones, Scheckter, Stuck and Lauda apparently settled for the time being in the first five places, the main interest in the race was now being provided by Nilsson, driving his JPS right at the limit and setting new fastest laps all the time. After his stop for slicks, Gunnar had rejoined in 12th place, but he closed up quickly, picking off Peterson, Depailler,



continued

Tambay and Reutemann in the course of 15 laps during which time he was clearly the fastest man in the race. By lap 30 he was right on Lauda's tail, going by with almost contemptuous ease a couple of laps later. Immediately after, both he and Lauda went past Scheckter to take third and fourth places, and now stopwatches came out once more, checking the gap to Jones's Shadow.

That, however, was as far as Nilsson's wonderful drive was to take him. On the 39th lap his engine exploded right in front of the pits. A brand new 'development' DFV had been installed in the 78 the night before, but Gunnar had unintentionally 'buzzed' it up 11,400 revs during the morning warm-up. This is about 600 more than a DFV enjoys and may have contributed to its failure later in the day.

Nor were the explosions over for the day. On lap 42, Tambay's excellent run came to an end at the *Texaco Schikane* in a cloud of muck and bullets. This was a very comprehensive blow-up indeed, to the extent that all kinds of things could be seen shooting out of the trumpets! Patrick was almost hidden by a thick sheet of smoke as he climbed from the car, resignedly holding up both arms to the crowd in a gesture of helplessness.

The biggest shock, though, came on lap 44 when an excited commentator shot out a few staccato phrases, greeted with hysterical delight by the crowd. This could only mean that something helpful to Lauda's cause had occurred. Was it Hunt or was it Jones? We waited and waited, the long gap suggesting that it was the McLaren in trouble and, sure enough, it was the white Shadow which came through in front. Jones was leading! Of Hunt, however, there was no sign, and soon we learned that yet another 'development' Cosworth had bitten the dust. It was a tremendous disappointment for James, who had driven a beautiful, relaxed race, in control of the afternoon from the moment of Andretti's retirement. Eleven laps to go, that's all, eleven laps and nine points. Now it was all gone. Like Mario, James said he had not been pressing his engine at all. Even lapping at around 1m 44s, he had been able to maintain, even increase his lead. "It just went", he said, and with it the last real shreds of hope for this year's World Championship.

The spectators now began to believe once more in the possibility of a home victory, for Lauda was second, 11 seconds back. A second a lap, plus a bit more, and he could do it. But there was no way. This was Alan Jones's day, and he wasn't about to lose it. Those last few laps he reeled off smoothly, the gap widening rather than diminishing. Lauda was beaten and he knew it. As the two cars went into their last lap, Alan had a lead of 19 seconds, which had become 20 by the time he took the chequered flag to score his, and Shadow's, first Grand Prix victory. Lauda duly followed him in, receiving fantastic acclaim from the crowd. Is he ever going to win his home Grand Prix?

While Don Nichols and his team grinned with

Now backed solely by the Villiger-Tabatip cigar concern Alan Jones drove beautifully in the conditions with the Shadow DN8, the chassis handling very well on the undulating Austrian circuit.



Watson had another troubled race but at least managed to nurse the Brabham home eighth this weekend.

delight, the men from Wolf were leaping up and down with anger. Nine laps from the end Scheckter, in a secure third place, had gone off the road while trying to lap Patrick Neve's March. "Patrick Neve has just cost us the World Championship", cried an emotional Peter Warr at Frank Williams, which did seem like an optimistic estimate of the situation, but there you are. Neve, for his part, said that he had not blocked the Wolf, had not touched it even, and didn't really know what all the fuss was about. An eye witness said that Jody looked to go by on the inside of the turn, realised he wasn't close enough and decided to try the outside, whereupon the Wolf spun. It was, the man said, just one of those things. Walter Wolf didn't see it that way.

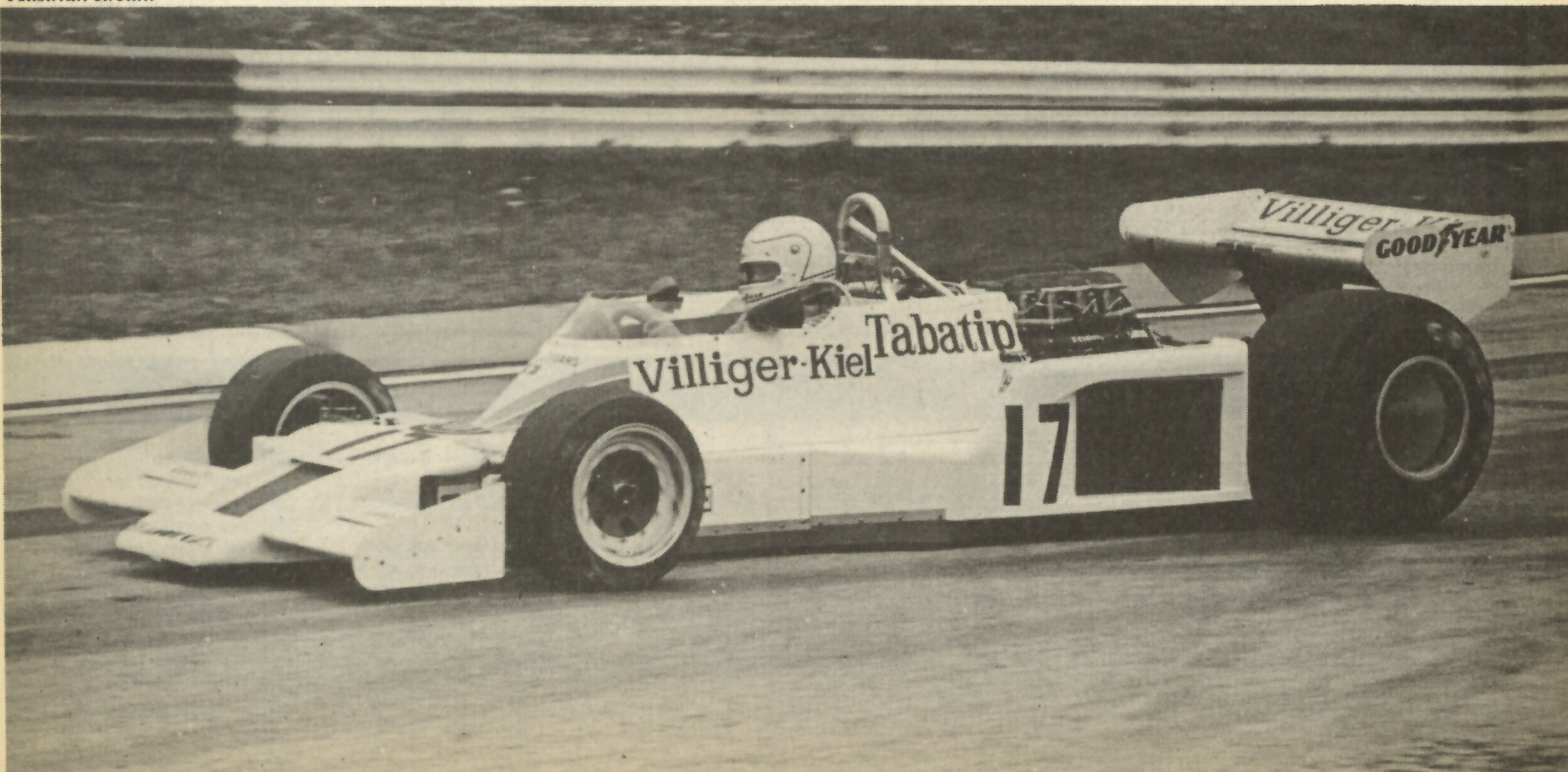
With Scheckter gone, Hans Stuck moved up into third place, which he maintained to the flag, followed (and very nearly caught on the final lap) by Reutemann's Ferrari. Then came Peterson's Tyrrell and Mass's McLaren: Jochen had made a stop as early as the 13th lap when part of his exhaust system had come adrift. The engine sounded horribly flat thereafter, but Mass plugged on and got a point for his trouble.

Something remarkable happened to John Watson late in the race. Maybe it was the shock of being lapped by his team-mate, together with a growing confidence in his car's handling on a track now completely dry. Whatever it was, he suddenly began

to drive like John Watson, unlapping himself and setting the fastest lap of the race on his very last lap! It was a mere fraction slower than his best practice time. In so doing, he succeeded in passing Neve for eighth place. Just ahead of him was Rupert Keegan, a good seventh despite two spins, one of which occurred on the last corner of the last lap.

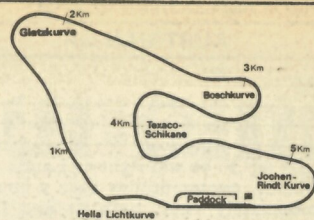
Alan Jones thus becomes the third driver to score his first Grand Prix victory this season, and thoroughly deserved it was. Maybe the Australian had the right car on the right day, but certainly he made the most of it. In a way, it is sad that anyone other than Tom Pryce should have been the man to score the Shadow team's first Grand Prix victory, but one can't help feeling that this was the sort of win of which Tom would have approved, a hard, gritty, brave drive under a variety of track conditions. As the disappointed, and re-tanked, crowd began to disperse, some of them began to chant 'Alan Jones is a thief'. No way. This was fair and square.

Alan himself was almost beyond words at the end of the race. "Unbelievable, just unbelievable", he kept saying. Shadow have waited a very long time for this, have had more than their share of grief along the way, and it is a pleasure to see their efforts finally rewarded. Thanks to the sponsorship wrangle, they were in the news at the start of the weekend, and they finished it the same way. Wonder how Franco Ambrosio is feeling now?





## AUSTRIAN GRAND PRIX. DATE 14 AUG.1977. CIRCUIT OESTERREICHRING



WORLD CHAMPIONSHIP ROUND 12	LENGTH	54 laps of 3.692 mile circuit.	199.394 miles
WEATHER	OVERCAST, WET TRACK. DRYING LATER.	No. of STARTERS	26
WINNER	A. JONES in SHADOW-FORD DNB	FINISHERS	16
FASTEST LAP	J. WATSON in MARTINI-BRABHAM-ALFA	av. speed	122.99 mph
EXISTING LAP RECORD	J. HUNT in MARLBORO-MCLAREN M23	in 1 min. 40.96 sec.	131.66 mph
PREVIOUS YEARS RESULT	J. WATSON in PENSKE PC-4	at 132.03 mph	

ENTRIES				FUEL/OIL			
NO	DRIVER	CAR	ENTRANT	CONTR	TYRE	CHASSIS	ENGINE
1	J. HUNT	MARLBORO-MCLAREN M26	MARLBORO TEAM MCLAREN	TEXACO-HAVOLINE	GOOD	M26/1-2	DFV
2	J. MASS	MARLBORO-MCLAREN M26	MARLBORO TEAM MCLAREN	TEXACO-HAVOLINE	GOOD	M26/1-2	DFV
3	R. PETERSON	TYRRELL-FORD P34	ELF TEAM TYRRELL	ELF	GOOD	34/6	DFV
4	P. DEPAILLER	TYRRELL-FORD P34	ELF TEAM TYRRELL	ELF	GOOD	34/7	DFV
5	M. ANDRETTI	JPS-78	JOHN PLAYER TEAM LOTUS	VALVOLINE	GOOD	78-3	DFV
5T	M. ANDRETTI	JPS-78	JOHN PLAYER TEAM LOTUS	VALVOLINE	GOOD	78-4	DFV
6	G. NILSSON	JPS-78	JOHN PLAYER TEAM LOTUS	VALVOLINE	GOOD	78-2	DFV
7	J. WATSON	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA	GOOD	BT 45B-5	Alfa Flat-12
7T	J. WATSON	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA	GOOD	BT 45B-1	Alfa Flat-12
8	H. STUCK	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA	GOOD	BT 45B-3	Alfa Flat-12
9	A. RIBEIRO	MARCH 761 B	HOLLYWOOD MARCH RACING	VALVOLINE	GOOD	761B-3	DFV
10	I. SCHECKTER	MARCH 761 B	TEAM ROTHMANS INTERNATIONAL	VALVOLINE	GOOD	761B-1	DFV
11	N. LAUDA	FERRARI 312 T2	S.p.a. FERRARI S.E.F.A.C.	AGIP	GOOD	312 T2 031	Type 312 B
12	C. REUTEMANN	FERRARI 312 T2	S.p.a. FERRARI S.E.F.A.C.	AGIP	GOOD	312 T2 029	Type 312 B
12T	C. REUTEMANN	FERRARI 312 T2	S.p.a. FERRARI S.E.F.A.C.	AGIP	GOOD	312 T2 030	Type 312 B
16	A. MERZARIO	SHADOW-FORD DNB	TABATIP SHADOW RACING	FINA	GOOD	DNB-5A	DFV
17	A. JONES	SHADOW-FORD DNB	TABATIP SHADOW RACING	FINA	GOOD	DNB-3A	DFV
17T	A. JONES	SHADOW-FORD DNB	TABATIP SHADOW RACING	FINA	GOOD	DNB-4A	DFV
18	V. SCHUPPAN	DUREX-SURTEES TS 19	DUREX TEAM SURTEES	FINA	GOOD	TS 19-02	DFV
19	V. BRAMBILLA	BETA-SURTEES TS 19	BETA TEAM SURTEES	FINA	GOOD	TS 19-06	DFV
19T	V. BRAMBILLA	BETA-SURTEES TS 19	BETA TEAM SURTEES	FINA	GOOD	TS 19-07	DFV
20	J. SCHECKTER	WOLF WR	WALTER WOLF RACING	FINA	GOOD	WR1	DFV
20T	J. SCHECKTER	WOLF WR	WALTER WOLF RACING	FINA	GOOD	WR3	DFV
22	C. REGAZZONI	ENSIGN N177	TEAM TISSOT-ENSIGN WITH CASTROL	CASTROL	GOOD	N177/MN 07	DFV
23	P. TAMBAY	ENSIGN N177	THEODORE RACING HONG KONG	-	GOOD	N177/MN 08	DFV
24	R. KEEGAN	HESKETH 308 E	PENTHOUSE RIZLA RACING	-	GOOD	308E-4	DFV
25	H. REBAQUE	HESKETH 308 E	HESKETH RACING	-	GOOD	308E-2	DFV
26	J. LAFFITE	GITANES-LIGIER-MATRA	LIGIER GITANES	SHELL	GOOD	J57-03	Type M5 73/V12
26T	J. LAFFITE	GITANES-LIGIER-MATRA	LIGIER GITANES	SHELL	GOOD	J57-01	Type M5 73/V12
27	P. NEVE	MARCH 761	WILLIAMS GRAND PRIX ENGINEERING	-	GOOD	761-7A	DFV
28	E. FITTIPALDI	COPERSUCAR-FITTIPALDI F5	COPERSUCAR-FITTIPALDI	-	GOOD	F5-01	DFV
28T	E. FITTIPALDI	COPERSUCAR-FITTIPALDI F5	COPERSUCAR-FITTIPALDI	-	GOOD	F5-02	DFV
30	B. LUNGER	MARLBORO-MCLAREN M23	BS FABRICATIONS WITH CHESTERFIELD	-	GOOD	M23/14	DFV
33	H. BINDER	ATS-PENSKE PC-4	ATS RACING TEAM	VALVOLINE	GOOD	PC 4-001	DFV
34	J.-P. JARIER	ATS-PENSKE PC-4	ATS RACING TEAM	VALVOLINE	GOOD	PC 4-002	DFV
36	E. VILLOTA	MARLBORO-MCLAREN M23	IBERIA AIRLINES	-	GOOD	M23/6	DFV
38	B. HENTON	MARCH 761	BRITISH FI RACING TEAM	-	GOOD	761 T	DFV
39	I. ASHLEY	HESKETH 308 E	HESKETH RACING	-	GOOD	308E-3	DFV

## RESULTS

POS	NO	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS
1	17	A. JONES	SHADOW-FORD DNB	54	1h. 37m. 16.49s.	122.99 mph.	LOCK	FER	KONI	HEW TL 200	CHAMPION	LUCAS
2	11	N. LAUDA	FERRARI 312 T2	54	1h. 37m. 36.62s.		LOCK	FER	KONI	FERRARI 312 TRANS.	CHAMPION	LUCAS
3	8	H. STUCK	MARTINI-BRABHAM-ALFA	54	1h. 37m. 50.99s.		GIRL	FER	KONI	BRABHAM-ALFA	CHAMPION	LUCAS
4	12	C. REUTEMANN	FERRARI 312 T2	54	1h. 37m. 51.24s.		LOCK	FER	KONI	FERRARI 312 TRANS.	CHAMPION	LUCAS
5	3	R. PETERSON	TYRRELL-FORD P34	54	1h. 38m. 18.58s.		LOCK	FER	KONI	HEW FG 400	CHAMPION	LUCAS
6	2	J. MASS	MARLBORO-MCLAREN M26	53			LOCK	FER	KONI	HEW FG 400/6	CHAMPION	LUCAS
7	24	R. KEEGAN	HESKETH 308 E	53			LOCK	FER	KONI	HEW FGA 400	CHAMPION	LUCAS
8	7	J. WATSON	MARTINI-BRABHAM-ALFA	53			GIRL	FER	KONI	BRABHAM-ALFA	CHAMPION	LUCAS
9	27	P. NEVE	MARCH 761	53			LOCK	FER	KONI	HEW FG 400	CHAMPION	LUCAS
10	30	B. LUNGER	MARLBORO-MCLAREN M23	53			LOCK	FER	KONI	HEW FG 400/6	CHAMPION	LUCAS
11	28	E. FITTIPALDI	COPERSUCAR-FITTIPALDI F5	53			LOCK	FER	KONI	HEW FGA 400	CHAMPION	LUCAS
12	33	H. BINDER	ATS-PENSKE PC-4	53			LOCK	FER	KONI	HEW FGA 400	CHAMPION	LUCAS
13	4	P. DEPAILLER	TYRRELL-FORD P34	53			LOCK	FER	KONI	HEW FGA 400	CHAMPION	LUCAS
14	34	J.-P. JARIER	ATS-PENSKE PC-4	52			LOCK	FER	KONI	HEW FGA 400	CHAMPION	LUCAS
15	19	V. BRAMBILLA	BETA-SURTEES TS 19	52			LOCK	FER	KONI	HEW FGA-6	CHAMPION	LUCAS
16	18	V. SCHUPPAN	DUREX-SURTEES TS 19	52			LOCK	FER	KONI	HEW FGA-6	CHAMPION	LUCAS
17	36	E. VILLOTA	MARLBORO-MCLAREN M23	50	NOT RUNNING AT FINISH. SEE BELOW.		LOCK	FER	KONI	HEW FG 400/6	CHAMPION	LUCAS

## RETIREMENTS

NO	DRIVER	LAPS	REASON
2	C. REGAZZONI	0	ACCIDENT IN TEXACO CURVE.
10	I. SCHECKTER	2	ACCIDENT IN HELLA CHICANE.
5	M. ANDRETTI	11	ENGINE.
6	J. LAFFITE	21	OIL LEAK ONTO L/R TYRE AFFECTING HANDLING.
16	A. MERZARIO	29	GEAR-CHANGE LINKAGE.
3	G. NILSSON	38	ENGINE.
3	P. TAMBAY	41	ENGINE.
1	J. HUNT	43	ENGINE.
10	J. SCHECKTER	45	ACCIDENT. SPUN OFF.
6	E. VILLOTA	50	ACCIDENT LAST LAP. HIT COURSE CAR.

## CHAMPIONSHIP POINTS

DRIVERS				MANUFACTURERS			
N. LAUDA	54	P. DEPAILLER	10	FERRARI			71
J. SCHECKTER	38	J. WATSON	9	JPS-FORD			47
C. REUTEMANN	34	E. FITTIPALDI	8	WOLF-FORD			38
M. ANDRETTI	32	C. PACE	6	MCLAREN-FORD			35
J. HUNT	22	R. PETERSON	6	BRABHAM-ALFA			27
G. NILSSON	20	V. BRAMBILLA	5	TYRRELL-FORD			16
J. MASS	18	C. REGAZZONI	1	SHADOW-FORD			13
A. JONES	12	R. ZORZI	1	LIGIER-MATRA			10
H. STUCK	12	J.-P. JARIER	1	FITTIPALDI-FORD			8
J. LAFFITE	10	P. TAMBAY	1	SURTEES-FORD			5
				ENSIGN-FORD			2
				ATS-PENSKE-FORD			1



DATE

FRI. 12 AUG.

WEATHER

OVERCAST. DRY.

DATE

FRI. 12 AUG.

WEATHER

OVERCAST. DRY.

DATE

SAT. 13 AUG.

WEATHER

SUNNY. DRY. WARM

STARTING GRID

POLE

PRACTICE 1

1

J. HUNT

1m.

39.69s.

11

N. LAUDA

1m.

39.99s.

5

M. ANDRETTI

1m.

40.10s.

8

H. STUCK

1m.

40.28s.

12

C. REUTEMANN

1m.

40.32s.

26

J. LAFFITE

1m.

40.73s.

17

A. JONES

1m.

41.00s.

19

V. BRAMBILLA

1m.

41.03s.

20

J. SCHECKTER

1m.

41.07s.

7

J. WATSON

1m.

41.14s.

22

C. REGAZZONI

1m.

41.17s.

2

J. MASS

1m.

41.23s.

6

G. NILSSON

1m.

41.24s.

23

P. TAMBAY

1m.

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P. DEPAILLER

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H. BINDER

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R. PETERSON

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E. FITTIPALDI

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B. LUNGER

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I. SCHECKTER

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A. RIBEIRO

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B. HENTON

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I. ASHLEY

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E. VILLOTA

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V. SCHUPPAN

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H. REBAQUE

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J.-P. JARIER

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R. KEEGAN

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A. MERZARIO

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PRACTICE 2

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N. LAUDA

1m.

39.32s.

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J. HUNT

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H. STUCK

1m.

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M. ANDRETTI

1m.

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C. REUTEMANN

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J. LAFFITE

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P. TAMBAY

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J. SCHECKTER

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J. MASS

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C. REGAZZONI

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J. WATSON

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V. BRAMBILLA

1m.

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R. PETERSON

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G. NILSSON

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B. LUNGER

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H. BINDER

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B. HENTON

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E. FITTIPALDI

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H. REBAQUE

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E. VILLOTA

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I. ASHLEY

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R. KEEGAN

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A. JONES

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PRACTICE 3

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J. HUNT

1m.

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M. ANDRETTI

1m.

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H. STUCK

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N. LAUDA

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J. SCHECKTER

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C. REUTEMANN

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V. SCHUPPAN

1m.

42.31s.

\* 33 BINDER, LATE ONTO DUMMY GRID WITH FUEL LINE PROBLEMS, STARTED AT BACK OF GRID.

GRID ORDER		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
11	N. LAUDA	5	5	5	5	5	5	5	5	5	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1	J. HUNT	1	1	1	6	6	6	6	6	6	1	1	20	20	20	20	17	17	17	17	17	17	17	17	17
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8	H. STUCK	20	6	20	20	20	20	20	20	20	8	17	17	17	8	8	8	8	8	8	8	8	8	8	8
12	C. REUTEMANN	23	11	11	11	11	8	8	8	8	8	17	2	11	11	11	11	11	11	11	11	11	11	11	11
26	J. LAFFITE	8	23	23	8	8	16	16	16	16	17	2	11	23	23	23	23	23	23	23	23	23	12	6	6
23	P. TAMBAY	6	8	8	23	23	11	23	23	23	23	12	12	12	12	12	12	12	12	12	6	6	12	12	12
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19	V. BRAMBILLA	17	4	34	34	34	3	3	3	3	3	6	27	27	28	28	28	2	2	2	2	28	28	28	28
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# First Lady

JILL ROBINSON talks to ANN BRADSHAW.

To one would dispute that Jill Robinson is Britain's quickest woman rally driver, as a quick glance at her results this year will rapidly prove. But the story behind Jill's success is amazing. In a sport very much the province of young people, and male at that, she has proved to be competitive against members of both sexes, yet she was over 30 before she started her first event.

Jill would be the first to admit that had she started her career earlier she might now have more confidence in her ability today and still be capable of winning events outright.

"When people ask me if I can win a certain rally I usually reply that apart from disasters happening to the top half-a-dozen drivers, there is no chance. To some people this may seem like a defeatist attitude, but I now and accept my own capabilities."

The most refreshing thing about Jill is that she is quite ready to mention such a remark to anyone, being as disarmingly honest to other people as she is to herself.

In fact she has no need whatsoever to prove herself as she won her spurs many years ago by clinching the Coupe de Dames in all the home internationals including the Welsh, seven times. But her greatest wish today is to have some *real* competition from among the same sex. Her dream was always to beat Pat Moss fair and square on a rally, something she was in striking distance of doing before a roll in Keilder on the 1974 AC. So she is naturally delighted with the news that Jennifer Birrell will henceforth be driving a TR7.

As an adjunct to her natural driving ability Jill has, over a period of years, been the recipient of good advice from many highly respected rally authorities and feels that this has played an important part in her career. It was while working for her father's business, Clarke and Simpson, that she came into contact with such people as Timo Makinen and John Davenport. Clarke and Simpson were retail dealers in Chelsea and it was for them that Timo and John competed in the 1968 RAC Rally. The firm has a long history of involvement with the sport so as Jill said, "I have always been used to rally people".

It was also while working here that she met her husband, David Sutton. Although her father did not approve of her rallying, she had all the support she could have wished for from David. Sutton it was who used to look after and prepare her first car between rallies. This was a red Mk1 Cortina GT and the first event for Jill was the Bristowe in 1968. She remembers it vividly as her partner was Stuart Johnson, who had co-driven for David before that.

Jill feels that a detailed history of her rally career has been written about too many times, and another chronicled account would bore readers, but some of her successes cannot go unmentioned.

One event of particular interest was the Arctic in February 1971. This was her first ever foreign event, and sitting beside her was Kirsti Airikkala, Pentti's wife. This experience really whetted her appetite for foreign rallies, particularly as they came 20th overall and hers was the only British car to finish. She has now done six rallies in Finland and loves going there. She has also competed on the 24-Hours of Ypres and the Sherry. "I love going abroad as it is so much more of a challenge."

Jill's reliability record for finishing events must be second to none. She won the Ladies Prize on the 1974 Castrol/AUTOSPORT Championship and never retired once during the year, a credit to both herself and Mr Sutton. She won it again last year. In 1977 she is again way in front of her rivals and has scored nine ladies section wins in her car in its past nine outings. She also has the distinction of being the *only* person to finish an international event in one of Stanley Palmer's Dafs. This occasion was on the 1973 Scottish and for her efforts he offered her a drive in a Renault Alpine on the RAC.

Amid all the successes and reliability, however, there was one big accident. She was driving on her first-ever Scottish in 1969 with Stuart Johnson. "I was warned by David about Cairn Edward before the event and it was here that I wrote off my Cortina. I saw some rear lights ahead and was determined to catch the car. Unfortunately I didn't realise there were two hairpins between those lights and me. I went off, and damaged both the car and my co-driver's ankle." This almost marked the end of her career, but with the help of Jim Adams and Del Lines, who at that time ran the Dukeries Garage in Mansfield, the car was painstakingly put back together again. Jill is eternally grateful for the work they did for her. "They were just fantastic. The two of them rebuilt that car so cheaply. If it hadn't been for them I would never have built the car again."

The next year (1970) she drove in her first Escort

and also picked up some sponsorship from Monsanto Chemicals. They had in fact sponsored her for the first time on the 1969 RAC when she won the ladies award in a left-hand-drive Autoextra BMW 2002Tii. Unlike some drivers Jill is not concerned at the prospect of an LHD car. "If someone offered me a drive in a left-hand-drive car I would jump at it."

After the Monsanto deal came sponsorship from Benson and Hedges for the 1970 RAC and all of 1971. Despite some very good sponsorship deals and her impressive record, she has never been offered a works drive. This is something that rather mystifies her husband. "She has won over 100 Coupe de Dames in the past six or seven years and never once been offered a works drive."

At the moment her cars are provided by David and run under his David Sutton Cars banner. David and Jill work extremely hard at the business, and it is up to Jill to find money to run the rally car. This year she has had financial support from Castrol and Dunlop, but, surprisingly, no other firm. This is even more perplexing as Jill is so obviously 'promotable'. Although she has enough support to contest the remainder of Castrol/AUTOSPORT rounds, unless she can find an additional sponsor by November she will be unable to do the RAC.

Jill is not hard on cars. She admits that she still does not have a great deal of mechanical knowledge but her sympathy for the car is quite outstanding. It's all part of her extraordinary consistency; in fact, without fear or favour David proudly boasts that she has got consistency of driving he has never ever come across before. From a co-driver's point of view she obviously is also a 'good' person to rally with. Her present partner, Pauline Gullick, has nothing but praise for her, and there's a similar testimony from Castrol's rally championship co-ordinator, Ian Parry—one from Scandinavia and, more recently, another in Scotland, the Hills of Galloway, where she was leading all the local Scots at halfway before finally being beaten into second place by Allan Arneil, having got the better of Drew Gallacher and other notables. This attitude of co-drivers towards her must surely be generated out of her own opinion of them. As she says, "it is meant to be a team effort in the car". She has rallied with such familiar names as Audrey Scott, Frances Cobb, Dilys Rogers and Alexa Davenport, and still believes that there is nothing to be gained from chastising co-drivers should they make the odd mistake. She has even allowed them to go several miles out of their way on rallies to underline the point!

This year, with Pauline, she has contested several events whose timing could have been construed in several different ways. On each occasion Pauline has been one of the very few co-drivers to 'get it right'. A prime example occurred on the Avon National when Pauline was one of only four co-drivers who bothered to check up on anomalies with the organisers... "it is a very common occurrence to see Pauline explaining regulations to quite experienced male co-drivers..."

At the moment she is thoroughly enjoying her rallying and says that the day she stops enjoying it will be the day she retires. She has a wealth of experience

Arctic Rally '71... Jill's smiling co-driver is a certain Mrs Airikkala.







Above: Jill's Castrol/Motorcraft RS1800 aviating in Donegal earlier this year. Below: casting reflections in a ford on the Arkell.

of all types of the sport, but is still not convinced which she prefers. "I always reckon I prefer forest rallies, and always dread something like the Manx until I get there, and then I seem to do very well on tarmac events." The only area where she lacks experience is pace note events, only having done two of them, but with her usual ready smile admits that she will try to persevere at anything if given the chance.

What percolated through all our conversations together was that Jill is very resilient, managing to retain her femininity and charm in a male-dominated sport. Practical and self-reliant she does, however, have her fears. One of these lies in Wales . . . "my nightmare is Eppynt; I've been off twice and given myself a hell of a fright there." She vividly recalls one particular Welsh Rally when she was forced to tackle the range roads without lights; relying only on the tail lamps of an exuberant local!

Apart from her own rally career, Jill now has that of her son Guy to contemplate. Guy is 17 years old in November and, not surprisingly, is mad about rallying. She is determined that he will be given the opportunity to discover how good he is as a driver, but is equally determined that he should not go on indefinitely if he does not show promise from the start. She hopes to help him for a year and if he has not progressed a reasonable step after that, will try to dissuade him from carrying on. She envisages sending him to some of their mutual friends, the Airikkalas in Finland, where he can learn about the Finnish style of driving, and work in a garage learning about the cars.

Next year then, there is every likelihood that for the first time in this country we could have a mother and son combination driving in the same rallies. If Guy has inherited some of his mother's driving ability and natural, unpretentious good humour then we could see some interesting performances next year.

Jill Robinson brings with her a breath of fresh air to the sometimes stagnant atmosphere of rallying. Talking to her is like opening an old, creaking door into the spring-time of the outside world. The talk is not just of camshafts, differential ratios, compression struts; for Jill has worldly experience on her side. Rallying for her is a sport, not an obsession or a life-style. She has that rare ability to see and regard it for what it is.

Jill can mix with the most ribald of conversations, be party to the most evil of beer-swilling post-event revelries . . . yet she still retains her femininity, her individuality and her style. Almost infinitely outnumbered in a male-dominated environment, she lives and works in rallying while retaining a totally private and precious domestic life.

Quiet weekends on the Thames, or wild nights in Helsinki, Jill handles the situation with delicate finesse. Not the least daunted by being outnumbered or out-shouted, she is seldom out-manoeuvred, and a subtle sense of humour bubbles continuously under the surface as she watches the 'men' making fools of themselves. She retains a rare and incisive perception of her peers which sometimes comes as quite a shock after months spent listening in docile fashion to the glib chatter of the erstwhile cognoscenti.

As an antithesis of bigotry and self-interest, Jill makes a great companion. For Britain's number one woman rally driver, that's no mean feat. ■





edited by Peter Newton

# Vatanen's Finnish Fiat

Practising for the 1000 Lakes progresses apace in Finland and as it did so, we received the shock news that Vatanen would be driving a Fiat 131 on this famous WCR event!

This was not some kind of elaborate hoax, for the deal involves Ari's brother Tatu, who is younger than the current British champion and as Ari has remarked gravely on a number of occasions, is faster than him! Tatu is almost unknown outside Finland, although he has achieved considerable success in the old Ascona (yes, *that* old Ascona!) in which Ari so impressed Stuart Turner and Peter Ashcroft on his appearance in Wales and Scotland two years ago.

Could this be the start of another success story for the Vatanen family?

Yet another addition to the ranks of 'part-timers' working towards Fiat's WCR ambitions is young Tatu Vatanen.



We gather that Tatu will be driving one of the two works-built cars which are being entered by the Finnish importers, Autonovo. The works team will in fact consist of Markku Alen, Timo Makinen and Timo Salonen. As yet we have few details of the story behind the deal, beyond the knowledge that is happening. Who knows, we may yet see Tatu in the British Isles before too long.

Meanwhile, sources in Italy suggest that the Airikkala deal for the Tour de Corse was merely another part of the same offer made to him (and eventually agreed) concerning the 1000 Lakes and that Pentti may not in fact even start in the Corsica event (although he will no doubt be handsomely paid for the dubious privilege of remaining a sleeping partner). Markku Alen, who is ex-

pected to remain with Fiat next year, despite persistent rumours to the contrary, will indeed not be on the San Remo, as we have mentioned before in recent weeks. The main reason is apparently that Daniele Audetto requires only three official cars there, and the team is expected to consist of Bacchelli, Verini and either Darniche or Rohrl. Darniche is still uncertain regarding his participation in the ECR coefficient 4 Tour de France, his home event. In the case of his participation in France Rohrl will take his place in Italy. If Darniche decides to compete in San Remo, however, the Frenchman will get the works car while the German will be given a Jolly Club 131 entry. The permutations, it seems, are never ending.



Jenny Birrell finally got to grips with her Century Oils TR7 last week. Since then she's been under close instruction from Drew Gallacher—tuition which was apparently much appreciated, Drew having set-up the brakes for her. Jenny remarked that "I think the best thing to do is to forget anything I've ever learnt, but I feel a damn sight happier than I did before."

## San Remo shuffles

Two very important ECR rounds just over the horizon are the San Martino Castrozza in Italy and the Tour de France, both of which take place in September. Latest developments in Italy suggest that Walter Rohrl, although entered in his Porsche Carrera on the event, may well start the rally in a Jolly Club 131, so as to get some mileage in one of these cars before the big WCR struggles of the autumn.

However, his new team-mates Fulvio Bacchelli, is expected to be taking over a Jolly Club Stratos on the rally (though one being the car which Carello used to finish second behind Verini's 131 on the recent Rally Colline de Romagna).

We gather that following extensive testing in Corsica, the works Fiat rally cars will be using Bilstein dampers for the first time. Meanwhile the tv Autonovo (Finland) 131s, which are going to Canada for Makinen and Salonen, will be sponsored on the rally in Alitalia.

Plans for the Tour de France are well advanced, and Lancia will be contesting the coefficient 4 ECR round with works Alitalia Stratos for Munari. Tatu's entry, of course, comes on account of the Tour qualifying for the FIA drivers' Cup. But Darniche is also considering an entry (Chardonnet Stratos) although he may well be persuaded to take up the option on a works 131 at San Remo instead. The Tour de France, sponsored by Esso, includes many classic stages such as the Col de Turini, as well as most major French race circuits. It starts on September 15 and finishes on the 23.

Blazej Krupa's non-appearance in Scotland has apparently been due to suspension damage which his car suffered on the recent Danube Rally. Tatu's car non-started on the Barum Rally and we gather that the Renault 12 is still unfit and *hors de combat*.

## Goings-on at the RAC

Last Friday's Rallies Committee meeting at Belgrave Square, followed by a championship organisers' meeting during the early part of this week, seem to have resolved most of the major stumbling blocks (in the path of next year's rally championships) which have hitherto stood between commercial interests on the one hand and the RAC on the other. The difficulties of reconciliation between two factions are always complicated in the case of rallying, by extraneous factors such as the need to comply with Forestry Commission policy in certain areas, the necessity for commercial interests to be able to offer logically timed and placed events, the various championships' pecking order etc, etc; but this year, for the first time, organisers are getting together and discussing their problems and aims in a sympathetic atmosphere. It's an atmosphere that can only be for the good of rallying (what a well-used phrase that is!) and if it doesn't bear immediate fruit next year, then it hopefully must do so in '79. Already, by the existing standards of action and reaction, events have been made to move remarkably quickly. If the recently announced international 'open' championship initially leaves more than a little to be desired, then steps are being taken now to close the gaps, widen the scope and plan ahead for the future.

Similar steps are being taken further down the ladder to the extent that stage rallying is moving towards genuinely integrated structure which will help

secure a base for its promotion and a structure upon which to build its reputation.

A sponsor for next year's international championship is apparently 'in the wings' while the national championship has been verbally agreed upon by both Castrol/Autosport and the RAC. The general trend next year is towards less events counting toward each individual championship; together with far fewer clashes. By its very definition the open international series excludes the national championship (which is being administered by Castrol) and the recent Rallies Committee meetings have clarified a number of points in this context. The national series will be open to British or Irish subjects only (although special cases, we are assured, will be looked upon sympathetically... *come back Henry!*) and classes are expected to remain much as before (except that the addition of a Ford inspired and administered RS2000 championship, with a most attractive prize fund, is now a very strong likelihood within the boundaries of the national series itself).

Thus it is only a matter of dotting the 'i's and crossing the 't's before major championship organisers announce their plans for '78. Plans have been held up recently on a number of counts (not least of which have emanated from Paris), but nearer home, the Rallies Committee have announced a 'probationary' scheme for would-be national or international rallies, which should enable them to negotiate with bodies such as the Forestry Commission from a position of greater status and hence authority than hitherto. A probationary period of one year granted to certain applications should allow the events concerned the room to manoeuvre, both with sponsors and with land-

owners. It also allows the RAC to keep its options open, providing an 'escape' clause for both parties.

This decision came about as a result of the Lakeland stages dilemma, whose request for an allocation in '78 cannot exceed 40 miles owing to their restricted status. The system may well be applied to the Ulster Rally (assuming it achieves a favourable upgrading report next month) in 1978 and one imagines that if all goes to plan, this event may well become part of the UK and Eire International series in '79...

In the meantime it is confidently expected that a little date-shuffling in certain quarters of the national championship can be satisfactorily resolved so that an announcement can be made shortly. An association of British and Irish international organisers are well on the way towards announcing set standardised regulations, and a system of pooled resources, promotion and equipment; and plans for the future seem to be optimistic rather than stagnant thanks to an air of awareness which has crept in almost unnoticed.

Following the announcement from the RAC some weeks ago that commercial sponsors would no longer be in a position to support road rallying in this country, one is left to ponder the implications. Naturally such a directive had to happen, and the recent spate of serious accidents during road events has merely underlined the precarious position in which this branch of our sport finds itself. The fact that stages rallies (either through inadequate organisation, irresponsibility of competitors, or both) are capable of alienating themselves to just as greater extent as road rallies, does not escape the inevitable conclusion that road rallying cannot continue to be publicly sanctioned from Belgrave Square.



# Burmah's International

## Familiar Argyll territory awaits sadly denuded entry

The various opposing arguments raised in relation to the creation of more British international rallies (specifically the case of the Mintex and the Burmah) have been aired at length in these columns on several prior occasions. It is not proposed to unearth them in detail once again, especially on the eve of the first Burmah International, but if entry lists are anything to go by (as one strongly suspects they are) then this year's Burmah has received something of a vote of 'no confidence'.

Whatever valid points may be raised in defence, about declining 'gates' at this time of year (championships having been all but decided for most people) or about increases in prize money etc as bonus derived from international status; the Burmah will probably be fortunate if 100 starters cross the ramp on Friday evening. Increasing prize money by small increments is no way in which to attract competitors to stage rallying. Very few of them actually receive such benefits, and only in very isolated circumstances can this type of remuneration do anything at all to offset costs. This cost factor, allied to the value-for-money coefficient which relates directly to stage mileage, are the two important factors, and very few competitors have been able to grasp the advantages alleged to lie in wait for Burmah participants.

## Diluted entry

It is to be expected that 'gates' will be lower towards the end of the year, but the fact that rallymen can still be attracted to compete if the prospects look good, is graphically demonstrated by the Wynns Tyneside Stages, which takes place on Sunday; the day after the Burmah finishes. The event has received over 150 entries and its organisers plan (after the granting of a special dispensation) to start 130. It certainly can be done.

This year's Burmah has been further diluted by factors completely beyond Lanarkshire Car Club's control. Leyland's withdrawal came as a heavy blow and the recent defection of Ari Vatanen, who persuaded Boreham against freighting him back from Finnish 1000 Lakes practice (despite a ready and prepared car at David Sutton's workshops), along with two thirds of the imported Poles, who would at least have added an international flavour, does nothing to endear the rally to the less than fanatical among us. Thus Bror Danielsson and a solitary Vole (who must be in serious danger of outkicking John Taylor) aside, the entry boasts no great coups or surprises. Team Toyota Europe have decided to revert to their more reliable Celica for the present, especially as the Corolla would require surprisingly lengthy modifications to comply with Burmah regulations, particularly in relation to the roll cage, fire extinguisher system etc. (One also wonders how Willie Rutherford's Mazda can possibly start the rally? 1977 international G5 regs would seem to dismiss this machine immediately).

Andrzej Jaroszewicz, who was to have driven the leading Polski at number four (following a deal struck with Castrol (Poland)) will now be concentrating some of his energies on team managing the lesser known Grobowski, while Blazej Krupa has ex-

perienced last-minute problems with his Renault 12, and thus will also not be present. Leyland's withdrawal has been chronicled elsewhere. So much for the bad news.

Russell Brookes will be driving a brand new Andrews RS1800 which the team hoped would at least be running by Wednesday, in order that they may get a little testing prior to the event. The intervening weeks since the Jim Clark have been spent in building up this car after the dramas of the Scottish. It was a time intended for development and testing, but has instead resulted in Russell's new car being an almost carbon copy of his set-up for the Scottish.



The team have been hard at work altering the weight distribution and reducing unnecessary pounds, but since the shell started life rather heavier than that of the Scottish car, Russell feels that they may still have achieved no real advantage over the previous machine.

Once more the serious opposition is expected to come from DTV together with John Taylor's Haynes of Maidstone RS1800. Shepreth have a brand new Chevette for Sclater, and in the absence of Colin Francis who is regrettably still unfit following a very nasty accident in Ted Cowell's RS2000, John Gittens will be partnering Pentti Airikkala, whose brand new Chevette left for



Russell Brookes (left) and Pentti Airikkala—another set piece battle?

Finland (destination 1000 Lakes) on Monday evening. Vauxhall's recent homologations include a dry sump installation for the Chevette and dual circuit braking for the Magnum in Group One, but there is unlikely to be any evidence of the former, at least at the weekend.

John Taylor returns to the British championship with his former Group Two car, now fitted with the latest taper roller bearing axle, twin rear leaf (rather than five leaf Acropolis type) suspension and a brand new chrome-blocked engine complete with big valve BDG cylinder head. John will once again be using the four speed transmission which has now undergone revision of its suspect clutch operation and materials. Although he has not been up in these parts before, John could go very well, even on the Burmah's tricky, narrow stages.

Bror Danielsson's Autogard DOT Opel Kadett is the identical LHD car which he drove on the Scottish. It is the crossflow machine prepared at Tong Park by Peter Kaye and the team, and will be overseen by Tony Fall himself who is making the journey especially from Germany.

## Sassenachs

Both Castrol/AUTOSPORT and Scotsman/Glayva contenders will be there in force and it is most encouraging to see so many of the Castrol championship 'Sassenachs' making the journey north. Paul and Nigel are expected to be 'at it' tooth-and-nail one more; the latter driving Norman Harvey's newer RS1800 rather than the one in which he has contested our championship so far.

Donald Heggie fully expects to return to the action after missing the Jim Clark while on holiday. It has not been an uneventful rest period, however, for the ravages of the Scottish produced a cracked crankshaft and a bent axle. Both these problems have now been sorted out we gather, but the new axle tube supplied was of the latest type—which naturally meant new calipers and new disc brakes to boot! Donald was not amused.

A recent press demonstration arranged last week by the club took place over two miles of smooth loose roads near Hamilton. Jim McRae, Drew Gallacher, Ian Gemmell and Jenny Birrell were there (the latter getting her first-ever drive in the Century Oils/Del Lines TR7) and we gather the day received excellent publicity, including features on Radio Clyde and 6m of television time. Jenny, who has had no time to acquire some of the innuendoes of loose surface stage rallying, has, we gather, disappeared to a loose surface stage beside Drew Gallacher's farm near Girvan on Sunday, where she was able to throw the beast about with complete abandon (the car that is!).

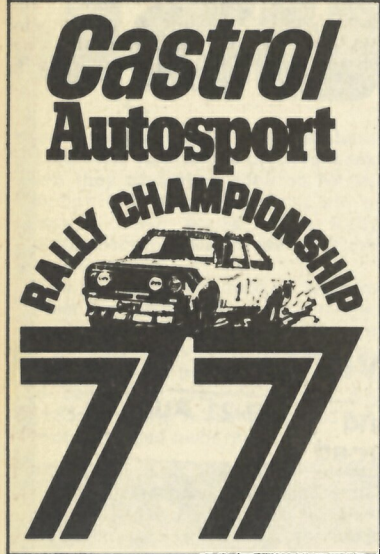
## Timetable

This year's Burmah uses a predominance of similar stages to those used so enjoyably in years past. There are also further additions in the north westerly areas of Argyll thanks to the club's forestry allocation in the Oban area (Blane Stages country). A full spectator guide is published elsewhere in these pages, but briefly, the event starts at 20.00 tomorrow (Friday) from the Glasgow Eurocrest Hotel at Erskine Bridge. It finishes back at the same venue the following day at approximately 16.30, after 24 stages (123 miles) incorporated in a 480-mile overall route. Scrutineering will start from 13.00 on Friday.

## Leading competitors

- |  |  |
|--|--|
| 2, Pentti Airikkala/John Gittens (Vauxhall Chevette 2300); | 35, Ian Wilson/Charlie Young (Vauxhall Chevette);          |
| 3, Hannu Mikkola/Arne Hertz (Toyota Celica GT);            | 36, Mike Rawson/Simon Davey (Opel Kadett GT/E);            |
| 5, Russell Brookes/John Brown (RS1800);                    | 37, Bertie Fisher/Trevor Hughes (RS2000);                  |
| 8, Andrew Dawson/Stuart Pegg (RS1800);                     | 38, Alistair Brearley/Roger Turnbull (RS1800);             |
| 9, Bror Danielsson/Ulf Sundberg (Opel Kadett GT/E);        | 39, Ruben Borjesson/Joe Hawkins (BMW 320i);                |
| 10, Woldzimierz Groblewski/Ryszard Zyskowski (Fiat 125P);  | 40, Eric Van Peer/Frans Mielerts (Opel Kadett GT/E);       |
| 11, John Taylor/Phil Short (RS1800);                       | 41, Mike Jackson/Steve Howard (Escort 1600 Sport);         |
| 12, Chris Sclater/Martin Holmes (Vauxhall Chevette 2300);  | 42, Henry Inurrieta/Dave West (RS2000);                    |
| 14, Paul Faulkner/Monty Peters (RS1800);                   | 43, Ken Wood/Hugh McNeil (Triumph TR7);                    |
| 15, Nigel Rockey/Derek Tucker (RS1800);                    | 44, Chris Lord/Tony McMahon (Vauxhall Magnum Coupé);       |
| 16, Drew Gallacher/David McHarg (RS1800);                  | 45, Ian Gemmell/Frew Bryden (RS2000);                      |
| 17, Tony Drummond/Ednyfed Morgan (RS1800);                 | 46, Bernard Banning/Rob Parrott (Triumph Dolomite Sprint); |
| 18, Donald Heggie/George Dean (RS1800);                    | 47, Jill Robinson/Pauline Gullick (RS1800);                |
| 19, David Stokes/Lyn Jenkins (RS1800);                     | 48, Fred Almond/Chris Walker (RS1800);                     |
| 20, Will Sparrow/Nigel Raeburn (Chrysler Avenger GT);      | 49, Andrew Smith/David Webster (RS1800);                   |
| 21, Allan Arnell/Ian Buttery (Vauxhall Magnum Coupé);      | 50, Terry Kaby/Bill Andrews (Triumph Dolomite Sprint);     |
| 22, Malcolm Wilson/John Davies (RS2000);                   | 51, Chris Field/Keith Read (Chrysler Avenger GT);          |
| 23, Jimmy McRae/David Brown (Vauxhall Magnum);             | 52, Tom Clark/Stuart Henry (Triumph Dolomite Sprint);      |
| 24, Graham Elsmore/Stuart Harrold (RS2000);                | 53, Peter Clarke/Howard Scott (RS2000);                    |
| 25, Charles Samson/Alec Samson (RS1800);                   | 54, Charlie Wood/Bryan Harris (Chrysler Avenger);          |
| 27, Ronnie McCartney/Derek Smyth (RS2000);                 | 55, Dave Robbins/Stuart Bruce (RS2000);                    |
| 28, George Hill/Roger Jones (Vauxhall Chevette 2300);      | 56, Arne Garvik/Bjorn Lie (Honda Civic);                   |
| 29, Geoff Simpson/Allan Simpson (RS1800);                  | 57, Vince Finlayson/Douglas Riach (RS2000);                |
| 30, Bill Taylor/Ian McIver (RS1800);                       | 58, Willie Rutherford/Hugo Kennedy (Mazda Coupé);          |
| 31, Jim Howden/Ian Marwick (RS1800);                       | 59, Arthur Jasper/George Sangster (RS1800);                |
| 32, Gavin Waugh/Peter Handy (Chrysler Avenger GT);         | 60, David Cowan/Les Cowan (RS2000);                        |
| 33, Richard Illiffe/Tony Gilhome (RS1800);                 | 61, Les Barrett/Robin Lailey (RS2000);                     |
| 34, Murray Grierson/John Shannon (Datsun                   | 62, Steve Smith/Antony Biggin (RS2000);                    |





## Complications

Once again, Lanarkshire Car Club's paper work has been immaculate allowing crews to prepare their service arrangements, etc, in good time. The regulations, however, have given some cause for concern in connection with the timing of the rally. It all revolves around the organisers' determination to combine the best features of both target and 'schedule' timing. The result is a rather over-complicated document that will give the average press man or would-be co-driver a hard time for a few hours. The crux of the matter lies in the business of crediting and debiting delay allowances. Competitors are allowed 30m of penalty-free lateness against their scheduled times of arrival. They are penalised for early arrival, but can only make up delays at rest halts. Delays at or in stages can seemingly only be made up in the stages themselves, and competitors will need to be especially vigilant in keeping a running total of delay allowances, so as not to make up more time than their total delay at any given point. Doubtless Ian Muir and others will be only too glad to enlighten those in any quandary.

Internationals don't need vast stage mileages to make them a sure success, and they certainly don't need to occupy days and days of futile scurrying around the countryside merely to justify their label to a magnanimous sponsor. The Burmah, by these criteria, should then be a resounding success. Stage mileage in the beautiful Argyll and Cowal areas is at a premium. What there is, however, is exciting and very testing. Those who have competed on Minard, Knapdale, Loch Eckside, Island, etc, will know exactly how demanding and rewarding these stages can be. Very narrow in parts, often rough and difficult to 'read,' Burmah territory tests skill and judgment to a greater degree than most areas of this country.

This Burmah will be returning to its old haunts of Dunoon and Oban, and both will be serving breakfast (very early and earlier still, respectively). We confidently expect the old atmosphere to be present still, even if one does have to miss that ferry trip, and many crews have stayed away this year.

About the only Scottish contingent whose re-acquaintance one dreads are the famous massed ranks of gluttonous Argyll midges... surely the most rapacious and lemming-like aggressors since Hitchcock's rendering of *The Birds*... those feeble English imitations, resident in Keilder, pale into the insignificance of a Teddy Bear's picnic fairy tale by comparison!

● Regrettably, Russell Brookes will not be competing on the Southern Cross this year. It's merely a question of time and after all the relevant flight schedules had been worked out, it seemed that assuming a 100 per cent success rate of connections, plus on-time departures and arrivals of aeroplanes, Russell would return home just 11 hours before the vitally important Castrol '77 begins. The risk is emphatically not worthwhile. However, Russell still hopes to go to Corsica where he expects to be driving one of the Boreham San Remo cars (this all pre-supposes some sort of success in Finland and Canada).

● Tony Drummond's new car was nearing completion when we spoke to him earlier this week. Tony, in his inimitable fashion, described the project "a very simple car really; we hope it'll work". He is certainly making a serious attempt to get it to Erskine Bridge by Friday, and his new car will be without wheel arches, and fitted with the narrow version of Ford's back axle assembly. The four link rear suspension will also be without a Panhard Rod; Tony feeling that some of his previous Mk2s handling deficiencies were due to this item. He is as enthusiastic as usual about his new engine, so the car will certainly go well in straight lines!



Andy Dawson's new car is apparently showing promise in testing. He has retained a Watts Linkage, while the front suspension has apparently benefited from a "further development of the anti-roll bar theme." Above: he is pictured in the LHD car on the Burmah two years ago.

● Another familiar face in an unfamiliar car this weekend on the Burmah will be Allan Arneil, who will be using a Group 4 Vauxhall Magnum instead of his RS1600. The car was used by Paul Faulkner on last year's RAC Rally and since acquiring it from DTV, Allan has been repairing the damage done on that event. The car is fitted with a 16-valve

engine and this change for Allan comes soon after the garage with whom he is associated, changed from Datsun to Vauxhall dealers. After this weekend's event, Allan will be selling his Escort, (in which he is currently leading *The Scotsman/Glavva Scottish Rally Championship*).

## Stages: where and when to watch

The first car will be flagged away by Stanley Wilson, Managing Director of Burmah Oil Co, just after 8pm on Friday, August 19, 1977, followed by the remaining starters at 1m intervals.

### STAGE 1—CAMERON WILDLIFE PARK

1.26 miles long. First car due at 20.26 hours. Spectator stage sponsored by Castrol, with a commentary provided. The start and the finish of this tarmac test are both suitable locations, particularly the car park at the normal entrance to the Wildlife Park at the junction of the A811 and A812. Do not park in the Service Area at the north end of Duck Bay Marina nor in the access road to Balloch Pier.

### STAGE 2—REST AND BE THANKFUL

1.33 miles long. First car due at 21.27 hours. Great spectating but parking very difficult. The stage is run downhill and natural embankments allow great views of the cars negotiating the famous hairpin at the start and the tricky right-hander at Stone Bridge. Last year this stage was almost cancelled because of indiscriminate spectator parking on the public highway. Please use common sense.

### STAGE 3—GLENCREOE/GLEN MOHR

5.26 miles long. First car due 21.30 hours. Leads directly from Stage 2 and the start of the stage is very interesting over a narrow bridge. The remainder is not recommended due to difficult access.

### STAGE 4—LOCH GLASHAN

6.71 miles long. First car due at 23.15 hours. Access to the finish only on foot (0.92 miles) via the Hydro Board road, leading to the Minard Dam, from the top of Loch Gair just north-east of Loch Gair village (55/926915) on the A83 Inveraray to Lochgilphead road. Don't park on the access road or the stage will be cancelled.

### STAGE 5—KNOCKAVELLICH

4.44 miles long. First car due at 23.49 hours. Requires a two-mile walk but there is an

immense 'yump' just after the start—access from 55/96159455 five miles south-west of Furnace village on A83. Please avoid the finish and the village of Kilmichael Glassary north of Lochgilphead.

### STAGES 6 & 7—INVERLIEVER

5.37 miles long. First car due at 00.38 hours (Saturday). Either the start 55/94150865 or the finish 55/96451165 provide good spectating but please don't drive against rally traffic on the west side of Loch Awe. The stage is used twice. You may approach from Ford village but leave to the north through Kilchrenan or west through Kilmelford. Take great care on the many blind crests on the public road.

### STAGE 8—INVERINAN

2.99 miles long. First car due at 01.33 hours. The start is very fast and straight but the finish is very worthwhile. Access is from 55/993170 half mile south of Inverinan village.

### STAGE 9—BARCADDINE NORTH

5.40 miles long. First car due at 02.39 hours. A short half-mile walk from the A828 just north of Benderloch at map reference 49/967425 leads to the start and finish. Good spectating throughout.

### OBAN—Main Control

One-and-a-quarter-hour rest halt. First car due at 03.48 hours. The control is at the Corran Halls where latest positions will be on view. Park well clear of the area and give competitors priority at the cafe. Remember to keep noise and lights to a minimum.

### STAGE 11—KNAPDALE

10.31 miles long. First car due at 06.42 hours. A very exciting stage and one of the longest on the rally. Spectating is better at the finish 55/82459080 although there is a short cut into the middle of the stage from Achanamara. No noise in the village please.

### STAGE 13—MINARD

11.52 miles long. First car due at 07.28 hours. Please avoid Kilmichael Glassary on route to the start. The finish (55/96159455) about 11 miles from Lochgilphead at Birdfield on the A83 is recommended and walk in as far as the quarry. Do not park at the blind bend on main road. Alternatively, walk three-quarters of a mile from the main road at 55/926915 to one of the best spectator spots in Britain at the Minard Dam.

### STAGE 14—GLEN SHELLISH

9.52 miles long. First car due at 09.11 hours. It is a long walk (1.21 miles) to the start but there is a way of getting to a spot where you can see seven different points at once. Park and walk from 56/11309795, which is about

2½ miles south of Strachur. Follow the arrow until you see a stone bridge on your left, cross the bridge and turn immediately right, another half mile will bring you to the stage. No vehicle will be allowed beyond the village gates.

### STAGE 16—CORLARACH

3.12 miles long. First car due at 10.33 hours. The views from the finish at 63/14907051 just above Inellan are breathtaking. Park sensibly in Inellan, and walk one-third of a mile to the finish. Keep access road clear.

### DUNOON—Main Control

One-and-a-quarter-hour rest halt. First car due at 11.11 hours. Parc Ferme is in the school yard, Kirk Brae and results and refreshments available in the Queens Hall nearby. Please give priority to competitors.

### STAGE 17—HIGH BLAWEARIE

1.93 miles long. First car due at 12.56 hours. Spectating is good at the end of the stage access at 56/184879 just north of Ardentinn. Please drive slowly and carefully through Ardentinn. No spectators will be allowed at the stage start.

### STAGE 19—ISLAND

5.48 miles long. First car due at 13.14 hours. The start at 56/155923 is accessible from the Loch Eckside to Ardentinn road near the Whistlefield Hotel but parking is difficult. The finish at 56/122975 is accessible from the A815 on the east side of Loch Eck about six miles north of the Coyletts Hotel. This is one of the most difficult driver stages on the rally with tricky hairpins at the finish. Please park very carefully with all four wheels off the road at start and finish, keeping the rally route clear.

### STAGE 20 & 21—BEN LAGGAN

7.89 miles long. First car due at 13.30 hours. A short walk (0.3 miles) in from either end (56/118977) is worthwhile particularly as the cars are seen twice but parking on the main road is difficult especially as lay-bys near start and finish will be kept clear for service vehicles. Access to the middle of the stage can be gained through Succoth village but great care on these very narrow roads is required.

### STAGE 22—REST AND BE THANKFUL

1.33 miles long. First car due at 15.03 hours. Parking even more difficult than on the Friday night. You must keep the main road clear or the stage may be cancelled.

### FINISH

First car due at 16.30 hours. Glasgow Euro crest Hotel, Erskine Bridge. Results and prize ceremony take place in the hotel banquetting suite.



David's TR7 wins again

David Grainger and Julia Richards scored their second win in three weeks when they took their Meirion Motors Triumph TR7 to a convincing win on Sunday's South Wales Stages Rally, despite electrical and brake problems during the event.

The rally itself was held in far-from-perfect conditions, as the dust thrown up by the hot dry stages caused three of the 20 tests to be cancelled. Also the stages proved to be very rough as they had been used recently on the Bro Myrddin and the ATS Stages, and only one of them had been re-graded.



Grainger—silenced the critics.

At the end of the day, Grainger's advantage over second placed crew, Jeff Churchill/Roger Evans in their 2-litre RS1600 was 46 seconds. This will surely add more weight to Grainger's 'case' following allegations of short cutting made against him on the West Midland Tyres Stages, which was his one previous win in the TR7.

The battle for second place proved very exciting with Churchill starting the last stage a scant one second down on Roger Chilman/Norman Creed in their RS2000. At the end it was Churchill who came out on top by beating Chilman by four seconds on the stage. After electrical problems on the first test, which sidelined him for half a minute, Grainger powered his way back into the lead by the lunch halt, and stayed there for the rest of the day. But on his way towards getting there, he had what he described as "one of the hairiest moments of my life" in Brechfa. The

TR7 spun on a left hand corner which boasted a massive drop in very close proximity, and it then hit a bank damaging the front bumper. In his hurried efforts to get back on the road David then reversed the car out into another bank, so damaging the backend. The afternoon was not trouble-free either, for he was plagued with what were literally burning brakes at the rear, and had to drive four of the stages with only front brakes working.

Churchill has had his share of mechanical troubles on recent rallies and, although his luck was better at the weekend, he lost a rear brake caliper in the morning and also had to drive for a couple of stages with just front brakes.

The rally, which included some 50 miles of stages, was a round of the Central Tyre championship and points leader Ian Hughes was out in his Gordon Ford sponsored RS2000 with Ed Morgan as co-driver. Hughes drove consistently and quickly all day, to finish a creditable fourth overall and, being first registered Central Tyre man home, consolidated his lead in the championship.

One man who had a very uncomfortable ride on the rally was Keith Baud, who co-drove for Mick Linford. During the morning the seat mountings in their RS2000 broke and Baud was comprehensively thrown about for five stages before repairs were effected.

Another leading man in the central Tyre championship, David Childs, also consolidated his position at the top of the up-to-1600cc class by bringing his Mexico home in sixth position. He drove strongly during the morning but eased up in the afternoon when it became clear that he was well ahead of all the other challengers in this class.

Following in their elder brothers footsteps in the rally world were Keith and Andy Stokes in their respective BDA Escorts. Keith did not have too good a weekend as he rolled on the last bend of the Aeron stage during the morning, but Andy, in only his third event with his car finished a very promising fifth.

Organised by the Pontypridd Motor Club the South Wales Stages proved very hard and demanding, with only 30 of the 96 starters reaching the finish. South Wales was one of the few places of the British Isles over the weekend to experience dry weather.

1, D. Grainger/J. Richards (Triumph TR7) 65mins 53secs; 2, J. Churchill/R. Evans (Escort) 66mins 39secs; 3, R. Chilman/N. Creed (RS2000) 66mins 42secs; 4, I. Hughes/E. Morgan (RS2000) 69mins 44secs; 5, A. Stokes/R. Cabula (Escort) 70mins 14secs; 6, D. Childs/J. Perry (Escort) 70mins 43secs.

Oversubscribed on Tyneside this weekend

Tyneside Motorsport Group's Wynns Tyneside Stages this Sunday has been so oversubscribed that the organisers have applied for, and recieved, a special dispensation to start 130 crews on this 10 stage (70 competitive miles) event which starts and finishes at Redesdale Camp (MR:80/821989) and uses the Otterburn Ranges exclusively.

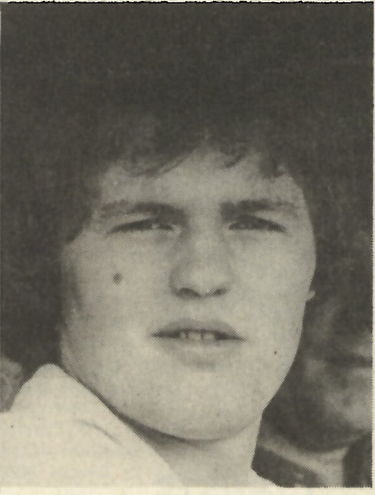
The event qualifies for Central Tyres Clubmen and ANECCC championships, and an excellent entry is headed by the following crews:

1, Malcolm Wilson/John Davies (RS1600); 2, Alistair Brearley/Roger Turnbull (RS1800); 3, Willie Crawford/John Easson (RS1800); 4, Fred Henderson/Colin Wilson (Toyota Corolla); 5, Willie Rutherford/Hugo Kennedy (Mazda/Ford); 6, Dominic Buckley/Walter Duguid (RS1600); 7, Robin Murray/Ron Palmer (RS1600); 8, Bill Lymburn/Alan Hutchinson (RS1600); 9, Peter Tokeley/David Hodges (Triumph TR7); 10, Ken Wood-/Peter Brown (Triumph TR7).

Spectator information is as follows: the organisers have stressed that there will be no other access point on the ranges besides the spectator route. This is as follows: from the A696, spectators should turn on to the B6341 and follow signposts to Elsdon. Two miles from this junction they should turn left and follow arrows, parking as directed. There is a one mile walk from this area to the vantage point on the ranges themselves (MR:80/908953). First car is due at 10.45 and again at 14.00.

The previous night at the Europa Lodge Hotel on the coast road at WallSEND (MR:88/322686) there will be forum and film show including three films, Tony Mason, Dave Richards, Fred Henderson, Pirelli tyre technicians and the Chequered Flag Stratos, etc. Tickets from George Tindall, 40p. Tel: Prudhoe 33596. The event promises to be well worth watching.

Malcolm Wilson—out in the Mk 1.



In secret testing behind the Iron Curtain, the latest 126p, which rocked the rally world to its foundations on the Polish Rally recently, came to Czechoslovakia last week. The international repercussions of this shock visit have still to abate. Marek Ryndak is pictured here on his way to last place on the Barum Rallye . . . with reliability now assured, the 126p is set to scale the heights.

Safety first on Lindisfarne

Regulations for the Europa Lodge Lindisfarne Rally are now available from Entries Secretary Derek Howe, 18 Moor Close, Moor Park Estate, North Shields, Tyne & Wear. Home phone (08945-84559). This year's event gives better value for money than previously with 100 miles in Kielder and 10 miles of tarmac at Albermarle Barracks in its 190-mile route. The entry fee up to August 28, is only £40. The Forestry Commission have promised that all the roads will be graded before October 1. In addition, the Europa Lodge Hotel is offering accommodation at reasonable rates for rally personnel. Further details and booking forms can be obtained from Eric Tallon at the Europa Lodge Hotel, Newcastle. Telephone 0632-628989.

The rally has obtained the assistance of the army in providing the best possible communications and emergency systems. 101 Medium Regt RA (V) will be providing a number of radio teams to link stages with rally HQ at the Europa Lodge Hotel; in addition 201 General Hospital Service will be providing a number of Land-Rovers, Ambulances and medical support crews linked into the radio system; 202 Squadron of the Royal Air Force will also have helicopters on stand-by to evacuate anyone seriously injured from the Forest complex. With this sort of professional back-up the organising team feel that they really are offering maximum coverage for emergencies. In addition, each stage will have a first-aid man trained by the Club and equipped with fire-fighting facilities provided by L&G Fire Protection Limited.

BTRDA Gold Star									
	Mar 06 Dukeries National	Mar 20 South West Stages	April 02 Plains	Apr 23 Bass Charrington	Jun 18/19 Bath Festival	Jun 25 Rall Bro Myddin	Jul 17 Lancia Pointer	Oct 09 SKF Stages	Total
Mike Bayliss	11	12	11	13	15	—	15	77	
Robin Farrington	10	14	15	11	—	14	3	67	
Mike Brown	13	11	—	10	—	12	8	54	
Dave Wallis	8	10	12	7	—	—	13	50	
Graham Lopley	14	—	—	14	—	—	12	40	
Rick Green	12	12	14	14	15	—	15	82	
John Mullord	14	11	—	12	—	13	12	62	
Malcolm Harvey	15	—	—	15	—	—	—	30	
Phil Gunning	—	14	—	—	—	15	—	29	
Simon Warner	4	10	—	—	—	12	—	26	
Ed Ganderton	—	—	15	11	—	—	—	26	
etc									

PIRELLI/CCC									
	Class/pos	Feb 27 Severn Valley	Apr 02 Cumbria	May 15 Southern	Jul 23 Oswestry	Aug 06 Arbroath	Sep 17 Telford	Oct 01 Cestrian	Total points
1. Martin Watson	B1	6	9	9	9	9	—	—	42
2. Ralph Lockey	A1	6	4	9	9	9	—	—	34
3. Ivor Pengelly	A2	4	9	6	4	9	—	—	32
4. Geoff Lobb	C1	4	9	—	6	9	—	—	25
5. Dominic Buckley	C2	6	—	—	9	9	—	—	24
6. John Thompson	B2	3	4	3	—	6	—	—	16
7. John Simpson	B3	9	6	—	—	—	—	—	15
8. Julian Raymond etc.	C3	3	—	9	—	—	—	—	12



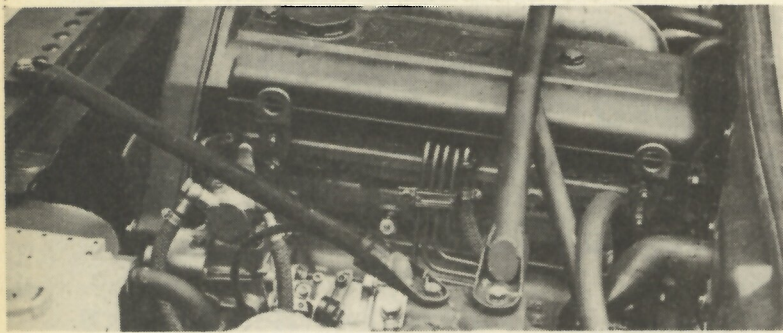
# London on Sunday



## Terry's DTV drive in Ulster

Terry Harryman, whose highly regarded pace notes are currently available for would-be Manx competitors, is himself looking for a competitive ride on the Isle of Man. Since Dessie McCartney sold his 3-litre Carrera to Stephen Carr of Autofarm, it appears that the former may go into a short voluntary retirement; all of which leaves Terry without a ride. He is, however, preparing to show a Finnish DTV Chevette driver around Northern Ireland shortly, on the occasion of the Ulster Rally. We gather that Pentti is enlisting the support of his regular Finnish notes man for the Manx. These sudden co-driver upheavals have all been necessary thanks to the injuries suffered by Colin Francis who, we are sorry to report, has had to return to hospital after initially being discharged. It appears that he is suffering from compressed vertebrae in his back and will be 'out of action' for several weeks.

Fun and games at Covent Garden on Sunday. Below: one of Fiat's prototype diesel engines installed in ex-Grand Prix driver Giancarlo Baghetti's car. Baghetti will be remembered as the only man ever to win his first three F1 races! Lower: a car to remember. Makinen's London/Mexico Escort lives on; this time being driven by the famous Hermann/Schuller combination. See also pages 31 and 32.



Franz Wittman (below) on the Barum Rally last week has appeared almost everywhere in Europe this year and has shown great consistency in securing the Austrian championship (sealed on the Barum). His car is now decidedly tired, but he will be on the 1000 Lakes next week.



## Briefly...

● South of Scotland Car Club's Bowmaker Autumn Stages Rally will this year be run on Saturday, September 24, with scrutineering taking place on the Friday evening as well as on the morning of the event. The main sponsors are once again Bowmaker Ltd, the international finance company, with Citroën/SMT coming in, for the first time this year, with additional financial support.

The event has attained National status this year and is being run as a counter in the Scotsman/Glayva Scottish Rally Championship. Although the rally format has been somewhat changed, the policy of only using forest stages has been continued with 60 stage miles being offered on a 200-mile route. County Garage, Carlisle, is the start venue with the first car leaving at 09.00 and the Embassy Hotel, Dumfries, will be visited twice; for lunch and then for the evening meal with the prizegiving to follow. One hundred and twenty entries are now available at £45 which includes two lunches and two evening meals. Regs can be obtained by sending an s.a.e. to Ken Rundle, 1 Woodlands Court, Newbridge, Dumfries. Entries close September 10.

● Opel's annual Sports Cup prize scheme which back in February was announced for the second consecutive year, boasts a £125,000 prize fund for European Opel privateers. Last year's top British rally 'dollar earner' was Mike Rawson who apparently amassed some DM 1900 (£475). The overall winner was Jean Sebastian Couloumies who, in addition to his winnings throughout the year, received a further DM 10,000 and the Opel Sports Cup trophy.

At the beginning of August, with the Opel Sports Cup scheme now just past the halfway mark of its second consecutive year, more than 1430 competitors across Europe have registered. (These include over 300 competitors driving Kadett GT/Es in Italy alone!) However, the competition is currently being led by that well-known Portuguese privateer 'Mequepe' (real name: Pereira) whose total so far this year is DM 5000 (£1250). Mike Rawson is once more the first British rally representative, with DM 1500 (£375) despite the fact that he has had no car since the end of June (see separate story).

With such a lucrative and obviously successful incentive scheme in operation for clubmen, it is even more regrettable that internal conflicts of interest continue to hinder the competition programme in Germany.

● Changes are in the air at the RAC regarding trade licences for 1978. It seems that a new system is being brought into operation whereby entrants buy licences according to the categories in which their drivers are entered. Full details of the new system will be released soon, but this is specifically aimed at helping the clubman competitor who often finds the high cost of trade licences cuts down considerably any sponsorship money they may have.

● Following the announcement by the Forestry Commission that charges are to be increased to 42p per mile and not 50p as anticipated, the entry fee for Chester Motor Club's Cestrian Stages Rally will be £28.50 and not £31.50 as stated in the regulations. Any adjustment for overpayment will be made as soon as possible. Regulations are now available for this rally, a round of the Pirelli/CCC Championship, from Mike Neal, 403 Chester Road, Little Sutton, Wirral, Cheshire.



Allan Arneil (above) who is currently leading the Scotsman/Glayva championship by three points from Drew Gallacher will be driving the ex-DTV G4 Magnum on the Burmah. This car was driven by Paul Faulkner on the RAC last year.

● A forum and film show will be held at the Glasgow Eurocrest Hotel, rally headquarters International Rally, tonight (Thursday) commencing at 8pm. The forum will be chaired by Roger Willis and will include drivers Chris Sclater and Andy Dawson, Clerk-of-the-Course Ian Muir, and Johnstone Syer. None of these men, we feel sure, need any introduction. Preceding the forum will be a Castrol film, *Scene '72 Take 7*, depicting seven varied forms of motor sport. The evening will end with the showing of *Tough at the Top*, the highly acclaimed film of Opel's fortunes on the '76 RAC Rally. Admission to the forum/film show is free and doors will open at 7pm.

● Charlie Wood, whose series seven 2-litre Avenger was written off on the Hadrian Centurion, will once again be out in his old 1600 car this weekend on the Burmah. Charlie has, however, got a new shell for the 2-litre, and it is very nearly finished. Its first outing is likely to be on the Happy Eater Rally before he does the next round of the Castrol AUTOSPORT championship, which is the Castrol '77. He has incorporated several modifications into the new car, the most important being to the anti-roll bar, which he has had bolted to the shell, in the way RS2000 bars are fitted, and he hopes it will help to strengthen the car.

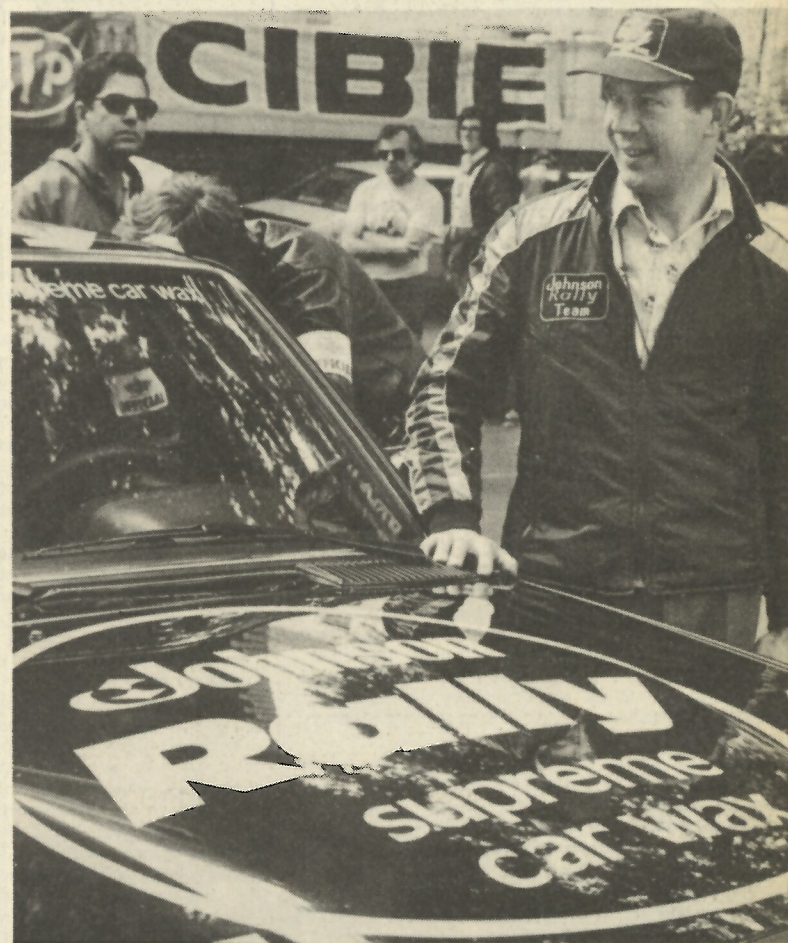
● The organisers of the Castrol 77, Wolverhampton and South Staffs Motor Club, are concerned that many leading competitors in the RAC/Motor Championship have not yet entered. To date they have received over 100 entries for the 180 places and wish to point out to competitors that the first 140 competitors received are assured of places, with the remaining entrants having to take pot luck. Anyone who has not yet entered and would like regulations should contact Mrs Christine Chick on Albrighton 3281.

● At the RAC Rally Open Day last Thursday, Dean Delamont issued a challenge to rally enthusiasts to write to him arguing a good case for the continued future of rallying in this country, with particular reference to the question of public roads and the need for their use as closed special stages. The prize for the best letter received before September 30 will be £50. The letter should be no longer than 500 words and should be sent to Mike Greasley at the RAC Motor Sport Division, 31 Belgrave Square London, SW1X 8QH.



# The Great Race

Last weekend the Singapore Airlines London to Sydney marathon began from Covent Garden. It was a two-day affair to get the rally underway; scrutineering taking place last Saturday (along with some impromptu Australian wine drinking) at the SMMT garage, Forbes House, Halkin Street; while the actual start took place under leaden skies from Covent Garden, following a very impromptu 'meet the competitors session' at the Gloucester Hotel, Kensington. The event managed to generate considerable interest, most of which seems to have stemmed from the activities of Capital Radio whose involvement came about thanks to the work of a Promotions company connected with an individual competitor. However, there was a jazz band to whip-up some element of jollity and gala occasion, even if the standards of preparation of some cars led one to wonder if they would make Sheerness, let alone Sydney. The professionals, however, remained calm and Mercedes' plans for Australia (where the rally proper is expected to begin) are truly massive, with an airborne army of support planes, etc. This involvement is truly enormous behind the scenes, and as one prominent member of the three car team remarked—"they've even got a complete spare car waiting for us in the desert!" Andrew Cowan was forced to start without a winch, but it will be airfreighted to him at Athens and Achim Warmbold, who has completed the entire Australian route personally, could well be the event's dark horse. Right: the Aseptogyl ladies pose with Fiat competition boss Daniele Audetto beside their smart diesel engined live axle Fiat 131 Abarths. Lower right: Tony Fowkes with his Johnsons Wax Mercedes. Bottom: the V8 Leyland Terrier, leaves the start. Bottom right: Henry Liddon would not be amused—or is that how they really spell his name?! Below: Andrew Cowan and Colin Malkin stock up at Forbes House.





# Ticket to Teheran

HENRY LIDDON looks back on an exhausting trip to Teheran where he has been compiling route notes for Singapore Airlines competitors

The Iran Air Boeing 747 SP was over two hours late leaving London Airport and full to capacity; but at 41,000ft with a gin and tonic in one's hand, the company's colourful advertisements are correct—it is a good way to fly to Teheran. This week's London-to-Sydney competitors will have a much more arduous journey to this hot and arid land!

The Rally, the latest of entrepreneur Wylton Dickson's schemes, was like all his previous marathons running desperately late, with the planning, publicity and route finding. It was for this reason that David Greenwell and myself were asked by Jim Gavin to look at the route in Iran and to assess its potential. (On consulting the Oxford dictionary for the correct spelling of entrepreneur I see: "Person in effective control of commercial undertaking." Perhaps I have used the wrong word!)

With the time change and late departure from London, our arrival in Teheran was at the unearthly hour of 3 o'clock in the morning! Our 'Brief' had been to contact a Mr Agabegian of the Iranian Motor Club. He was in fact Iran's answer to Dean Delamont but unlike the revered Dean—Rudolph Agabegian was a swinger—arriving for our meeting in a smart 'Jeans' suit and driving the latest BMW with number plates which pronounced: "Happiness is being single." He confirmed that the route could have a very difficult section across the desert from near Yazd to Tabas, and that it would be much hotter down there at this time of the year (the local American radio had that morning said it was a steamy 109 degrees in Teheran).

The country is, not unnaturally, booming because of oil, with buildings, motorways and shops all reflecting this wave of prosperity. Unfortunately, taxis, public transport and hotel accommodation just cannot keep pace with the expansion, and all the major hotels were heavily overbooked. We personally made reservations at the Intercontinental for our return but on arriving back in Teheran were quietly told that we had made no reservation and that they were 52 rooms overbooked for that night. Flying out of the country has similar problems! Obtaining a self-drive hire car is an even greater problem, and naturally we failed to disclose that we might be crossing the desert with it.

After a hot and frustrating 36 hours we eventually left the capital at midday instead of in the cool of the morning which we had planned. Having made navigational notes for the organisers into and through Teheran, we now proceeded due south on incredibly fast roads to Esfahan, which was somewhat of a disappointment, owing to the influx of tourists. Even during this simple main road run, we both lost a lot of water without realising it, as sweat dries instantly on the skin, despite a number of cokes, large quantities of iced water (which we carried in a 20-litre flexible plastic container inside an ice-box) and the excellent melons which we bought from wayside vendors. Despite all this intake of liquid, by the evening in Esfahan we were both forced to consume a fair quantity of the local beer to restore our fluid level!

The next day we drove south-east to Yazd where

**'At one time on a normal mountain road we were overtaken by a lorry on our left around a blind corner, and by a Datsun on our right driving through a lay-by!'**

we were due to site the time control. The organisers in London thought the turning we were looking for was 27 kilometres north of the town, but this in fact turned out to be 18 kilometres! Looking on the map we notices that the road across to Tabas passes between the Great Salt Desert and the Great Sand Desert, so I think we were both a little apprehensive about what disasters or problems the next day would bring. I had visions of Sahara sand dunes.

We had only managed to hire a Paykan, which is a locally built Hillman Hunter suitably modified for the hot weather, but we had no sand ladders or jerrycans. However, I had brought out from England a supplementary tool kit and shovel and we had borrowed from an enthusiast in Teheran an extra spare wheel and two jerry cans, but our car was not as well

equipped as YEV 208L, the works Escort that Ford had kindly built and loaned to Jim Gavin and myself when we surveyed the UDT Rally across the Sahara in 1974.

Yazd is a classic desert town, scheduled to be preserved for all time. It is unfortunate that competitors will not be able to see at least one of its unique features, an ancient form of air conditioning—towers built like chimneys above the houses with openings designed to catch the hot desert winds. Wet blankets are placed inside the chimneys which chill the air and keep the houses delightfully cool.

The rocks and the sand radiate heat and in the late afternoon the sun seemed as hot as ever. Our tourist map indicated a motel just outside town which we eventually found and to our utter delight, despite the heat, it was a shady haven built around a swimming pool. To add to our joy, we dined beside floodlit fountains drinking local wine as there was no beer to be had in the town!

The desert section was our reason for being in the country and this 400 kilometre route, which will have a target time of just two hours, has everything except sand! Some incredible switchback sections follow jumps, two or three alarming dry river crossings, some very long straights, and deceptively high hills and a few villages. There are just three turnings, and all is desolate save some wild life, including quite a number of camels. After crossing the salt-flats, one arrives in Tabas which boasts a little hotel and is surprisingly very 'green'. During the entire day it took us to traverse this section, we only encountered two cars, but met quite a number of massive and very fast lorries, not the sort of beasts that one wants to meet on a tight road section. It was very hot, temperatures approaching 50 degrees centigrade are common, and once you stop, or start working physically, then you really understand how hot it is!

Competitors will have been travelling for nearly a week when they face this piece . . . what a way to go to Australia. Dehydration and lack of Super petrol are going to be major problems on these early sections of the Rally.

When we arrived in Tabas that evening we looked expectantly for the hotel which we eventually found. As there is no other hotel to my knowledge within 500 kilometres in any direction, they do have a kind of monopoly! I then produced a most impressive document which the Automobile Club in Teheran had very kindly given us. Covered in rubber stamps it boasted ethnic script and signatures, as well as my ghastly Ford 'head-and-shoulders' photograph! The effect, as they say, was shattering. A table was laid, the best room was prepared and a first-class meal served under the palms in the garden to these 'Great Wise Men' who were from the Automobile Club, all the way from Teheran! The reception couldn't have been better even if Stuart Turner himself had arrived!

The start next morning was delayed and our image tarnished when we discovered our hire car, now affectionately known as 'Piecan', was suffering from her only puncture. Our work in Iran was nearly finished; we now had to make route notes for the 650-odd kilometres to Fariman and check the suitability of roads around Mashad, the third largest town in the country situated in the north-east corner close to the borders with Afghanistan and Russia. If competitors get this far they will merely have to face the boring run to Kabul, the Kyber Pass, Pakistan and the monsoons in India; the crowds in Delhi and Bombay, and finally a well-earned rest in Madras.

During this day's run David and I were on the road up from the Gulf towards Mashad when we came across a pair of lorry drivers whose laden tipper had initially broken a spring 'U' bolt. But the resultant accident meant that they had a major suspension and transmission rebuild on their hands in the desert! They had started by jacking the lorry up at the back, unloaded the gravel they were carrying to form a pile under the lorry, and then set about repairing the whole rear end. Probably they are still there and they would surely make light work of a Citroen or Mercedes suspension, as my photograph shows!

After a morning in the mosque and markets at Mashad, we headed west back along the Asian highway which I had last seen during the first London-to-Sydney Marathon in 1968. Faced with approximately 1,000 kms back to Teheran, we decid-

ed to deviate slightly and look at the Caspian Sea, returning to the capital over the Damavand Pass where the driving was suicidal! At one time on a normal mountain road we were overtaken by a lorry on our left round a blind corner, and by a Datsun on our right driving through a lay-by! We just sat back and waited for the accident to happen, but miraculously they all seemed to avoid one another!

Having previously looked at the Greek special stages we were now faced with Turkey and Yugoslavia and, if all went well, we might be back in UK by Saturday. But this was Thursday, so tomorrow was Sunday. Besides which we think it was the year 2335 or something similar, the confusion of course stemming from the use of the Islamic calendar, so when it is a weekend in London, it's midweek in Teheran,

**"Competitors will have been travelling for nearly a week when they reach this piece . . . what a way to go to Australia!"**

which just might explain our difficulty in telephoning back home.

Very luckily Pan-Am have a daily Teheran/New York flight which calls in at Istanbul, and despite having to get up at 4.30 a.m. to catch it, it was wonderful to smell American coffee even though the scrambled egg was inedible. David remained in Teheran for an extra day to clear up some loose ends and return our now immaculate hire car, whilst I took a gamble and went to the Airport without a reservation or a valid ticket, and got on the plane for Istanbul.

It is almost a three-hour flight and one could follow the country below and easily pick out Lake Van, as well as the snowcapped Mount Ararat before landing in what I used to regard as one of the world's least desirable airports. However, this time it was the quickest I have known anywhere—collecting luggage, passing through Health, Immigration and Customs yet again in 16 minutes flat!

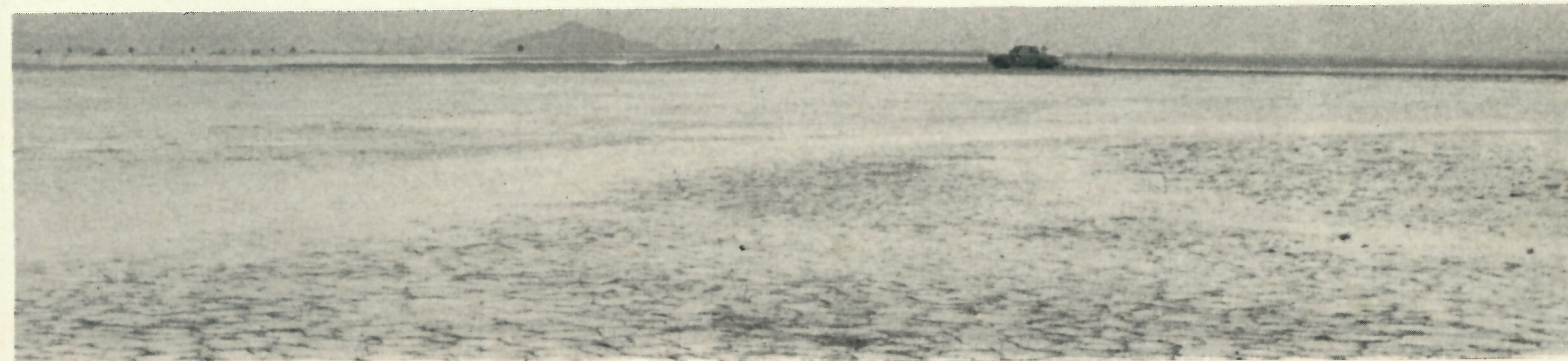
In all we used four airlines, passed through six international airports and were subjected to eight separate security checks of hand baggage. In addition to this our main luggage, to my knowledge, passed through two X-ray scanners. Yet despite all this apparent security, my 9in hunting knife and my .22 Beretta automatic pistol and ammunition, for which I hold a licence for such trips, were not either discovered or queried once; so I have little faith in the massive security measures adopted by international airports!

After travelling the 80 kms of special stages in Turkey we pressed on to Istanbul in a hired Renault 12. A fascinating and exhausting trip—'helping Jim to fix it!'

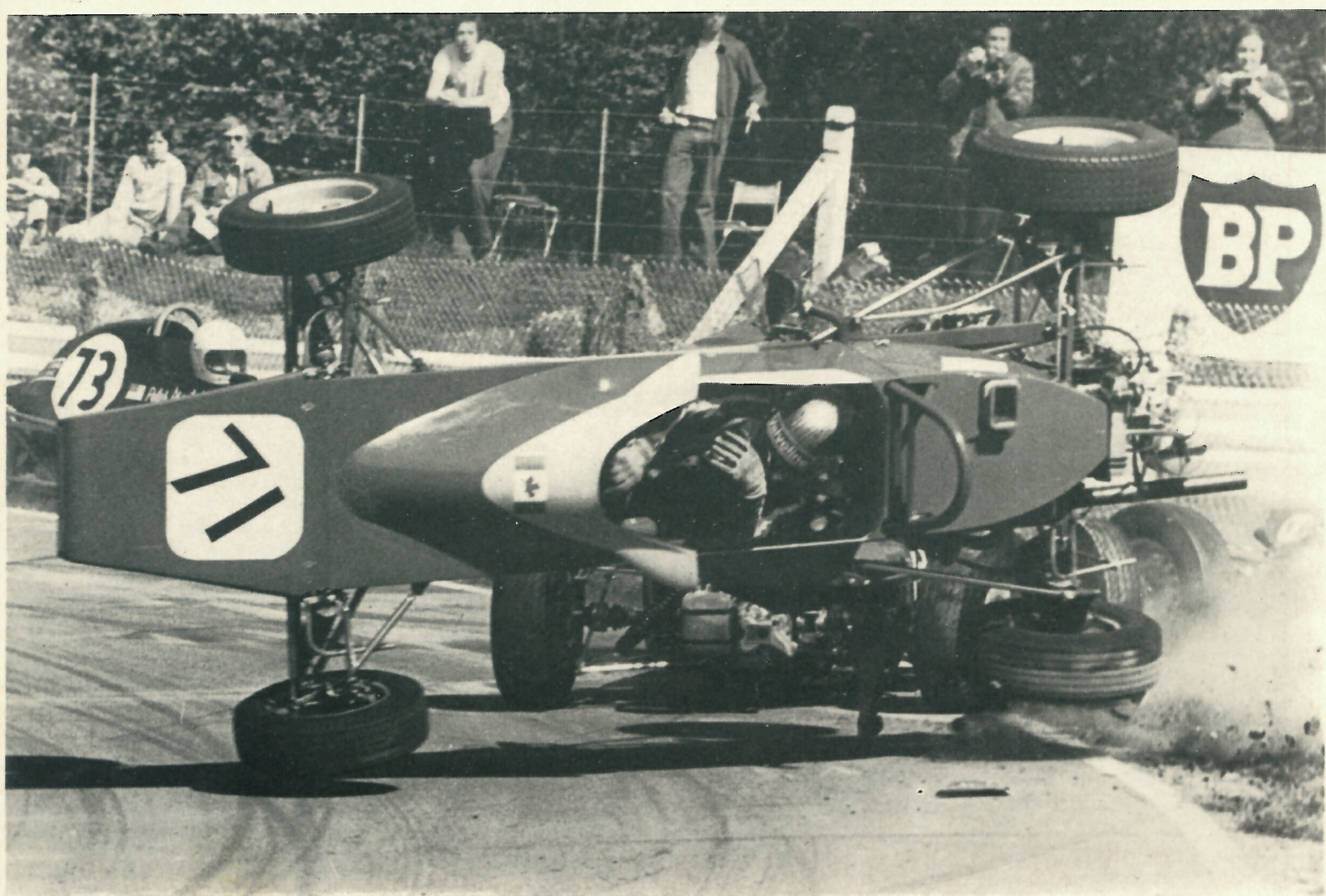
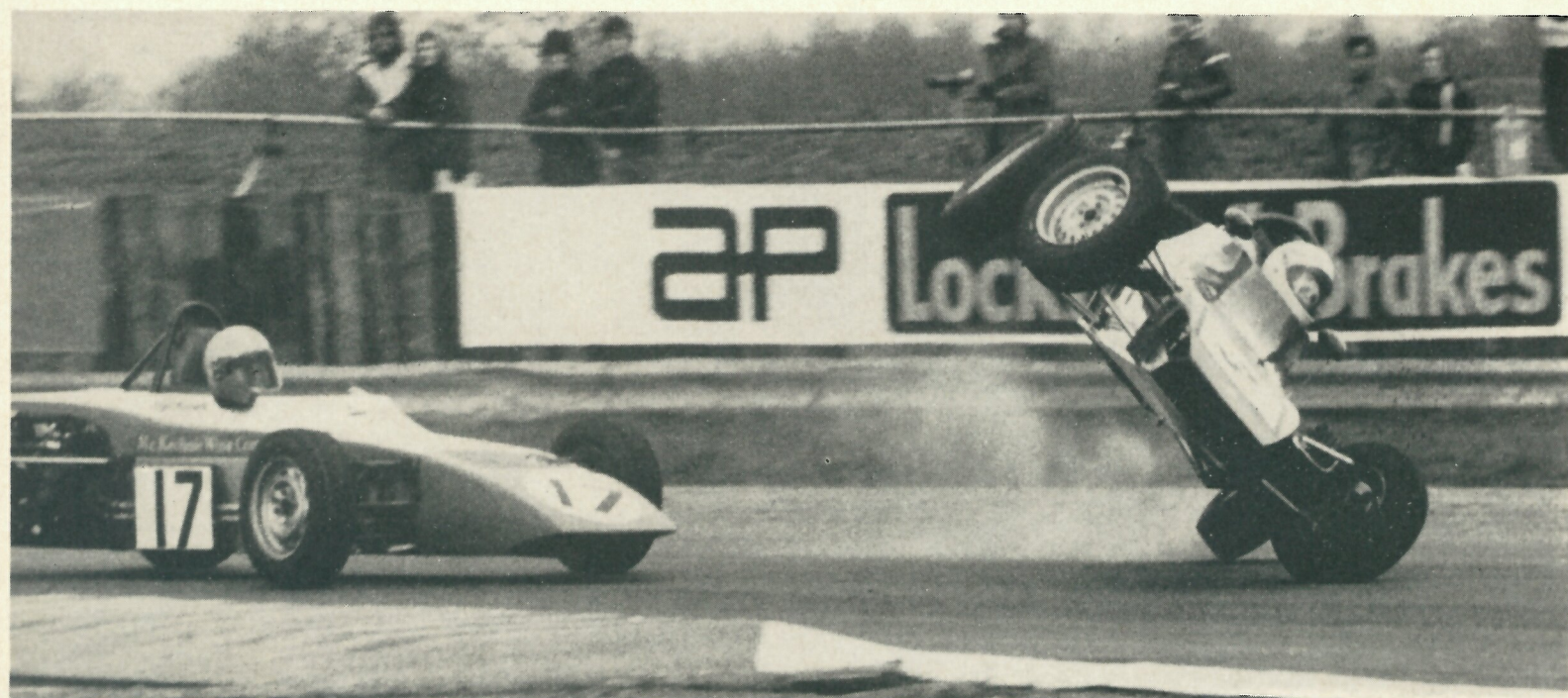
## facing page

Typical sights in store for the more determined London/Sydney Marathon competitors. . . Far right: massive camions approach at high speed on the arrow-straight Yazd-Tabas section. The straights on this lifeline road can last as long as 30kms! Centre right: desert repairs; a hard fact of life in this barren land. The two truck drivers have been forced to strip out the massive rear axle assembly, and have used the lorry's cargo of gravel as a makeshift 'jack'. Bottom: the shimmering Iran Salt flats under a burning midday sun. Near right—top: one of the many Mosque domes along the route. Coloured blue in the foreground and golden behind, this one is situated in the town of Qom, between Teheran and Esfahan. Near right centre: they make them big in the Middle East.

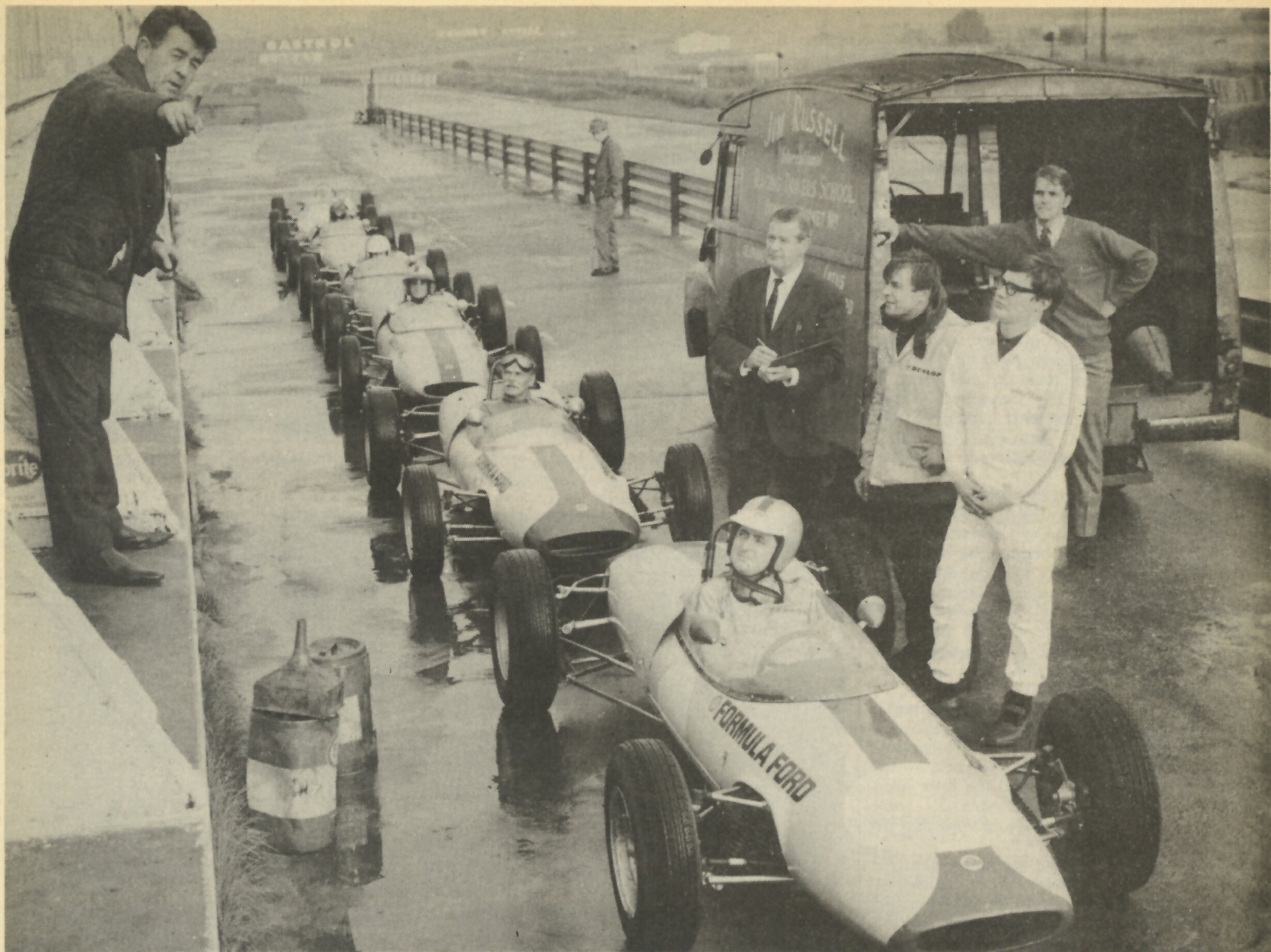












Jim Russell (left) oversees the first pupils to use his Lotus 51 Formula Ford cars at Snetterton in 1967.

# Ten years on . . .

Britain's most popular single-seater formula celebrated its tenth anniversary last month. Its growth has been widespread and it is now recognised Worldwide as a training ground for future world champions. AUTOSPORT looks back over ten years of Formula Ford racing with a pictorial tribute.

A nursery for Grand Prix drivers, the University of Motor Racing, the most popular formula in the world . . . just some of the many accolades given to Formula Ford, which celebrated 10 very successful years a few weeks ago. Popular certainly, and a training ground for Grand Prix drivers, too—with the like of Emerson Fittipaldi, James Hunt, Jody Scheckter and Ronnie Peterson—among the drivers it has fostered.

First seen at Brands Hatch on July 2, 1967, this formula, devised at the famous Kent circuit, is as popular with competitors and spectators now as it was then. Ironically, when Geoff Clarke, then boss of Motor Racing Stables, fitted a standard Cortina engine and road wheels and tyres to one of his Formula 3 cars, he was not attempting to hatch a new racing formula, merely trying to lessen the strain on his wallet imposed every time a pupil over-stretched one of his £1000 racing engines or wore out another £20 racing tyre. However, though unaware of sowing the seeds for the most popular class of racing there has ever been, he saw possibilities from the word go.

So successful was the pilot car that Clarke and Motor Circuit Developments' John Webb, approached the Ford Motor Company for

approval and assistance in creating 'Formula Ford'. After all, if such cars were good enough for teaching, they were good enough for racing.

Henry Taylor, then competitions manager at Boreham, wasted little time in obtaining that approval and a batch of 50 'special offer' Cortina engines were quickly despatched. Jim Russell, the mentor behind the rival school to Clarke's, agreed to convert his fleet to Formula Ford, too, and that first Brands race was very much an inter-school competition. Nearly all

the cars in those early days were Lotuses, Colin Chapman quickly producing the Lotus 51—basically a Lotus 31 F3 car with longer nose, standard Cortina 1500 cc engine, Renault gearbox and road wheels and tyres.

Formula Ford's first winner was army private, Ray Allen, who also established the first FF lap record for the Kent Circuit in exactly 59s. His, and indeed every car on the grid, had been built for under £1000, one of the original conditions of the formula. Of course, the cars have changed over the years, though the rigid framework of the regulations and the strict way they have always been enforced has prevented any real deviation from the original objectives.

Suspensions are now more sophisticated, Rose Joints have replaced the original rubber ones. The designated engine has long been the 1600cc crossflow 'Kent' unit as adopted for the Cortina itself in August, 1967, and still found in the Escort range today. Lotus quickly dropped the Renault gearbox in favour of the Hewland and its changeable ratios; now standard equipment on all FFs. The bodies have become more streamlined though actual aerodynamic aids are still not allowed. Inevitably the £1000 ceiling is also history though at under £4000, ready to race, an FF is still arguably the best value for money in single-seater racing.

## FORMULA FORD WINNERS 1968-1976

Year	Championship	Winner
1968	Guards	Tim Schenken (Merlyn)
1969	Les Leston	Dave Walker (Lotus)
1970	Les Leston	Colin Vandervell (Merlyn)
1971	BOC	Bernard Vermilio (Merlyn)
1972	BOC	Ian Taylor (Dulon)
	Sunbeam Electric	Syd Fox
	Daily Express	Ian Taylor (Dulon)
1973	BOC	Don MacLeod (Van Diemen)
	Wellafor Men	Ted Wentz (Elden)
	STP	Derek Lawrence (Titan)
1974	BOC Golden Helmet	Syd Fox (Hawke)
	Wellafor Men	Richard Morgan (Ray/Crosslé)
	STP	Patrick Neve (Lola)
1975	National Organs	Geoff Lees (Royale)
	British Air Ferries	Geoff Lees (Royale)
	Brush Fusegear	Geoff Lees (Royale)
1976	Townsend Thoresen	David Kennedy (Crosslé)
	DJM	Rod Bremner (Crosslé)
	Brush Fusegear	Jim Walsh (Royale)
	RAC	David Kennedy (Crosslé)



# Ten years on

continued

One of the biggest changes in specification over the years is the switch from road tyres to specified racing tyres. There is no doubt that the tyre war that transpired in the early days of the formula did much to speed up the development of road tyres. Now, however (in this country at least), all FFs run on mandatory, low cost Dunlop CR65s.

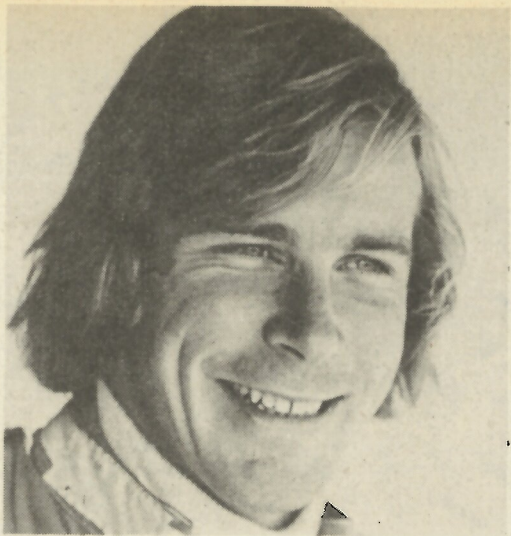
It was Ford's Walter Hayes who immediately saw Formula Ford as a nursery school for Grand Prix drivers, and how right he was. The first real star to emanate from the new formula was lanky Australian, Tim Schenken. Many others have followed, not least current World Champion James Hunt and his Formula 1 opponents Jody Scheckter, Emerson Fittipaldi and Ronnie Peterson.

By the end of 1967 there were already a dozen manufacturers turning out FFs for all they were worth. Five years later there were over 20. Now, with total production well past the 4000 mark we are back to around a dozen UK producers. Perhaps the most famous of all the cars made to date is the Merlyn which Fittipaldi bought when he arrived in Great Britain. Having made an immediate and memorable impact on the UK scene and catapulted into F3, the Brazilian sold his car to latter-day Capri racer and ex-Formula-Atlantic and Mexico champion, Colin Vandervell, who promptly won the 1970 Les Leston Championship with it, picking up the Grovewood award on the way. In turn, he passed the now tired chassis to sideways South African, Jody Scheckter, who equally quickly proved that he too was a man to watch.

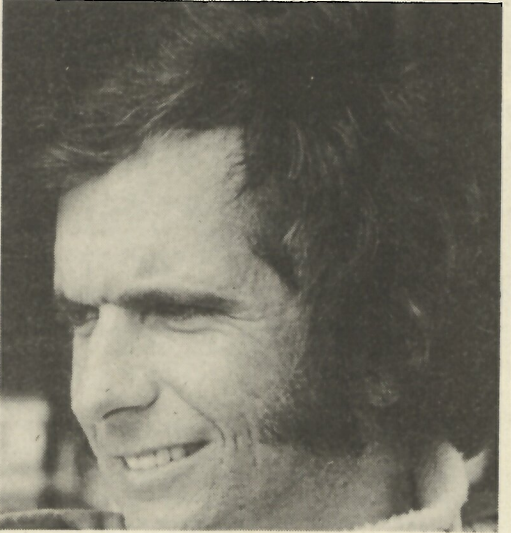
Less than a year after its announcement FF made its debut abroad under the able guidance of Nick Brittan, manager of the FF Register, FF International and general promoter of the formula as well as sometime FF racer. The success of that first Zolder race sowed a seed that has seen cars racing over four continents and in 20 countries.

At present there are hundreds of FFs in running order for which races are run every weekend in one part of the world or another. The advent of Formula Ford 2000 in 1975 further increased the appeal of the formula and created a step up between FF1600 and Formula 3. Far from dying, the formula is still spreading its wings; currently interest is mounting in both India and Malaysia. Needless to say it continues to provide work for a long list of chassis and engine tuners around the globe and above all a lot of fun for its fiery band of up-and-coming drivers. If you wish to predict the world champions of the '80s look now at Formula Ford, they're almost certain to be there somewhere.

(Below): Tim Schenken—first-ever FF champion.



(Above): Trained by MRS, James Hunt is Britain's best FF ambassador. (Below): Jody Scheckter—superb driving in ancient Merlyn 1971.



(Above): Emerson Fittipaldi—youngest-ever World Champion. (Below): SuperSwede Ronnie Peterson—excellent control.



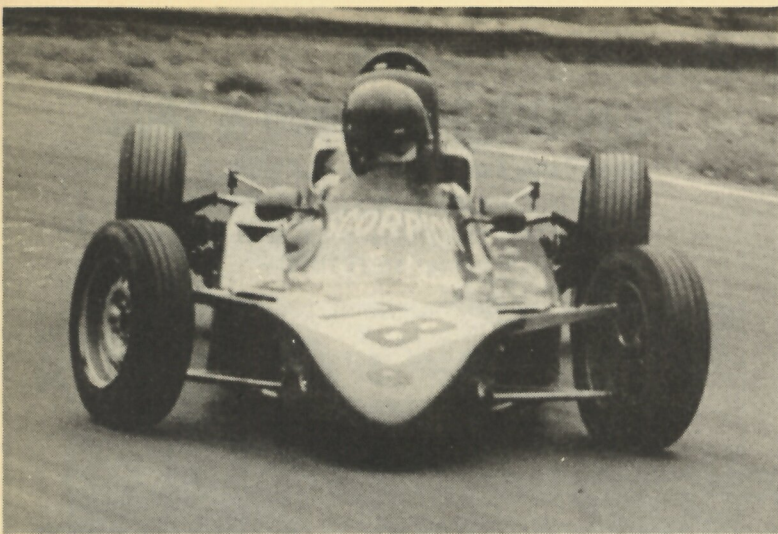
(Above): Patrick Neve—the talented Belgian was still doing FF in 1974. (Below): Rupert Keegan—famed for his 'flying' lessons in 1974.



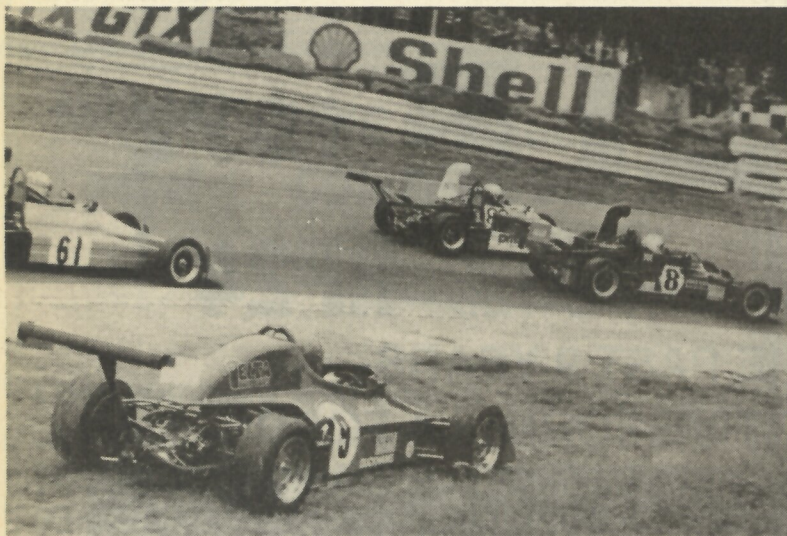
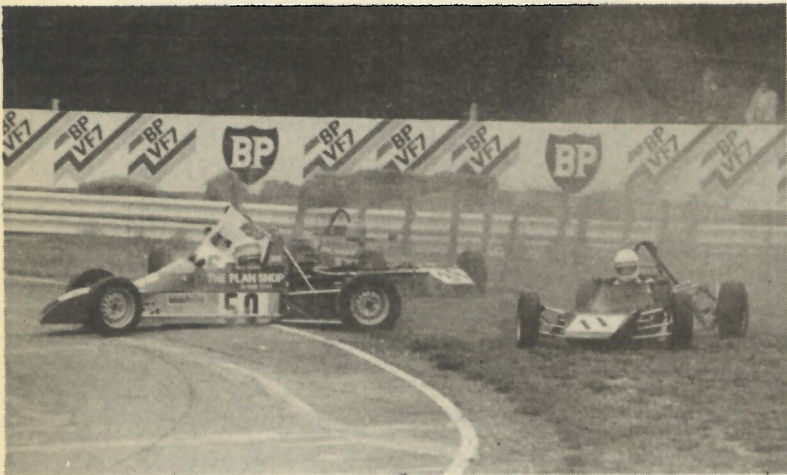
(Above): Geoff Lees—fantastic championship treble in 1975. (Below): Ian Taylor—long-time FF stalwart now in F3.



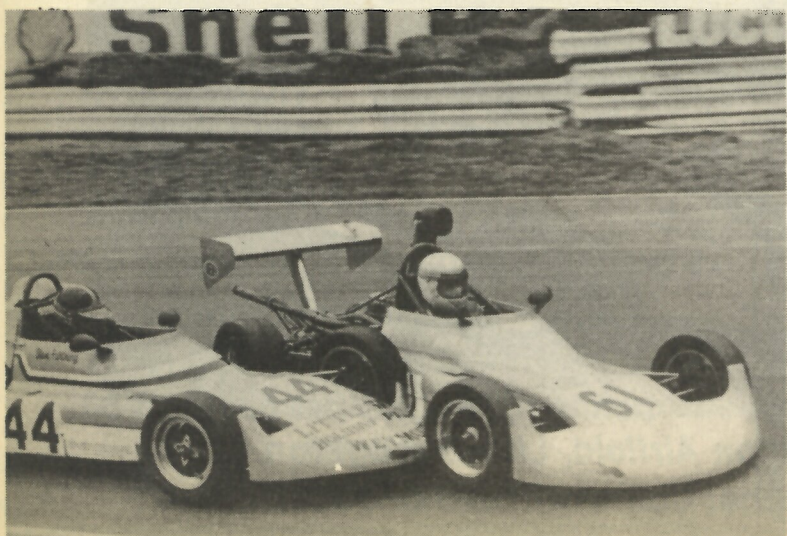




(Above): Current leader of the Dunlop "Star of Tomorrow" series is the very promising Willy T. Ribbs who does not often indulge in autocrossing like the drivers below.



(Above): Even their 'bigger brothers' in FF2000 find it difficult to 'keep off the grass,' while friendly nudging is a commonplace tactic in both formulae (Below).



FORMULA FORD LAP RECORDS AT LEADING CIRCUITS

Brands Hatch (short)			
1967	Dan Hawkins (Lotus 51)	57.2s	78.04mph
1968	Tony Trimmer (Brabham BT21)	55.2s	80.87mph
1969	Syd Fox (Pringett-Mistrale-Piper)	54.4s	82.06mph
	Richard Knight (Martini-Lucas MW3)		
1970	Bob Evans (Palliser-BRM WDF2)	52.6s	84.87mph
1971	John Trevelyan (Crosslé-JDM 20F)	52s	85.85mph
1972	Rob Wicken (Merlyn-Piper Mk17)	51.4s	86.85mph
1973, 1974	Unbroken		
1975	Equalled by Tiff Needell (Crosslé-Scholar 25F)		
	Dave MacPherson (Dulon-Minister MP17)		
*1976	Kenny Gray (Royale-Scholar RP21)	50s	86.66mph

Brands Hatch (Grand Prix)			
1967	Claude Bourgoignie (Russell-Alexis)	1m52s	85.18mph
1968	Tim Schenken (Merlyn MkII)	1m46.6s	89.49mph
1969	Luiz Bueno (Merlyn-Steele MkIIA)	1m46.4s	89.66mph
1970	Claude Bourgoignie (Lotus-Holbay 59F)	1m44.8s	91.03mph
1971	Tony Brise (Merlyn-Scholar Mk20)	1m42s	93.52mph
1972	Johnny Gerber (Elden-Rowland PH10A)	1m41s	94.45mph
	Jay Pollock (Crosslé-Rowland 25F)		
	Derek Lawrence (Titan-Titan Mk6)		
1973, 1974, 1975	Unbroken		
*1976	David Leslie (Crosslé-Rowland 16F)	1m42.4s	91.88mph

Mallory Park			
1967	Brian Smith (Brabham BT18)	57s	85.26mph
	Mike Wooley (Lotus 51)		
	Doug Hack (Lotus 51)		
1968	Tony Trimmer (Brabham BT21)	52s	93.46mph
1969	Equalled by Tony Trimmer (Titan-Lucas Mk4)		
	Peter Lamplough (Titan-Rowland Mk4)		
1970	Colin Vandervell (Merlyn-Rowland MkIIA/17)	51.2s	94.92mph
1971	Bernard Vermillo (Merlyn-Scholar Mk20)	50.4s	96.43mph
1972	David Loring (Merlyn-Scholar Mk20A)	50.2s	96.81mph
1973	Equalled by Don Macleod (Van Diemen-Scholar FA/73)		
1974	Patrick Neve (Lola-Scholar T340)	49.6s	97.98mph

Oulton Park			
1967	Claude Bourgoignie (Russell-Alexis)	1m55.4s	86.13mph
1968	Claude Bourgoignie (Lotus 51A)	1m47.2s	92.72mph
1969, 1970	Unbroken		
1971	Tony Brise (Elden-Scholar Mk8)	1m45s	94.66mph
1972	Derek Lawrence (Titan-Titan Mk6)	1m44s	95.57mph
1973	Unbroken		
1974	Equalled by Richard Morgan (Crosslé-Minister 25F)		
1975	Equalled by Geoff Lees (Royale-Titan RP21)		
	*Kenny Gray (Van Diemen-Scholar RF75)	1m7.2s	88.61mph
1976	John Bright (Royale-Smith RP21)	1m7s	88.87mph
	Derek Daly (Van Diemen-Minister RF76)		
	David Kennedy (Crosslé-Minister 30F)		
	Rod Bremner (Crosslé-Rowland 30F)		
	Derek Warwick (Hawke-Minister DL15)		
	Philip Bullman (Crosslé-Minister 30F)		
	Rick Morris (Hawke-Scholar DL15)		
	Matthew Argenti (Royale-Scholar RP21)		

Silverstone (Club)			
1968	Dave Walker (Russell-Alexis Mk14)	1m6.6s	86.92mph
1969	Colin Vandervell (Merlyn-Rowland MkIIA)	1m5.8s	88.24mph
1970	Ian Taylor (March-Spence 708)	1m5.2s	88.79mph
1971	Buzz Buzaglio (Palliser-Piper WDF2)	1m3.8s	90.73mph
	Rob Cooper (Merlyn-Cooper Mk20A)		
1972	Rob Cooper (Merlyn-Cooper Mk20A)	1m2.6s	92.47mph

Silverstone (Grand Prix)			
1969	Derek Lawrence (Titan-Lucas Mk4)	1m45s	100.35mph
1970	Colin Vandervell (Merlyn-Rowland MkIIA)	1m43.6s	101.71mph
1971	Ian Taylor (Dulon-Broadspeed)	1m42.8s	102.50mph
1972	Derek Lawrence (Titan-Titan Mk6)	1m39.8s	105.58mph
	Ian Taylor (Dulon-Rowland LD9)		
	Doug Bassett (Nike-AVJ Mk6)		
1973	Unbroken		
1974	Geoff Lees (Royale-RRP16)	1m38.6s	106.87mph
*1975	Jim Walsh (Hawke-Scholar DL12)	1m45.4s	100.14mph
1976	Derek Warwick (Hawke-Minister DL15)	1m44.23s	101.27mph

Snetterton			
1967	Claude Bourgoignie (Russell-Alexis)	1m47.2s	91.01mph
1968	Tim Schenken (Merlyn MkII)	1m43s	94.72mph
1969	Dave Walker (Lotus-Holbay 61)	1m41.8s	95.85mph
1970	Bernard Vermillo (Merlyn-Lloyd Mk17)	1m41.2s	96.40mph
1971	Jody Scheckter (Merlyn-Rowland MkIIA/17)	1m39.2s	98.35mph
1972	Mike Taylor (Palliser-Scholar WDF2)	1m37.6s	99.96mph
1973	Unbroken		
*1974	Richard Morgan (Crosslé-Minister 25F)	1m10s	97.89mph
*1975	Kenny Gray (Van Diemen-Scholar RF75)	1m13.4s	94.02mph
	Derek Daly (Crosslé-Minister 30F)		
1976	David Kennedy (Crosslé-Minister 30F)	1m12.2s	95.58mph

Thruxton			
1968	Bryan Sharp (Merlyn MkII)	1m33.4s	90.81mph
	Ian Foster (Merlyn MkII)		
	Richard Mallock (U2 Mk7)		
1969	Bryan Sharp (Merlyn-Sigma MkII)	1m30.2s	94.03mph
1970	Peter Lamplough (Palliser-BRM WDF2)	1m29.2s	95.09mph
	Syd Fox (Macon-Piper MR8)		
1971	Jeremy Gams (Lotus-Holbay 61M)	1m27.2s	97.27mph
1972	John Stevens (Merlyn-Rowland Mk17/20)	1m25.4s	99.32mph
1973, 1974, 1975	Unbroken		
1976	Equalled by Derek Warwick (Hawke-Minister DL15)		
	Kenny Gray (Royale-Scholar RP24)		

\*Circuit alteration



## Stay at home

Chris Nixon's comments (*Correspondence*, July 28) on Jack Brabham's safety precautions (full face helmet) during the Grand Prix Historic Racing Car race are absolutely inexcusable. Perhaps Mr Nixon would prefer to see all the cars lit on fire at the start of a race, with the last driver to die being declared the winner?

Thanks for nothing, Chris; and if you really hate those 'silly-single seaters' all that much, why not stay at home?

TORONTO, CANADA

GARY MILGROM

## Good viewing

I would like, through your magazine, to congratulate ITV's *World of Sport* programme on some excellent coverage of the German GP on August 6. The commentary was much better than normal and I found the tour of the circuit through the lens of a camera positioned on Jarier's Penske a brilliant idea. I hope it will be a regular feature of all coverage.

I understand that the ITV also intend to show the Austrian GP. Things are looking up for the sport (and ITV's viewing ratings!).

BRIGHTON, SUSSEX

SIMON FENTON

## Delayed action

I went with my family to Donington Park circuit on August 7 to watch the racing. We found this track to be in a delightful setting and the view from the grassy banks was good.

One thing, however, did mar the afternoon for us and that was the complete lack of urgency shown by the first-aid people and marshals when the Mini, driven by Alan Curnow, bounced over several times in front of us and finally came to rest on the grass. Fortunately the driver managed to free himself and stumble up the bank to sit on the grass. It was, however, only at the insistence of people in the crowd that a St John Ambulance Brigade man went to the side of the driver and he had to wave repeatedly at the ambulance about 200yds away before someone climbed in and drove it to the aid of the driver; and this was a gap of minutes after the accident occurred.

If Donington Park wish to be taken seriously as a first class racing circuit, they will have to think again about the steps they take to safeguard the drivers, or they will find the drivers not willing to take the risks on the track. This casual attitude would certainly not be acceptable at Silverstone and, I am assured by other concerned spectators, at Mallory Park either.

WOLVERTON, BUCKS

D. KNIGHTS

Alan Curnow's unfortunate Mini after the Donington accident.



## Some words . . .

I would like to point out a grave and foolish error made by Joan Neame (*Correspondence*, August 4). She states that the marshals equipped with fire extinguishers completely neglected Clubmans driver Blake Edwards, but attended to his burning car instead, after he had to bail out.

Nothing is less true than this! When the car had come to a standstill, the incident officer and the appropriate number of marshals from post three (the Paddock/Ambulance gate) were already halfway between the post and the burning car. After the driver had bailed out, the incident officer immediately attended to him, which is common procedure at all incidents.

I stopped to see if the driver was on fire and required extinguishing, which was not the case, after which I attended to the car. There is absolutely no point at all in putting extinguishant over a driver when he is not on fire, as dry powder has no cooling properties.

Mrs Neame obviously assumes that all extinguishers are filled with foam or water! Also, from where she was standing, she could never have seen the incident officer, doctor and two assistants attending to the driver as they were all out of sight because of the banking which would have obscured her view.

She also queries the way she was told to 'forget it.' When cars have to be pushed off the track, heavy extinguishers heaved on and off the high bankings to be replaced, and all this with cars still racing around, one will sometimes lose the inclination to fulfil a public relations job at the same time.

Furthermore, if Mrs Neame can get that photographic evidence, it will show her that the driver did come first.

LONDON E18 ARTHUR MICHAEL-BENJAMINS

## . . . in defence

I would like to reply to the allegations made by a spectator (*Correspondence*, August 4) concerning the incident at Brands Hatch on May 22 when a car caught fire at Paddock Bend and, we are told, the fire marshals ignored the burning driver to attend to the car.

The facts are that the driver jumped out of the car with his shoes and trousers on fire. Within seconds he was 'smothered' and the flames put out by the prompt and very brave action of a marshal who had seen the incident developing and was already on the track. Thus, when the fire marshals arrived on the scene within about 10secs, the marshal waved them on to deal with the burning car; by that time the driver was already in the hands of the doctor.

In this particular case there was clearly no need to use an extinguisher on the driver, indeed further medical attention was thus made much easier. I do assure your reader that in all circumstances, of course, priority would be given to dealing with the driver rather than the car.

GERRARDS CROSS, BUCKS PETER BROWNING  
Executive Director,  
British Racing & Sports Car Club

## No help

I read Joan Neame's letter about a Clubmans driver's accident at Brands Hatch (*Correspondence*, August 4) and I'd like to thank this kind lady for showing some concern about this driver.

I am one of this driver's mechanics, the driver being Blake Edwards. He is now OK after a couple of days in bed with first and third degree burns on his legs and ankles. After the accident there was no organisation on the marshals' part, and our crew had to take him to the first-aid post and then to hospital.

TREFOREST, MID-GLAMORGAN S. PULEIO

## Experienced marshal

In *Correspondence*, July 21, T. Rowland, of Liverpool, referred to 'a middle-aged burly marshal lumbering across the track opposite the pits' at Oulton Park on July 8, and he drew a parallel with the accident at Kyalami when a fire marshal was killed.

The incidents have no relation to each other. There has been a signalling system in operation from the footbridge before the pits at Oulton Park for many years which informs the marshals at the Pit Exit if there is a car coming through Lodge corner.

Alan Nicholls, the marshal who crossed the track, is very experienced, a serving detective constable, 6ft 3in and 15st and his size belies his speed. The main pack of cars had just passed the pits when the car that stopped came to rest opposite the pits and I personally saw Alan look towards the footbridge to make sure of the all-clear signal before crossing. Even without actually seeing him look I have complete faith in his judgment.

I do not wish to criticise Mr Rowland's powers of observation but I cannot allow him to criticise one of our marshals unjustly in a magazine as widely read as AUTOSPORT.

MANCHESTER 23

TOM DOOLEY

Chairman,  
British Racing & Sports Car Club,  
North Western Centre

## Then as now?

As our Technical Editor John Bolster suggested 25 years ago this week (AUTOSPORT, August 15, 1952), "it is now time to say farewell to the BRM. The harm that has been done to British prestige by this unhappy venture is incalculable, and never must such a thing be allowed to happen again. The ideal of a British national racing car was excellent, but the realisation proved to be far beyond the capabilities of the sponsors. It is sad to reflect that in the future the initials BRM will only be associated with failure. What, at one time, promised to be the finest of all examples of a high-efficiency racing machine will go down in history as a piece of complicated folly, with only one redeeming feature, namely, the fact that it was a good idea!"



# The face saver



Sometimes under strong pressure from Wittmann, Blahna drove sensibly to win for Skoda.

Skoda retain face despite many failures, thanks to a sensible drive from Blahna—Strong European challenge led by Franz Wittmann who clinches Austrian title with second place—Report: MARTIN HOLMES.

A fine 'last-wicket stand' by Vaclav Blahna with his factory Skoda 130RS won the Barum Rallye for the local Czechoslovakian side against a strong foreign team led by the Mitropa cup competitors. After all the other five factory Skodas had failed, Blahna, who was seeded last of all, kept his head and his car intact, and finished 75 seconds ahead of Franz Wittmann (Opel Kadett GT/E Group 4) who thereby won the Austrian championship and has taken the lead in the four-nation Mitropa championship.

A Group 5 Renault 17 Gordini driven by the Czech Josef Sivik was third, ahead of a young Swedish driver, Staffan Tjus (Group 2 Opel Manta) while the best Group 1 car was the Italian Conrero Kadett GT/E of Angelo Presotto. It was an event with an incredibly wide foreign interest, three-quarters of the entry being from outside Czechoslovakia, held in the Moravia region in the middle of the country and based at the locality of Gottwaldov.

The recent success of Skodas have not gone unnoticed by foreign drivers. "Of course we cannot expect to beat the Skodas in their own country", said one of the strong contingent from Austria, "any more than we can beat Ferjanec in Hungary". Others being less charitable reckoned that the Skodas went too quickly for their specification. "Take them apart and you will find there are plenty more than 1300cc", said another Austrian.

It was soon clear that of all the foreigners, the Austrians were the most serious. Wittmann had been out training two weeks before the event, which enabled him to go away to Finland to start his practice for 1000 Lakes one week immediately before the rally. He was, as usual, a little unhappy. His Opel was getting tired. The engine needed replacement but there are apparently no more Group 4 Opel engines available. He only entered, or so it was said, in order to remove the mathematical chance that some other driver could take away his Austrian championship.

## ENTRY

There were many other drivers from outside Czechoslovakia. From Italy came many 'poseurs', few of them famous but many aspiring to the joys of an event which was a holiday as well as a rally. Angelo Presotto was clearly the most accomplished driver even though his car was simply a Group 1 Kadett. There were three Stratos on the entry list, one taken home when the starting benefits of the organisers did not match the driver's demands, while the other two were present, more one suspects, to provide

## MITROPA CUP BARUM RALLY

4

atmosphere for the thousands of local enthusiasts.

Unbelievably the Czechs had never seen a Stratos on a rally before! They were parked outside the headquarters' hotel and at regular intervals the engine compartments were opened; and once an hour, on the hour (or so it seemed) the cars were driven noisily round the town.

The many Swedes on the entry list were more dedicated to the sport of rallying, however. Bengt Lundstrom appeared with a new 1600cc 8-valve Toyota Corolla; while under the direction of Fergus Sager there was a team of Opel Mantas sponsored by Hamlet which looked very smart. From West Germany the entry was less strong, particularly when Dieter Gunther announced he could not come as he had trouble obtaining a visa. He should have driven an RS1800, similar to that of Reinhard Hainbach.

What were these Skodas which the foreigners feared so much? With the exception of the team leader Miloslav Zapadlo, who had a modified car entered in Group 5, they were all the normal Group 2 130RS types which went so well at Monte Carlo and have recently also had good results in Poland, Bulgaria, and won in Yugoslavia. The cars were almost identical. That of John Haugland was completely new for this event, and did not have a limited slip differential fitted. One of two of them had steel instead of aluminium panels, but essentially they were all the 125bhp, 820kgs specials that have been used before.

Svatopluk Kvaizar crashed his rally car practising the night before the start. The engine was almost knocked sideways out of the car in a collision (after a spin) with a lorry and he was a non-starter. Vlastimil Havel, commonly reckoned to be the quickest of the Czech drivers, was in fine form after taking maximum 'Peace and Friendship' points from Blahna in the Danube Rally two weeks before (the first time that Blahna had not achieved this for himself). Blahna never says much, but he has been the Czech who has got the places which matter this year. He leads the Peace and Friendship Cup, and is currently eighth in the ECR. Even so, he was the worst seeded factory 130RS driver.

What makes the Skoda 130RS such a competitive car in Czechoslovakia is obvious to see when you take a look at the special stages. There are few sharp corners and few steep hills. Once one of those little cars takes off, it keeps up its revs and flies along. It is obviously a car in which training events offer a greater advantage.

The rally itself was held in the area around Gottwaldov which is the home of Barum, better known to motorists as probably the most competitive competition tyres in the East but in fact this is the trade name for the entire Czech rubber industry. At the moment the tyres are among the finest for gravel roads (they have had excellent results in rallies like the RAC and 1000 Lakes) and currently the company

are trying to make a comparably good tyre for asphalt.

The rally itself was comparatively short, about 16 hours during which time almost 1000kms were to be covered. All the stages and one of the speed tests were tackled twice. The other speed test, held around the Barum factory grounds at Otrokovice, was held only once. For the leading runners, each stage was held once in the dark and once in the daylight. All the sections, except one, were on asphalt, but it was this single exception that caused all the controversy. Why this 22km stage held on sandy surface within a forest had to be used remains a mystery but long before, the rally people felt that it was out of keeping and could well have been avoided altogether.

Two days before the rally one loop had to be cut out, then during the rally there was a bad accident involving an Austrian Ascona, the crew of which were hurt, and which delayed the running of the rally by 70 minutes.

## RALLY

The first section was the Otrokovice speed test, four laps which totalled 15km. Fastest time went to the 3-litre Porsche Carrera of Paolo Pasutti with a time of 7m 09s, one second in front of the glorious, historic Datsun 260Z of Georg Fischer. Fischer then retired with differential failure, and Pasutti kept his lead through the second stage until the rally came to the forest for the first time. Here he retired when the engine fell out of the car: both ends of the rear mounting had failed. Lundstrom then retired with a broken stub axle, but Wittmann started to motor in earnest after losing over a minute on the Otrokovice test with a puncture. The leader, after Pasutti's demise, was the driver of another Porsche, the Austrian Werner Ottl. His moment of glory was even shorter-lived as on the next stage he crashed.

The Stratos's had by now disappeared and returned to Gottwaldov, maybe their purpose had already been fulfilled.

An order had been established and the leaders were the Skodas of Haugland and Havel. Zapadlo had retired with transmission trouble in the forest whilst two stages later Sedivy's Skoda had gone out with engine trouble. A good time in the forest had helped Wittmann to pull back, and he and Blahna were running level for third place, Blahna apparently having had a minute error on one stage (to his disadvantage), while on another both Wittmann and Haugland had wrong times on another. After correcting these times, Haugland pulled away a little from Havel but on the second speed test Havel was marginally quicker and came back to be level with the Norwegian.

Then the rally returned for a second run through the forest. The damage to the surface caused by 140 cars a few hours earlier was indescribable. It was necessary to lunge into deep sand patches in the hope of gaining firmer ground without losing too much momentum. Even on straight stretches, ripples appeared which did untold damage to suspension and transmission. It was here that Havel and Haugland both lost their rallies. Havel had differential failure and retired, while Haugland broke one of the rear shock absorbers which in turn damaged the suspension and lost him 23 road penalties before he could restart. By then the time loss was too great for any chance of success.

By this time, as the rally reached halfway, Blahna had got the better of his struggle with Wittmann and began to consolidate his lead, second by second. Wittmann had a second puncture which allowed him to lose contact with the last remaining Skoda and he settled for the security of second place and his own national title. His team-mate with the other Group 4 Austrian Opel Kadett GT/E, Wolfgang Sulc, was not far behind, but he had misfiring trouble which caused him almost to stop on stages and also led to loss of road penalties. Some of the road sections during the night were tight, with averages of up to 75kph over winding roads, so that the slightest problem led to loss of time. Blahna eventually made the finish safely, ahead of Wittmann who was happy to have conserved his car as he will use it in Finland in two weeks. Sivik, the official driver of the Barum Rally Team, a private Czech team that contests international rallies in the east, was eventual third, over six minutes behind.

(For the students of statistics, there were, Martin Holmes points out, 15,000 young unmarried ladies working in a nearby shoe factory and not merely 1500 as we printed last week. So much for apparent errors of telex!)

## Barum Rallye August 12-13 Mitropa Cup round 4

1. V. Blahna/L. Hlavka (Skoda 130RS) 13710;
2. F. Wittmann/K. Nestinger (Opel Kadett GT/E) 13785;
3. J. Sivik/I. Stourac (Renault 17 Gordini) 14119;
4. S. Tjus/F. Sager (Opel Manta) 14208;
5. L. Pavlik/O. Gottfried (Skoda 130RS) 14239;
6. W. Sulc/H. Neveřil (Opel Kadett GT/E) 14245;
7. A. Presotto/Perissutti (Opel Kadett GT/E) 14528;
8. M. Essig/D. Oberorthor (Opel Ascona) 14944; (9. R. Baue/A. Degan (Opel Kadett GT/E) 15457; 10. F. Osterer/G. Sommer (Porsche 911S) 15593.

(141 starters—53 finishers).



SHELSLEY WALSH

# Weather is no problem

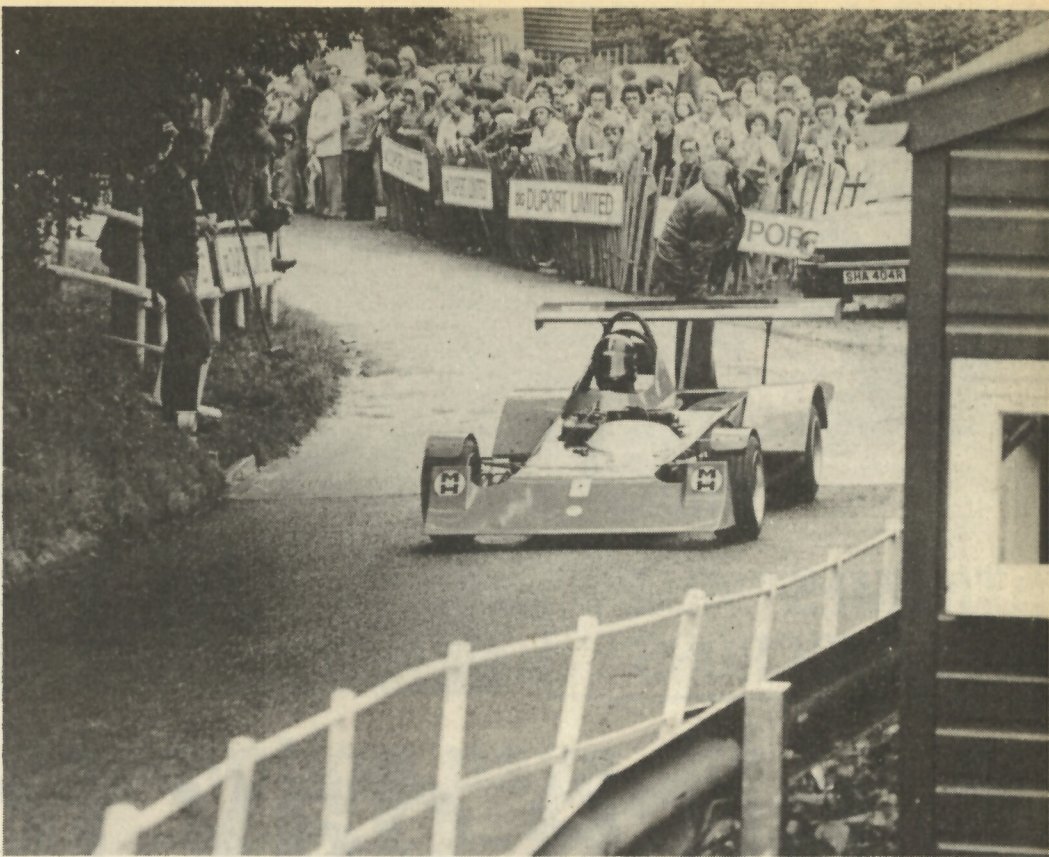
Shelsley Walsh provides motor sport with a unique blend of tradition and unobtrusive efficiency. Almost 72 years ago, the Midland Automobile Club organised the very first speed hillclimb at this now historic venue and, today, the same 1,000-yard track acts as a magnet to thousands of enthusiasts every year. Despite terrible weather conditions, 7,000 spectators congregated there on Sunday to support the MAC in their organisation of the Twelfth Round of this year's RAC Hillclimb Championship. With sponsorship from the Duport Group, the 99th National Shelsley Walsh Meeting proved yet again that good organisation can surmount almost any difficulties thrown at it by the weather or errant competitors and still produce a day's sport to enjoy and remember.

Although still a long way from Raymond Mays's historic record of scoring best time of day on 20 occasions, Alister Douglas-Osborn brought his personal tally up to eight when he won the RAC Championship Run-off on the very last climb of the day. Driving the 3-litre DFV-engined W&G Pilbeam R22 in his usual flamboyant style, Douglas-Osborn took full advantage of a damp but drying track to record a dramatic 31.09s, nearly a second and a quarter ahead of Roy Lane's Fenny Marine March (32.28) with Chris Cramer's Grunhale Lager March 76A coming in a safe third on 32.80. ADO's win takes him a step nearer to this year's championship (he now has 85 points to Martyn Griffiths's 82) both drivers having won five events, but with Alister having a better "back-up" score. David Franklin's once-secure third place is now being challenged strongly by Roy Lane, while Chris Cramer has again moved ahead of Michael MacDowel into fifth place with several "usefully" low scores to drop before the end of the season.

Charles Barter's remarkable 'Watercress' Hartwell Imp proved itself more than equal to the very damp conditions to take the 1300cc Saloon Class in a stylish 39.99, well ahead of the Cooper Ss of Nigel Garland (43.47) and Ray Leddington (44.45). With traction at a premium, Ron Hand's immaculate Ford Anglia showed everyone else in the large unlimited capacity saloon class a very clear and clean pair of rear tyres by taking the award in 39.40, leaving Dave Depper's Cooper S some way behind on 40.67, while the RAC Leaders' Championship leader, John Meredith, consolidated his position with a decidedly slippery third place in the Cooper S (41.18).

The three classes for GT and modified sports cars provided few actual surprises, with the smallest capacity section falling to the MG Midget of Duncan Welch in 44.38 and the 1600 class going to Stuart Watts's Lotus Elan on 41.74. The unlimited capacity grouping gave Autofarm director Josh Sadler yet another opportunity to show the remarkable potential of his road-going (!) Porsche 911 with an almost silent and remarkably rapid climb of 37.73 to take the class from Russ Ward, having his last drive in the other Autofarm Porsche (41.03) and Peter Garland in the Morgan Plus 8 (42.90).

Twenty 1600cc Clubmans/Sports Racing cars lined up to form a highly competitive class—of which 17 were Mallocks. Norrie Galbraith wanted a good result to consolidate his second place in the Leaders' Championship and claimed first place with a really outstanding time of 35.35 in the Clydesdale Retreads U2, giving the popular Scots driver tenth fastest time of day and a potential Top Ten qualifying time. Constructor Arthur Mallock took in everyone else's problems and strengths, made some rapid calculations and only just failed to catch Galbraith's Mk11B, the "works" car needing 35.44 to reach the top and keeping a clear margin ahead of Stephen Madge (U2) who suddenly improved to 35.95. Another Mallock, this time in the hands of Richard Fry, had a 2secs margin in winning the over 1600cc Sports Racing class on 35.77, followed by Norman Hutchins in the



Stephen Madge sets off up Shelsley Walsh in his Mallock U2.

Phoenix (37.77) and Simon Dominey (38.70) who only managed one run in the Martin BM8 before redesigning the front suspension against the Crossing bank.

The difficult conditions might well have militated against the 500 "Brigade," but true to form, Barry Brant's ABGO Cooper Mk10 gave yet another crowd-pleasing demonstration to record 40.16, ahead of Ron Warr's Cooper Mk6 (41.91) and John Turner's Mk9 (42.18). David Gould in the 1100cc Terrapin 1G had a clear advantage on the second runs to take the 501 to 1100cc racing car class in 36.29, clearly ahead of Tom Hart's neat Chevron B9 (37.65) and Sandy Hutcheon's Ginetta G17 (38.00). Every so often, the 1600cc racing car class produces a really outstanding driver and no one could doubt that this description fits Peter Kaye, whose exploits in the Brabham BT35XP are becoming legend. A copybook first run of 36.19 improved to 34.60 on the second climbs, leaving David Morris's Mosign 001 (35.82) and Jim Campbell's Brabham BT35 (36.22) to dispute the other places.

With several of the over 1600cc racing cars proving difficult to control in the very damp conditions, it was left to Alister Douglas-Osborn's Pilbeam R22 to set the class standard in 31.72, followed by Roy Lane (March 741) and Chris Cramer (March 76A). The MAC always conclude with a series of historic and single make classes, victories going to Mrs Carol Davies in a superb HWM Alta Jaguar (46.80), Roger Sweet's Cooper Mk7 (41.23) and Robin Rew with another impressive drive in his "new" Reliant Sabre 6 (43.65).

Richard Jones goes well at Shelsley and although the Surtees TS10 seems to prefer dry conditions, Richard managed to improve on his tenth qualifying time in the championship to a hair's-breadth eighth place at 34.16, being handicapped by an inoperative second gear. Peter Kaye's Brabham BT35 seemed to be going remarkably well on the middle reaches of the hill, but traction at the start and again on the finish straight proved too much of a problem and his 34.18 was only good enough for tenth place on this occasion. Rob Turnbull appears to have solved some of his stability problems on the B&W Motors Ralt RT1 with designer Ron Tauranac on hand throughout the weekend—and making his first-ever visit to a British hillclimb—things looked good initially, but an injured cartilage started to play up and the times slipped back to 34.18 and ninth place on aggregate from Peter Kaye.

Martyn Griffiths had a rather fraught weekend in the Severn Advertising March 74P and after several practice problems on the Saturday, it took him a little time to regain his confidence and even a new rear wing brought along by Mike Pilbeam failed to bring back the old sparkle and his final climb of 33.55 only managed fifth place and thus failed to improve his championship points score. Mike MacDowel had to work quite hard in the second of the Ralt RT1s, but a well-controlled 33.58 nevertheless brought him into sixth place both in the run-off and in the champion-

ship. David Franklin's March 742 usually goes well in difficult conditions and, despite a tendency for the tail of the car to leap out of line, he mastered the situation well to consolidate himself in fourth place with an excellent 32.92.

Ken MacMaster has missed a number of meetings recently with the Modus M4, but his ever-neat and smooth-handling of the car were very much in evidence again and his seventh-placed 33.94 could easily have been several places higher. Chris Cramer had some initial problems with tyres for the March and may have been having some traction difficulties at the bottom of the hill for it was difficult to see how his passage through the central portion of the hill could have been improved upon for speed and stability. Nevertheless, Chris's 32.80 brought him into third place and moved him back into fifth in the championship list. Hillclimb Champion, Roy Lane, excels in the sort of damp conditions which prevailed throughout the run-off and the Fenny Marine March was a model of economical hillclimbing, using tight lines to minimise unnecessary movement across the track and feeding the power of the Cosworth DFV in ever so gently to avoid any wheel spin: tactics which paid off with a time of 32.28 which only Alister D-O could attempt to beat and bringing home second place.

Alister Douglas-Osborn knew that Shelsley was important to him as a major stepping stone to this year's championship and, right from the outset, his efforts with the Waring & Gillow Pilbeam R22 were right on the maximum. In the dry practice runs he had got down to within 0.2s of his own hill record and now with Martyn Griffiths strangely off form, the opportunity was not to be missed. As the track dried slightly, so ADO became visibly faster and his final run, to wrest LTD and the vital ten championship points was a true 100 per cent effort, with the big red car almost dancing on the track in an attempt to find grip and to win—which it did by a margin of over 1sec from Roy Lane.

## BOB COOPER

**BTD:** Alister Douglas-Osborn (3.0 Pilbeam R22), 31.09s.  
**Class winners:** Charles Barter (1.0 Hartwell Imp), 39.99s; Ron Hand (1.8 Ford Anglia), 39.40s; Duncan Welch (1.3 MG Midget), 44.38s; Stuart Watts (1.6 Lotus Elan), 41.74s; Josh Sadler (2.7 Porsche 911), 37.73s; Norrie Galbraith (1.6 Mallock U2), 35.35s; Richard Fry (1.7 Mallock U2), 35.77s; Barry Brant (500cc Cooper Mk10), 40.16s; David Gould (1.1 Terrapin 1G), 36.29s; Peter Kaye (1.6 Brabham BT35XP), 34.60s; A. Douglas-Osborn, 31.72s; Mrs Carol Davies (3.8 HWM Alta Jaguar), 46.80s; Roger Sweet (1.1 Cooper Mk7), 41.23s; Robin Rew (2.6 Reliant Sabre 6 Rally), 43.65s.

**RAC Hillclimb Championship Run-off:** 1, Alister Douglas-Osborn, 31.09s; 2, Roy Lane (3.0 March 741), 32.28s; 3, Chris Cramer (3.4 March 76A), 32.80s; 4, David Franklin (2.0 March 742), 32.92s; 5, Martyn Griffiths (2.2 March 74P), 33.55s; 6, Michael MacDowel (2.2 Ralt RT1), 33.58s; 7, Ken MacMaster (2.2 Modus M4), 33.94s; 8, Richard Jones (2.0 Surtees TS10), 34.16s; 9, Rob Turnbull (2.0 Ralt RT1), 34.18s; 10, Peter Kaye (1.6 Brabham BT35XP), 34.18s.

**RAC Hillclimb Championship positions (After 12 Rounds):** 1, Alister Douglas-Osborn, 85pts; 2, Martyn Griffiths, 82; 3, David Franklin, 85; 4, Roy Lane, 83; 5, Chris Cramer, 58; 6, Michael MacDowel, 58; 7, Malcolm Dungworth, 45; 8, Rob Turnbull, 42; 9, Ken MacMaster, 22; 10, Peter Kaye, 20.

**RAC Leaders' Championship positions (After 10 Rounds):** 1, John Meredith, 71pts; 2, Norrie Galbraith, 57; 3, Duncan Welch, 51; 4, Kim Johnson, 50; 5, David Gould and Josh Sadler, 49; 7, Tom Hart, Russ Ward and Barry Brant, 42; 10, Anthony Boshier-Jones and Simon Dominey, 37.





Radio  
210

THAMES VALLEY  
AUTOCROSS



# A nice day for it!

(Top): Tony Merridale hurls his Escort sideways on his way to second in class, both he and the event being sponsored by Esso. (Below): Ian 'son of George' Warren spashes his way to another second in class award. (Right): Pete Gilham kicks up the mud in his now unfashionable 1300cc 'Anglebox'. (Below right): A pair of the ubiquitous autocross Minis in close formation.





My host for the weekend awoke on Sunday morning in a major gloom. He, with many associates from Esso, Radio 210 Thames Valley and the Craven Motor Club, had spent the best part of six months building up to an autocross due to start soon after breakfast and it was raining. The cheerful telephone weather forecast informed us that the sky would clear giving way to bright periods, so we waited and waited and waited. When it failed to clear, the four of us piled into a trusty (and rather trusting) Mini Countryman and set off for Reading, where the autocross field was sandwiched neatly between a municipal rubbish tip and a sewage farm.

To describe the conditions (of the autocross!) as wet would be more than a slight understatement. Farmer Jack Bucknall's field was a decidedly soggy-looking affair, the beer tent full of people looking like drowned rats inside and out and a large number of gaily coloured umbrellas covered yet more damp enthusiasts.

Practice was, let us say, interesting as the 93 competitors who turned up learned their way round the new circuit of roughly one kilometre. The straw bales placed at the end of the first straight to discourage drivers from falling over the edge—fortunately not into the sewage farm!—were demolished a few times as were marker flags and the occasional vehicle.

Impressive drivers during the warm-up included Tony Merridale, running his usual Esso-sponsored orange and blue (that's funny, they're Gulf colours) Escort Mk1 with additional support from Radio 210. Driving with his 'wellie' hard in, Tony's powersliding exploits were a pleasure to watch, and he managed to be quickest in practice.

Terry Smith's Idem Mini was another which shot along the start/finish straight at a startling speed, Smith managing to stay very close to Merridale's times. For most of the Mini lads, it was, to quote rallycross regular Dick Griffiths 'all understeer and handbrake' which is not the most efficient way to travel anywhere! Practice claimed a few cars, but the first runs were still to be well supported.

Throughout the lengthy lunch-break, the hard-working Craven MC officials were hoping for a lull in the rain, but just as soon as the heavy stuff abated slightly it would restart with all its former ferocity.

When the competition of the day started, drivers were trying very hard despite the virtually hopeless conditions. The circuit was becoming choppy out the back, as deeper and deeper ridges were cut in the saturated surface which served as launching pads for cars which caught them at the wrong angle. On the paddock side of the circuit, the last right-hander before the flag was a favourite venue for spinning and, particularly for sliding wide, the effect being to force the driven wheels into the deeper mud covering the already drenched marshals with fresh mud.

As the track conditions worsened, so times became slower and at the end of the first runs it was Mike Turpin's 2-litre special which had slid and hopped its way round ahead of the rest. Turpin, whose overalls, helmet and lightweight special had adopted a uniform muddy grey colour, had the edge on the heavier Escorts and Minis.

Between runs, a rallycross demonstration in the form of heats and a final was planned. The idea was to run four at a time, but the track conditions prevented this and, eventually, the demonstration had to be demoted to the status of a parade, so the crowd were unable to see Mick Bird's TR7, John Clarke's Porsche and a couple of others do anything other than one slow lap. Disappointing but, in the circumstances, unavoidable.

The second runs were not as well supported as the first and were, unfortunately, rather chaotic. Hardly any groups of cars were able to complete the full course and, after each run, the breakdown vehicles had to move out to collect abandoned cars, which caused the second runs to drag on. It was still impressive, however, to see the quickest drivers Turpin, Smith and Merridale, picking off the slower cars in their groups. Turpin managed Fastest Time of the Day with 145.4s, despite some determined efforts from both Smith and Merridale, who was given an extra run following a discrepancy in his first.

Sadly the planned knock-out runs at the end of the day had to be cancelled as well, but the competitors and spectators—a surprisingly large number of whom attended—were rewarded with a good, if rather wet, day's sport.

ROBIN BRADFORD

**BTD:** M. Turpin (1.9 Turpin Special), 145.4s.  
**Class winners:** I. Gill (865 Mini), 161.9s; P. Terrington (970 Mini), 168.5s; A. Davies (1.3 Escort), 167.3; T. Gover (1.4 Mini), 171.7; T. Smith (1.7 Mini), 154.1s; D. Hopkin (Lovio Special), 168.9s; N. Williams (1.3 Mini), 182.5s; S. Hill (1.7 Escort), 168.9s. **Best Craven CC:** Terrington.



## Promotion pays off

Sunday's Craven MC autocross at Reading was jointly supported by Esso and Radio 210 Thames Valley who joined together, under the energetic guidance of my weekend host, the 'essoteric' John Foden, to arrange some excellent pre-event promotion. A static display was laid on in the Reading Butts shopping centre the previous weekend, a parade of vehicles passed through the town centre the day before, and a programme of paid advertisements and editorial mentions of the event ran on Radio 210 in the days before.

At the event itself, a number of local—and rallycross orientated—garage and tuning businesses took static display stands. Although the rain rather spoils them and Radio 210 DJ Tony Holden broadcast live from the circuit for around four hours, interviewing drivers

and other motorsport personalities.

It was encouraging to see this sort of promotional effort being lavished upon an autocross, and it seems likely that, despite the atrocious weather conditions, it probably paid off. A good few hundred spectators made their way to the event, a number which would surely have been quadrupled in better circumstances—a very encouraging and worthwhile exercise for the club.

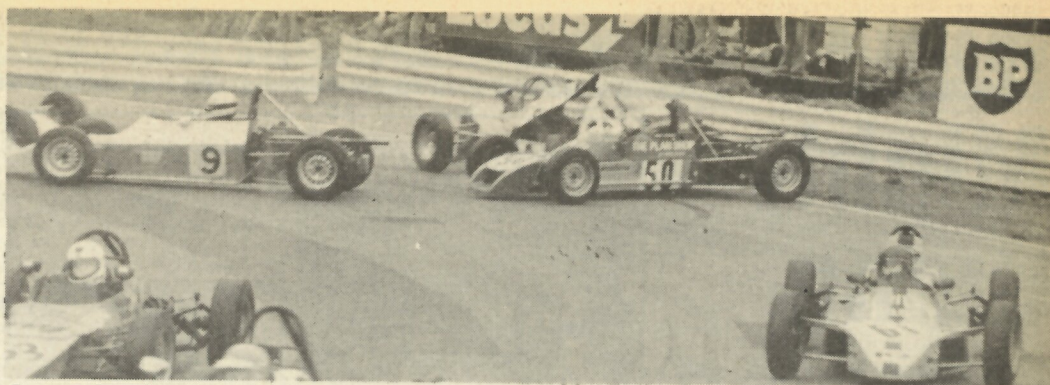
Another offshoot of the extra promotion was an increase in entries: 110 were accepted, a further 20 turned away and 93 cars turned up on the day... and excellent state of affairs for autocross and particularly encouraging for a round of the RAC, BTRDA, ACSMC and LCAMC championships.

John Hawkins in the unusual Mini-Jem, powers through the corner ahead of a Sprite.





# Fords falling about



It was a day of incidents among the Formula Ford competitors.

Next on the agenda was the KM FF1600 final but total chaos within a hundred yards of the start forced this to be abruptly stopped. Yves Sarazin (development Royale RP24), Roger Pedrick (Hawke) and Jorge Caton (Hawke) made up the front row but an enthusiastic Richard Trott (Royale) made rather too good a start from the second row and tried to slot between the first two. At Brands, where the track has no run-off on the inside line up to Paddock, there is virtually no chance of such a move succeeding, so it was no surprise to hear Richard say later that "the gap just disappeared." After his car touched both the two in front there was a huge accident in which, miraculously, no one was physically hurt. Unfortunately the same cannot be said for the cars. A total of twelve cars (out of 20) were rendered *hors de combat*! The race was restarted at end of the day with the eight survivors plus the next 12 non-qualifiers. Tony Halliwell led from the start in his Fairview Van Diemen but soon came under severe attacks from a trio of Hawkes driven by an Englishman, an Irishman and a Spaniard. The latter, Caton, led lap 2 but Devaney usurped his lead on the next tour and soon asserted his superiority. Halliwell thereafter drove extremely well to thwart the many attempts at overtaking by either Caton or Rick Morris.

There was never any doubt as to who would win the Forward Trust 1000 Plus Special Saloon event. Nick Whiting scorched to a clear win with his Team KM/All Car Equipe 3.4-litre Ford Escort, while Rob Mason followed vainly in his George Bevan Stiletto and complained at the finish of failing oil pressure. Whatever, he took an easy class win as did Peter Baldwin's Marshall's Mini Clubman-Ford BDA.

Guess who led away from the grid in the British Air Ferries Ford 2000 race? Sure enough, Rad Dougall emerged from Paddock Hill Bend with a clear lead in his all-conquering Royale, though by one-third dis-

tance, five laps, David MacPherson had worked his Ken Hensley Dulon right up onto the tail of the leader. Spots of rain were falling steadily but everyone was on dry tyres and it is in these conditions that the good drivers are given a chance to shine. The Dulon is not regarded as the best of chassis, at the present, but "Super-Mac" was having a real go at the leader. Rad's Royale would be faster out of Clearways and up to Paddock but David drove the Dulon with great gusto and was able to close up around the rest of the track. It was a really fine effort but the South African soaked up all the pressure and took the honours for the twelfth time this season. Another superb drive came from the Australian Mike Quinn, who worked all the way from the back of the grid to a fighting third at the finish and also set fastest lap. Behind the Reynard-driver came a fine battle which finished in the order Syd Fox (Conдор, née Palliser), Frank Sytner (Foxwood Royale) and Nick Foy (Reynard) who made it a day to remember for the Robin Hood Racing team. Richard Wills (Delta) and Desiré Wilson (Crosslé) had also been in the thick of this battle until they in turn spun while Philip Bullman had qualified his Hawke on the front row of the grid but then retired with fuel starvation.

Jonathon Palmer underlined his ability with a good flag-to-flag win in the Steel Tubes modsports race. His unwieldy Marcos was guided to a clear win on the damp track from the Lotus Elans of Jon Fletcher and David Mercer. Rob Haigh dropped back from fourth in his unusual MGA with an electrical fault so Pat Longhurst fought his Davrian through the field to a class win and fifth overall, behind Richard Gamble's E Type and ahead of a good dice between the class-winning Ian Bax (Ginetta) and Geoff Lynn (Davrian).

JEREMY SHAW



Left: Palmer on his way to a convincing win in his Marcos. Right: Lyon's Alfa in hot pursuit of two Mazdas.



## results

**Formula Ford 1600, Qualifying Race 'A' (8 laps):** 1, Bernard Devaney (Hawke-Minister DL19), 6m 58.4s, 82.85mph; 2, Jeremy Plunkett (Crosslé-Scholar 30F), 7m 05.6s; 3, Sean Walker (Tiga-Blue Flash FF76), 7m 06.3s; 4, Randy Blomquist (Tiga-CES FF76), 7m 06.7s. **Fastest lap:** Devaney, 51.3s, 84.46mph.

**Forward Trust 1000 Special Saloon Car Championship Race (10 laps)—overall and 851-1000cc:** 1, Brian Prebble (1.0 Hartwell Imp), 8m 58.4s, 80.48mph; 2, Richard Long (1.0 Wallinger Imp), 9m 16.7s; 3, John Schneider (1.0 Hillman Imp), 9m 17.4s; 4, Phil Clarke (1.0 Chrysler Imp), 9m 25.7s. **Fastest lap:** Prebble, 52.9s, 81.91mph. **Up to 850cc:** 1, Chris Roberts (1.0 Hillman Imp), 76.55mph; 2, Mike Kirby (Hillman Imp); 3, Fred Hendy (Sunbeam Imp). **Fastest lap:** Kirby and Hendy, 54.8s, 79.07mph.

**Formula Ford 1600, Consolation Race (8 laps):** 1, David Dickson (Royale-Minister RP24), 7m 11.4s, 80.35mph; 2, Murray Dudgeon (Image-GGS FF3), 7m 11.6s; 3, Joe Kelly (Royale-Scholar RP24), 7m 15.4s; 4, David Minty (Van Diemen-Minister RF74/75), 7m 20.3s. **Fastest lap:** Dickson and Dudgeon, 52.6s, 82.38mph.

**Oceanair Clubmans Sports Championship Race (10 laps):** 1, Dud Moseley (Mallock U2-Davron Mk18BX), 8m 26.7s, 85.51mph; 2, Robin Henderson (Mallock U2-Minister Mk18), 8m 36.9s; 3, Charlie Kirby (Mallock U2-EKR Mk16E), 8m 38.0s; 4, Robert Glass (Mallock U2-Holbay Mk18B), 8m 38.2s; 5, Peter Ludford (Diamond-Morgan R7), 8m 43.4s; 6, Andrew Neilson (Mallock U2-Davron Mk18B), 8m 44.1s. **Fastest lap:** Moseley, 49.7s, 87.18mph.

**Formula Ford 2000 Qualifying Race (10 laps):** 1, Mike Quinn (Reynard-Nelson 77SF), 8m 20.5s, 86.57mph; 2, Richard Piper (Sark-Sark CRO1), 8m 21.2s; 3, Grahame Tilley (Hawke-Scholar DL14), 8m 22.3s; 4, Peter Cooke (Dulon-Auriga MP20), 8m 24.9s. **Fastest lap:** Bruce Coate-Bond (Delta-Holbay 77), 48.5s, 89.34mph.

**Britax Production Saloon Car Championship Race (10 laps)—overall and 2300-3000cc:** 1, Derrick Brunt (3.0 BMW Si), 10m 00.9s, 72.11mph; 2, Alan Minshaw (2.8 Opel Commodore GS E), 10m 03.6s; 3, Jock Robertson (2.8 Opel Commodore GS E), 10m 04.8s; 4, Mike Smith (3.0 Ford Capri II), 10m 15.0s. **Fastest lap:** Minshaw, 58.6s, 73.94mph. **2000-2300cc:** 1, Malcolm Prior (2.3 Vauxhall Magnum), 70.04mph; 2, Graham Geildeard (2.3 Vauxhall Magnum); 3, Eric Cook (2.3 Mazda RX2). **Fastest lap:** Prior, 1m 00.7s, 71.38mph. **1500-2000cc:** 1, Tony Hill (2.0 Triumph Dolomite Sprint), 70.16mph; 2, Ron Freeman (2.0 Mazda RX3); 3, John Lyon (2.0 Alfa Romeo Alfetta

GTV). **Fastest lap:** Trevor Scarborough (2.0 Mazda RX3), 59.9s, 72.34mph. **Up to 1500cc:** 1, Roger Turner (1.2 Lada 1200), 65.86mph; 2, Andrew Shanks (1.5 Colt Lancer); 3, Trevor Moore (1.3 Chrysler Avenger). **Fastest lap:** Turner, 1m 04.2s, 67.49mph.

**Forward Trust 1000 Plus Special Saloon Car Championship Race (10 laps)—overall:** 1, Nick Whiting (3.4 Ford Escort), 8m 11.7s, 88.12mph; 2, Rob Mason (1.9 Sunbeam Stiletto-Ford), 8m 14.7s; 3, Tony Sugden (2.0 Ford Escort BDX), 8m 47.0s; 4, Peter Baldwin (1.3 Austin Clubman-BDA), 8m 47.5s. **Over 2500cc:** 1, Whiting; no other starters. **Fastest lap:** Whiting, 47.9s, 90.46mph. **1301-2500cc:** 1, Mason, 87.59mph; 2, Sugden; 3, Tony Dickinson (2.0 Skoda-Ford S110R). **Fastest lap:** Mason, 48.2s, 89.90mph. **1000-1300cc:** 1, Baldwin, 82.14mph; 2, Jon Mowatt (1.3 Morris Cooper S); 3, Paul Cramer (1.3 BMC Mini). **Fastest lap:** Baldwin, 51.5s, 84.14mph.

**British Air Ferries Ford 2000 Championship Race (15 laps):** 1, Rad Dougall (Royale-Titan RP25), 13m 27.5s, 80.49mph; 2, David MacPherson (Dulon-Auriga MP20), 13m 27.9s; 3, Quinn, 13m 33.3s; 4, Syd Fox (Conдор-Minister 77/1), 13m 34.3s; 5, Frank Sytner (Royale-Fewkes RP25), 13m 34.7s; 6, Nick Foy (Reynard-Nelson 77SF), 13m 35.1s. **Fastest lap:** Quinn, 50.3s, 86.14mph.

**Steel Tube Services Modified Sports Car Championship Race (10 laps)—overall:** 1, Jonathon Palmer (3.0 Marcos GT), 8m 48.7s, 81.96mph; 2, Jon Fletcher (1.8 Lotus Elan), 8m 56.0s; 3, David Mercer (1.6 Lotus Elan), 9m 04.4s; 4, Richard Gamble (4.5 Jaguar E), 9m 22.0s. **Over 2000cc:** 1, Palmer; 2, Gamble; 3, Ed Stephens (4.7 TVR Tuscan). **Fastest lap:** Palmer, 51.1s, 84.79mph. **1501-2000cc:** 1, Fletcher, 80.84mph; 2, Mercer; 3, John Churchill (1.6 Lotus Elan). **Fastest lap:** Mercer, 51.0s, 84.96mph. **1151-1500cc:** 1, Ian Bax (1.5 Ginetta G4), 76.23mph; 2, Keith Ashby (1.5 MG Midget); 3, Steven Roberts (1.3 Mini Marcos Mk4). **Fastest lap:** Ashby and Bax, 53.3s, 81.29mph. **Up to 1150cc:** 1, Pat Longhurst (1.1 Davrian Mk7), 76.55mph; 2, Geoff Lynn (1.1 Davrian Mk7); 3, Alan Ritchie (1.0 Davrian Mk8). **Fastest lap:** Longhurst, 52.8s, 82.06mph.

**Kent Messenger Formula Ford 1600 Championship Race (12 laps):** 1, Devaney, 10m 29.0s, 82.66mph; 2, Tony Halliwell (Van Diemen-Minister RF77), 10m 30.2s; 3, Jorge Caton (Hawke-Scholar DL19), 10m 30.3s; 4, Rick Morris (Hawke-Scholar DL19), 10m 30.8s; 5, Gilmar Camolese de Souza (Royale-Minister RP24), 10, 34.6s; 6, Mark Syms (Hawke-GGS DL15), 10m 35.4s. **Fastest lap:** Morris, 51.3s, 84.46mph.



# Mighty Quinn

Australian driver Mike Quinn put up his best performance since arriving in this country at Brands Hatch last Sunday in the latest round of the British Air Ferries Ford 2000 Championship. Mike had a slight 'off' in practice when he was forced off-line at Paddock Hill Bend and ended up in the catch-fencing with a corner knocked off his Robin Hood Racing Reynard 77SF. Some hard work by Robin Hood himself and his merry men saw the car readied just in time for the qualifying race in which Mike drove well, taking the lead on the fifth lap before pulling away to a clear win.

He therefore started the final from the back of the grid and, in the damp conditions, drove with great force and control, passing those in front in ones and twos. He passed his team-mate Nick Foy on the 12th lap for third place but was by then too far behind the leading duo to make any real impression. To add to his fine third place, which impressed many people, Quinn also had the honour of setting fastest lap of the race.

In the paddock afterwards, Mike was full of praise for his mechanics who had done a fine job and had not even had the time to set the car up after their hasty rebuild, yet still the car handled superbly.

# Anniversary Longridge

The Lancashire Automobile Club is to celebrate its 75th Anniversary on September 25 with a race meeting at Longridge. A highlight of the meeting will be a race for Vintage and PVT cars—the first time that such cars have been catered for at Longridge, although the LAC themselves are no strangers to old cars, having organised the Manchester to Blackpool Vintage Car Rally for some years now. Other features of the meeting—which is incidentally Longridge's last race meeting of the season—will be an air display, a police display and an army display, while other races on the programme will be run for Formula Fords, special saloons, motorsports, *Formule Libre* and Formula 750 cars.

# Reynard's testing time

Adrian Reynard spent a useful day's testing at Brands Hatch prior to the BAF Ford 2000 race last weekend with no less than nine test drivers! The talented designer had nine of his customers testing on the same day and all were happy to help each other sort out their cars. Adrian himself drove some of the cars and feels that several useful lessons were learnt. Then, immediately after the race on Sunday, Adrian sold his own 77SF model to Tom Hudson taking Tom's 75SF, which was originally driven by Jeremy Rossiter, in part exchange.



While a lot of people talked about building and racing a Chevette, Dick Adams set to and built himself one (above). It took the Watton, Norfolk, driver more than 20 months work on his own but, at Snetterton last Sunday, it was ready and had its first race. The very neatly built machine comprises a 2.3 single cam Blydenstein-tuned unit mated to a Magnum diff via a 5 speed ZF box. In practice the car, sponsored by Dick's own ADA Bacon Engineering Company, suffered braking problems, but these were overcome, the car convincingly winning its first race.

# Records are ratified

There is good news for Roy Lane, Ian Curtis, Neville Robinson and Charles Barter this week. After considerable efforts by officials of the BARC's Yorkshire Centre, the RAC has agreed to confirm the records set at the July 31 Guyson/BARC meeting at Harewood. The BARC(Y) has issued the following statement over the signatures of John English (Secretary of the Meeting) and Mike Wilson (Clerk of the Course):

"With the agreement of the RAC Motor Sport Division, following re-certification of the Timing Equipment used at Harewood on July 31 immediately after the event, where the Certification Test proved that all the equipment used performed within the tolerances prescribed by the RAC, we are now able to confirm that the results of the meeting and the new class records and the new course record set on July 31 are now valid and ratified.

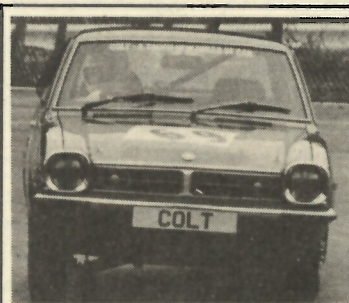
"We would like to congratulate all the new record holders and to apologise to everybody on behalf of the British Automobile Racing Club, Yorkshire Centre, for all the problems at this meeting, which we will have ironed out before the Guyson/BARC Hillclimb Championship Final at Harewood on September 24/25.

"We look forward to seeing you all again at Harewood, where we will be trying very hard to make up for our organisational difficulties last Sunday, so that everybody can have an enjoyable weekend's motorsport."

It took five years to break Richard Thwaites' Harewood course record and it would have been ironic indeed if Roy Lane's superb 38.41s climb had gone unrecognised. The other class record times affected are: Ian Curtis (Mallock U2 Mk18B), 42.42; Neville Robinson (Jaguar E), 43.81; and Charles Barter (Hartwell Imp), 45.21.

# Wheeler out of money

David Wheeler, who finished second in his Formula Ford race at Mallory last Sunday behind Barry Pigot, may be forced to curtail his promising first full season of racing with his smart Royale RP21 because of lack of funds. David is still very much in the running for the BRSCC South West Formula Ford championship but, despite tremendous assistance from Peter Harris in the engine department, he is finding the cost of racing every weekend too much. With many good championship placings, a win at Mallory a few weeks back, and the chance of a Championship any sponsor would do well to get in touch with David at the BRDC Mallory meeting next Sunday—before it is too late.



It is unusual these days to be able to welcome a new competitor to the production saloon car scene, but this week it is possible—the Colt Lancer. Autocar journalist Andrew Shanks has started racing this 1500cc example in the Britax series and has so far finished third in class at Croft and second in class last Sunday at Brands. The attractive little two-door saloon is known as the "Shopping Car", an allusion to the way in which sponsorship is to be acquired to run it. Prepared by Andy Dawson—who established something of a record completing the car in just one week—it could well become competitive in the bottom class.

# Mercer helps out Palmer

Another praiseworthy example of sportsmanship was shown in the mod-sports ranks last weekend by Lotus Elan driver David Mercer. Medical student Jonathon Palmer spent most of last Saturday installing a new clutch in his Transit tow-van but then discovered that there was still no way that the vehicle would be able to tow his Marcos V6 to Brands Hatch in time for Sunday's meeting.

Enter David Mercer, who very kindly offered to drive from his home in Orpington down to Palmer's in Lewes, Sussex, and tow the Marcos to the circuit for him. A relieved and extremely thankful Jonathon thought that fate had struck again in practice for the Steel Tube Services Championship race when first of all a stone cracked his windscreen and then the car began smoking ominously. "I thought we'd holed a piston but fortunately we found that it was only the head-gasket." This was changed just in time for the race and Jonathon then drove extremely well to a clear overall win and thus kept alive his championship hopes. He was last seen at the end of the meeting looking desperately for someone to tow him back to Lewes. . . .

# Softly, softly . . .

Mike Barnby's untimely withdrawal from the Oceanair Clubmans grid last Sunday with a puncture left the road clear for Dud Moseley to score yet another win in his seemingly invincible AH Wilson & Son (Contractors) Ltd Mallock U2, these two having qualified nearly a second faster than anyone else. One interesting fact to emerge, however, was that both these two were using the softer compound Goodyear G50 tyre, whereas almost everyone else used the more normal F3 standard-wear G54 tyre. Robin Henderson, who had practised third fastest was cheered somewhat when he learned of this fact: 'At least I'm the fastest G54 runner!'

# Fifth in first ever race

Twenty-five-year-old Chevron employee John Lewis arrived at Aintree last Saturday with a Chevron B35 that he has built up himself at the Chevron factory. John, who looked after Hans Binder's works F2 Chevron last season, was having his first-ever motor race, having previously driven karts with some success. The car is powered by an ex-Kim Mather Richardson Atlantic engine and John finished a creditable fifth in his first race, the *Formule Libre* event. One of his recent hobbies was hang-gliding, and after a 'crash' earlier on this year he ended up in hospital with severe concussion—as a result he now intends to stick with racing!



# Everyone out at Brands

The dangerous-looking start-line accident in Sunday's *Kent Messenger* FF1600 final eliminated a total of 12 cars including Simon Davey's Nike, Paul Sleeman, Bill Shepherd, Jeremy Plunkett and Ted Whitbourne (Crosslés), Roger Pedrick (Hawke), Yves Sarazin, Richard Trott and Mike Taylor (Royales) and Randy Blomquist's Tiga.

We feel especially sorry for the likes of Simon Davey who has struggled manfully all season with an old and unfashionable car, the Nike, but has still managed some highly creditable results and actually lies third in the KM Championship. Poor Simon, who hails from Cambridge, had no part to play in the accident yet had no chance of avoiding the *fracas* and ended up with a corner knocked from his car.

Yves Sarazin was another unfortunate, who had threatened to dominate the races, having practised a full second faster than anyone else in the works development Royale RP24. The Frenchman's car used Rory Byrne's latest tweaks to the front suspension, even further modifications of those which have recently been incorporated in David Leslie's car. Yves pronounced himself very happy with the handling and was all set for a good win before his plans were rudely interrupted by Richard Trott's over-ambitious start from the second row of the grid.

## Imp-ressive in Fords

Two former special Saloon car Imp exponents did well in the same Formula Ford race last week at Mallory. Jeff Ward took an excellent fourth on the last lap while Cliff Watts dropped to ninth having got as high as fifth before realising that he had a reputation to live down so he eased off!

In the last Special Saloon car race Basil Dagge very kindly offered Jeff Ward the loan of his Imp, which of course Basil had used to great effect in the one litre race earlier on. After a quick (!) ten-second wait Jeff was off after the rest and climbed rapidly to fourth in the smallest engined car in the race.

## Friends in modsports

Having blown both the engine and the gearbox on his Mini Jem on successive weekends, modsports stalwart Ian Hall was amazed when fellow competitors Peter Vickers, Ian Bax, Steven Roberts and Keith Ashby between them produced the necessary bits for a replacement gearbox and then Brights Auto Centre of Bristol supplied parts and facilities to repair the engine. He feels that this example illustrates the atmosphere in modsports and in his own words "to these friends I shall always be eternally grateful". Despite this generosity Hall was destined not to start at Brands!

## Briefly...

● Divina Galica has another run in Creighton Brown's Team Camborough U2 at Mallory Park this weekend in a round of the Tricentrol Clubmans series. Opposition is expected to come from Richard Groombridge (Hustler), Peter Deal (Pink Panther), Martin White and Chris Hill (Mallocks).

● Steve Coen, who it will be remembered drove a Formula Atlantic March in 1973, returns this weekend to drive an FF Reynard at Lydden Hill. The car is entered by his Brensec concern near Swindon. Brensec specialise in preparation, racehire and also are agents for Reynard cars.

● It was pleasing to see Jon Fletcher's exceptionally quick Elan resplendent in an immaculate new paintjob at Silverstone recently. For several seasons now the well-used modsports machine has looked very secondhand, belying the talent of the Lancastrian. These days have gone, however, and the car's long-standing sponsors, Carter Brothers of Rochdale, now have a very attractive showpiece for their wares.

● An interesting entry at Lydden Hill this weekend is that of Brian Wray who opposes Deal's Eddie Punt in the largest special saloon class with an unlikely sounding motor car, an 1850cc Riley 1.5!

● Cheltenham Cameras are to sponsor Burnham on Sea MC's annual Weston Speed Trials on Saturday, October 1. Regulations for the event are available from R. D. Durk, The Farm, Nippors Way, Winscombe, Avon. This is the third year that the camera firm have sponsored the event. Cheltenham Cameras also sponsor the Surtees-Chevrolet TS8 of Alan Richards in sprints and hillclimbs and, needless to say, the car has been entered for the speed trials.

● The first edition of *Michelin's Green Guide to London* was published last week and is available, priced £2.50, from all leading booksellers. The book is packed with interesting information and is a must for tourist and Londoner alike.

● Due to Alan Lloyd's recent appointment as Sales Manager at Mann Egerton, Radlett, Herts, his hillclimb team has been disbanded. Having run a Dastle clubmans car last season Alan switched to a potent Motus-Bultaco this season but this is now for sale. He hopes to do some events, however, in a 3-litre clubmans device which he and Jan Langdon are building.

● Road and Racing Accessories (Holborn) Ltd announce that the new Bell Star II is now available in Britain. It is available in three models, the Star II at £62, Star IIXF with flame retardent lining etc at £108 and the Star II XFLS with life support manifold and piping at £135. For further details contact Chris Wilson on 01-736 2881.

● Regs are now available for the Aberdeen & District MC's Autocross to be held at Pitbee Farm, Pitcaple on Sunday, September 18, and sponsored by Robertson Stone Centre. Enquiries to E. J. Price, 191 Garthdee Drive, Aberdeen. Tel: 0224 38993.

● Further to our piece last week, Bognor Regis Rotary Club have plenty of entries for their *concours d'elegance* this Saturday. The historic cars arrive at the West End car park at 11am and a charity gala will also take place.



After a shambolic debut at Oulton Park where the car handled 'like a block of flats' the enthusiastic Plygrange Thermowall team took their Mini to Aintree on Sunday where they were rewarded with a win and a new class record. But things weren't quite that simple. The car has been lowered by 5in in the last week and is reportedly still too high! In practice the rear spring mounting brackets broke and Vin Malkie fabricated new ones before the race. From being fifth at the first corner Gerry Gough climbed through to win beating Eric Smith's lap record by 0.3sec. After the race it was discovered that the suspension had broken again and the rear of the car was being supported by the inner wheel arch! The team now face their second major rebuild in two weeks, and will endeavour to strengthen the suspension for Mallory Park this Sunday.

● The MGCC are holding a Pre-War Car Festival at Donington Park on Saturday, September 3. All owners of such vehicles are welcome, free of charge. The event will include a road run, gymkhana and *concours d'elegance*. A similar event for Leyland cars built after 1940 is to be run concurrently. Over 40 awards are to be won and each entrant will receive a souvenir award. Entry forms from the MGCC on Leicester 775943.

● The Leinster MC are promoting the Texaco Leinster Trophy Races at Mondello Park on September 25. Prize money for the meeting totals over £1000, races being for Formula Atlantic, FF1600, special saloons, Group One saloons, modsports and production saloons. Regs are available from Mrs V. Fildes, Leinster MC Ktd, 34 Dawson Street, Dublin 2. Races may also be run for Super Sports (clubman cars), F Vee and Mini 850s if entries justify.

● Regs are available for the CSMA West Middlesex Group/Esso Uniflo Starlight Rally on October 22/23. The event will be run on a Restricted permit over 150 miles in the Oxford area. Over £150 in cash awards are being offered. Enquiries to Bob Head on 01-834 1367.

● The County Kildare MC are organising a 'super saloon' race at their Mondello Park meeting on Saturday, September 3. There is about £500 prize money on offer as well as Cavan Crystal glassware for the first six finishers. Travelling expenses are being paid and accommodation can be arranged. For further information please contact Sue Lenehan at Curragh 83648 or Mick Hill on Draycott 3319. An excellent social gathering is guaranteed.

● One of the drivers involved in Sunday's FF shunt at Brands Hatch, Ted Whitbourne, is unfortunately unable to continue racing unless around £300 can be found to repair the ex-Rod Bremner Crosslé 30F which he recently acquired. Whitbourne raced the ex-Bob Evans Merlyn MkIIA from 1971-76 and now, for the first time, has competitive machinery. If anybody can help Ted out he would be grateful to hear from you on Burgess Hill (044 46) 5929.

● The BMRMC Southern Region are holding a club night on Wednesday, August 24, in the Brands Hatch clubhouse bar. A panel of clubmans drivers will be there for a forum and there will be a raffle. All proceeds from the evening are to be donated to the Malcolm Myers appeal fund. The evening kicks off at 7.30pm.

● Kim Mather has sold the March 742B that he started his 1977 season with to fellow Lancastrian Warren Booth. Warren, who is already in the possession of the unique and very smart F2 Scott, is planning to compare the two cars with one another.

● Among the lap records broken at Aintree last Saturday—there were six in all, including the outright record—was the FF1600 record, which has been held by Mike Wrigley since 1973 in a Merlyn MkIIA in a time of 1m 02.2s. The record, which has always been suspect was finally beaten by rising Cumbrian driver David Leslie, who took his Crossflags Motors (Dumfries) Royale RP24 round in 1m 02.0s.

● One of the longest serving Clerks of the Course, particularly at sprints, must surely be Sidney Whitaker of the Lancashire AC who last Sunday acted as Clerk of the Course to the club's Woodvale Sprint for the 17th year in succession. The club is the only one which is allowed to use RAF Woodvale and runs three meetings there every year. Congratulations to Sidney.

● Spare a thought for Paul Haywood Halfpenny who broke another engine in the ex-Mason/Johnstone Imp. Paul won at Donington last week after losing an engine the week before when all the oil came out of a loosened sump plug (the engine had just come back from a rebuild). Now he faces another hefty bill. Surely his luck will change?

● It was good to see Peter Morgan take a win at Mallory with his patched-up Royale RP21 after being knocked off the track at Donington the week before in a controversial incident with Bernard Vermilio.



edited by Robin Bradford

# Cottam's 12th BTB in a row

While the stars of the RAC Hill Climb Championship were thundering up Shelsley Walsh a far less well known figure in hill climbing (except in vintage circles!) was creating a little bit of history down the road at Prescott last Sunday.

Driving his immaculate 2-litre Connaught AL 10, of which only two were built, Midlands businessman Alan Cottam took BTB at the Vintage meeting at the Gloucestershire venue and in doing so, has now taken BTB at this particular meeting for the 12th year on the trot.

In a remarkable sequence, which goes back to 1965, Cottam, with the same car, has held the honour without exception and, during this span he has broken the record four times. Ironically Cottam took another 0.01sec off in practice on Sunday bringing it down to 42.66 but he was not able to repeat this in the afternoon for the weekend's wet weather put paid to really quick times and his time of 42.67 goes forward for another year.

Over 140 entries were received for the event and some fine struggles took place in the classes. In the 1100-1500cc sports car class W. R. Stephenson's 1934 Fraser Nash pipped Keith Knight (Riley) by under 0.4sec and, in the up to 3-litre category, M. H. Dodds 1936 Alfa was closely followed by C. Jones' 1938 Riley. The vintage section of the over 3-litre class produced the narrowest win of the meeting for H. Hine's 1924/8 Bentley pipped J. Horton's 1928 Bugatti by 0.01sec. Ronnie Symondson and David Black, in 1936 Bugatti and 1931 Alfa Romeo, were closely matched in the non vintage section of the same class.

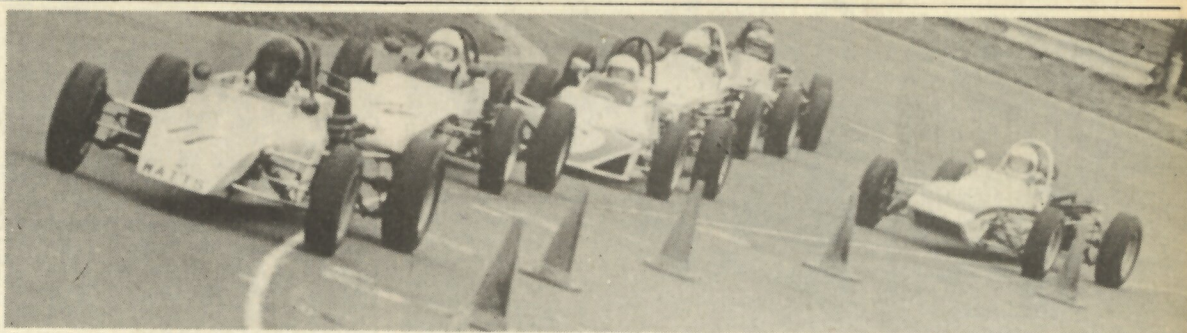
**BTB:** A. Cottam (Connaught), 50.09secs.  
**Class winners (non vintage):** P. Venables (1933 MG), 60.30s; W. Stephenson (1934 Fraser Nash), 54.48s; H. Dodds (1936 AC), 55.88s; R. Symondson (1936 Bugatti), 55.29s; N. Forster (1928 Bugatti), 58.95s; J. Abson (1935 Lagonda), 56.64s; **Vintage:** R. MacPherson (1930 Fraser Nash), 58.55s; Parkinson (1928 Fraser Nash), 57.43s; H. Hine (1924/8 Bentley), 57.90s; R. Collins (1903 Mercedes-Benz), 61.21s; B. Gray (1928 Hardy Special), 56.04s; G. Footitt (1925 Cognac Special), 52.28s.

## Briefly...

● With only two rounds to go, Jim Campbell and Norrie Galbraith are equal on 63 points in the Grampian Television Scottish Hill Climb Championship. David Milne is three points behind in third place.

● Chris Daisy is leading the BTRDA's Silver Star Autotest Championship for Novices by a wide margin and looks set to win the Mantle Trophy.

● BWRDC points: **ShellSport Award, class A:** 1, Divina Galica, 169; 2, Juliette Slaughter, 44; 3, Judy Anderson, 29; 4, Alison Davis, 26; 5, Sue Tucker-Peake, 17; 6, Gill Rindisbacher and Glenys Atkins, 16. **Class B:** 1, Andrea, 11f; 2, Viv West, 6; 3, Deirdre Ward, 3; 4, Valli, 2; 5, Wendy Markey, 2; 6, Tucker-Peake, 1. **Goodwin Trophy:** 1, Slaughter, 37; 2, Galica, 33; 3, Anderson, 21; 4, Tucker-Peake, 12; 5, Markey, 9; 6, West, 5. **Embassy Trophy:** 1, Galica, 48; 2, Anderson, 44; 3, Slaughter, 41; 4, West, 25; 5, Markey, 16; 6, Tucker-Peake, 12. **Newman Cup:** 1, Margaret McEwan-King, 5. **Helen Spence Trophy:** 1, McEwan-King, 12.



Special saloonie Cliff Watts heads a Mallory Formula Ford train.

# Marathon Mallory

The short circuit at Mallory Park was the setting last Sunday for the BRSCC Midland Centre's marathon 11-race programme. Even the dismal weather failed to stop the racing being highly enjoyable and Chris Field kept the programme well up to schedule.

As practice times predicted, Robert Coates's difficult Hawke DL17 led the first Formula Ford race easily, easing away from Derek Fowler's Titan Mk6C who had Mike Bulmer's BEF Dulon MP17 to fend off for the latter half of the race. Third place seemed to be the property of Paul Reynier (Alexis Mk15) after FF debutant Cliff Watts (Merlyn Mk30) had dropped away. But a last-lap sort-out saw Mike Walker's Ashtune Hawke DL15 take Reynier while, at the same time, Jeff Ward passed both of them at the chicane to take a cheeky third in his Dulon MP15.

Howard Johnson's Sprite made a bad start from pole in the Certina Watches Production Sports Car Championship race and he struggled to get past Bob Wheatley's leading Midget with John McCaffrey's Sprite right behind. On lap six Wheatley lost it coming over the bump at the chicane and spun forcing Gary Morse's Midget to take to the grass which caused him to spin; while avoiding Morse poor Roger Parkes hit the armco hard. Johnson had missed Wheatley and took the lead (and a new class record) but he could not afford to ease, because McCaffrey was close behind with Tim Atkinson's third-placed Midget holding off a recovering Wheatley.

Just 0.2sec separated the Imps of Basil Dagge and Paul Haywood-Halfpenny on the grid and, with Basil making the best start from pole he maintained his slender advantage right until the end. The Aldon Mini of Mike Parkes had a quiet race in third but, behind, the Minis of Viv Wallace and Ian McCallum raced around together although a jump-start and a 10sec penalty for Wallace dropped him in the results.

Barry Pigot was handed victory in the second Formula Ford race by Peter Orlando who spun his ex-Neve Lola T342 at Gerards on lap 6 after missing a gear, having driven well to keep Pigot at bay for so long. On a damp, slippery track David Wheeler's smart Royale RP21A held a good second not too far behind Pigot. Behind, a six-car battle developed with Colin Griffith's Van Diemen RF74 dropping to the tail of the queue as Dave Hoban's Ray held the advantage for the last four laps from Mark Rogers (Royale RP21), Robin Dollar (Ashtune Hawke DL17), Brian Lennox (Hawke DL17), Tim Knight (Merlyn Mk11/20A) and a chastened Orlando.

The second prod sports championship race (for Class B) was a boring affair with David Beams's tiny Ginetta G15 scorching off pole and pulling away easily on the damp surface as Andy Dawson wrestled his TR7 home in second giving the spectators at the chicane a glimpse of his rallying prowess. Chris Alford's TVR took third but it

took seven laps for Ricky Podmore's MGB to catch and pass Eric Carr's TVR for fourth while Carr was ousted a further place on the last lap by Dougal Hendry's Ginetta G15.

With light rain still falling, tyres provided the outcome of the Varley Monoposto championship race but, up to quarter distance, a good five-car battle for the lead was headed by Peter Gillett's slick-shod Genie. Ray Thomas's Rovoray shot past on the outside of Gerards only to spin at the chicane while Joe Applegarth did a more permanent job getting through at the chicane on lap 6 with his familiar Brabham BT23C. Gillett did a good job in second, holding off Brian Urlwin's Titan Mk6 over the last two laps. Urlwin speeded up in the second half of the race, passing Julian Pratt (JPS) who had been dicing for third with "The Streaker's" Lotus 35. Both dropped away, Pratt eventually taking fourth after thwarting a last-lap challenge from a recovering Thomas with "The Streaker" next up.

Malcolm Trewhitt's unwieldy MGC thundered into the lead of the MG Cars race, storming past Mike Donovan's Midget on the Stebbe Straight on successive laps before Donovan spun handing victory to Trewhitt who was further challenged by David Humphreys's Midget until Humphreys spun coming out of the chicane on lap 6. A recomposed Humphreys recovered to second with Ricky Podmore's B passing Jan Freakley's Midget to take third as Freakley held off Rupert Russell.

Ian McCullough maintained his lead in the Northern Clubmans Champagne championship by leading throughout in immaculate style with his pristine Mallock Mk17B. Rob Cochran's Ashfield BRL7 was an equally lonely second but Tim Gath's Mallock Mk16 had to work hard to keep third place, holding off Chris Norton's similar car for the entire race.

The third and final prod sports car race provided another win for Chris Meek in his special Lotus Europa. The two Morgans of Bill Wykeham and Rob Wells circulated together with Wykeham always holding the upper hand although John Kent's Europa was not far behind in fourth. Stewart Halstead's TVR was a lonely fifth as Alan Skelton's Jensen Healey tried all ways to get past Rod Gretton's sixth-placed TVR.

The final Formula Ford race was a somewhat tame affair as a surefooted Peter Morgan stole the lead from the start and although Tony Broster's Dulon MP17N looked as though it might close at one stage the experienced Broster settled for a safe second with Gareth Lloyd's Dulon MP15 pulling away from Rick Whyman's more modern Royale RP24 in third.

The final special saloon car race was led from start to finish by Derek Walker's 1.8 Ford Escort BDE despite a top end misfire. With the demise of Paul Haywood-Halfpenny with a broken crankshaft, Bill Cox's 7.6 Capri took a fine second having held off Clinton Bourke's 1.3 Motospeed Mini for the entire race. A devastating drive was put in by Jeff Ward who took fourth having started ten seconds after the rest of the field in Basil Dagge's Imp.

COLIN MASTERMAN

## results

**Formula Ford non-championship race (10 laps):** 1, Robert Coates (Hawke-Minister DL17), 6m 28.2s, 92.59mph; 2, Derek Fowler (Titan Mk6C), 6m 33.2s; 3, Mike Bulmer (Dulon-Aldon MP17), 6m 33.6s; 4, Jeff Ward (Dulon-Greatham MP15), 6m 41.2s. **Fastest lap:** Coates, 37.8s, 95.24mph.

**Certina Watches Production Sports Car Championship race, Class C (10 laps):** 1, Howard Johnson (1.3 Austin Healey Sprite), 7m 55.4s, 75.88mph; 2, John McCaffrey (1.3 Austin Healey Sprite), 7m 56.2s; 3, Tim Atkinson (1.3 MG Midget), 8m 10.4s; 4, Bob Wheatley (1.3 MG Midget), 8m 11.4s; 5, Gary Morse (1.3 MG Midget), 8m 38.8s; 6, Ian Watson (1.3 Triumph Spitfire), 8m 38.8s. **Fastest lap:** Johnson, 45.8s, 78.60mph (record).

**Special Saloons up to 1000cc non-championship race (10 laps):** 1, Basil Dagge (1.0 Hillman Imp), 7m 00.4s, 85.63mph; 2, Paul Haywood-Halfpenny (1.0 Sunbeam Imp), 7m 01.0s; 3, Mike Parkes (1.0 Aldon Mini), 7m 15.0s; 4, Robert Roe (1.0 Mini), 7m 23.6s; 5, Ian McCallum (1.0 Mini), 7m 38.8s; 6, Viv Wallace (1.0 Mini), 7m 38.8s. **Fastest lap:** Haywood-Halfpenny, 40.2s, 89.11mph.

**Formula Ford non-championship race (10 laps):** 1, Barry Pigot (Van Diemen-Scholar RF77), 7m 27.2s, 80.50mph; 2, David Wheeler (Royale-Harris RP21A), 7m 36.2s; 3, Brian Urlwin (Titan Mk 6), 7m 46.2s; 4, Mark Rogers (Royale-Scholar RP21), 7m 46.4s. **Fastest lap:** Peter Orlando (Lola-GGS T342), 43.6s, 82.57mph.

**Certina Watches Production Sports Car Championship race, Class B (10 laps):** 1, David Beams (1.0 Ginetta G15), 8m 00.2s, 74.97mph; 2, Andy Dawson (2.0 Triumph TR7), 8m 04.2s; 3, Chris Alford (1.6 TVR 1600M), 8m 30.0s; 4, Ricky Podmore (1.8 MGB), 8m 36.6s; 5, Dougal Hendry (1.0 Ginetta G15), 8m 40.2s; 6, Eric Carr (1.6 TVR Sprint), 8m 40.6s. **Fastest lap:** Beams, 47.2s, 76.27mph.

**Varley Batteries Monoposto Championship race (20 laps):** 1, Joe Applegarth (Brabham BT23C), 14m 36.0s, 82.19mph; 2, Peter Gillett (Genie Mk13), 14m 36.2s; 3, Brian Urlwin (Titan Mk 6), 14m 39.8s; 4, Julian Pratt (JPS 11A), 14m 41.8s; 5, Ray Thomas (Rovoray Mk11), 14m 42.4s; 6, "The Streaker" (Lotus Mk35), 14m 47.4s. **Fastest lap:** Urlwin, 42.2s, 85.31mph.

**MG Cars race (10 laps):** 1, Malcolm Trewhitt (3.0 C), 8m 04.6s, 74.29mph; 2, David Humphreys (Midget), 8m 12.0s; 3, Ricky Podmore (1.8 B), 8m 35.2s; 4, Jan Freakley (1.4 Midget), 8m 36.2s; 5, Doug Hendry (1.0 Ginetta G15), 8m 40.2s; 6, 76.60mph (establishes record) and Humphreys, 44.2s, 81.45mph (establishes record).

**Northern Clubmans Champagne Championship race (15 laps) overall and Supersports:** 1, Ian McCullough (Mallock Mk17B-Davron), 10m 29.8s, 85.74mph; 2, Rob Cochran (Ashfield BRL7), 10m 34.2s; 3, Tim Gath (Mallock Mk16), 10m 44.6s; 4, Chris Norton (Mallock Mk16-Holbay), 10m 44.8s. **Fastest laps:** McCullough and Cochran, 41.0s, 87.80mph. **Formula Ford-engined cars:** 1, Malcolm Isaacs (Mallock Mk16B), 10m 59.2s, 81.92mph; 2, John Morgan (Mallock Mk11/14); 3, Czeslaw Wrzesien (Mallock Mk18). **Fastest lap:** Isaacs, 41.6s, 86.54mph.

**Certina Watches Production Sports Car Championship race, Class A (10 laps):** 1, Chris Meek (1.6 Lotus Europa Special), 7m 38.4s, 78.53mph; 2, Bill Wykeham (3.5 Morgan), 8m 02.8s; 3, Rob Wells (3.5 Morgan), 8m 03.0s; 4, John Kent (1.6 Lotus Europa), 8m 04.8s; 5, Stewart Halstead (3.0 TVR 3000M), 8m 11.0s; 6, Rod Gretton (3.0 TVR 3000M), 8m 21.0s. **Fastest lap:** Meek, 44.8s, 80.36mph.

**Formula Ford non-championship race (10 laps):** 1, Peter Morgan (Royale RP21-Minister), 7m 31.2s, 79.79mph; 2, Tony Broster (Dulon MP17N-Newbridge), 7m 33.4s; 3, Gareth Lloyd (Dulon MP15-Rowland), 7m 43.8s; 4, Rick Whyman (Royale RP24-Scholar), 7m 51.0s. **Fastest lap:** Morgan, 44.0s, 81.82mph.

**Special Saloon Cars non-championship race (10 laps), overall:** 1, Derek Walker (1.8 Ford Escort BDE), 7m 16.8s, 82.42mph; 2, Bill Cox (7.6 Capri-Chevrolet), 7m 27.0s; 3, Clinton Bourke (1.3 Mini), 7m 27.4s; 4, Jeff Ward (1.0 Hillman Imp), 7m 30.6s. **Over 1300cc:** 1, Walker, 2, Cox; 3, B. Meadows (2.0 Triumph Vitesse). **Fastest lap:** Walker, 42.8s, 84.11mph. **1000cc to 1300cc:** 1, Bourke, 80.46mph; 2, Ward; 3, Barry Reece (Mini). **Fastest lap:** Ward, 43.0s, 83.73mph. **Up to 850cc:** 1, David Leaver (Mini), 75.82mph; 2, Lester Foulkes (Mini); 3, John Heathcock (Mini). **Fastest lap:** Leaver, 45.8s, 78.60mph.





Chris Wood led the Classic saloon car thrash until the penultimate lap.

## Ambitious 750

The 750 Motor Club, leaders in low cost motor sport, attempted an ambitious programme of eight 12-lap races at Snetterton last Sunday. Unfortunately, the Club's usual relaxed and comfortable approach to organising lapsed and there were long and unnecessary periods of inactivity between the races and, although the decision was taken to shorten the remaining races halfway through the meeting, it finished an hour late. When there was action on the track, however, it was in the main close and exciting.

Throughout the day that dedicated band, the timekeepers, uncharacteristically made numerous mistakes; but none so glaring as that which caused an embarrassed Nigel Molineaux to start the opening race, a round of the Reliant 750F championship, from pole position. Molineaux, a midfield runner in only his first season, was overwhelmed by most of the pack before the first corner. Iain Sclanders (DNC) headed Roland

Nix (Wessex Spl) for half a lap before the championship leader went ahead and the two circulated just a few lengths apart with Nix establishing a new lap record midway through the race. John Giles (JGS 5B), was third throughout although the dicing duo of Bob Simpson (SS Reliant) and Sebastian Kent (DNC) was closing on him rapidly at the end until Simpson spun away the chance at Coram on the last lap.

The Leyland 850 challenge provided Mini racing at its hectic best. A six-car bunch initially disputed the lead but numerous retirements including one-time leaders Graham Wenham and Bob Addison, reduced this battle to just two cars—those of John West and Martin Goodall. At the end of the penultimate lap West took the lead into Russell, a brave manoeuvre in any racing car, but two corners later at Sear, he missed a gear and let Goodall back ahead. A suspected bent valve meant that West could offer no further challenge. Pat

Watts, third, headed home the next squabbling bunch, five cars covered by just 1.5s.

Interest in the small non-championship FF field was centred on the expected sort out between the local drivers, Glenn Eagling, David Sears and Martin Watson. In the end all three had to give best to interloper Nigel Gough (Van Diemen) who was left with a comfortable advantage when leader David Sears lost concentration momentarily and spun his Royale. Sears recovered to finish second just ahead of Eagling, whose Van Diemen was losing oil and Watson whose Hawke was unfortunately collecting it.

Three cars formed the group disputing first place in the Formula Vee championship round. Points leader Wally Liles (Celi) led most of the way with Tim Flynn (Scarab) occasionally ahead and Dave Greenwood (Scarab) their ever present shadow. By half distance Liles was looking very ragged under the considerable pressure from Flynn and it was no surprise to learn they had collided at the Esses and were out of the race. A delighted Greenwood thus won from John Holmes (Hawke). Dave Karaskas, who had driven through the field, was third a long way behind.

The Leyland 1000 challenge was stopped after Tom Shephard crashed into the pits barrier on the opening lap, the very battered Mini finished upside down in the middle of the track with the uninjured Shephard exiting very rapidly. From the re-start Paul Gaymer and Phil Spurling had a tremendous tactical duel for victory, settled in Gaymer's favour by just one length. The rest, overshadowed by this dispute, were headed home by Derek May.

Keith Messer is undoubtedly talented as a designer and his latest creation, the Messer 3, must rate as one of the most attractive and well-prepared club racing machines around. Keith claims to be as interested in driving racing cars as he is building them and in the F1300 Atlas Photography qualifier he proved his ability behind the wheel. On its fourth outing, the low sports car, with its all-enveloping body, moved ahead at half distance and convincingly won by 3s. Graham Kay (Mallock U2 Mk 18B) held off the hard charging John Law in a similar car by just half a length for second.

Racing the new Vauxhall Chevette he built himself (see *Sports Extra*) Dick Adams had a morale boosting first time out win in the special saloon thrash. Tony Allies (1.3 Mini) and Brian Leeks (1.3 Escort) chased him enthusiastically until Allies retired with no oil pressure leaving Leek to finish second.

Classic saloon winner Bill Pinckney left his challenge late, moving in and taking the lead from Chris Wood's similar 2.4 Jaguar on the penultimate lap. As usual the classic saloons provided good spectator value, with the battle for third overall between the massive Mk 8 and Mk 7 Jaguars of Chuck Nicholson and Craig Hinton being the most awe inspiring. Joining Pinckney and Nicholson as class winners were Andy McLennan and his irrepressible A35 and Martyn Marshalls charming Borgward Isabella.

ANDY LEEDER

## Virtually settled

Grey and airless weather greeted the ninth round of the Haynes/RAC National Sprint Championship at RAF Upwood. A close day produced close results with the outright course record of 43.9s being shattered by a lightning 42.8 run from Bristol's Dave Harris who virtually assured himself of the Sprint Championship for the third year running by just beating an on form Simon Riley.

Of the nineteen classes, eleven had only one or two entries which had the inevitable effect on competitive interest. There was, however, no lack of variety in the paddock with cars ranging from Tony Castle-Miller's ex-Render Fiat 600 (into the back of which a 1558cc Lotus twin-cam is squeezed) to a Pontiac Trans-Am, and of course the now familiar Formula One cars.

The class for sports racing cars up to 1300cc saw some close competition and Arthur Hinds in his 1598cc Mallock U2 must have been not a little worried by the challenge from Pitt's dark blue U2. Hinds took the class with a very neat 51.9 run, 0.5sec ahead of Pitt.

In the series production sports and GT cars 1301-2000cc class, Pat Thomas in his Lotus Elan Sprint was well ahead of the opposition winning with a good 55.6 run.

In the single seater 1101-1600cc class the veteran Peter Fisk drove his March 702 to victory in 48.8.

The big single seater class with only five entrants provided few surprises but was not without drama. Simon Riley in his Monsieur Houbigant Brabham BT33 took the class with a good 43.2 run well clear of Dave Harris in the McRae GM1 which was undergeared. Harris was content to qualify, conserving his engine for the real battle. Having accomplished what proved to be a far from simple change of gear ratios, David Render in the Lotus 76 took his first run late and discovered tyre problems as the Lotus got away from him on one of the fast curves. On his first run Terry (Kamikaze) Smith in the McLaren M14D got off to a fine start but left his braking a little too late for the first hairpin with the inevitable result. Not to be outdone Riley did the same trick on his second run but his first run time was good enough.

As the tension mounted it was clear that times in the Top-Ten Runs were going to be close and that all the runners would be at the limit. The runs passed off without incident though, Harris being fastest after the first runs with a very smooth 42.8 run after a previous best of 44.0. Riley replied with 43.9 and Render and Smith were on 44.1 and 45.4. Harris could not improve on his second run but his first run time was just good enough to beat Riley's 42.9. A close result indeed with Render only 0.6sec behind at 43.5. The battle is now on between Riley and Render for second place in the championship with four rounds to go.

**BTD:** D. Harris (McRae GM1), 42.8s.

**Class winners:** S. West (Cooper), 68.5s; T. Kyte (Cooper S), 64.5s; C. Spence (Escort), 57.6s; B. Shirley (Pontiac), 60.1s; P. Faux (Mini), 61.2s; D. Lee (Imp), 57.0s; P. May (Cooper S), 57.0s; T. Castle-Miller (Fiat-Lotus), 55.4s; P. Thomas (Elan), 55.6s; P. Edwards (Porsche), 57.2s; B. Halladay (Davrian), 54.4s; N. Rowleson (Midget), 64.1s; L. Sebba (Morgan), 62.4s; R. Colton (Ferrari), 54.5s; G. Rance (Lola), 59.8s; A. Hinds (Mallock), 51.9s; P. Fisk (March 702), 48.8s; S. Riley (Brabham BT33), 43.2s.

**RAC Championship Run-off:** 1. Harris, 42.8s. 2. Riley, 42.9s; 3. Render, 43.5s; 4. Smith, 44.0s; 5. Edwards, 49.3s; 6. Fisk, 49.6s; 7. Hinds, 51.5s; 8. Paterson, 53.1s; 9. Chilton, 53.7s; 10. Stonard, 54.9s.

David Render smokes off the line in the Top Ten runs.

## results

**Reliant 750 championship round (12 laps):** 1. Roland Nix (Wessex Special), 16m 42.8s, 82.58mph; 2. Iain Sclanders (DNC Mk3), 17m 44s; 3. John Giles (JGS 5B), 17m 14.9s; 4. Sebastian Kent (DNC), 17m 16.7s; 5. Bob Simpson (SS Reliant), 17m 39.5s; 6. Simon Fry (DNC ST), 17m 39.9s. **Fastest lap:** Nix, 1m 21.3s, 84.88mph (record).

**Leyland Mini Challenge round for 850 Minis (12 laps):** 1. Martin Goodall, 18m 16.9s, 75.50mph; 2. John West, 18m 25.5s; 3. Patrick Watts, 18m 29.6s; 4. Julian Cutler, 18m 30s; 5. John Love, 18m 30.3s; 6. Tim Cousins, 18m 30.7s. **Fastest lap:** Goodall, 1m 29.4s, 77.19mph.

**Formula Ford 1600 race (12 laps):** 1. Nigel Gough (Van Diemen-RF77-Scholar), 15m 04.1s, 91.60mph; 2. David Sears (Royale-Scholar RP24), 15m 09.4s; 3. Glenn Eagling (Van Diemen-CES RF76), 15m 12.2s; 4. Martin Watson (Hawke-Bectune), 15m 13.8s; 5. Rhett Parker (Van Diemen-Minister), 15m 14s; 6. David Church (Van Diemen-Scholar RF77), 15m 14.5s. **Fastest lap:** Gough, 1m 13.9s, 93.39mph.

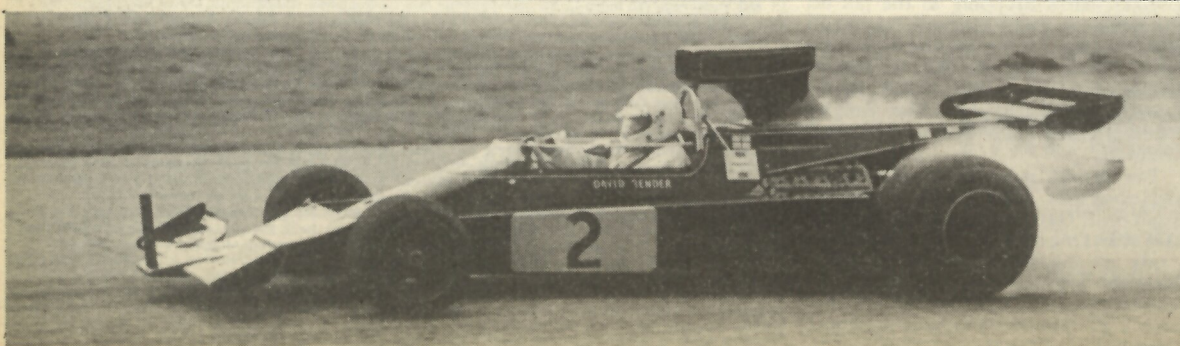
**National Formula Vee championship round (12 laps):** 1. Dave Greenwood (Scarab Monaco), 15m 52s, 86.99mph; 2. John Holmes (Hawke), 15m 54.8s; 3. Dave Karaskas (Vee Max), 16m 16.5s; 4. Mark Goddard (McNamara), 16m 17.5s; 5. Gordon Rae (Rae), 16m 25.2s; 6. Jeff Rushe (Landar), 16m 25.4s. **Fastest lap:** Tim Flynn (Scarab), 1m 17s, 89.63mph.

**Leyland Mini challenge for Mini 1000s (9 laps):** 1. Paul Gaymer, 12m 48s, 80.87mph; 2. Phil Spurling, 12m 48.2s; 3. Derek May, 13m 06.1s; 4. Chris Dobson, 13m 16.9s; 5. David Abbott, 13m 17.4s; 6. Colin Bignmore, 13m 28.9s. **Fastest lap:** Gaymer, 1m 23.7s, 82.45mph.

**Atlas Photography Formula 1300 championship round (9 laps):** 1. Keith Messer (Messer 3), 11m 40.3s, 88.69mph; 2. Graham Kay (Mallock U2 Mk 18B), 11m 43.3s; 3. John Law (Mallock U2 Mk 18B), 11m 43.4s; 4. Paul Webb (Mallock Delapena), 11m 57.9s; 5. Hugh Nicholls (Gryphon C75), 12m 11.6s; 6. Colin Campbell (Tasman Mk5), 12m 43.8s. **Fastest lap:** Law, 1m 15.2s, 91.65mph.

**Special saloon race for 850 Mini 7, up to 850cc, 851-1000cc, 1001-1300cc and over 1301 (9 laps):** Overall: 1. Dick Adams (2.3 Vauxhall Chevette), 12m 24.4s, 83.44mph; 2. Brian Leeks (1.3 Ford Escort), 12m 31.2s; 3. B. Leonard (3.0 Ford Anglia), 13m 00.8s; 4. Bernie Tester (Mini), 13m 11s. **Over 1301cc:** 1. Adams, 12m 31.2s, 82.68mph; 2. Martin Murphy (Alfa Romeo GT Jnr), **Fastest lap:** Tony Allies (Mini Clubman) and Leeks, 1m 21.8s, 84.37mph. **851-1000cc:** 1. Jim McDougall (1.0 Ford Anglia), 13m 31.2s, 78.57mph; 2. Bev Comber (Mini S), **Fastest lap:** Comber, 1m 27.6s, 78.78mph. **Up to 850cc:** 1. Tester, 78.52mph; 2. Steve Mole (Mini), **Fastest lap:** Tester, 1m 26.2s, 80.06mph. **850 Mini 7:** 1. J. P. Lambe, 12m 50.09s, 71.62mph. **Fastest lap:** Lambe, 1m 34.5s, 73.08mph.

**Classic Saloon car championship round up to 1200cc, 1201-1900cc, 1901-2700cc and over 2700cc (9 laps):** Overall: 1. Bill Pinckney (Jaguar 2.4), 14m 04.5s, 73.55mph; 2. Chris Wood (2.4 Jaguar Mk1), 14m 07.3s; 3. Chuck Nicholson (3.4 Jaguar Mk8), 14m 35.7s; 4. Craig Hinton (3.4 Jaguar Mk7), 14m 36.4s. **Over 2700cc:** 1. Nicholson, 70.93mph; 2. Hinton, **Fastest lap:** Hinton, 1m 35s, 72.64mph. **1901-2700cc:** 1. Pinckney; 2. Wood; 3. Colin Lane (Jaguar Mk1), **Fastest lap:** Pinckney, 1m 29.5s, 77.10mph (record). **1201-1900cc:** 1. Martyn Marshall (Borgward Isabella TS), 15m 16.2s, 67.79mph; 2. Anthony Scott Andrews (MG ZB Magnette), **Fastest lap:** Marshall, 1m 37.5s, 70.78mph. **Up to 1200cc:** 1. Andy McLennan (A35), 14m 38.3s, 70.72mph; 2. Tom Hinds (A35); 3. Mike Cox (A35). **Fastest lap:** McLennan, 1m 35.7, 72.11mph (record).





# Aintree entertains

Norman Dickson was both the star and the villain at the Aintree Circuit Club's entertaining meeting last Saturday. After treating the crowd to a fine display with his F2 March, the Scot then failed to collect his trophy or complete a lap of honour, leaving his conscientious mechanic to take the car round on its victory lap.

Barry Pigot (Van Diemen) edged out David Leslie's Crossflags Motors (Dumfries) Royale at the start of the first FF heat, but the talented Cumbrian driver passed the BOC Saffire car on lap 2 and promptly headed off for an easy win. Pigot remained second until the last lap when he misjudged his braking at Club, just managing to recover to fourth in the midst of a four car battle. Ahead were Vivian Candy's Marlboro Crosslé and Alan Stringer's similar car, while behind him were Andy Best's Getem and Rick Whyman's Royale. Richard Peacock (Dinorben Arms Royale) spun away third at the head of the bunch on the last lap.

The modsports race that followed the FF heat was, in contrast, rather tame. Main interest was the duel for third between Viv West's Sprite and Ian Higgins' Ginetta up to half-distance, when the bigger car of Higgins pulled clear. A fire at the rear of Ian's brother Bill's Ginetta soon blew out, much to the relief of the marshals. Andy Smith took the overall honours with his ASM Lotus Elan, finishing well ahead of John Bradshaw's tyre-smoking Elan.

The second FF heat saw the return of Michael Roe to Aintree after his cartwheel in last year's FF Fiesta. Michael led into the first corner from Tony Barley (Royale RP21) but, behind, an almost identical accident to that of Roe's took place when Garry Fretwell's Hawke ran over Stephen Jones' Lotus and rolled into the infield. Luckily, Garry was soon out and unharmed. The race, which continued, saw Roe and Barley fighting for first with Irishman Brian Lennox (Hawke DL17) well clear of the rest, who had slowed at the scene of the accident on the first lap. Roe finally held off Barley's challenge, while Lennox took third from Dave Manners (Hawke DL19) and Martin Wood's old Lotus.

Although Derek Walker soon had control of the saloon race with his Escort BDE, much of the spectator interest was held by the Plygrange Mini of Gerry Gough who, having started from the back of the grid after a curtailed practice, was holding a remarkable fifth place after one lap. While Walker went away to another victory from Terry King's Escort, Gough settled into a tremendous battle with lap record holder Eric Smith (1.3 Mini/Allen) and David McDonald's ex-Phil Clarke Firenza. On lap 10 Gough had fallen to fifth but, on the last two laps, he passed Smith and then McDonald to score an incredible class win in a car that is still handling very badly.

After many hours of hard work rebuilding the circuit, Crosby driver Alex Lowe was now able to take his familiar F4 Chevron to victory in the combined AHMEC F4/Clubmans 'B' class race. Mike Whatley challenged Alex in his Brickhau Brabham until the last lap when he made an indiscretion at Club, thereby leaving a lonely Ken Crook (Ensign) to take third from Bob Laughton's recovering Tecno. The Clubmans class belonged to Don Cressy who passed Dave Abram at one third distance.

The feature event of the day, the

Beechwood Garage Formule Libre race, saw Norman Dickson on pole with the Gleneagles Helicopters F2 March BMW flanked by Kim Mather's F2 Chevron B35. Lurking on row two, however, was Alo Lawler in his L&B Lola T462, and it was Alo who led at the end of the first lap from Mather and Dickson, the Scot having lost his early lead round the back of the circuit. Dickson passed Mather on lap 2 and a lap later Kim had the first of three spins in his Dinorben Arms car—"I was trying too hard"—leaving Lawler trying hard to hold off the superior powered car of Dickson. Eventually the power told and Dickson drew away from lap 6 to take an outright record breaking win. Lawler took second, while Mather finally made third ahead of Neil Bold, having only his second ever race in his ex-works F2 Royale RP15. Chevron employee John Lewis took a good fifth in his debut with his Chevron B35.

An invitation race for special saloons and modsports cars was dominated by Terry King's Escort. The early progress of Malcolm Bell's Imp was halted by a puncture which left Ian Higgins (Ginetta G4) to take second from the Jaguar-engined Escort of Phil Barak.

David Leslie was soon in command of the FF final, passing Roe's ill-handling Van Diemen after barely a lap and taking his second convincing win of the day nearly quarter of an hour later. Behind him, however, there was an almighty battle for the remaining places. Finally, Pigot took second ahead of the duelling Lennox and Manners, the latter having drawn alongside on the last lap. Fifth down from second after a spin at Village was Candy, with Whyman following in sixth. Roe lost his second spot after six laps when he carried on at Country, while Andy Best broke a steering-arm.

MARK SCANLON

## results

**Formula Ford, heat 1 (7 laps):** 1, David Leslie (Royale-Scholar RP24), 7m 23.4s, no speed given; 2, Vivian Candy (Crosslé-Aldon 30F), 7m 35.4s; 3, Alan Stringer (Crosslé-CEC 30F), 7m 36.8s; 4, Barry Pigot (Van Diemen-Scholar RF77), 7m 36.8s. **Fastest lap:** Leslie, 1m 02.0s, 95.22mph (record).

**Modsports Race (12 laps)—overall:** 1, Andy Smith (1.6 Lotus Elan), 13m 07.8s, 89.93mph; 2, John Bradshaw (1.6 Lotus Elan), 13m 36.6s; 3, Ian Higgins (1.6 Ginetta G4), 13m 43.4s; 4, Vivien West (1.3 MG Sprite Mk1), 13m 44.4s. **Over 2000cc:** No Starters. **1501-2000cc:** 1, Smith; 2, Bradshaw; 3, Higgins. **Fastest lap:** Smith, 1m 03.8s, 92.54mph. **1151-1500cc:** 1, West, 86.04mph; 2, Ronnie Grice (1.4 AH Sprite); 3, Ken Rodriguez (1.3 AH Sprite). **Fastest lap:** West, 1m 07.6s, 87.34mph. **Up to 1150cc:** 1, Peter Fontes (1.0 AH Sprite), 11 laps; 2, Barry Fernaly (818cc Honda S800). **Fastest lap:** Fontes, 1m 16.2s, 77.48mph.

**Formula Ford, Heat 2 (7 laps):** 1, Michael Roe (Van Diemen-Scholar RF77), 7m 28.0s, 92.25mph; 2, Tony Barley (Royale-Titan RP21), 7m 28.2s; 3, Brian Lennox (Hawke-Smith DL17), 7m 35.0s; 4, Dave Manners (Hawke-Scholar DL19), 7m 38.0s. **Fastest lap:** Barley, 1m 02.8s, 94.01mph.

**Special Saloon Car Race (12 laps)—overall:** 1, Derek Walker (1.8 Escort BDE), 12m 15.8s, 96.28mph; 2, Terry King (1.8 Escort BDE), 13m 05.0s; 3, Gerry Gough (1.3 Mini Clubman), 13m 07.8s; 4, David McDonald (2.3 Vauxhall Firenza), 13m 08.0s. **Over 1300cc:** 1, Walker; 2, King; 3, McDonald. **Fastest lap:** Walker, 1m 00.6s, 97.43mph. **1001-1300cc:** 1, Gough, 89.83mph; 2, Eric Smith (1.3 Mini/Allen); 3, John Travis (1.3 Mini Cooper S). **Fastest lap:** Gough, 1m 03.8s, 92.54mph (record). **851-1000cc:** 1, Malcolm Bell (1.0 Hillman Imp Californian), 86.70mph—11 laps; 2, Colin Flynn (1.0 Leyland Cooper S); 3, John Depledge (1.0 Austin Mini). **Fastest lap:** Bell, 1m 07.0s, 88.12mph. **Up to 850cc:** 1, Keith Wilkinson (BLMC Cooper S), 76.67mph—10 laps. Only starter. **Fastest lap:** Wilkinson, 1m 15.4s, 78.30mph.

**AHMEC Formula Four Championship Race/Clubmans 'B' class Race (12 laps)—overall and Formula Four:** 1, Alex Lowe (1.0 Chevron B20), 12m 10.0s, 97.05mph; 2, Ken Crook (1.0 Ensign MN77), 12m 37.8s; 3, Bob Laughton (1.3 Tecno 76-4), 12m 46.2s; 4, Eddie Heasell (1.0 Brabham BT38C), 12m 56.8s. **Fastest lap:** Lowe and Mike Whatley (1.0 Brabham BT21/4), 59.8s, 100.40mph (record). **Clubmans 'B' class:** 1, Don Cressy (1.6 Mallock-Holbay Mk18B), 12m 04.0s, 89.70mph—11 laps; 2, Dave Abram (1.6 Mallock-Adams Mk14B); 3, Geoff Lambert (1.6 Mallock-Lambert Mk18B). **Fastest lap:** Cressy, 1m 03.4s, 93.12mph (record).

**Beechwood Garage Formule Libre Race (15 laps):** 1, Norman Dickson (2.0 March-BMW 772), 13m 27.2s, 109.71mph; 2, Alo Lawler (2.0 Lola-Swindon T462 BD), 13m 30.4s; 3, Kim Mather (2.0 Chevron-Richardson B35 BDG), 14m 07.2s; 4, Neil Bold (2.0 Royale RP15), 14m 18.6s; 5, John Lewis (1.6 Chevron-Richardson B35 BDA), 14 laps; 6, Joe Applegarth (1.6 Brabham BT23C), 14 laps. **Fastest lap:** Dickson, 52.4s, 112.67mph. (Outright record.)

**Special Saloon and Modsports Invitation Race (10 laps)—Overall:** 1, Terry King (1.8 Escort BDE), 11m 13.8s, 87.67mph; 2, Ian Higgins (1.6 Ginetta G4), 11m 24.4s; 3, Phil Barak (3.8 Escort-Jag), 11m 25.0s; 4, Norman Hinds (1.3 Mini Cooper S), 11m 32.0s. **Fastest lap:** King, 1m 04.8s, 91.11mph.

**Formula Ford Final (15 laps):** 1, Leslie, 15m 51.6s, 93.06mph; 2, Pigot, 16m 01.2s; 3, Lennox, 16m 10.8s; 4, Manners, 16m 11.0s; 5, Candy, 16m 17.2s; 6, Rick Whyman (Royale-Scholar RP24), 16m 17.8s. **Fastest lap:** Leslie and Barley, 1m 02.8s, 94.01mph.

Garry Fretwell was lucky to be unharmed in this horrific accident.



## ... against a brick wall

An argument with a reservoir wall on the second selective from the end robbed Ron Beecroft and John Millington of the opportunity of retaining the winners' trophy on the St Wilfrid Rally, run last Saturday night by the Ripon MSC over a 120 mile route. Victory went to Bob Bean and Alan Greenwood by what was eventually a comfortable margin.

Seventy five crews turned out on a night which started fine but drizzle during the night made the roads in Yorkshire greasy and treacherous and later on fog in some of the dales made life even more difficult.

In the first half three crews were at each other's throats with Bean/Greenwood being challenged by Beecroft/Millington and Peter Smith/Jeremy Mathew in their Opel Kadett. At petrol, half a minute was all the lead that

Bean had extracted in his RS1600 while Smith and Beecroft were neck and neck.

Eight selectives were visited, seven in the second half and with Bean and Beecroft very evenly matched, it was unfortunate that the latter should derange the front end in the prang to prevent his continued participation. Another crew who were going well early on were Richard Mawson and David Nicholson but they put themselves out of contention with their RS1600 when they missed a codeboard on a selective and dropped way down the field as a result.

1, B. Bean A. Greenwood (RS1600), 23m 44s; 2, P. Smith/J. Mathew (Kadett), 26m 37s; 3, M. Wilson J. Teasdale (RS2000), 26m 7s; 4, D. Lawton/J. Coulthard (Mexico), 28m 34s; 5, J. Ellis/M. Millane (Escort TC), 28m 51s; 6, D. Fox/Miss C. Proctor (Avenger 1600), 29m 57s. Novice: A. McGregor/G. Banks (1275 GT), 33m 53s.

# Reeves guests in Suffolk

A fine scrap for top prize money in the knockout and six rolling cars kept spectators on their toes at last Sunday's West Suffolk autocross at Barking Tye, near Ipswich, which attracted 70 competitors.

The £50 first prize in the knockout finally went to Peter Harrold in his 2.1 VW who narrowly beat a charging Graham Hathaway in his Escort. Unfortunately the four car final was quickly reduced to two when both Barry Crump (Mini) and Tony Morris (Escort), who had qualified with Harrold and Hathaway, pulled off at about one-third distance. This left the other two to charge round in very close company for the rest of the three laps and it was neck and neck all the way.

Crump added interest to the event by inviting Rallycross champion Trevor Reeves to attend and contest the event in Crump's Mini and their struggle for class honours was a feature of the meeting. Reeves went into the lead on the second run and Crump, with personal honour at stake, really had to pull out all the stops to take the class which he finally managed by 0.3secs.

Ian Thomson rushed off and hid from the opposition in the dozen strong class for cars up to 1-litre, driving his usual Mini, and Harrold added to his finances by winning the dozen strong over 1600cc class by 5secs from John Revell in his FVC engine Escort.

The rally cars provided the biggest entry, with 25 starters and Dave Wallace in his 1940 Escort was easily the best beating Morris by 1.4secs with Keith Webb third in another Escort by 2secs.

**Class winners:** D. Pettitt (Mini), 2m 19.8s; I. Thomson (Mini), 2m 10.8s; B. Crump (Mini), 2m 16.3s; G. Hathaway (Escort), 2m 10.1s; P. Harrold (VW), 2m 10.5s; R. Turner (Voodoo), 2m 14.0s; D. Wallace (Escort), 2m 11.7s. **Ladies:** Mrs R. Clinton (Ascona), 2m 28.8s.

# Taylor in the dry

Although rain affected practice, the circuit dried out in time for some quick times at the Lincs AC running of the Woodvale sprint at the RAF station near Southport last Sunday and BTD went to Anthony Taylor in his 1600cc Ensign in 83.72s, a time set up on his fourth run.

With only 33 starters various class amalgamations took place and in the first class Colin Wild's non-supercharged Capri 3-litre easily beat the supercharged version of R. Hargreaves by more than 2secs. In a sports car class M. Oates (Lotus Europa) headed R. Askew (Midget), by just over 1sec and S. Lees (Crosslé) headed P. G. Kerry's Mallock U2 by more than 1sec. Winner of the single-seater class was C. Astley (Lotus 69) but he was almost 2secs off the pace set by Taylor.

**BTD:** A. Taylor (Ensign), 83.72secs. **Class winners:** C. Wild (Capri), 94.63s; K. Taylor (Mini), 112.36s; T. Brooke (Escort), 93.21s; M. Oates (Lotus Europa), 105.18s; S. Lees (Crosslé), 92.62s; C. Astley (Lotus 69), 85.54s.

● John Larkin (1.3 Mini) leads the BTRDA Flather Star Autotest Championship by just two points from Trevor Smith (1.3 Midget) with reigning champion Steve Stringer (1.6 Lotus Seven) one further point in arrears. Larkin, however, has no FTDs to his credit, which are the points deciders and Smith has six to Stringer's four.



# Knockhill is back with the Scottish SCC

The Jimmy Jack Crane Hire Race Meeting at Knockhill on Sunday was organised by the Scottish Sporting Car Club, their first race venture since their meeting at Turnberry which featured such 'greats' as Hawthorn, Wharton, Moss and Flockhart in Thinwall Special, BRM, and Jaguar cars, which was photographed for AUTOSPORT by your reporter some 25 years ago! On Sunday, the organisers had attracted some excellent fields and the reasonably sized crowd were treated to some first class racing.

With David Leslie in the Crossflags Motors Royale RP24 on pole, Stu Lawson fairly leapt his Hawke DL17 in Edinburgh Flying Services colours off the line, only to spin off at the third corner of the opening lap. Thereafter he charged up through the field of Formula Ford cars closing on third place man Keith Lawrence, whose Crosslé 30F was kept at bay by the Van Diemen of Bernard Hunter, but another slide frightened Bryan Gowans and Roy Low into a coming together. The Crosslé of the latter continued but Gowan's Hawke required refurbishing before the second race.

The second FF race was a repeat of the opening event, but over eight laps, and, with the Hawke of Stu Lawson having had clutch bothers in practice, he elected to non-start. Leslie performed a repeat at leaving Hunter, some 14secs in arrears, while Wilson had the advantage over Lawrence as David Duffield held his accustomed fifth spot from Macmillan's Hawke DL17.

The big-engined special saloons event saw Walter Robertson make a flyer off the line in his Sportstune Escort but he had Doug Niven's Border Reivers/Scotch Beef Escort alongside and Bill Dryden's Toleman/SMT Firenze on the outside. The latter backed off as the first corner loomed up with Robertson holding the line through. Behind this battle Jimmy Robertson (Escort Turbo) held fourth place until a front wheel broke up, chewing up his brake disc and putting the car off the track almost as Norman Hodgson started to apply some pressure, before he too went missing in the Skoda. Up front, Bill Dryden overtook Niven as they came up to lap the Coopers of Jimmy Pinkerton on the start/finish line and set about gobbling up Robertson, setting a new class lap record in the process.

With a ten and an eight lapper for production saloons, Rod Birley held the advantage over the similar Capri of

Ian Stirling who was soon to be overwhelmed by the 1.9 Opel Kadett of Ralph Halley, while Vic Covey could not better fourth spot in his John Brown Racing Mazda RX2. In the eight lap event which closed the meeting only six cars faced the starter and it was Birley who went through the first corner locked, literally, with the Kadett of Halley. This contretemps allowed Hamish Irvine in the Fife Motor Spares/Sports Car Breakers Dolomite Sprint to lead from Andrew Small (3.0 Capri), but Birley got through in third place and sailed into the lead on the penultimate lap.

The clubman/modsports ten-lapper found Kenny Allen take command in his Mallock 17DD over a smallish field, being shadowed all the way by the Gryphon of John Mackie comfortably ahead of the Agra Elan driven by John Fyda who was being pressured by the Mallock 17B of Jim Stevenson. Both these two were overwhelmed by the hard-charging Peter MacNaughton's Chevron B23, Stevenson pitting next lap leaving Fyda, whose Elan engine went sour, safely ahead of the Davrian of John Kirk.

As the Libre runners came out on the grid the mist descended on the circuit, the damp track causing a flurry of tyre changing, but Norman Dickson on pole shot his March 722 away, with the Chevron B35 of Iain McLaren thundering on his exhaust. Alas McLaren was unhappy with his tyres and pitted, and Charlie Munro in the Jimmy Jack Crane Hire Chevron B25/29 did likewise, but with a broken throttle linkage. This left Ted Dzierzek (Motul M1) in second place, albeit a long way behind, with Jim Stevenson (Mallock 17B) getting the better of the Chevron B23 driven on this occasion by Jim Baird. Paterson was next up in his immaculate Chevron B17, while Peter Shand led the Formula Fords in his Elden 10A, rebuilt and repainted after his frightening Ingliston crash.

The up to 1000cc special saloons was most gratifying for Jimmy Jack, sponsor of the meeting, who had annexed pole position only to be ousted at the first corner by Ricky Gauld (Sunbeam Stiletto), but next lap, Jack, by dint of some demon late braking had the advantage. However, Ian Forrest (Drambuie Imp) soon streaked past Gauld and set his sights on the green Imp, indeed getting past into the lead, but Jimmy Jack was not to be outdone and repeated his braking performance to barely hold off Forrest at the flag.

BILL HENDERSON

## results

**Formula Ford, Race one (10 laps):** 1, David Leslie (Royale-Scholar RP24), 10m 09.4s; 2, Bernard Hunter (Van Diemen-Scholar), 10m 26.0s; 3, Keith Lawrence (Crosslé 30F), 10m 26.2s; 4, Allan Wilson (Van Diemen Scholar), 10m 34.0s; 5, David Duffield (Dulon-Rowland MP17), 10m 42.2s; 6, David Steedman (Hawke-Scholar DL12), 10m 45.0s. **Fastest lap:** Stu Lawson (Hawke DL17) and Leslie, 60.0s (equals record).

**Formula Ford, Race two (8 laps):** 1, David Leslie, 8m 10.0s; 2, Bernard Hunter, 8m 24.4s; 3, Allan Wilson, 8m 26.4s; 4, Keith Lawrence, 8m 29.2s; 5, David Duffield, 8m 30.6s; 6, George McMillan (Hawke DL17), 8m 30.8s. **Fastest lap:** Leslie, 60.4s.

**Special Saloons over 1000cc (10 laps)—overall:** 1, Bill Dryden (2.5 Vauxhall Firenze), 9m 49.6s; 2, Walter Robertson (2.0 Ford Escort), 9m 50.2s; 3, Doug Niven (2.0 Ford Escort), 9m 50.4s; 4, Colin Simpson (1.8 Ford Escort), 10m 43.3s; 5, Campbell Graham (2.3 Jencot Avenger), 9 laps; 6, Jim Pinkerton (1293 Cooper S), 10m 15.8s (9 laps). **Fastest lap:** Dryden, 55.8s (record). **Over 1300cc:** 1, Dryden; 2, Robertson; 3, Niven. **1001-1300cc:** 1, Pinkerton; 2, R. Milne (1293 Cooper S); 3, E. Buchan (1293 Cooper S).

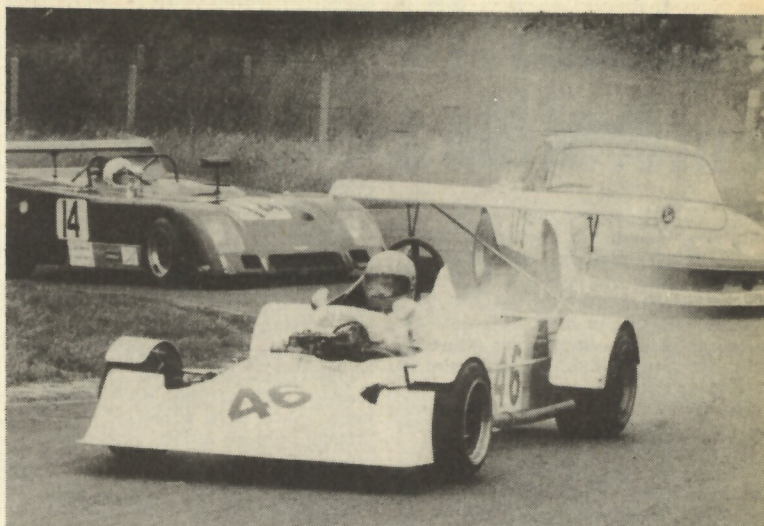
**Special Saloons up to 1000cc (10 laps):** 1, Jimmy Jack (1.0 Hillman Imp), 10m 56.6s; 2, Ian Forrest (1.0 Drambuie Imp), 10m 58.8s; 3, Ricky Gauld (1.0 Sunbeam Stiletto), 11m 02.0s; 4, Duncan Fisher (1.0 Fraser Imp), 11m 08.8s; 5, Colin Richardson (1.0 Hillman Imp), 11m 47.2s; 6, M. Dunn (1.0 Hillman Imp), 9 laps. **Fastest lap:** Forrest, 64.0s.

**Production Saloons (10 laps):** 1, Rod Birley (3.0 Ford Capri), 12m 06.0s; 2, Ralph Halley (1.9 Opel Kadett), 12m 06.8s; 3, Ian Stirling (3.0 Ford Capri), 12m 07.0s; 4, Vic Covey (2.3 Mazda RX3), 12m 12.2s; 5, Hamish Irvine (2.0 Dolomite Sprint), 12m 16.2s; 6, Tom Meldrum (2.0 Mazda RX3), 12m 18.0s. **Over 2000cc:** 1, Birley; 2, Stirling; 3, Covey. **Fastest lap:** Stirling and Andrew Small (3.0 Ford Capri), 71.2s. **Up to 2000cc:** 1, Halley; 2, Irvine; 3, Meldrum. **Fastest lap:** Halley, 71.2s.

**Production Saloons (8 laps):** 1, Birley, 9m 51.0s; 2, Irvine, 9m 51.6s; 3, Small, 9m 52.0s; 4, Neil Barrington (Honda Civic), 10m 52.0s; no other finishers. **Fastest lap:** Birley, 72.0s.

**Sports Cars (10 laps):** 1, Ken Allen (1.6 Mallock 17DD), 9m 40.2s; 2, John Mackie (1.6 Gryphon), 9m 45.8s; 3, Peter MacNaughton (1.9 Chevron B23), 9m 53.4s; 4, John Fyda (1.7 Lotus Elan), 10m 24.0s; 5, John Kirk (1.2 Davrian), 10m 25.2s; Derek Palmer (1.6 Lotus Elan). **Clubman cars:** 1, Allen; 2, Mackie; MacNaughton. **Fastest lap:** Allen and MacNaughton, 57.2s. **Over 1300cc Modsports Cars:** 1, Fyda; 2, Palmer. **Up to 1300cc:** 1, Kirk; 2, Brian Stevenson (1.0 Davrian).

**Formula Libre (10 laps):** 1, Norman Dickson (March 772), 9m 04.2s; 2, Ted Dzierzek (Motul M1), 9m 51.9s; 3, Jim Stevenson (Mallock 17B); 4, Jim Baird (Chevron B23); 5, R. Paterson (Chevron B17); 6, Peter Shand (Elden 10A). **Fastest lap:** Dickson, 53.2s.



Strange Scottish mixture: Stevenson (Mallock), Fyda (Elan) and MacNaughton (Chevron).

# Crooks by the sea

Driving a 1400 Mini Michael Crooks took BTD on his third run at the 173MC autocross at Downbarton Farm, near Margate, last Sunday, to head an entry of 46 competitors.

One of the best class battles was in the up to 1-litre class for Minis where Geoff James headed Tony Mason by 0.6secs and in the biggest class of the day, with nine competitors, Andrew Jackson (Cooper 1340) was almost 2secs quicker than Will Gollop in his

Saab 99. The road going car class saw Ian Ward take victory in his 1275GT by 0.4secs ahead of Peter Rook in an Imp. In the only incident a Mini lost a wheel which flew into the paddock and damaged a stationary Triumph.

**BTD:** M. Crooks (Mini 1400), 1m 52.8s.  
**Class winners:** P. Grant (850 Mini), 1m 55.0s; I. Moakes (Escort 1300), 2m 0.1s; A. Feaver (Sprite), 2m 9.4s; D. Lewis (1500 Imp), 2m 2.8s; G. James (998 Mini), 1m 55.2s; M. Collins (Escort 2300), 1m 57.0s; A. Jackson (1340 Cooper), 1m 55.0s; S. Randell (Special), 1m 54.6s; I. Ward (1275 GT), 2m 0.4s; I. Bartram (Escort), 1m 55.0s.

Haynes Publications RAC National Sprint Championship		Mar 20 Longridge	Mar 27 Yeovilton	Apr 2 Oulton	Apr 17 Upwood	Apr 24 Curborough	May 07 Wellesbourne	Jun 12 Curborough	Jun 26 Blackpool	July 31 Wroughton	Aug 14 Upwood	etc	Total points
1.	Dave Harris	10	9	10	10	10	8	9	9	10	10		85
2.	Simon Riley	9	7	9	8	9	4	9	9	9	9		55
	David Rander	9	9	9	9	9	4	9	9	7	9		55
4.	Terry Smith	9	9	9	9	9	5	9	10	6	7		39
5.	John Ravenscroft	9	9	9	9	9	5	9	10	6	7		30
6.	David Franklyn	9	9	9	9	9	5	9	10	6	7		25
	Arthur Hinds	9	9	9	9	9	5	9	10	6	7		29
	etc												

Forward Trust 1000 plus Special Saloon Car Championship		Class/pos	Mar 13 Thuxton	Apr 03 Silverstone	Apr 24 Croft	May 01 Snetterton	May 22 Mallory Park	May 29 Brands Hatch	Jun 07 Donington Park	Jun 10 Cadwell Park	Jul 31 Donington Park	Aug 07 Snetterton	Aug 14 Brands Hatch	etc	Total points
1.	Peter Baldwin	C1	1	1	1	1	1	1	1	1	1	1	1		25
2.	Tony Sugden	B1	1	1	1	1	1	1	1	1	1	1	1		20
3.	Martin Pearson	C2	1	1	1	1	1	1	1	1	1	1	1		16
4.	John Mowatt	C3	1	1	1	1	1	1	1	1	1	1	1		15
5.	Nick Whiting	A1	1	1	1	1	1	1	1	1	1	1	1		14
	Rob Mason	B2	1	1	1	1	1	1	1	1	1	1	1		14
7.	Jim Evans	B3	1	1	1	1	1	1	1	1	1	1	1		10
	Tony Dickinson	B4	1	1	1	1	1	1	1	1	1	1	1		10
	etc														

Atlas Photography Formula 1300 National Championship		Mar 26 Silverstone	Apr 03 Brands Hatch	Apr 08 Lydden Hill	Apr 24 Mallory Park	May 01 Lydden Hill	May 08 Thuxton	May 15 Mallory Park	May 22 Cadwell Park	May 28 Donington Park	Jun 05 Lydden Hill	Jun 19 Brands Hatch	Jul 09 Castle Combe	Jul 17 Mallory Park	Jul 31 Lydden Hill	etc	Total points
1.	Charles Allen	8	(6)	9	9	9	(8)	(8)	9	(8)	10	10	10	10	9		74
2.	Graham Kay	10	7	(1)	10	9	(1)	10	9	(1)	10	7	(1)	7	9		66
3.	John Law	10	10	10	10	10	10	10	10	10	10	10	10	10	10		61
	Paul Webb	10	10	10	10	10	10	10	10	10	10	10	10	10	10		55
5.	Nigel Price	7	2	6	7	6	6	6	6	6	6	6	6	6	6		45
6.	Brian Colvin	1	1	1	1	1	1	1	1	1	1	1	1	1	1		36
7.	Angelo Farina	9	7	8	8	8	8	8	8	8	8	8	8	8	8		32
	Henry May	4	2	7	7	7	7	7	7	7	7	7	7	7	7		29
	etc																
(best 8 scores only count)																	



# Back to the old days

After about five years in which the Ulster Automobile Club's RAC Hill Climb Championship qualifier at Craigantlet has been 'boycotted' by the cross-channel circus there was something like a return to old times last Saturday when four drivers and three cars from England made the trip to Northern Ireland.

Apparently the prime mover behind this change of attitude was Martyn Griffiths. But, while all enthusiasts were grateful for his action, the man who set the event alight was championship leader Alistair Douglas-Osborne. Making full and expert use of the blinding acceleration of the DFV Pilbeam (and making one wonder how much more impressive Formula One cars would appear on road circuits than on the expanses of the modern autodrome) he shattered Patsy McGarrity's hill record on his very first practice run and continued to beat this figure on every one but the last of his five subsequent climbs. Thus McGarrity's figure of 55.34s, set in his little Chevron B29 Atlantic racer last year, was lowered by the end of the day to 51.64, this being the biggest single improvement made since 1968. Thus Douglas-Osborne's trip was a worthwhile one and he gave full value in adding a useful 20 points to his championship score.

Although overshadowed by the feats of ADO, Martyn Griffiths nevertheless had a good day and also got off to a good start by beating the record in practice in his 2.2 Hart engined March 74P. In the non-championship runs he reduced this to 54.20 and in the championship runs, after a little pressure from Mike McDowell, he improved again to take second place points with 53.42. The other two championship runners were Mike McDowell and Peter Kaye and, although both were beat-

en by Patsy McGarrity in the non-championship runs, they did improve considerably when the championship climbs were run in near ideal conditions at the end of the day. On the first run, McDowell—driving in his socks because of some difficulty with the size of his feet relative to the space round the pedals in Martyn Griffiths' car which he was sharing—was easily the faster of the two with 54.96 compared to Kaye's 55.64. But on the second run the positions were reversed when Kaye improved to 54.76 while McDowell could not improve by any more than a tiny 0.06 secs.

Aside from the championship contenders the local participants provided some quite entertaining motoring during the course of the afternoon. The Vintage and PVT Handicap went to Michael Johnson's beautifully restored Alfa 2.3 Zagato and for those enthusiasts of more recent vintage he also allowed his equally well-turned out and nostalgic Maserati 300S to be driven by Joe Fairley. The latter managed to spin this precious machine but luckily contacted nothing solid. As usual Willie McKiver went well and neatly in his rally Avenger to win his class for Group 1 cars. The big G1 class was taken by Bertie Law in his quick Firenza but Brian McBride (Magnum), Fred Crawford (RS2000) and Mike Ford-Hutchinson (Dolomite Sprint) all drove very smartly. In the sports car class there was an intriguing duel between the rally Carrera of Ken Shields and the immaculate racing Midget of Harold Hagan with Shields just getting the class on his second run by 0.08secs.

Noel Dickson duly won the small special saloon class in his nicely turned out Imp but a new name, John Leinster, also in an Imp, ran him close while Jim McClements won the medium spe-

## results

1, Alistair Douglas-Osborne (Pilbeam P2 DFV), 51.70s (FTD); 2, Martyn Griffiths (March 74P Hart), 54.20s; 3, Patsy McGarrity (Chevron B39 Atlantic), 55.98s; 4, Mike McDowell (March 74P Hart), 56.02s; 5, Peter Kaye (Brabham BT35XP), 56.68s; 6, Richard Parsons (Chevron B20 Atlantic), 57.82s; 7, Jackie Davidson (Crosslé 32F), 64.72s; 8, Ken Shields (2.7 Porsche Carrera), 67.04s; 9, Harold Hagan (1.3 MG Midget), 67.12s; 10, Jim McClements (1.3 Mini), 67.52s.

**Class winners:** Michael Johnson (Alfa 2.3 Zagato), 70.54 nett; David Brien (MG TD), 70.92; Phil Sparkes (Mazda RX2), 75.66; William McKiver (Avenger 1600), 73.64; Bertie Law (Vauxhall Magnum), 72.50; Ken Shields (Porsche Carrera), 67.04; Noel Dickson (998 Imp), 69.22; Jim McClements (1.3 Mini), 67.52; Warren Craig (Escort RS1800), 69.22; Jackie Davidson (Crosslé 32F), 64.72; Alistair Douglas-Osborne (Pilbeam P2), 51.70.

**RAC Hill Climb Championship:** 1, Alistair Douglas-Osborne, 51.64s; 2, Martyn Griffiths, 53.42s; 3, Peter Kaye, 54.76s; 4, Mike McDowell, 54.90s.

## International events

Date	Venue	Event
Aug 19/21	Scotland	Burmah International Rally—Motor/RAC, Castrol/AUTOSPORT, The Scotsman/Glasgow Rally Championship Rounds
Aug 19/20/21	Mosport, Canada	World Championship of Makes (G5), CanAm Challenge Cup
Aug 21	Michigan, USA	Yankee 400 (NASCAR)
Aug 21	Valkenswaard, Holland	European Rallycross Championship
Aug 21	St Ursanne Les Rangiers, Switzerland	European Hillclimb Championship

## British events

Date	Venue	Event	Status	Club	Start	Details
Aug 20	Oulton Park, nr Tarporley, Cheshire	Race Meeting	R	BRSCC (NW)	14.00	FF1600, Special Saloons, Renault 5, Production Sports, Modsports, Mini 1275s
Aug 19/21	Glasgow, Eurocrest Hotel, Erskine Bridge	Rally	INT	Lanarkshire CC	20.00	Burmah International Rally—Motor/RAC, Castrol/AUTOSPORT, The Scotsman/Glasgow Rally Championships
Aug 20	West End Car Park, Bognor Regis, Sussex	Concours	—	Rotary Club of Bognor Regis	11.00	Rotary Jubilee Gala—Vintage & Classic Car Concours, Sideshows & Amusements
Aug 20/21	Raglan Service Area (MR161/436084)	Rally	R	Vale of Colthi MC	11.00	B. J. Price Trophy Rally
Aug 20/21	Truman Mitchell's Garage, Derby Road, Nottingham	Rally	CP	Dukeries MC	23.30	Sherwood Rally
Aug 21	Redesdale Camp (MR80/821989)	Rally	R	Whickham & DMC	10.01	Tyneside Stages Rally
Aug 21	Mynydd, Epplynt	Rally	R	Welsh Counties CC	09.00	Halewood Stages Rally
Aug 21	Mallory Park, nr Kirby Mallory, Leics	Race Meeting	R	BRDC	14.15	FF1600, Special Saloons, Clubmans, Production Sports
Aug 21	Lydden Hill, nr Canterbury, Kent	Race Meeting	R	750 MC	14.30	Reliant 750, F1300, Special Saloons, FF1600, Modsports, F Libre
Aug 21	Ingliston, nr Edinburgh, Scotland	Race Meeting	R	SMRC	13.45	FF 1600, FF2000, Special Saloons, Production Saloons, Clubmans, Sports Cars, F Libre, Modsports
Aug 21	Mondello Park, Dublin	Race Meeting	N	Mondello MRC	—	MG Duckhams FF Festival Car Races—Mini 7s, Saloons, FF1600, F Atlantic, Modsports, Veteran & Vintage Cars, Prod Saloons
Aug 20/21	Loton Park, Alberbury, Shrewsbury	Hillclimb	N	Hagley & DLCC	12.00	Bradburn & Wedge Trophy, Guyson BARC Hillclimb Championship
Aug 21	Goodwood, nr Chichester, Sussex	Sprint	R	BARC	—	ACSMC/ASEMC/NSC Championships
Aug 21	Curborough, nr Lichfield, Staffs	Sprint	R	MG CC (Midland)	—	—
Aug 21	Snetterton, nr Thetford, Norfolk	Sprint	R	Romford Enthusiasts CC	—	—
Aug 21	West Malling Airfield, Kent	Sprint	R	Rochester MC	—	—
Aug 21	Jenkins Farm, Navestock, Essex	Autocross	R	Roding CC	—	—
Aug 21	Duns Golf Course, Duns, Berwickshire	Autocross	C	Berwick & DMC	—	—
Aug 21	Sturminster Marshall, Wimborne, Dorset (MR195/955985)	Autocross	R	Dudbury CC	14.00	—
Aug 21	Kinnell, Frickheim	Autotest	C	750 MC (Scot)	13.00	—
Aug 21	Whitsunden Farm (MR188/812395)	Autotest	CP	SWL MC	11.00	Vallees Autotest

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

## OULTON PARK

The BRSCC are organising Saturday's meeting at the popular Cheshire venue with practice in the morning and racing from 2pm. The eight-race programme features races for the Townsend Thoresen FF1600 series, special saloons, production saloons, modsports, Renault 5s and Mini 1275s.

## MALLORY PARK

The BRDC stage their first-ever event at Mallory on Sunday. This weekend the action reverts to the longer circuit with three heats and a final for the Brush Fusegear FF1600 championship, and supporting events for Esso Uniflo special saloons, Tricentrol clubmans and production sports cars. Practice is from 9.45am and racing starts at 2.15pm.

cial saloon class from Rob Pollock—both in big Minis. Warren Craig (Escort 1800) and Roy Alcorn (RS1600) fought a spectacular battle in the big special saloon class with the former just coming out on top.

Jackie Davidson (Crosslé 32F) easily won the Formula Ford class and here Bob Ambrose had one of the day's few incidents by managing to drive his Crosslé 16F into the wall on the inside of the second corner. Naturally the *Formule Libre* class was dominated by the Cross channel drivers but Patsy McGarrity put up his usual gritty performance to get third best time ahead of Mike McDowell and Peter Kay while Richard Parsons' 6th overall in his elderly Chevron B20 was enough to clinch for him the title of Northern Ireland Hill Climb Champion for 1977.

ESLER CRAWFORD

## LYDDEN

The 750MC return to Lydden on Sunday with a nine-race programme which features events for Reliant 750 Formula, F1300, special saloons, modsports, FF1600 and *Formule Libre*. Most of the Lydden regulars will be competing and practice starts at 12.30pm with racing from 2.30pm.

## INGLSTON

Ingliston is the venue for 'The Queen's Silver Jubilee Race Day' sponsored by BP Oils this Sunday. There are nine races for special saloons, production saloons, FF1600, FF2000, clubmans, sports cars, *Formule Libre* and modsports and also a Vintage & Veteran *Concours d'Elegance* at the circuit. Practice starts at 9.30am with racing from 1.45pm.

## MONDELLO PARK

The MG Car Club promote their Duckhams Formula Ford Festival at Mondello Park on Sunday. Many drivers from the mainland are travelling over for the racing which may necessitate four heats and a final. Other races are for Formula Atlantic, Modsports, special saloons, production saloons and vintage cars. Racing starts at 2pm.

## LOTON PARK

The Guyson/BARC hillclimb championship moves to Loton Park for its 13th round on Sunday with practice the previous day. The championship is now reaching its final stages and all the top contenders will be striving to improve their positions. Runs start at noon.

	Apr 17 Cadwell Park	May 22 Cadwell Park	Jun 19 Cadwell Park	Jul 10 Cadwell Park	Jul 24 Cadwell Park	etc	Total points
'King of Cadwell' Formule Libre Championship							
1. Martin Watson	4	9	9	—	10	—	32
2. David Orbell	7	—	2	—	6	—	24
3. Joe Applegarth	—	4	4	6	2	—	16
4. David Muter	9	—	—	—	—	—	9
5. Richard de la Rue	—	7	—	—	—	—	7
6. Barry Smith	—	—	6	—	—	—	6
7. John Counsell	—	—	—	4	—	—	4
Paul Brooks	—	—	—	—	4	—	4
Phil Silverstone	2	—	—	1	1	—	4
etc							





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